

**THE CITY OF EDMONTON**

**BYLAW 16521**

**CITY OF EDMONTON CAPITAL CITY DOWNTOWN COMMUNITY  
REVITALIZATION LEVY BYLAW**

WHEREAS, pursuant to section 381.2 of the *Municipal Government Act*, RSA 2000, C M-26 as amended (the "Act"), Council may pass bylaws dealing with community revitalization levies; and

WHEREAS section 3 of the City of Edmonton Capital City Downtown Community Revitalization Levy Regulation, AR 141/2013 (the "Regulation") establishes a community revitalization area known as Capital City Downtown Revitalization Levy Area; and

WHEREAS, prior to passing a community revitalization levy bylaw, Council must prepare a community revitalization plan as required by section 4(1)(a) of the Regulation; and

WHEREAS, section 5 of the Regulation provides that a community revitalization levy bylaw must include all of the information required to be included in the community revitalization plan; and

WHEREAS, a community revitalization plan has been prepared for the Capital City Downtown Revitalization Levy Area ("Capital City Downtown Community Revitalization Levy Plan") and is attached hereto as Schedule "A" to this bylaw; and

WHEREAS, Council has held a public hearing on the proposed community revitalization plan as required by section 4(1)(b) of the Regulation.

Edmonton City Council enacts:

**PART I - PURPOSE, DEFINITIONS AND INTERPRETATION**

- PURPOSE** 1 The purpose of this bylaw is to impose a levy in respect of the incremental assessed value of property in a community revitalization area to raise revenue to be used toward the payment of infrastructure and other costs associated with the redevelopment of property in the community revitalization levy area.
- DEFINITIONS** 2 In this bylaw, unless the context otherwise requires:
- (a) “**City**” means the Municipal Corporation of the City of Edmonton;
  - (b) “**Council**” means the Municipal Council of the City of Edmonton;
  - (c) “**Incremental Assessed Value**” has the same meaning as in section 381.1(a) of the Act;
  - (d) “**Property**” has the same meaning as in section 284(1)(r) of the Act.
- RULES FOR INTERPRETATION** 3 The marginal notes and headings in this bylaw are for reference purposes only.

**PART II - COMMUNITY REVITALIZATION LEVY**

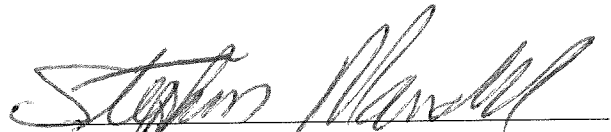
- LEVY** 4 A community revitalization levy shall be imposed at a rate to be passed annually in respect of the Incremental Assessed Value of the Property in the Capital City Downtown Revitalization Levy Area to raise revenue to be used toward the payment of infrastructure and other costs associated with the redevelopment of property in the Capital City Downtown Revitalization Levy Area.

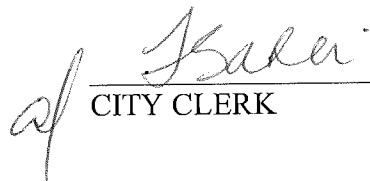
**PART III - GENERAL**

- SCHEDULE A**                    5            Capital City Downtown Community Revitalization Levy Plan, which contains the information required in section 4(2) of the Regulation, is attached hereto as Schedule "A" and forms part of this bylaw.
  
- NUMBER AND GENDER REFERENCES**            6            All references in this bylaw will be read with such changes in number and gender as may be appropriate according to whether the reference is to a male or female person, or a corporation or partnership.
  
- EFFECTIVE DATE**            7            This bylaw takes effect beginning on the date on which this bylaw is approved by the Lieutenant Governor in Council.

READ a first time this                    17th            day of            September            , A. D. 2013;  
 READ a second time this                17th            day of            September            , A. D. 2013;  
 READ a third time this                    17th            day of            September            , A. D. 2013;  
 SIGNED and PASSED this                17th            day of            September            , A. D. 2013.

THE CITY OF EDMONTON

  
 \_\_\_\_\_  
 MAYOR

  
 \_\_\_\_\_  
 CITY CLERK

# CAPITAL CITY DOWNTOWN COMMUNITY REVITALIZATION LEVY PLAN

THE WAY WE **GROW**







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# ACKNOWLEDGEMENTS

The Capital City Downtown Community Revitalization Levy Plan is based on contributions from the following:

## Consulting Team:

- DIALOG
- GP Rollo & Associates
- Urban Plans Consulting
- Dillon Consulting
- BTY Group

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- Gary Klassen, General Manager, Sustainable Development
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- Tom Beck, Planner
- Ingrid Johnson, Solicitor
- Manijeh Khoei, Department Finance Officer - Sustainable Development
- Ken Morris, General Supervisor - Appraisal Services

The Capital City Downtown Community Revitalization Levy Plan has evolved based on the work undertaken in the Capital City Downtown Plan, a five year effort between 2005-2010, a collaboration with a wide range of stakeholders, industry experts, community organizations and committees.



## EXECUTIVE SUMMARY

This report outlines the Capital City Downtown Community Revitalization Levy Plan (CRL Plan) for Edmonton's downtown community. The CRL Plan area includes approximately half of downtown Edmonton and two small areas within the Central McDougall and McCauley neighbourhoods. In total, the CRL Plan area is comprised of 135.0 ha of land (52 blocks) of which 32% is vacant and 20% is underdeveloped. The CRL Plan provides a funding mechanism for the award-winning Capital City Downtown Plan (CCDPlan) (Bylaw 15200, approved by Council in July 2010). This will aid in the revitalization of the downtown core. The goal of the CRL Plan is to: contribute to the creation of a sustainable, vibrant, well designed, and accessible community; improve the quality of life for existing residents, workers, and visitors; and attract new residents and businesses to the area.

### WHAT IS A COMMUNITY REVITALIZATION LEVY PLAN?

A community revitalization levy plan leverages the value of property in a particular area (called the CRL Plan area) to raise funds to update public infrastructure and redevelop property within the boundaries of the identified area. Existing and extensive public infrastructure, as well as a sustainable funding source that does not create a significant tax burden on the citizens of Edmonton, are required to encourage both private and public sector development in the area. This financing mechanism is designed to provide up to 20 years of stable funding. The Municipal Government Act (Part 10, Division 4.1) enables the City of Edmonton to implement a Community Revitalization Levy.

The baseline assessment for properties in the Plan area would be set as of December 31 of the year that The Capital City Downtown Community Revitalization Levy Bylaw is approved by the Province. Thereafter, any increase above the baseline in the assessed value of the properties in the Plan area forms the levy (both municipal and school tax increases). The levy money collected is then applied to pay off expenditures, including any borrowings, incurred by the City of Edmonton for capital infrastructure projects in the revitalized CRL Plan area. The levy is not intended to be an additional tax on property owners. Rather, it is a levy based on the incremental difference between the assessed property values in the baseline year and subsequent years for a maximum of 20 years or until all costs have been fully repaid.

The CRL Plan is required for Edmonton's Downtown because it has not received the investment required for new infrastructure, amenities, and increased service capacity that would attract and support a growing population. While the development community is interested in the Downtown, developers have suggested that land speculation, high construction costs, and the need for significant investments in infrastructure have deterred them from proceeding with some major projects. Given that the infrastructure investments are costly, a coordinated approach to infrastructure redevelopment through the implementation of a series of catalyst projects and creation of amenities for the downtown is required. The CRL Plan will help to address these issues.



## WHAT ARE THE OBJECTIVES OF THE CRL PLAN?

The objectives of the CRL Plan are:

**Commitment to the City's Vision for its Downtown** - The implementation of a Catalyst Project Strategy outlined in the approved CCDPlan will help the City achieve its vision for a downtown that is vibrant, sustainable, well-designed, and accessible.

**Stimulate Investment** - The public improvements identified will stimulate redevelopment and create a positive environment for new investment by providing the up-front investments in key infrastructure and amenities necessary to support an increasing downtown population.

**Quality and Design** - The City will set a high standard of design within the Downtown by implementing public realm plans for important streets and special places. Strategic public improvements will reinforce the special identity of each downtown character area. Through these measures, the CRL Plan will help raise the expectations for excellence in the design of downtown buildings and public places.

**Exponential Benefits** - The catalyst projects will increase the potential for positive and consistent social, economic, and environmental changes over time by strategically identifying and phasing each project so that they can build on one-another.

These objectives are designed to help the City stimulate growth, design more complete and vibrant neighbourhoods, encourage quality urban design, reduce dependency on vehicular trips, support healthy choices, increase the use of downtown amenities, and create a more vital and vibrant downtown for the betterment of the Capital Region as well as the reputation of Edmonton on the world stage.

## WHAT WILL THE LEVY FUND?

The funds arising from the levy will be spent on publicly funded Catalyst Projects, both infrastructure and amenities, within the CRL Plan area. These projects have been determined by Council's emerging priorities, opportune timing to encourage and leverage private development, and the Catalyst Projects as outlined by the CCDPlan. The projects have been split into 2 categories:

### Phase 1 Projects:

Projects that will be undertaken as a first priority. These projects include:

- Arena Building
- Arena Related Public Infrastructure
- Downtown Arena Community Rink

- Green and Walkable Downtown - Arena Civic Interface
- Downtown Stormwater Drainage Servicing
- Jasper Avenue New Vision
- Jasper Avenue Underground Infrastructure Allowance
- Projects in the Civic Precinct
- River Valley Promenades
- 105 St / 102 Avenue Park

**Future Projects:**

Projects that may be funded by the CRL at a later date as funds become available or as otherwise reprioritized. These projects include:

- Downtown Stormwater Drainage Servicing
- Central Warehouse Housing Incentive Program
- Warehouse Campus Neighbourhood Central Park
- Green and Walkable Downtown - Other Streetscape Improvements
- Edmonton Downtown Academic and Cultural Centre

The CCDPlan proposed a series of Catalyst Projects in an effort to create the necessary momentum to stimulate timely change on the scale required. They were identified for their ability to:

- Increase the number of people living in the Downtown;
- Enhance Downtown's unique neighbourhoods; and,
- Link the neighbourhoods together - and to the rest of the city.

Since the approval of the CCDPlan in 2010, a few additional emerging priority projects have been recognized and included in this CRL Plan. These projects have been included for their ability to:

- Increase the activity and vibrancy of Downtown;
- Encourage spin-off development opportunities; and,
- Provide a timely opportunity to capitalize on public-private partnerships.

#### HOW WERE THESE PROJECTS PRIORITIZED?

The list of Catalyst Projects, their order, and phasing has been organized based on the impact each project will have on Downtown revitalization and the following criteria:

##### Alignment with the “Ways”

The project is aligned with the City of Edmonton’s Vision and Strategic Plan, including the directional plans (the “Ways”):

- City of Edmonton Strategic Plan 2009-2018 -The Way Ahead
- City of Edmonton Transportation Plan - The Way We Move
- City of Edmonton Environmental Strategic Plan - The Way We Green
- City of Edmonton Municipal Development Plan -The Way We Grow
- City of Edmonton’s People Plan - The Way We Live
- City of Edmonton’s Economic Development Plan - The Way We Prosper

##### Alignment with CCDPlan Goals

###### *More People Living, Working and Playing Downtown*

The project will attract more people to live and work Downtown, and will stimulate more residential and commercial development.

###### *Enhance the Neighbourhoods of Downtown*

The project will improve the attractiveness of Downtown, improve quality of life, or strengthen the unique character of the Downtown neighbourhoods.

###### *Strengthen the Linkages Downtown*

The project will improve transportation connections for pedestrians, cyclists, and transit users both within the Downtown and with the rest of the City.

### Alignment with Future Projects

#### *Aligned with Current Projects*

The project will enhance the success of current Downtown projects (Royal Alberta Museum, Jasper Avenue phase one, private developments, etc).

#### *Synergy with Emerging Projects*

The project will generate positive synergies with future projects within the Downtown, including proposed Catalyst Projects.

#### *Synergy with Adjacent Projects*

The project will generate positive synergies with current or emerging projects located in neighbourhoods adjacent to the Downtown CRL Area (Quarters, North Edge, etc).

#### *Geography (scale of coverage of project)*

The project will have a positive impact on a large area of the Downtown.

#### *Sequence*

For practical phasing considerations, the project should occur quickly, or should occur prior to Future Projects.

## MOVING FORWARD

The plan requires the city to borrow money to pay for the Phase 1 Projects. Any additional funding that becomes available through the CRL Plan will be utilized to fund the Future Projects. All funds collected through The Capital City Downtown Community Revitalization Levy will be accounted for separately in a Capital City Downtown Community Revitalization Fund. The CRL is estimated to generate between \$597 million and \$1.16 billion over 20 years.

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## 1.0 CAPITAL CITY DOWNTOWN PLAN HIGHLIGHTS

The Community Revitalization Levy (CRL) Plan and Regulation provides a funding mechanism necessary to enable the City to implement the Capital City Downtown Plan. The following is an overview of the award-winning Capital City Downtown Plan to provide a context for this CRL Plan.

### VISION

Edmonton's new Capital City Downtown Plan is built upon the goals of 'The Way Ahead' to create a vision for Edmonton's Downtown that is **Sustainable**, **Vibrant**, **Well Designed**, and **Accessible**.

### THE IMPORTANCE OF DOWNTOWN

Investing in Downtown as a special area is appropriate and required given its importance to Edmonton and the Capital Region. A dynamic downtown is a key ingredient of a great city. Its importance transcends its borders and benefits all citizens.



Downtown Edmonton is:

- An Employer... Highest concentration of jobs in the City
- A Major Tax Base... almost 10% of Edmonton's total municipal property tax, less than 1% of its area
- A Connector... Edmonton's transportation hub
- An Educator... Home to over 50,000 students annually by 2020
- Source of Inspiration... Winspear Centre for Music, Art Gallery of Alberta, Citadel Theatre, Stanley Milner Library
- A Capital City... Seat of municipal and provincial governments
- A Place of Discovery... A primary destination for visitors
- A Symbol... Edmonton's image to the world

While it's clear that Downtown is an important area of the City, it also faces challenges:

- Land Speculation... 24 million sq ft of existing built space, 32 million sq ft additional zoned capacity
- Auto-Oriented Development... Major commitment to suburban road network
- Competition with Suburbs... 75% of Edmonton's future growth planned for new neighbourhoods
- Emerging 24hr Economy... Entertainment and social networking
- Social Stress and Crime... High crime rate
- Competition with other Cities... National and international benchmarks
- Complexity... Five diverse neighbourhoods

## THE PLAN

The Capital City Downtown Plan has four pillars:

1. Polices
2. Zoning
3. Implementation Strategies
4. Catalyst Projects



1. POLICIES

The Capital City Downtown Plan outlines a comprehensive and aligned set of policies that form a coherent foundation for future initiatives, regulation and investment. They establish a clear structure to achieve a Downtown that is:

1. Sustainable	2. Vibrant	3. Well-Designed	4. Accessible
<ul style="list-style-type: none"> <li>• Healthy Natural Environment</li> <li>• Reduced Energy and Emissions and Improved Air Quality</li> <li>• Stewardship of Natural and Material Resources</li> <li>• Healthy Communities</li> <li>• A Sense of Place</li> </ul>	<ul style="list-style-type: none"> <li>• Additional Downtown Housing</li> <li>• Commercial, Retail and Educational Activities</li> <li>• Diverse Arts, Culture and Entertainment</li> </ul>	<ul style="list-style-type: none"> <li>• Well Designed Built and Urban Forms</li> <li>• Defined Street Framework</li> <li>• Additional, Connected Parks and Open Space</li> <li>• Historic Preservation</li> </ul>	<ul style="list-style-type: none"> <li>• Efficient Roadway System</li> <li>• Enhanced Pedestrian Circulation</li> <li>• Improved Cycling</li> <li>• Superior Transit</li> </ul>

2. ZONING

The Capital City Downtown Plan contains new zoning regulations that provide a framework to guide development toward the vision. These new regulations will improve urban design and built form while generally retaining existing heights and densities established by the 1997 Downtown Plan.

3. IMPLEMENTATION STRATEGY

The Implementation Strategy provides direction, identifies stakeholders, and proposes responsibility to help organize the City’s efforts to deliver the Plan. The proposed approach is phased, flexible, and focused.

The CRL Plan plays a large role in the implementation of the Capital City Downtown Plan. It is a critical funding mechanism that will focus the City’s efforts and resources, support initiatives sponsored by local partners, and provide the City with the ability to follow through on the larger public amenities and infrastructure projects.



#### 4. Catalyst Projects

Catalyst Projects are public amenity and infrastructure projects that are proposed to create the necessary momentum to stimulate timely change on the scale required. They have been identified for their ability to:

- Increase the number of people living in the Downtown
- Enhance Downtown's unique neighbourhoods
- Link the neighbourhoods together - and to the rest of the city

A number of the CCDPlan Catalyst Projects as well as a number of emerging priority projects are recommended for funding through this CRL Plan.

#### **BENEFITS OF THE CAPITAL CITY DOWNTOWN PLAN**

Implementing the Capital City Downtown Plan will deliver direct measurable benefits\* including:

- Increased urban densification - 12,200 new residential units over a 35 year period - more than twice the growth projected without the Plan.
- Increased Economic Activity - 2.35 million sq ft of commercial space and 2.25 million sq ft of new office space over a 35 year period - 40-70% more growth than without the Plan.
- Higher Land Values - Resulting from increased amenities, design quality and livability of the Downtown.
- Improved Sustainability - Greenhouse Gas reductions of up to 40% per Downtown resident as a result of intensifying development, increasing modal choices and implementing a green building and development strategy.
- Clearer Expectations - A predictable framework for investment and development, with higher design quality standards.
- Enhanced Transit Viability - Supported by Edmonton's greatest concentration of transit users and complementary uses.
- Showcase for Edmonton - A vibrant, well-designed and sustainable Downtown attracting people, investment and opportunity to the City.

\* benefits noted are from the downtown plan completed in 2010 and may not reflect current forecasts

## 2.0 THE NEED FOR A CRL

The Community Revitalization Levy (CRL) Regulation creates a funding mechanism (the CRL Plan) that enables the City to implement the Capital City Downtown Plan. The CRL Plan leverages the value of property in a particular area (called the CRL Plan area) to raise funds to update public infrastructure and redevelop property within the boundaries of the identified area. The taxes levied under the CRL Bylaw would in effect replace the municipal and provincial portions of the property tax at the same rate that would be charged throughout the City. The end result is that improvements in the Plan area are largely self-funded with limited additional tax burden on the balance of the City. At the end of the 20-year CRL period, the amounts charged under the CRL Bylaw would flow into the general revenues of the City and the Province.

Downtowns contain the greatest mix of uses, concentration of people and activity, sense of identity, and are the primary conveyors of a city's image. Successful Downtowns accelerate business activity and cultural creativity, support a variety of lifestyles and user experiences, incubate new products, services, and business ventures, provide efficient municipal services and use infrastructure in a more sustainable manner. Downtowns are crucial elements of great cities. The success of a downtown transcends its borders and benefits the entire city.

Edmonton's Downtown has had a number of challenges in achieving the aforementioned attributes of great cities. Although parts of the downtown have seen some redevelopment stemming from the 1997 Downtown Plan and recent economic growth, the larger area of the downtown core has not. The challenges that have led to the need for the CRL Plan include:

- The Downtown is auto-dominated and has an abundance of surface parking, wide roadways, and vacant land. These transportation related lands dominate the pedestrian realm. Excluding streets, avenues, laneways, etc., 32% of the land within the CRL boundary is either vacant or used as surface parking. An additional 20% of the land area has been under-developed with 2-storeys or less; a density much lower than current land use designations permit.
- The Downtown is competing with the less expensive suburban areas for both residential and commercial development.
- Speculation has led to high land costs and a number of properties have been used as "holding properties", with owners holding onto expectations, or speculating that they will eventually be able to build a major high-rise project. In a number of cases, large areas within the Downtown have been stagnant or under-utilized for over 30 years.
- Crime and safety have been identified as a concern for many citizens. The existence and perception of a crime problem can cause a vicious cycle - residents move away from Downtown, lowering the desirability of the area, making it a more attractive locale for criminal or socially undesirable behavior.
- Finally, Edmonton's Downtown is competing with other cities within Alberta, Canada, and the world for people, capital, and knowledge. People, and the knowledge and capital they bring, are increasingly attracted by bustling city centres, walkable neighbourhoods, social stability, diverse opportunities, vibrant cultural scenes, sustainability, and other quality of life factors.

The CRL Plan is needed because the Downtown has not received the investment required for new infrastructure, amenities, and capacity of services needed to attract and support a growing population. The development community has expressed interest in the Downtown, however, developers have suggested that land speculation, high construction costs, and significant infrastructure investment requirements have deterred them from proceeding with some major projects. Many of the infrastructure investments are costly and cannot be undertaken in a piecemeal way. A coordinated approach to infrastructure redevelopment and the provision of amenities is required.

The CRL Plan is also necessary to improve the quality of life for existing residents and to attract new residents and businesses to the area. It is expected that significant social, environmental and economic benefits will result from public sector investment as outlined in this Plan. Most importantly, the intent of this CRL Plan is to revitalize the Downtown, creating a **Sustainable, Vibrant, Well Designed, and Accessible** community.

The CRL Plan will play an important role in achieving a number of direct and measurable benefits of implementing the Capital City Downtown Plan. The CCDPlan recommended a number of Catalyst Projects to focus investment where it will do the most good in supporting private or third party investment and demonstrate the City's commitment to the area. This CRL Plan outlines a public infrastructure and amenity program that will facilitate the redevelopment and revitalization of the Downtown.

The Catalyst Projects are strategically located to build on existing opportunities and result in:

- More people living, working and playing Downtown;
- Enhanced neighbourhoods; and,
- Stronger linkages throughout Downtown.

In addition to the Catalyst Projects identified by the CCDPlan, a few additional emerging priority projects have been recognized since the approval of the CCDPlan and have been included in this CRL Plan for their ability to:

- Increase the activity and vibrancy of Downtown;
- Encourage spin-off development opportunities; and,
- Create a timely opportunity to capitalize on public-private development.

## 3.0 LEGAL BOUNDARY DESCRIPTION

The Capital City Downtown Community Revitalization Levy area is located primarily within Edmonton's Downtown. The boundary of the CRL Plan differs from the boundary of the CCDPlan in that a majority of the CRL Plan area is located within only three of the five downtown neighbourhoods:

- Commercial Cultural Core
- The Warehouse Campus
- Jasper Avenue

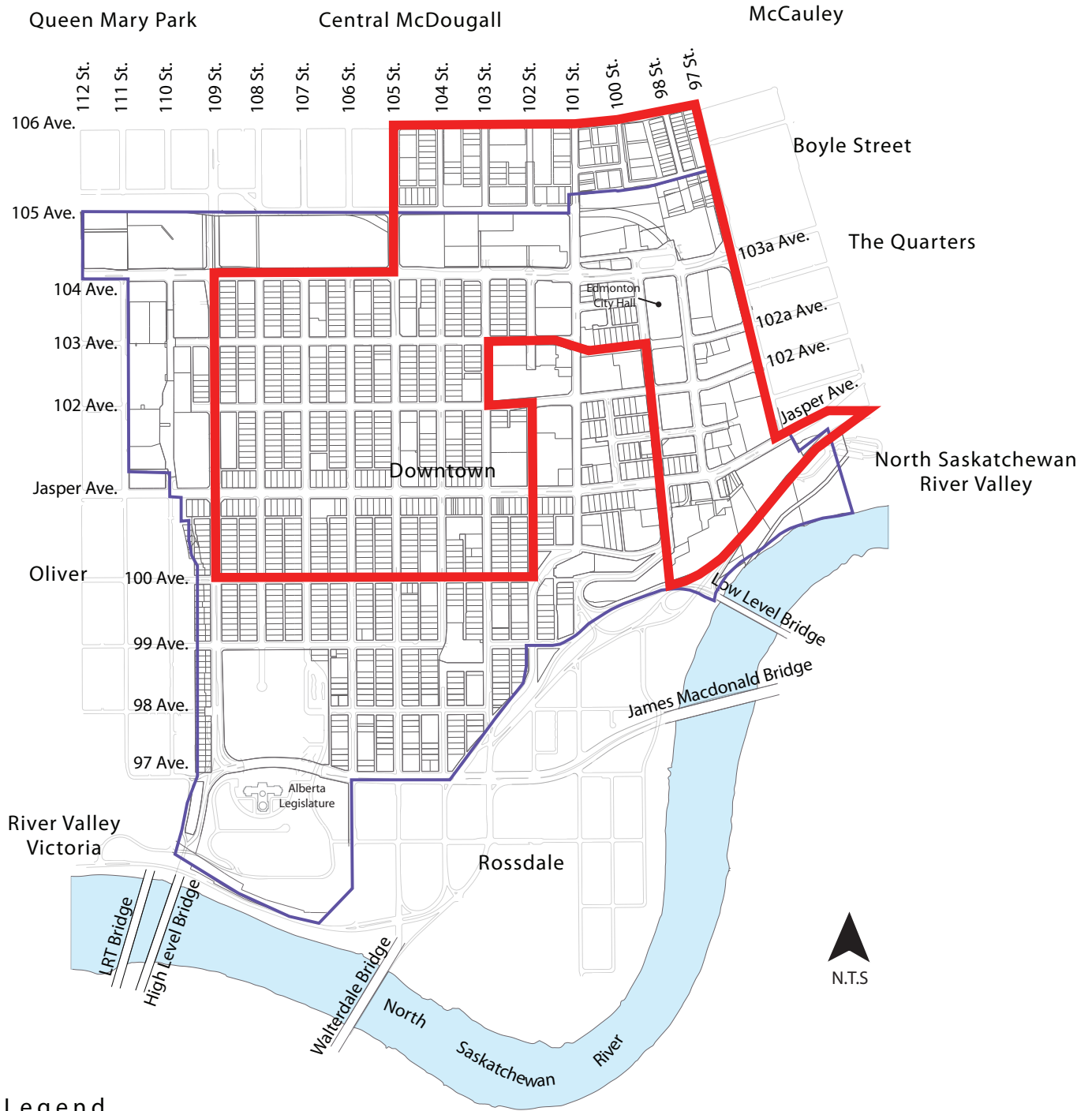
The CRL Plan boundary also crosses into two other Area Redevelopment Plan (ARP) areas:

- The Boyle Street/McCauley ARP; and,
- The Central McDougall/Queen Mary Park ARP.



The CRL area is comprised of lands within the area delineated on the following page. The area may be described as follows:

Commencing at the center intersection of 109th Street and 100th Avenue; Thence Easterly along the center line of 100th Avenue to the center intersection of 102nd Street and 100th Avenue; Thence Northerly along the center line of 102nd Street to the center intersection of 102nd Avenue and 102nd Street; Thence Westerly along the center line of 102nd Avenue to the center intersection of 103rd Street and 102nd Avenue; Thence Northerly along the center line of 103rd Street to the center intersection of 103rd Avenue and 103rd Street; Thence Easterly along the center line of 103rd Avenue and transitioning to 102A Avenue to the center intersection of 100th Street and 102A Avenue; Thence Southerly along the center line of 100th Street continuing along the east boundary of Block C, Plan 5011EO to the center line of Grierson Hill Road; Thence North Easterly along the center line of Grierson Hill Road to the center intersection of 96th Street and Grierson Hill Road; Thence Westerly along the center line of 101st Avenue to the center intersection of Jasper Avenue and 101st Avenue; Thence South Westerly along the center line of Jasper Avenue to the center intersection of 97th Street and Jasper Avenue; Thence Northerly along the center line of 97th Street to the center intersection of 106th Avenue and 97th Street; Thence Westerly along the center line of 106th Avenue to the center intersection of 105th Street and 106th Avenue; Thence Southerly along the center line 105th Street to the center intersection of 104th Avenue and 105th Street; Thence Westerly along the center line of 104th Avenue to the center intersection of 109th Street and 104th Avenue.

Figure 1: CRL Plan Boundary



Legend

-  CRL Plan Boundary
-  Downtown ARP Boundary

## 4.0 PLAN OBJECTIVES

The over arching objectives of the CRL Plan are to improve conditions in the Downtown and spur development through public sector investments in infrastructure and amenities. These investments will enhance the quality of life in the downtown for residents and visitors alike, and will create opportunities for public and private sector development, redevelopment, and investment.

The objectives of this CRL Plan are:

**Commitment to the City's Vision for its Downtown** - The implementation of the Catalyst Projects will demonstrate the City's commitment to the success of the vision for a downtown that is vibrant, sustainable, well-designed, and accessible.

**Stimulate Investment** - The public improvements identified will stimulate redevelopment and create a positive environment for new investment by providing the up-front investments in key infrastructure and amenities necessary to support an increasing downtown population.

**Quality and Design** - The City will set a high standard of design within the Downtown by implementing public realm plans for important streets and special places. Strategic public improvements will reinforce the special identity of each downtown character area. Through these measures, the CRL Plan will help raise the expectations for excellence in the design of downtown buildings and public places.

**Exponential Benefits** - The Catalyst Projects will increase the potential for positive and consistent social, economic, and environmental changes over time by strategically identifying and phasing each project so that they can build on one-another.

By achieving these objectives, the City will stimulate growth, design more compact complete neighbourhoods, encourage quality urban design, reduce dependency on vehicular trips, promote environmentally friendly lifestyle choices, increase the use of downtown amenities, and create a more vital and vibrant downtown for the betterment of the Capital Region as well as the reputation of Edmonton on the world stage.



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## 5.0 LEGISLATIVE CONTEXT

### 5.1 MUNICIPAL GOVERNMENT ACT

In accordance with Part 10 Division 4.1 of the Municipal Government Act, R.S.A. 2000, Chapter M-26, (MGA) each Council may pass a community revitalization levy bylaw.

A community revitalization levy (CRL) bylaw authorizes the council to impose a levy in respect of the incremental assessed value of property in a community revitalization levy area to raise revenue to be used toward the payment of infrastructure and other costs associated with the redevelopment of property in the community revitalization levy area.

A CRL bylaw has no effect unless it is approved by the Lieutenant Governor of the Province of Alberta in Council. The CRL bylaw may be in effect to a maximum of 20 years from the year in which the bylaw was made or a shorter period as determined by the Lieutenant Governor in Council.

### 5.2 CITY OF EDMONTON CAPITAL CITY DOWNTOWN COMMUNITY REVITALIZATION LEVY REGULATION

After the Provincial approval of the Capital City Downtown Community Revitalization Levy Regulation (the Regulation), the Capital City Downtown Community Revitalization Levy Plan can be prepared. When the CRL Plan is approved, City Council can also pass a bylaw to create the Capital City Downtown Community Revitalization Levy Bylaw.

The Regulation identifies that prior to passing a CRL Bylaw, Council must prepare a community revitalization plan and hold one or more public hearings on the CRL Plan. The Regulation identifies specific elements that the CRL Plan must address, including:

- The objectives, risks and benefits;
- Substantiating that redevelopment would not progress significantly in the Plan area without a CRL;
- A program of revitalization projects;
- Estimated capital costs;
- Borrowing costs;
- Other municipal costs;
- Projected estimates (low, medium, and high) of the changes in the incremental assessed value of the properties;
- The amount, timing and source of projected borrowings;



- The amount and timing of the repayments;
- Estimated projected revenues;
- The timing of projects;
- The phasing of the redevelopment; and,
- The proposed land uses.

The Regulation further specifies how a Community Revitalization Levy Rate Bylaw is to be prepared and the levy rate calculated.

The baseline assessment for properties in the CRL Plan area are set as of December 31 of the year that the Bylaw is approved by the Province. Subsequently, any increase above the property's baseline assessed value within the CRL Plan area forms the levy; this includes both municipal and school tax increases. The monetary value (the levy) collected is then applied to the debt accrued by projects within the CRL Plan area. It is important to note that this levy is not an additional tax on property owners. The levy is based on the incremental difference between the assessed property values from the baseline year and the subsequent years. The levy is applied until all the costs have been fully repaid or for a maximum of 20 years.

The CRL Plan must also include a plan for how the City of Edmonton will fund any shortfalls should the actual revenues not be sufficient to repay the costs associated with the borrowings. The Regulation stipulates that improvements in the CRL Plan area must comply with the Statutory and Non-Statutory Plans, the City's Zoning Bylaw 12800, the City's relevant policies, and all building and safety codes. Finally, the CRL Plan must articulate the impact, if any, redevelopment will have on residents and the role that private sector developers have in the redevelopment.

The CRL Bylaw is terminated on the earliest of the following:

1. At the end of a period of 20 years from the year in which the Community Revitalization Levy bylaw is approved by the Lieutenant Governor in Council;
2. The date that all borrowings for the Capital City Downtown are repaid or recovered from the revenues associated with the community revitalization plan;
3. An earlier date specified by the Lieutenant Governor in Council.

## 6.0 ALIGNMENT WITH EXISTING POLICY

### 6.1 PROVINCIAL LAND USE POLICIES

The Alberta Municipal Government Act (MGA) provides an overall framework for the preparation and implementation of statutory plans, land use bylaws and land use policies for all Alberta municipalities. Section 622 (3) of the MGA states that every statutory plan undertaken by a municipality must be consistent with provincial land use policies.

Section 381 of the MGA outlines the requirements related to the establishment of a CRL Bylaw. The City of Edmonton Capital City Downtown Community Revitalization Levy Regulation, prepared in accordance with the MGA requirements, specifies that a Community Revitalization Levy Plan must be consistent with the land use policies established under Section 622 of the MGA.

The MGA provides municipalities with the legislative framework to encourage and facilitate the development and redevelopment of land in a systematic, orderly, economically, and environmentally responsible manner. It sets out the legal basis for the preparation of Area Redevelopment Plans in Section 634.

The “Capital City Downtown Revitalization Levy Area” is centered on Edmonton’s Downtown, with two small areas north of 105 Avenue being within the Central McDougall and McCauley neighbourhoods respectively. The three Area Redevelopment Plans (ARPs) covering these areas are:

- the Capital City Downtown Plan (Bylaw 15200);
- the Boyle Street/McCauley ARP (Bylaw 10704); and
- the Central McDougall/Queen Mary Park ARP (Bylaw 11648).

The CRL Plan will implement the policies contained within these ARPs, policies that are in alignment with provincial land use policies.

There are several other City of Edmonton and Capital Region policy documents that support the implementation of the CRL Plan. The policies in these documents also conform to the provincial land use policies. The key policy documents are discussed below.

## 6.2 CAPITAL REGION BOARD POLICIES

### 6.2.1 Capital Region Growth Plan: Growing Forward

The Capital Region Growth Plan (2009) provides an integrated and strategic approach to planning for future growth in the Capital Region. The Plan ensures that planning for the region's 25 municipalities is coherent and coordinated. All municipal plans within the Capital Region must conform to the Plan. As Alberta's capital city and the major urban centre for northern and central Alberta, Edmonton is the hub for the Capital Region's growth.

The Capital City Downtown Plan's land use principles and policies are in alignment with the Capital Region Growth Plan. Key policies in the Downtown Plan relate to emphasizing higher density development served by transit, minimizing impacts on the natural environment, making improvements to civic spaces, and providing more housing choice. In addition, the Capital Region Plan identifies areas known as priority growth areas where more intensive population growth is to be directed. The Capital City Downtown CRL area is located within an identified priority growth area.

## 6.3 CITY OF EDMONTON PLANS AND POLICIES

### 6.3.1 City of Edmonton Strategic Plan - The Way Ahead (2009-2018)

The City of Edmonton Strategic Plan - The Way Ahead is a 10-year Strategic Plan adopted by City Council in 2009 and updated in 2011. The Plan sets out a long term vision for the City and outlines a series of 10-year strategic goals as follows:

1. Transform Edmonton's Urban Form;
2. Shift Edmonton's Transportation Modes;
3. Improve Edmonton's Livability;
4. Preserve and Sustain Edmonton's Environment;
5. Ensure Edmonton's Financial Sustainability; and
6. Diversify Edmonton's Economy.

These goals direct long term planning for the City and help set priorities for the delivery and improvement of services, programs, and infrastructure.

### 6.3.2 City of Edmonton Municipal Development Plan - The Way We Grow

(Bylaw 15100)

The City of Edmonton Municipal Development Plan (MDP) provides strategic policy direction for Edmonton's land use, urban form, and development. It establishes a city-wide framework for planning, with policies providing the context for more detailed statutory plans, such as Area Redevelopment Plans and Area Structure Plans. The MDP contains several key policies that support the strengthening of the Downtown area, designating the Downtown as "a primary focus for residential, commercial and office intensification". The objectives and policies in the MDP are also in alignment with provincial land use policies.

### 6.3.3 Edmonton's Transportation Master Plan - The Way We Move

The City of Edmonton's The Way We Move: Transportation Master Plan (TMP), approved in September 2009, establishes a framework for how the City of Edmonton will address its future transportation needs. The TMP establishes the policies, strategies, and priorities for shorter-term decisions and actions by the City of Edmonton, on behalf of its citizens. The strategic goals of the TMP are:

1. Transportation and Land Use Integration;
2. Access and Mobility;
3. Sustainability;
4. Health and Safety;
5. Transportation Mode Shift;
6. Well-Maintained Infrastructure; and
7. Economic Vitality.

The Transportation Master Plan and the Municipal Development Plan were developed in coordination with one another to ensure that transportation and land use policies and goals are integrated and supportive of the City's Vision.

### 6.3.4 Edmonton's Environmental Strategic Plan - The Way We Green

The Way We Green, approved in 2011, is the City's environmental strategic plan that outlines a series of principles, goals and strategic actions to enable Edmonton citizens to live in balance with nature. It focuses on 12 goals that describe what must be accomplished for Edmonton to be a sustainable and resilient city.

### 6.3.5 Capital City Downtown Area Redevelopment Plan (Bylaw 15200)

The award-winning Capital City Downtown Plan (CCDPlan) was approved by City Council in July 2010. The Plan contains a comprehensive set of policies that form a coherent foundation for future initiatives, regulation and investment. The Plan provides the statutory planning framework to guide development and revitalization of the Downtown over the long term.

The Plan outlines a number of strategic public investment projects that are key to the transformation of the Downtown. It recommends an appropriate level of investment and commitment to the Downtown, commensurate with its being the heart of Alberta's Capital City.

### 6.3.6 Boyle Street / McCauley Area Redevelopment Plan (Bylaw 10704)

The Boyle Street/McCauley ARP provides the statutory planning framework to guide redevelopment in the Boyle Street/McCauley area. A four-block area (105 Avenue on the south, 106 Avenue on the north, 97 Street on the east and 101 Street on the west) within the proposed CRL Plan boundary is located within the Boyle Street/McCauley ARP area. Map 8: Redevelopment Potential, in the ARP (amended in 2009), designates this four-block area as having high potential for redevelopment.

### 6.3.7 Central McDougall / Queen Mary Park Area Redevelopment Plan (Bylaw 11648)

A four-block area (105 Avenue on the south, 106 Avenue on the north, 101 Street on the east and 105 Street on the west) within the proposed CRL Plan boundary is located within the Central McDougall / Queen Mary Park ARP area. Amendments were made to the ARP between 2005 and 2009 as a result of the “Downtown North Edge Development Study”. Through these amendments, the four-block area within the CRL Plan area was designated as “Precinct ‘C’ Transit-Oriented Development / High Density Residential Mixed Use” and zoning was established to provide for this form of development. Therefore, the ARP is in alignment with the policy direction of the adjacent lands within the Downtown area and with provincial land use policies as well.

### 6.3.8 City of Edmonton Zoning Bylaw (Bylaw 12800)

The City of Edmonton Zoning Bylaw regulates and controls the use and redevelopment of land and buildings. The land use zones within the CRL Plan area reflect the vision and policies of the Capital City Downtown Plan, as well as the Boyle Street/McCauley ARP, and the Central McDougall/Queen Mary Park ARP. The zoning has been carefully crafted to encourage development and ensure good urban form and design.

### 6.3.9 Edmonton Urban Parks Management Plan (2006-2016)

The City of Edmonton’s Urban Parks Management Plan (UPMP), approved in 2006, is a non-statutory plan that guides future acquisition, design, construction, maintenance, preservation and use of City parks, river valley and natural areas.

### 6.3.10 North Saskatchewan River Valley Area Redevelopment Plan (Bylaw 7188)

The North Saskatchewan River Valley ARP, (adopted in 1985, amended to 2010), is a comprehensive plan that sets out policy to protect the River Valley and Ravine System as part of Edmonton's valuable open space network, while providing for major urban parks, natural parks and a sensitive integration of urban development.

Section 2.1 - Plan Concept, states that for "...the Central area of the River Valley, the Plan envisions a sensitive mix of land uses - residential, recreational, institutional and commercial development, which are of varying intensities compatible with Downtown activities". It states that one of the purposes of the Plan is to "...create a recreation-oriented land use system which incorporates formal and informal parks and mature areas which are linked through a series of paths, trails and open spaces".

The Downtown's Heritage Trail System, a system of trails running along the top of the River Valley escarpment, and the Louise McKinney Riverfront Park are two major features within the CRL Plan area that are developed in accordance with the policies of the North Saskatchewan River Valley ARP.

### 6.3.11 Louise McKinney Riverfront Park Master Plan (1997)

Approved as Edmonton's Millennium Project, Louise McKinney Riverfront Park is being developed as the City's hallmark riverfront park and a premier entry point into the River Valley Parks system. The Park will be a venue for cultural performances highlighting the significance of the North Saskatchewan River in the history of Edmonton while creating a vibrant riverfront and a festive meeting place for cultural, musical and theatrical events. The Capital City Downtown Plan contains policies recommending the design and construction of improved park accesses to the Park, completion of the River Promenade and the Riverfront Plaza.

### 6.3.12 Ribbon of Green Master Plan (1992)

This plan provided the planning framework for open space in the river valley and emphasized the integration of the trail system and the development of natural areas.

### 6.3.13 City of Edmonton Environmental Policy (C512)

The City of Edmonton's Environmental Policy, approved in 2006, is used to guide the City through its planning and decision-making processes that promote the development of an environmentally sustainable community, functioning in harmony with the natural environment. Specifically, the City will exercise environmental stewardship of its operations, products and services, based on its commitment to: (a) prevent pollution, (b) continually improve its environmental performance by setting and reviewing environmental objectives and targets, and (c) meet or exceed applicable environmental legal requirements and other requirements to which it subscribes.

### 6.3.14 Percent for Art to Provide and Encourage Art in Public Areas (C458C)

The purpose of this policy is to help create a more livable and attractive City and to promote and increase public awareness of the arts. Through this policy the City will dedicate 1% of qualifying construction budgets for municipal projects to cover the costs of implementing City Policy C458C.

The Edmonton Arts Council will direct the public art procurement process and advise on the use of gifts and the expenditure of donated funds for public art projects. The Capital City Downtown Plan contains policies aimed at promoting the inclusion of public art in both public and private spaces throughout the Downtown.

### 6.3.15 Policy to Encourage the Designation and Rehabilitation of Municipal Historic Resources in Edmonton (C450B)

Pursuant to the Alberta Historical Resources Act, this policy provides for compensation to be paid to the owner of an historic building and site designated as a Municipal Historic Resource. Compensation shall be a tax cancellation or rebate of property taxes or a payment equal to the value of the amount of taxes payable on the designated historic building and substantial rehabilitation thereto. The Heritage Resources section of this CRL Plan identifies and locates places of Historic Interest within the Plan area.



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## 7.0 EXISTING SOCIO-ECONOMIC CONDITIONS

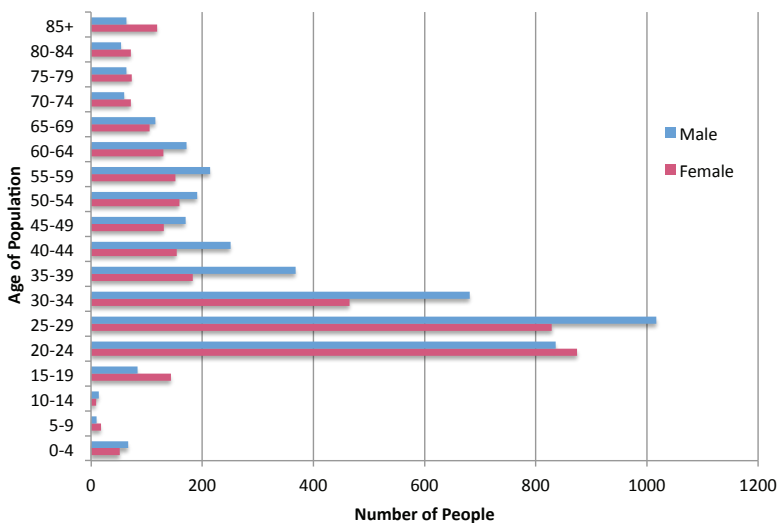
### 7.1 SOCIAL CONDITIONS

The Downtown social conditions are inclusive of current population, housing, homelessness, crime, and community services and facilities data. However, Census data cannot be delineated to divide communities along different boundaries. Therefore, a majority of the information provided is for the Downtown as a whole and will be considered as representative of the social conditions within the CRL Plan area.

#### 7.1.1 Population

The City of Edmonton’s 2012 Municipal Census reports a Downtown population of 12,199, which is an increase of 35% from 9,027 in 2005. However, a majority (64%) of the population who responded to the Municipal Census is between 20-39 years of age. There are only 170 people under the age of 14 living in the Downtown area. There are just under 800 people over the age of 65. Almost 40% of the Downtown population has never been married. This data suggests that the Downtown is not seen as a desirable place to live for families, children, and seniors.

Chart 1: Population By Age



Source: City of Edmonton’s 2012 Municipal Census

Table 1: Population By Age

Age of Population	Female	Male	Total
0-9	70	77	147
10-19	153	98	251
20-29	1703	1853	3556
30-39	648	1049	1697
40-49	285	421	706
50-59	311	405	716
60-69	235	288	523
70-79	145	124	269
80+	191	118	309
Sub-Total	3741	4433	8174
No Response	2002	2023	4025
<b>Total</b>	<b>5743</b>	<b>6456</b>	<b>12199</b>

Source: City of Edmonton’s 2012 Municipal Census

## 7.1.2 Housing

The City's 2012 Municipal Census identified 7,666 occupied private dwellings in downtown, which is up slightly from 7,160 in 2009. 83.5% of housing structures are apartment buildings of 5 or more stories. The Census also identified that there are 122 single-detached, semi-detached or row house dwellings in the Downtown, which is down from 146 in 2009.

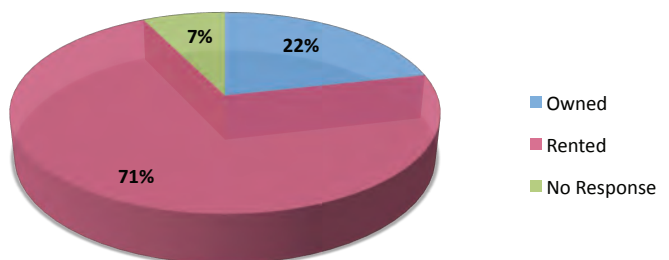
Table 2: Housing Structure Type

Type of Structure	Downtown		City of Edmonton	
	Number	Percentage (%)	Number	Percentage (%)
Single Detached House	103	1.13%	185259	50.38%
Duplex/Fourplex	2	0.02%	23845	6.48%
Row House	17	0.19%	31697	8.62%
Apartment (5+ stories)	7600	83.49%	34153	9.29%
Apartment (1-4 stories)	1013	11.13%	85014	23.12%
Manufactured/Mobile Home	0	0.00%	2941	0.80%
Institution/Collective Residence	341	3.75%	4460	1.21%
Hotel/Motel	24	0.26%	182	0.05%
RV/Tent/Other	3	0.03%	196	0.05%

Source: City of Edmonton's 2012 Municipal Census

The City's 2012 Municipal Census data indicates that 22% of private dwellings are owner occupied while 71% are renter occupied within the Downtown, and 7% did not respond. The City average number of dwelling units that are renter occupied is only 28% according to the Downtown 2010 Neighbourhood Indicators sheet.

Chart 2: Dwelling Unit Ownership



Source: City of Edmonton's 2012 Municipal Census

### 7.1.3 Homelessness

Edmonton has a number of not-for-profit organizations that work to help homelessness. The Edmonton Homelessness Commission defines the homeless as “Persons or families living on the streets or in other places are not intended or suitable for permanent residence.”

In 2012, the Homeless Count (conducted by the Homeward Trust Edmonton) found that 2,174 individuals were identified as being homeless. This represents a 10% decrease from the 2,421 individuals counted in 2010, a 29% reduction from the 3,079 counted in 2008, and is the lowest number since 2002.

The Homeless Count used two definitions:

**Absolute Homeless:** Individuals and families who have no housing alternatives.

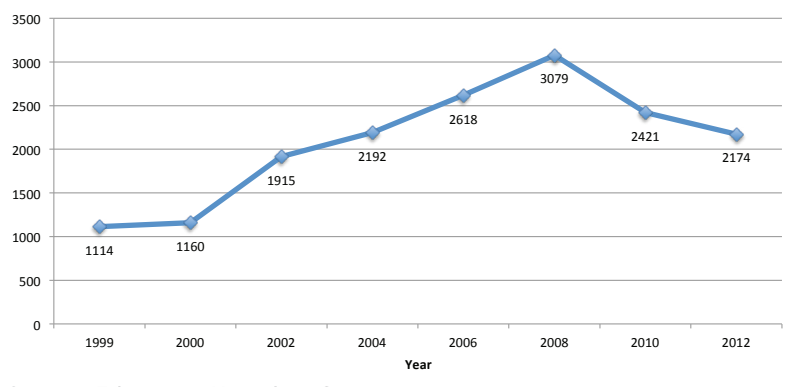
**Sheltered Homeless:** Individuals and families who are living in emergency accommodations or condemned housing and do not have a permanent place to live.

It is important to note that while the homeless numbers are decreasing, six out of ten of the absolute homeless were counted in the downtown area.

There are 8 shelters or drop-in centres within or just outside the CRL Plan boundary including the Boyle Street Community Services, Hope Mission Herb Jamieson Shelter, Hope Mission Youth Shelter, George Spady Centre, Youth Emergency Shelter, YMCA, Women’s Emergency Accommodation, and the Salvation Army.

Data on homeless persons are not reported by community district, therefore specific statistics are not available for the CRL Plan area.

Table 3: Number of Homeless People in Edmonton



Source: Edmonton Homeless Count

### 7.1.4 Crime

The 2010 Downtown Neighbourhood Indicators, put together by the City of Edmonton Community Services department, reports that the number of incidents of property crime within the downtown is very high at 3,128, as compared to the City average of 153. The number of incidents of violent crime is 368, which is approximately 19 times higher than the City average of 19 incidents. The number of offenses committed by juveniles is 205 compared to the City average 17.

All three indicators show that the downtown has a much higher crime rate than the average across the City.

### 7.1.5 Community Services + Facilities

The CRL area is home to a number of key civic spaces such as City Hall, the Art Gallery of Alberta, and the Winspear Centre, as well as a number of community services, facilities, schools, and parks including Churchill Square, NorQuest College, the YMCA, and four churches.

## 7.2 ECONOMIC CONDITIONS

The economic conditions in the Downtown are represented by information relating to income, employment, property assessments, property taxes, land uses, and development activity. The information provided is based on the most current data available.

Similar to the Social Conditions section, the Census data cannot be delineated for the exact CRL boundary. Thus being the case, the Downtown statistics will be used as a representation of the economic conditions present within the CRL boundary.

### 7.2.1 Household Income

The 2011 Federal Census shows that the average household income is \$53,445, up from \$49,415 in 2008, and \$35,858 in 2006. However, the average household income in 2006 for the City of Edmonton was \$57,085 which suggests that household income within the Downtown is much lower than that of the City average.

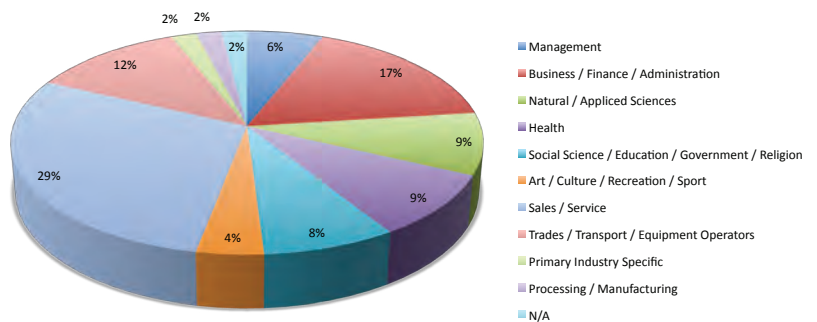
### 7.2.2 Employment

There is limited data available on employment and the labour force. The 2010 Downtown Neighbourhood Indicators sheet notes that 3.28% of the population over the age of 25 is unemployed, which is higher than the City average of 2.69%. The 2011 Federal Census shows a 61% labour force participation rate amongst residents 15 years and over.

The 2011 Federal Census shows that the most common occupations are:

- Sales and Service (29%);
- Business, Finance, Administration (17%); and
- Trades, Transport, Equipment operators (12%).

Chart 3: Occupations



Source: 2011 Federal Census

### 7.2.3 Property Assessment and Taxes

The total taxable assessment within the CRL Plan Boundary for residential properties is \$685 million and \$3.01 billion for non-residential properties. Property tax revenues generated from within the CRL area in 2012 total approximately \$49.1 million with \$3.6 million coming from residential properties and \$45.5 million coming from non-residential properties.

## 7.3 EXISTING ZONING

The existing zones that are relevant to the CRL Plan include:

CCA - CORE COMMERCIAL ARTS ZONE

CMU - COMMERCIAL MIXED-USE ZONE

HA - HERITAGE AREA ZONE

JAMSC - JASPER AVENUE MAIN STREET COMMERCIAL ZONE

UW - URBAN WAREHOUSE ZONE

AED - ARENA AND ENTERTAINMENT DISTRICT

AP - PUBLIC PARKS

A - METROPOLITAN RECREATION

DC1 - DIRECT DEVELOPMENT CONTROL PROVISION

DC2 - SITE SPECIFIC DEVELOPMENT CONTROL PROVISION

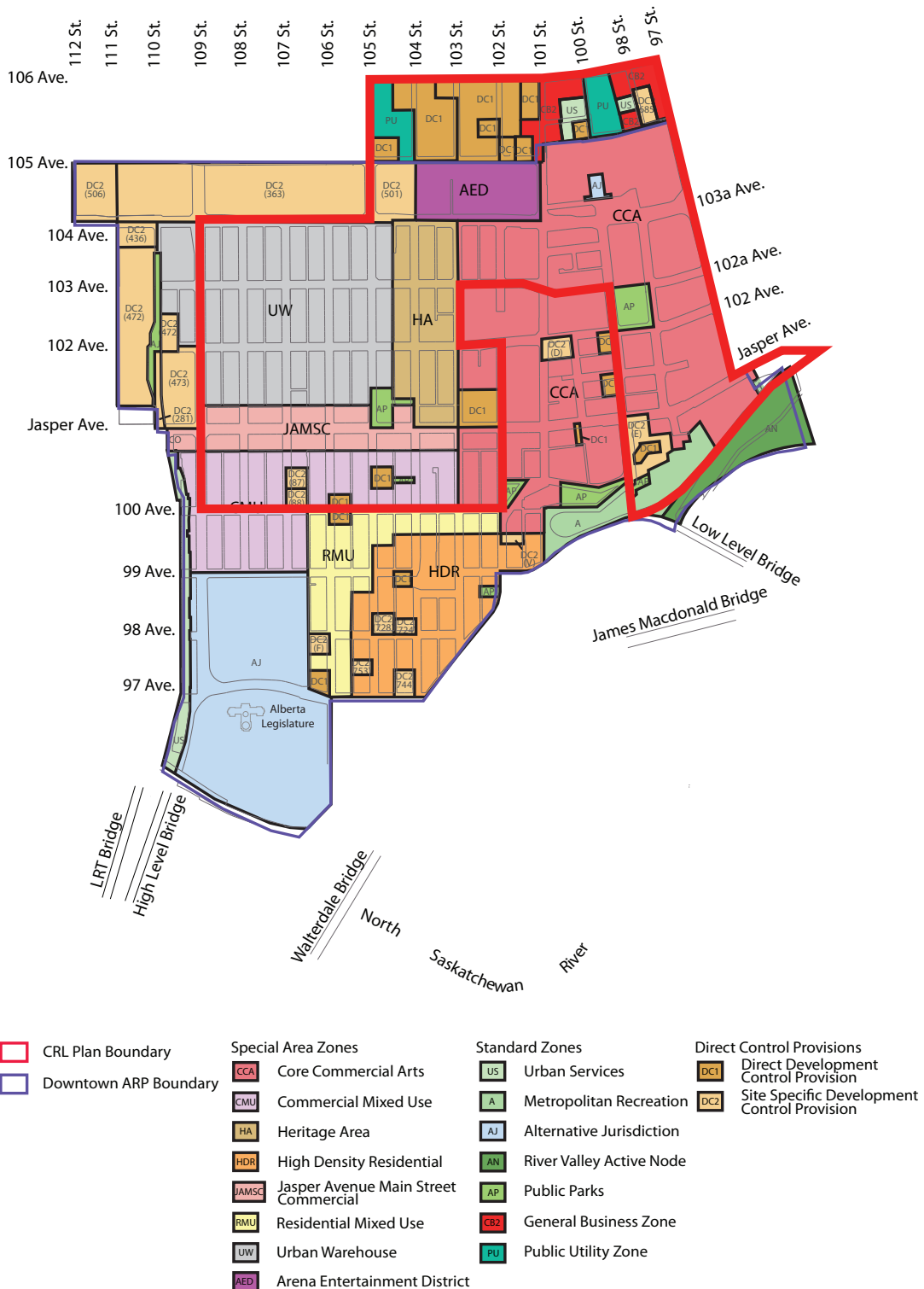
AJ - ALTERNATIVE JURISDICTION

CB2 - GENERAL BUSINESS ZONE

US - URBAN SERVICES ZONE

PU - PUBLIC UTILITY ZONE

Figure 2: Existing Zoning Map



Source: Edmonton Zoning (Bylaw 12800)



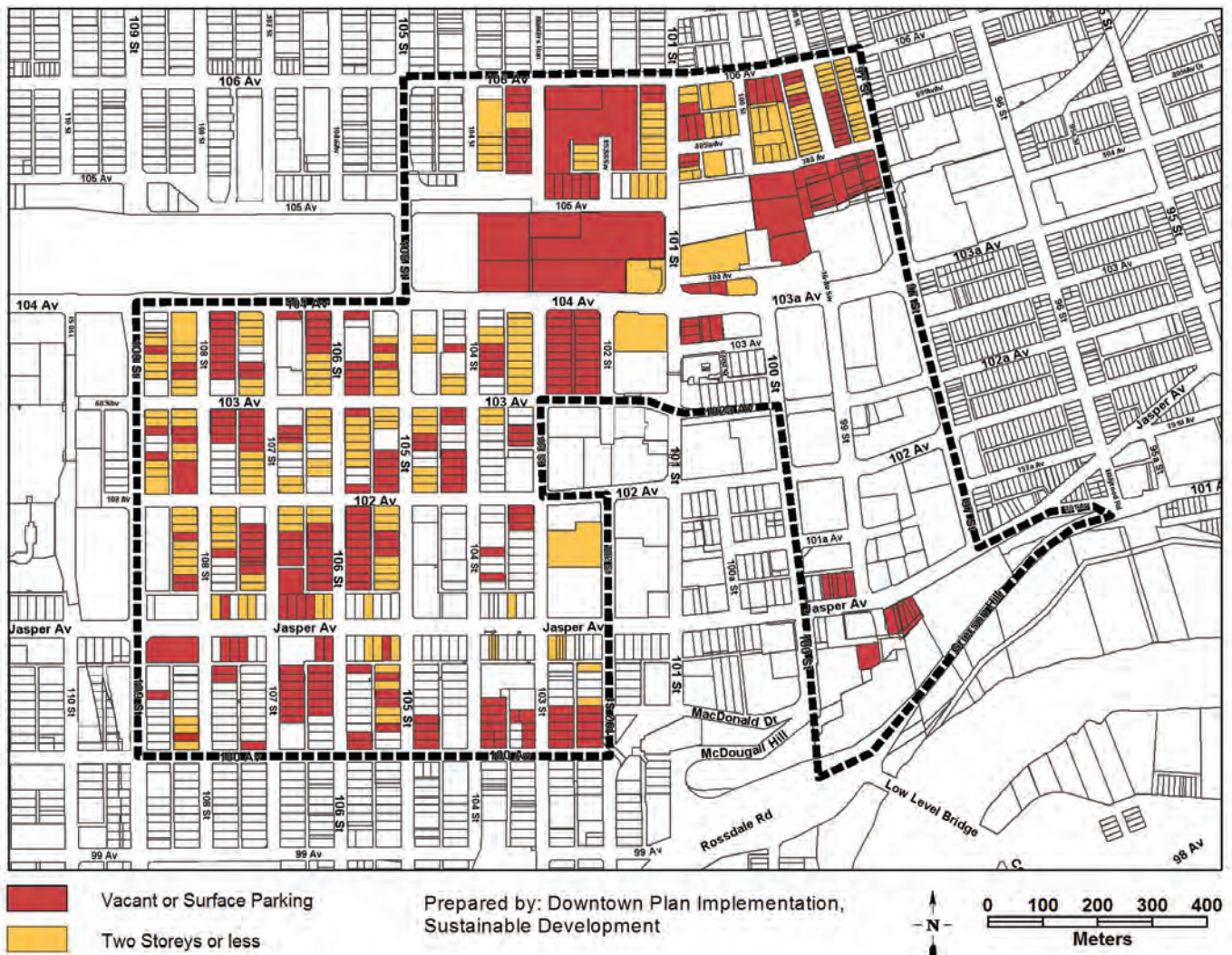
## 7.4 DEVELOPMENT CONDITIONS

### 7.4.1 Existing Land Uses

The Downtown has a wide range of existing land uses including single family residential, multi-unit residential, other residential, commercial, industrial, parks and recreation, institutional, utilities, and parking.

The CRL Plan area is comprised of 135.0 ha of land, which is approximately 52 blocks. The area has a substantial number of vacant lots, most of which are currently used as surface parking lots and present excellent development opportunities. Excluding streets, avenues, laneways, etc., 32% of the land within the CRL boundary is vacant or surface parking. An additional 20% of the land area has been under-developed with 2-storeys or less; a density much lower than current land use designations permit.

Figure 3: Vacant or Under-developed Land



## 7.4.2 Approved Land Uses

### Capital City Downtown ARP

The CCDPlan contains five neighbourhoods, each with a distinct character. These characteristics are enhanced by the land use, building form, open space, and public realm attributes described in the plan. The five neighbourhoods are unified by a number of design elements that are Downtown-wide and represent the vision for the whole area.

Of the five downtown neighbourhoods, the three that are located within the CRL boundary are described as follows:

#### Commercial-Cultural Core

The Commercial-Cultural Core is comprised of four distinct Sub Areas reflecting historical development, similarity of urban character, land use, and built form.

- The Commercial Core is to be developed with a high standard of commercial office and retail development, supported by a range of service, institutional, residential, arts and entertainment uses, and a high quality public realm.
- The Arts District is the focal point for culture and entertainment on a citywide scale.
- The Station Lands Area is to be developed as a neighbourhood with mixed-use, high-density commercial, residential, institutional, and major potential sports and entertainment neighbourhood uses.
  - Sub Area 3b has been rezoned to an 'Arena and Entertainment District' which may accommodate a multi-purpose sports and entertainment complex complemented by a variety of entertainment, retail, service, office, institutional, and residential uses. It will be characterized by a high quality public realm, iconic architecture, and exceptional urban design.
- The River's Edge Area is to feature hospitality-oriented developments such as hotels, convention facilities, and restaurants, as well as residential and office development with retail uses at street level.



Figure 4: Commercial-Cultural Core

*Note: Much of the Commercial Core Sub Area is located outside the CRL boundary.*



**Warehouse Campus**

The Warehouse Campus neighbourhood is comprised of four distinct Sub Areas reflecting historical and recent development, built form, land use, and development potential of the areas. The development intent for the Central Warehouse Area is to capitalize on its substantial, untapped potential to develop as a dynamic, urban community, by providing for an eclectic mix of medium and high density residential, commercial, educational, and institutional uses. These Sub Areas are:

- Heritage Area is a special, pedestrian-friendly street that celebrates its architectural heritage through unique public realm features and careful attention to the design of conversion and infill development projects.
- The intent is for the Railtown Area to continue to develop as a medium to high-density residential area with supporting retail, service, and commercial uses. New development is to reinforce the character of the Warehouse Neighbourhood by providing a pedestrian focused commercial environment. Note: Most of the Railtown subarea is located outside the CRL boundary.
- The MacEwan Area is to provide for institutional and complementary commercial uses that would accommodate the needs of Grant MacEwan University. Note: Most of the MacEwan subarea is located outside the CRL boundary.

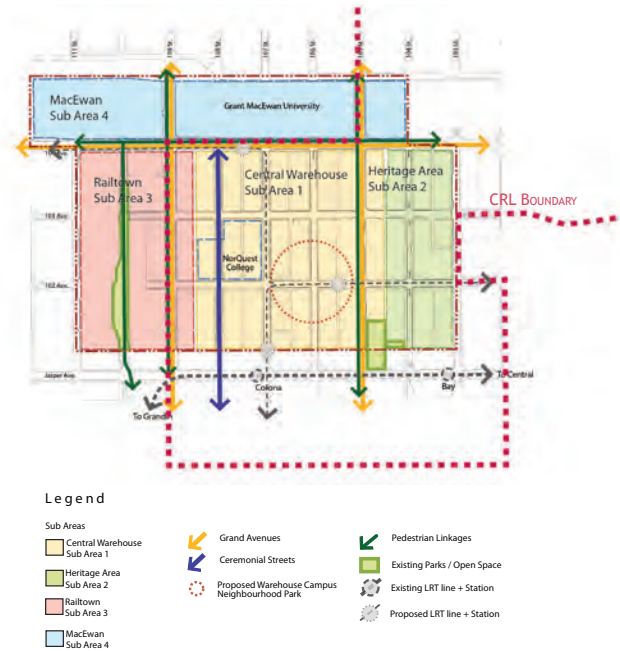
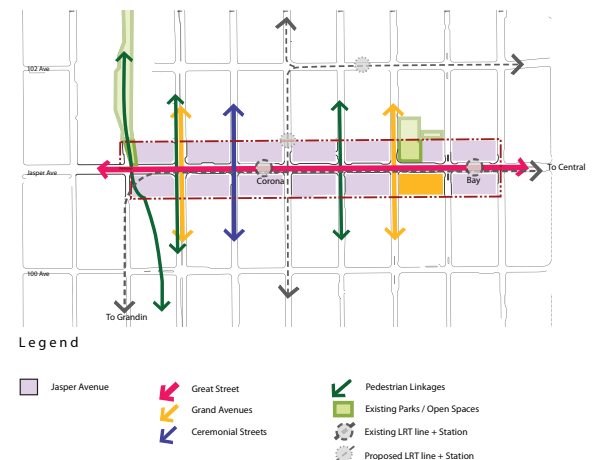


Figure 5: Warehouse Campus Neighbourhood

**Jasper Avenue**

The Jasper Avenue neighbourhood is home to the city's signature main street, with a high quality pedestrian environment and continuous, fine-grained, street-level retail frontage. The intent is to make Jasper Avenue the Main Street for the neighbourhoods adjacent to it, to encourage the residents in these neighbourhoods to take ownership of the Avenue. The intent for this "Great Street" is to encourage medium to high density, mixed-use development above street level retail shops.

Figure 6: Jasper Avenue Neighbourhood



### Boyle Street/McCauley ARP

The Boyle Street / McCauley ARP (Bylaw 10704) includes eight sub-areas. The CRL Plan encroaches on only one of these sub-areas:

#### *Chinatown North Special Commercial Sub-Area (Sub-Area 1)*

The Chinatown North Special Commercial Sub-Area represents the new Chinatown, which migrated northwards from its original location near 102 Avenue and 96 Street. Since the early 1990s it has been a very active redevelopment area. It now falls within the eastern boundary of the Chinatown - Little Italy Business Revitalization Zone. Present retail commercial activity is developing a strong local and regional market with its Chinese and Vietnamese businesses. This special commercial sub-area has a high potential in terms of developing a unique cultural shopping experience for local and city residents and visitors to the city.

Chinatown North has been divided into two areas. The primary development area, south of 107A Avenue represents the current growth area. It includes the older shops along 97 Street and several new commercial plazas within its interior. There are also several institutional and public utility uses concentrated in the southern portion. Several rooming and boarding lodges are also found here. The area north of 107A Avenue falls outside of the CRL Boundary.

The land use concept for Chinatown North envisions eventual redevelopment of the entire area for general business uses and low intensity business uses, the latter along the east side of 97 Street where commercial uses are adjacent to residential development.

The historic buildings in the area would be restored and preserved, where economically feasible. The adaptive reuse of these historic buildings would be a priority.

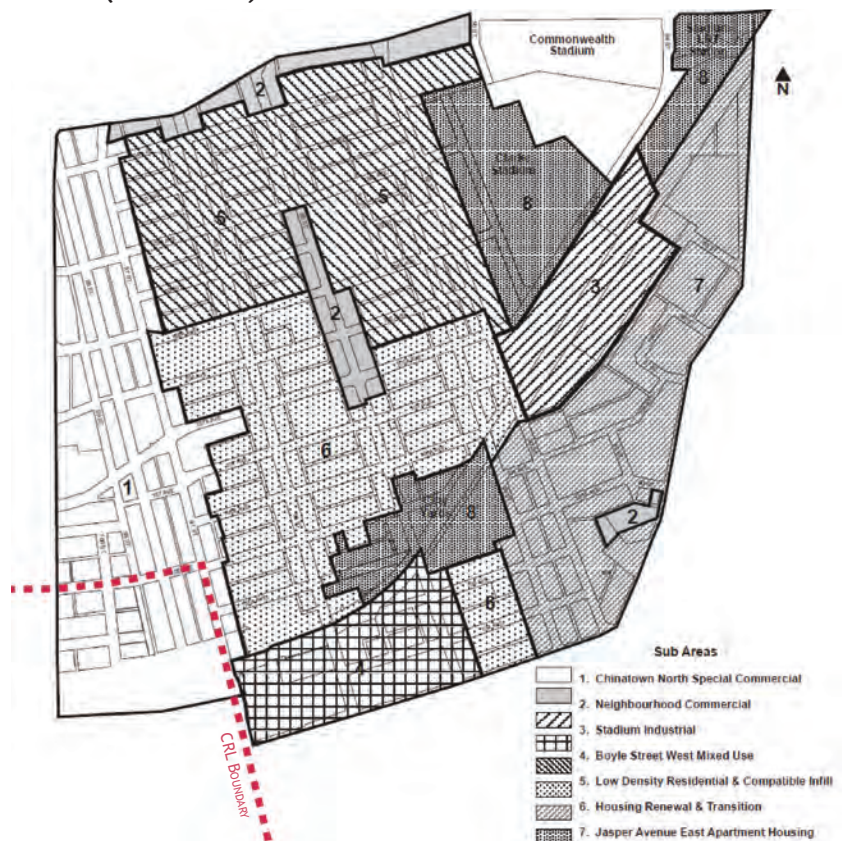


Figure 7: Chinatown North Special Commercial Sub-Area 1

**Central McDougall/Queen Mary Park ARP**

The Central McDougall / Queen Mary Park ARP (Bylaw 11648) includes seven precincts. The CRL Plan encroaches on only one of these precincts:

**Precinct C: Transit-Oriented Development/High Density Residential Mixed Use**

To create a livable “urban village” environment and generate an improved sense of place through the introduction of high density apartment housing adjacent to the Downtown area and future high speed transit corridors. Minor local commercial uses will be encouraged at the podium level of high rise buildings. The objectives are as follows:

- Permit high density, high rise residential development;
- Integration of development with the multi-use trail corridor on 105 Avenue;
- Streetscaping and improved lighting on 102 Street, 103 Street, 104 Street, and 105 Street;
- Sidewalks will need to be provided where they do not exist;

- Provide for a transition of height and density from the Downtown core area; except for a large scale, comprehensive development project on Lot 3, Block 1, Plan 982 4759; Lots 233-240, Block 1, Plan B3; Lots 225-240 and Lots 261-267, Block 2, Plan B3; and Lots 255-257, Block 3, Plan B3 in Precinct C located in the general vicinity of 105th Avenue and 103rd Street; and

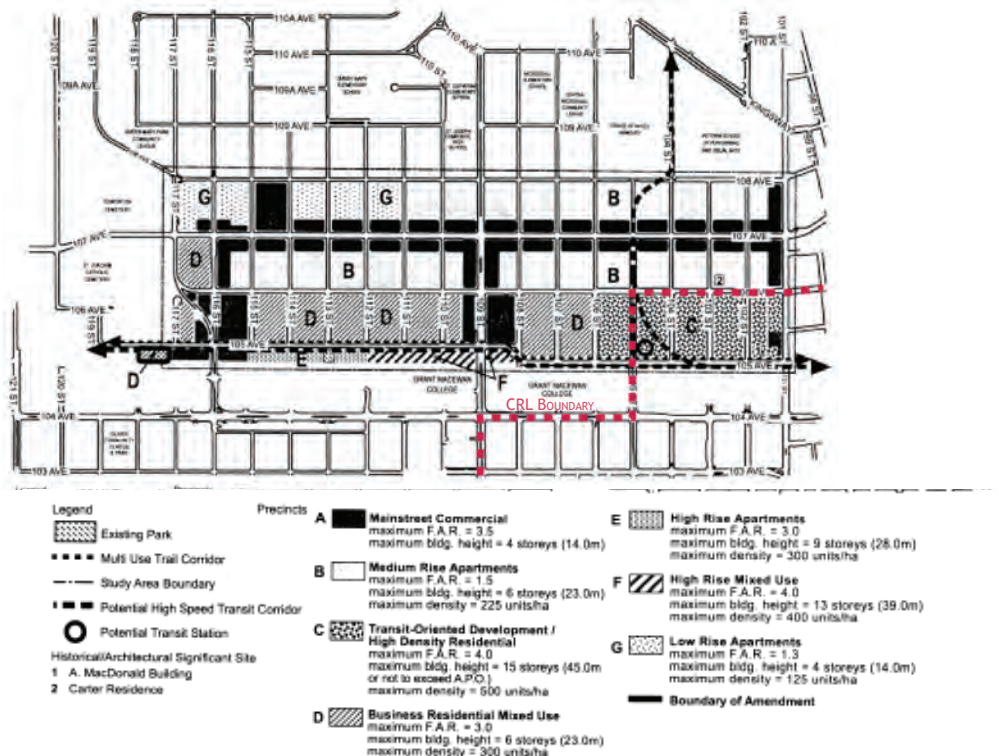


Figure 8: Downtown North Edge Development Concept

- Allow the option of commercial uses at ground level or individual residential entrances along 105 Avenue to maintain active street fronts along the multi-use trail.

### 7.4.3 Development Activity

Both downtown as a whole and the CRL area specifically have had a few active developments and development inquiries in recent years. Below is a brief overview of both recent development activity as well as development projects that are either proposed, approved, or permitted and immediately pending.

#### Residential:

- There are five residential development projects representing approximately 900 units of future supply proposed or approved within the CRL area. These units will likely house between 1,300 and 1,500 future residents.
- Although Downtown Edmonton recorded 251 housing starts in 2011 compared to 113 starts in the prior four years combined, this is well below the 841 starts recorded in 2002.
- Signs point toward a relatively strong emerging market for downtown residential development in Edmonton as long as infrastructure and amenities are provided.

#### Office & Institutional:

- Over the past seven years, Downtown Edmonton has added about 900,000 square feet or 6.1% to its office space inventory. Downtown accounts for 61.5% of City-wide office space, down from 69.2% a decade ago.
- The largest recent office development in Downtown, located within the CRL area, is the 625,000 square foot EPCOR Tower. It is the first new major office tower to be built in Edmonton's city centre in 20 years. However, the migration of tenants to EPCOR tower has pushed downtown vacancy up over 8.0%.
- Significant proposed institutional developments in the Downtown, and in the CRL specifically, include:
  - The Downtown Arena & Entertainment District;
  - The NorQuest College expansion at 103rd Avenue and 107th Street ;
  - The Royal Alberta Museum on 103a Avenue;
  - Edmonton Downtown Academic and Cultural Centre.

**Retail:**

- Downtown Edmonton has an estimated 1.89 million square feet of retail/service commercial floor area. While there has been little recent retail development activity, Downtown Edmonton did see the opening of an urban format Sobeys grocery store in 2008, measuring approximately 18,000 square feet;
- There will be retail components associated with many of the future residential and office developments in the Downtown.



## 7.5 DEVELOPMENT POTENTIAL

Market conditions will be a key factor in determining the development opportunities in the Downtown. While municipal policies and planning principles will guide development in the area, market conditions will ultimately determine how much and how fast development actually occurs.

### 7.5.1 Residential Market Conditions

Downtown housing starts have begun to recover from the previous 4 slow years. There have been, on average, 386 starts per year Downtown since 2000, however the last 5 years have recorded far less.

Residential absorption has averaged 290 units per year since 2000 in Downtown Edmonton, however a majority of these units were absorbed in the first half of the decade. There is significant approved development capacity, and in the CRL area there are approximately 3,200 units at various stages of the approvals process.

Under conditions that are likely to emerge with the implementation of the CRL Plan, it has been projected that the CRL Area could see an average annual absorption rate of up to 310 units in the next 20 years, resulting in more than 6,200 new dwelling units and a doubling of downtown population to 24,000 by 2033.

The majority of future unit demand (~98%) is expected to be for apartment-type dwellings, primarily greater than 5 storeys in height. The balance of demand will be for attached and semi-detached dwellings such as row-houses, triplexes, and quadruplexes.

### 7.5.2 Commercial Development Potential

Retail and service commercial spending per capita across Alberta remains generally robust, and has over the past decade increased at an annual average rate of 4%. This contrasts with annual inflation which has not exceeded 2.75% during the same time period. Growth in retail spending in excess of inflation over time can result in the slow but steady increase in the amount of retail space supportable per capita.

The combination of downtown residential population growth, spurred by the CRL spending, and future demand for 'regionally oriented' retail space in the Downtown core will result in support for over 2.8 million square feet of net new retail floor area across Downtown over 30 years. Over 1.6 million square feet of this new space will be supported by Downtown residents, with the balance sustained by spending generated in other areas of the City and beyond.

### 7.5.3 Office Development Potential

In 2009, Downtown Edmonton had an estimated employment base of 70,000, of whom nearly 59,000 worked in office space. Nearly 35% of those office-based employees - 20,700 - were located within the CRL area.

Downtown Edmonton's office employment base is forecast to increase by 15% over the next 30 years, reaching 67,000 office employees by 2042. Approximately 43,000 office employees are expected to work within the CRL area. If the target vacancy level for Downtown remains between 5% and 8% over the long-term, and assuming 240 square feet per office employee, there will be demand for between 1.05 and 1.51 million square feet of new office floor space in Downtown in the next 30 years.

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## 8.0 EXISTING INFRASTRUCTURE

### 8.1 UTILITIES

The following sections briefly describe the existing utilities within the servicing limits of the proposed CRL Plan area.

#### 8.1.1 Sanitary and Storm Sewer Infrastructure

The CRL Plan area is currently serviced by a combined sewer system that collects both sanitary sewage and stormwater runoff in the same pipe. The existing system was designed based on the standards of the day. The design standards for new development in Edmonton changed in the early 1960's requiring separate storm and sanitary sewer servicing.

The Downtown sewer systems can be considered as two sub systems, separated by Jasper Avenue. The area north of Jasper Avenue (within the CRL Plan area) drains to either the existing combined trunk along Jasper Avenue or the existing combined trunk along 108 Avenue. The area south of Jasper Avenue drains toward the existing combined trunk along 97 Avenue.

All sewage in the trunk sewers in the area is ultimately treated prior to release to the river. The majority of the drainage system is located within the roadways but there are some sewers located in the alleys.

The City undertook studies in 2009 and 2012 to review the existing storm and sanitary infrastructure systems in the Downtown to determine the need for systems upgrading to accommodate the potential future infill and redevelopment. The purpose of the Sewer and Drainage Servicing Upgrading Plan for Infill Development in Downtown Edmonton and the Quarters (2009) study was to review the current capacities of the systems, present a series of alternatives and recommend an optimal system for drainage infrastructure upgrades.

According to the 2009 and 2012 studies, the existing sewer system was generally constructed in the early 1900's with some rehabilitation work done in the late 1990's to address hydraulic and structural deficiencies. The studies concluded that there is insufficient capacity in the existing lateral combined sewer system with the level of services less than 1:2 year rainfall event. With the potential for significant population increases in the Downtown over the long term, the resulting redevelopment will generate much higher flows than currently exists. In turn, the risk of flooding in the area and combined sewer overflow (CSO) to the North Saskatchewan River will greatly increase because the existing combined sewer system is unable to handle the increased flows.

Upgrading the drainage infrastructure is included in this CRL Plan as the Downtown Stormwater Drainage 'Backbone' Catalyst Project.

## 8.1.2 Water Distribution Network

The water distribution system in downtown Edmonton is primarily located within road right of way. The system was developed in the early 1900's. Since then many pipes have been replaced and/or upgraded to increase capacity and address operational and maintenance issues. The remaining mains from the early 1900's are 100 to 500 mm cast iron (CI). Pipes installed in the 1970's are asbestos cement (AC) and replacements from the 1980's to present are polyvinyl chloride (PVC).

A large diameter transmission main also exists through this area in a tunnel approximately 56m below 102nd Street. This transmission main cannot be relocated and is difficult to impossible to repair if damaged. Developers need to ensure building foundations will not damage this transmission main or hinder its maintenance. Strata easements are in place for the transmission main. The easements include a zone of influence 57.0m east and west of the 6.0m wide utility right of way.

Water distribution infrastructure may need to be upgraded in order to support redevelopment within the Community Revitalization Levy Plan area. These upgrades may include the installation or relocation of fire hydrants, the installation or replacement of water distribution mains, upgrades to the water distribution system piping sizes to accommodate fire flows in the area, and the abandonment or installation of services. Where signature surface finishes, high traffic areas, foundation structures, tree planting, or main entrances, etc. limit access for maintenance and repair activities, modifications to or relocation of water infrastructure may be required. In keeping with EPCOR policy, and in accordance with the City of Edmonton Waterworks Bylaw Number 15816, developers will be responsible for all costs associated with required upgrades.

Figure 9 shows the existing water main locations and material type within the Downtown Community Revitalization Levy Boundary. Figure 10 shows proposed water main changes within the Downtown Community Revitalization Levy Boundary to accommodate LRT expansion and various network improvements. LRT expansion requires the abandonment of the 400mm steel transmission main on 102nd Avenue. A 250mm PVC water main will be installed on 102nd Avenue to maintain water service to buildings along 102nd Avenue. The proposed changes outlined in Figure 10 include the transmission main sizing needed to replace the transmission capacity being lost on 102nd Avenue.

All construction must adhere to the most recent version of the City of Edmonton's Design and Construction Standards at the time of construction. EPCOR Water should be contacted in the planning stage of each proposed development to determine what improvements will be required. In addition to the planning stage, EPCOR Water should be contacted before construction in special circumstances. EPCOR Water will identify these instances at the planning stage.

Figure 9: Existing Water Main Locations and Material Type

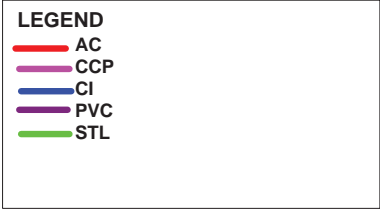
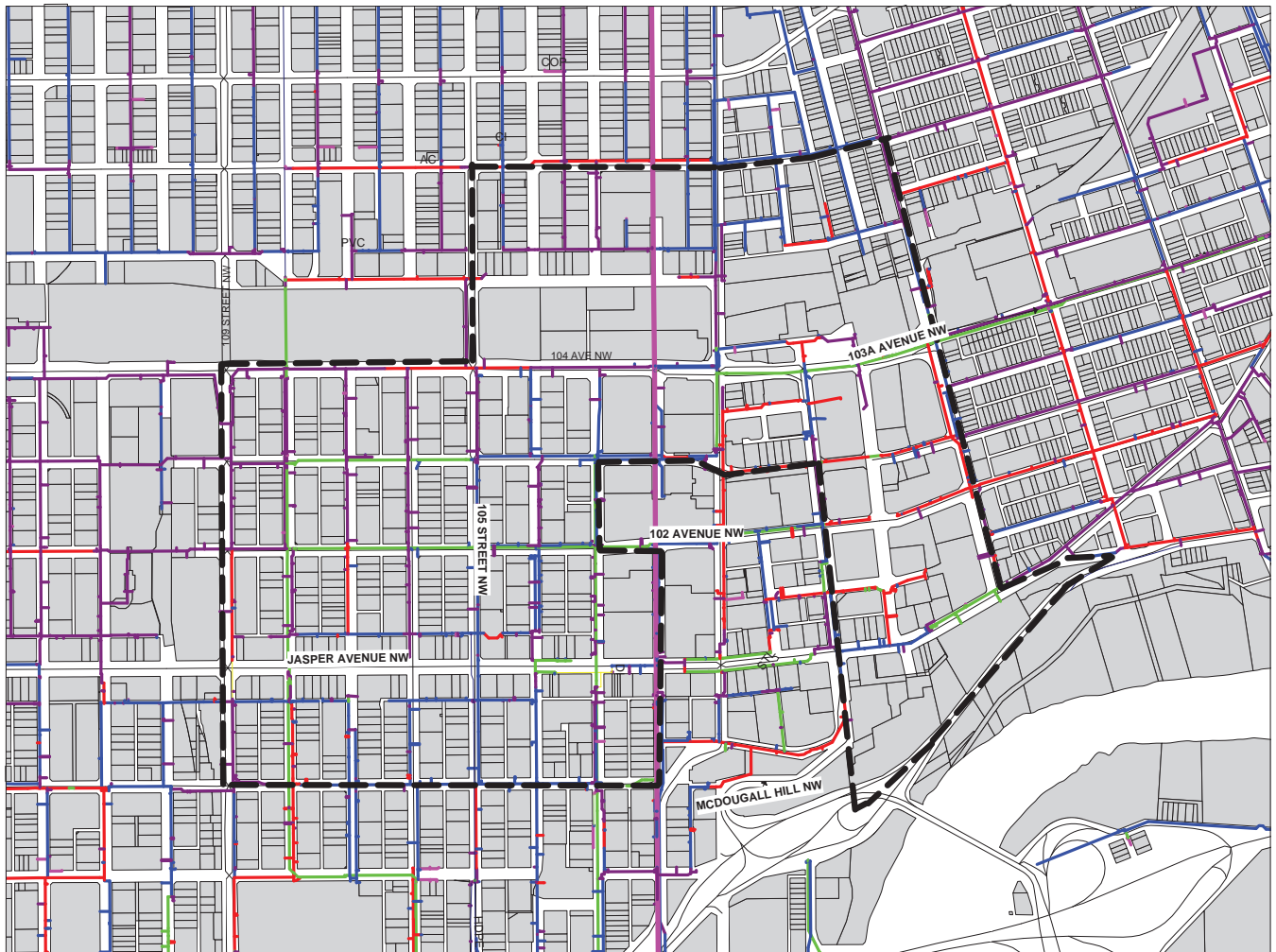
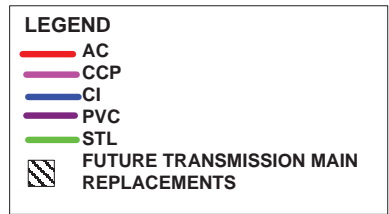
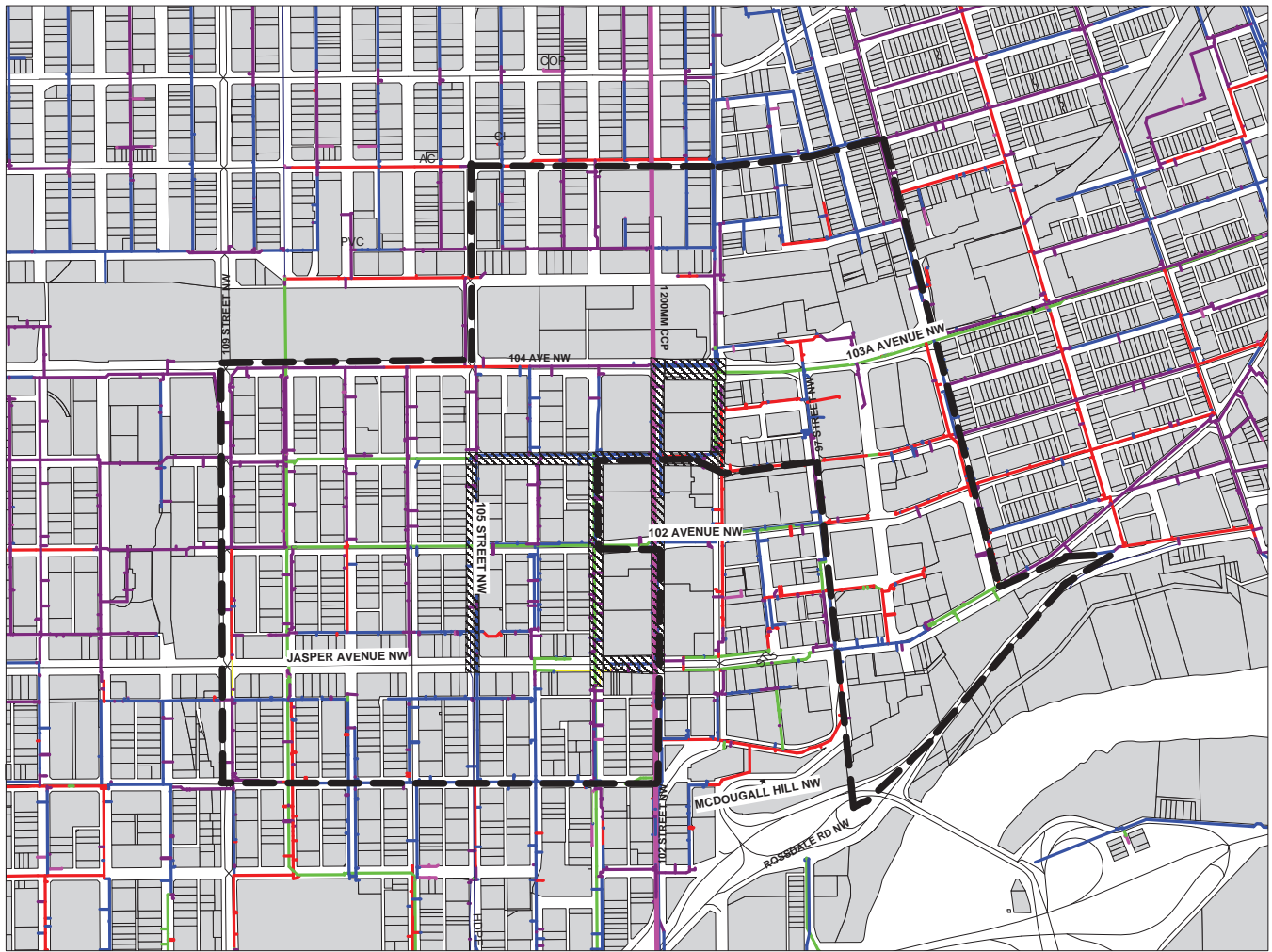


Figure 10: Proposed Water Main Changes (Conceptual Only)





### 8.1.3 Franchise Utilities (Power, Telephone, Cable TV, Gas)

#### **Power:**

The existing power distribution within the project area is primarily underground distribution in ductlines and manholes located in lanes and roadways with some vaults located in sidewalks. The fringe areas north of 105 Ave & east of 97 St have aerial distribution with some of the existing power customers relying on pole mounted transformers to service their property while others have ground mounted transformers. The distribution system in the area also includes feeders passing through the area to support adjacent areas. The existing feeder system has some capacity to handle increased development or higher load densities in the area. When the current system is no longer capable of meeting the requirements EPCOR will bring in other feeders and increased capacity to meet the increasing needs of the area.

#### **Telephone:**

The telephone distribution system is owned and operated by TELUS. For the most part, the telephone network in the subject area is underground structures with the commercial centers serviced directly from the underground. This would be primarily along Jasper Ave, 102 Ave, 103 Ave and 104 Ave.

The remaining area is a combination of ductline structures servicing aerial pole lines located primarily in the alleys. The underground ductline structures are an extremely important part of the TELUS network servicing TELUS's top tier customers in this area.

#### **Cable:**

Shaw Communications has both aerial and underground facilities throughout the CRL area. Shaw's infrastructure is a combination of fibre / co-axial lines placed on aerial strand (primarily in the lanes/ alleys), in exclusive underground conduit, and in both exclusive (owned by Shaw) and shared duct bank (owned by Telus) - both in lanes (alleys) and down main streets.

#### **Gas:**

ATCO Gas is an Alberta based company that owns and operates a safe and reliable natural gas distribution system. ATCO Gas provides service to municipal, residential, business and industrial customers.

The existing distribution system within the CRL area is comprised mostly of medium pressure (MP) mains, along with a small portion of intermediate pressure (IP) mains and some IP gas feeders.

Future development of the area will require additional gas supply at higher pressures. The current distribution system will be upgraded and IP gas mains will likely be installed to meet the new demands.

Recognizing the desire to beautify the urban landscape and improving the public realm, it would be preferable if the existing power, telephone and cable systems that are currently distributed on pole lines were placed underground.



## 8.2 TRANSPORTATION

The Downtown Transportation System serves to connect the Downtown with other parts of Edmonton and the Capital Region, as well as to connect the Downtown neighbourhoods with each other. The transportation system includes pedestrian and cycling circulation systems, public transit, streets, and parking. All components of the system have a role to play in facilitating these important connections. The policy foundation for the Downtown Transportation System is defined in the City of Edmonton's Transportation Master Plan, "The Way We Move".

The following Transportation Planning Principles outlined in the CCDPlan provide a long-term approach for making improvements to the downtown transportation system.

### Transportation Planning Principles:

#### *Maintain and Optimize the Use of the Roadway System To Downtown*

Optimize the efficiency of the existing roadway system using traffic management and transportation supply measures. The CCDPlan will reinforce the Downtown as a major destination in the Region's transportation system. Reduce single occupant vehicle use through comprehensive Transportation Demand Management programs.

#### *Enhance the Viability of Alternate Modes of Transportation*

Create a more walkable downtown and pedestrian-friendly circulation system and environment along the downtown's streets. Create a cycle-friendly city. Maintain the Downtown as the major hub in the region's transit system to strengthen the Downtown as a high-density residential, employment, education, and entertainment centre. Pursue expansion of the LRT to all sectors of the city with a goal to increase ridership and spur the development of compact, urban communities. Develop an efficient, effective, accessible bus and LRT network to serve Edmonton with connections to the Region.

#### *Manage Parking*

Investigate alternate parking management organizational structures to administer on- and off-street parking in the Downtown. Work with private sector organizations to manage downtown parking facilities and address issues related to parking supply and demand, and the design and convenience of parking facilities. Parking management will combine Bylaws and Policies to ensure the livability and economic vitality of the city while promoting appropriate land use and public transit initiatives. The downtown is currently viewed as over-parked with approximately 40,000 stalls.

The following sections outline the highlights of the CCDPlan's key goals, policies, and actions that aim to create a high quality, coordinated transportation system.

## 8.2.1 Downtown Roadway System: Key Goals, Policies, and Actions

The Downtown's roadway system must accommodate a wide range of needs relating to pedestrians, cyclists, transit users, motorists, goods movement, vehicles, and so forth. Roadways define the structure of the Downtown:

- they provide access for automobiles, buses, and bicycles;
- they delineate the network of sidewalks; and,
- they provide room for on-street parking and access to parking facilities.

The CCDPlan emphasizes the importance of maintaining a high quality roadway network that serves a diverse set of needs. The Plan policies are concerned with managing congestion, maintaining flow and allowing different travel modes to operate in harmony with each other. The policies focus on the operation of the Downtown roadway network and related issues.

### GOAL - THE DOWNTOWN ROADWAY SYSTEM

**Develop the Downtown Roadway System in a manner that manages demand by promoting alternative modes such as transit, cycling and walking, and by constraining the availability of long-term parking.**

*CCDPlan Policy 14.1: Downtown Roadway Hierarchy* describes the existing roadway system that must be developed and maintained. It states:

“Recognize, respect, and update the following functional roadway classification:

#### *Downtown Arterial Roadways*

Arterial roadways are main thoroughfares whose function is to convey high volumes of traffic from one part of the city to another. Arterial roads are typically fairly wide and carry traffic at speeds between 50-60 km/hr. Examples of such roads include 109 Street, 104 Avenue, 105 Street, 101 Street, 100 Street, 97 Street, and Jasper Avenue. As compared to other Downtown streets, arterial roads will continue to be judged over time to a greater degree on their operational performance and carrying capacity.

#### *Downtown Collector and Local Roadways*

Collector and Local roads are minor roadways intended to “collect” and “distribute” traffic to the arterial roadway system. Collector and local roads are typically much narrower than arterial roads and they carry traffic that moves at lower speeds than arterial roads. In the Downtown, all roads not specifically defined as arterials are by default collectors or locals.

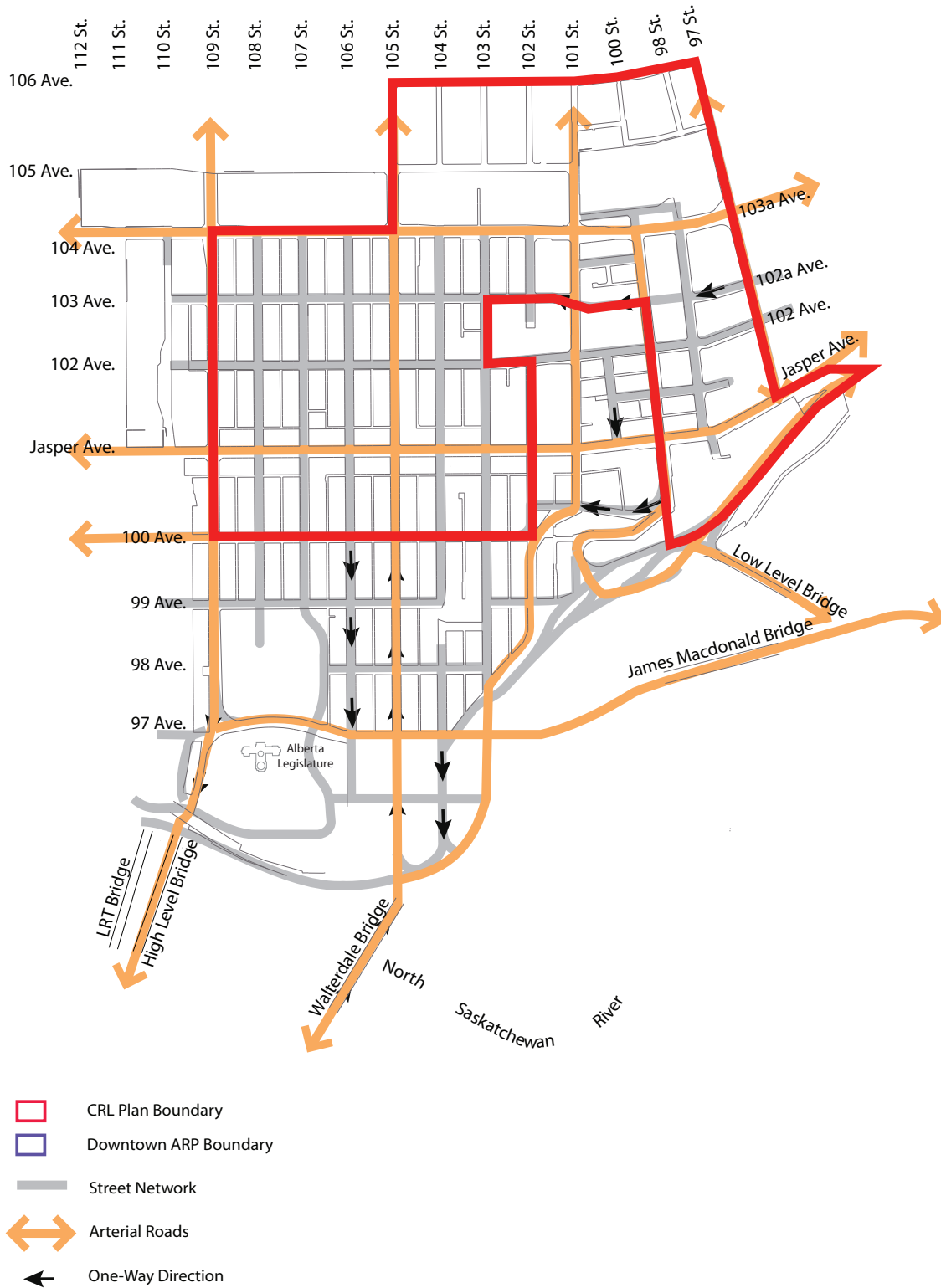
### *Street-Type Framework*

In addition to the functional hierarchy described above, the street-type framework (set out in Chapter 10 of the CCDPlan - Urban Design Framework for Downtown Streets), establishes the building and design parameters for each street type that should be recognized and respected to achieve a high quality pedestrian oriented public realm. Broadly speaking, the following correspondence exists between the Street-Type Framework and the Functional Hierarchy:

Arterial:	Great Street (Jasper Avenue) Grand Avenue (e.g. 104 Avenue)
Collector/Local:	Ceremonial Streets Neighbourhood Streets - Residential Neighbourhood Streets - Commercial/Retail Special Streets and Alleys"

*Other Key CCDPlan Policy References: CCDPlan Policies 14.2 - 14.5*

Figure 11: Roadway System



## 8.2.2 Pedestrian Circulation: Key Goals, Policies, and Actions

One of the primary objectives of the CCDPlan is to lay the foundation for phased improvements to the pedestrian realm. Citizens of Edmonton want improved pedestrian amenities in their Downtown. They desire sidewalks treated as public spaces that are inviting places to walk, window shop, meet neighbours, stop for a beverage, or get some basic exercise. Improvements will create an attractive environment necessary to support increased resident, worker, and student populations.

The CCDPlan provides policies on improving the functional and operational aspects of the pedestrian network and provides direction on how to implement improvements to the public realm in the Downtown. Chapter 10 of the CCDPlan - Urban Design Framework for Downtown Streets may be referenced for specific, detailed policies on the more qualitative aspects of the Downtown pedestrian environment.

### GOAL - PEDESTRIAN CIRCULATION

**Ensure that improvement of the pedestrian environment is a high priority in the review of development applications, modifying roadways, improving the connections to adjacent neighbourhoods, and analyzing traffic operations in the Downtown.**

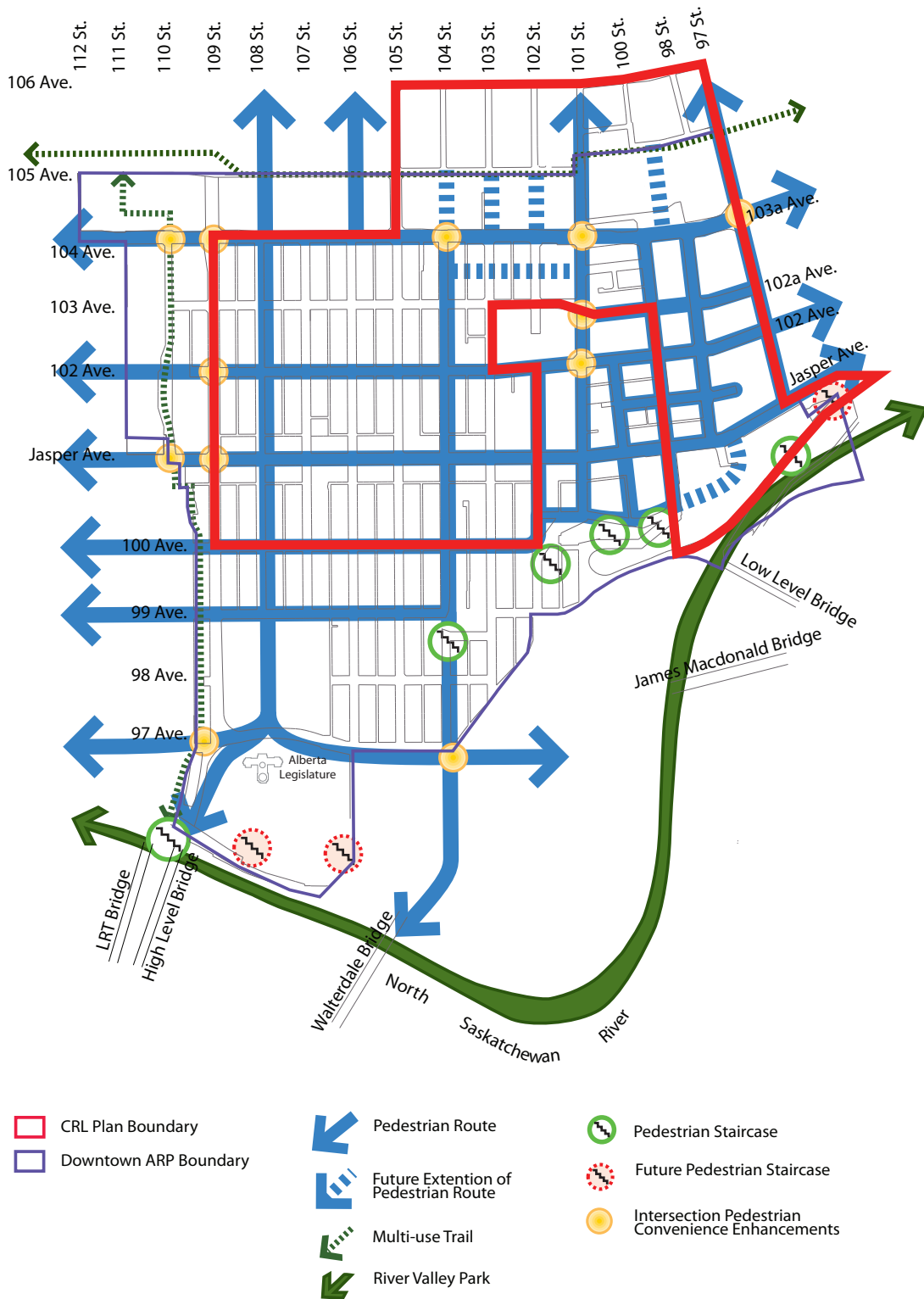
*CCDPlan Policy 15.1: Improvement of the Pedestrian Realm* provides an overview of approaches to improve the Downtown pedestrian environment. It states:

“The pedestrian realm in the Downtown should be improved through a variety of approaches, including:

- improvements through the development and redevelopment process,
- improvements as an integral part of roadway upgrading projects,
- inclusion of high quality pedestrian amenities as a standard component of roadway upgrading
- targeted Capital expenditures, and
- sponsorship of local improvement initiatives.”

*Other Key CCDPlan Policy References: CCDPlan Policies 15.2 - 15.11*

Figure 12: Pedestrian Circulation



### 8.2.3 Bicycle Network: Key Goals, Policies, and Actions

Providing the necessary infrastructure to support increased bicycle commuting and use in the Downtown is important to create an environment that encourages as many individuals as possible to choose cycling as a safe, healthy, and efficient way to travel. When the bicycle is an easy option, more people are likely to cycle.

With an appropriate strategic direction for integrating bicycles into downtown development practices, the City will be moving towards creating a more sustainable urban environment. A Downtown that has a system of cycling routes that are well integrated with the citywide cycling network will encourage an increase in commuter and recreational cycling activities.

Three areas of emphasis have emerged as priorities to improve the Downtown cycling environment:

- Improved Downtown cycling routes
- Close integration of the Downtown cycle routes with the citywide cycling network.
- Providing the necessary public and private end-of-trip amenities to support growth in cycle commuting.

#### **GOAL - CYCLING DOWNTOWN**

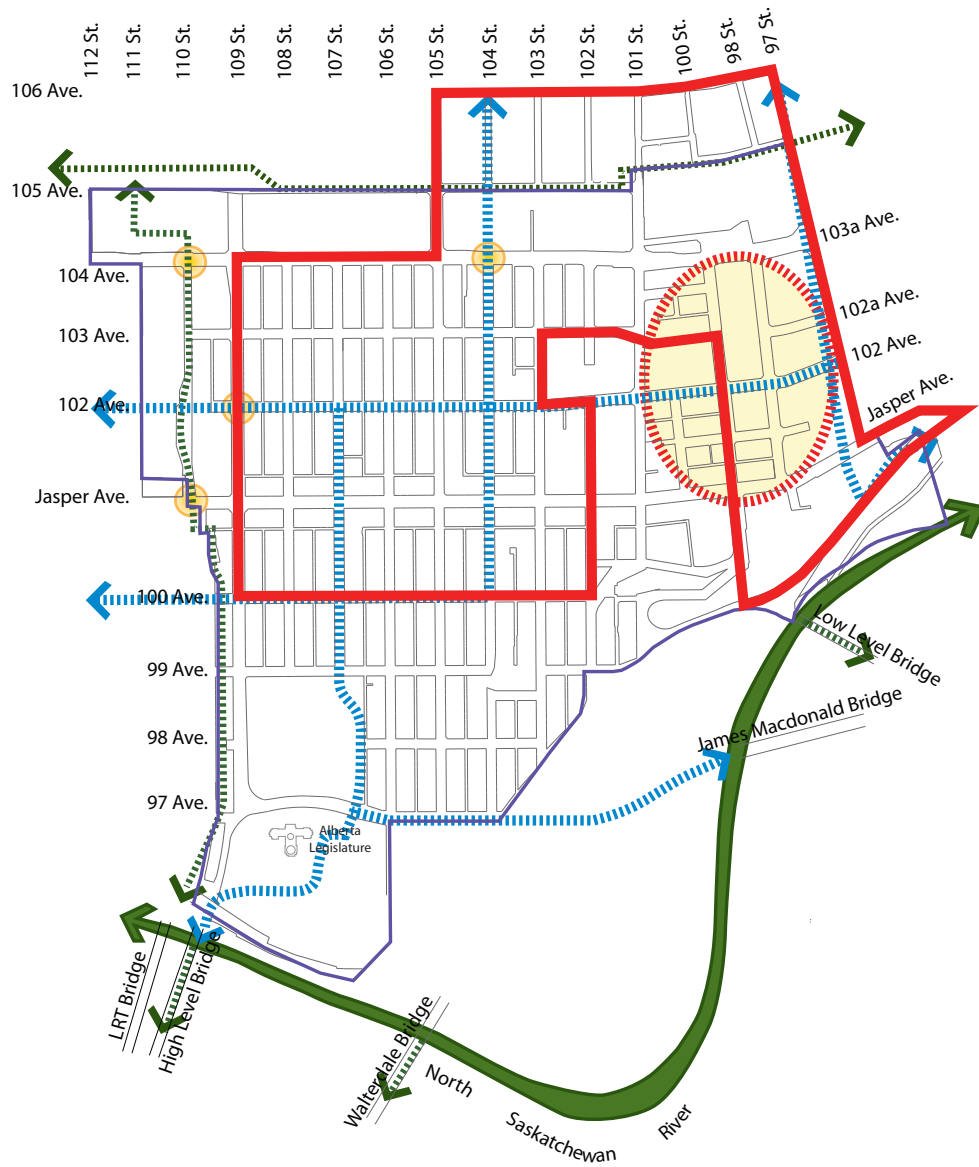
**Provide a highly visible and functional bicycle network through the Downtown and provide the necessary public and private end-of-trip amenities to support growth in cycle commuting.**



*CCDPlan Policy 16.3: Continuous and Highly Visible Bicycle Routes* is a key policy regarding the implementation of a system of bicycle routes. It states:

“The extent, quality and visibility of Downtown cycling routes will be significantly improved through the provision of one or more continuous bicycle routes through the Downtown which connect logically and conveniently with bicycle routes outside the Downtown.”

*Other Key CCDPlan Policy References: CCDPlan Policies 16.1 - 16.6*

Figure 13: Bicycle Network  
(Conceptual Only)



-  CRL Plan Boundary
-  Downtown ARP Boundary
-  Bicycle Route
-  Multi-use Trail
-  River Valley Park
-  Proposed Intersection Crossing Enhancements
-  Proposed Bicycle Station Area



## 8.2.4 Downtown Transit System: Key Goals, Policies, and Actions

Edmonton has a long history of providing dependable transit services into the Downtown. The CCDPlan emphasizes the ongoing enhancement of transit services as an important factor in addressing sustainability and reducing the dependence on personal automobiles for commuter travel into the Downtown. A high quality transit system is necessary for the development of a compact city and a strong Downtown. Improved transit services and facilities support high residential densities and office development in the Downtown.

### GOAL - DOWNTOWN TRANSIT SYSTEM

**Maintain the Downtown as a major hub in the region's transit system and continuously improve transit service and facilities to strengthen the ability of the Downtown to function as a high-density residential, employment, education, and entertainment centre for the region.**

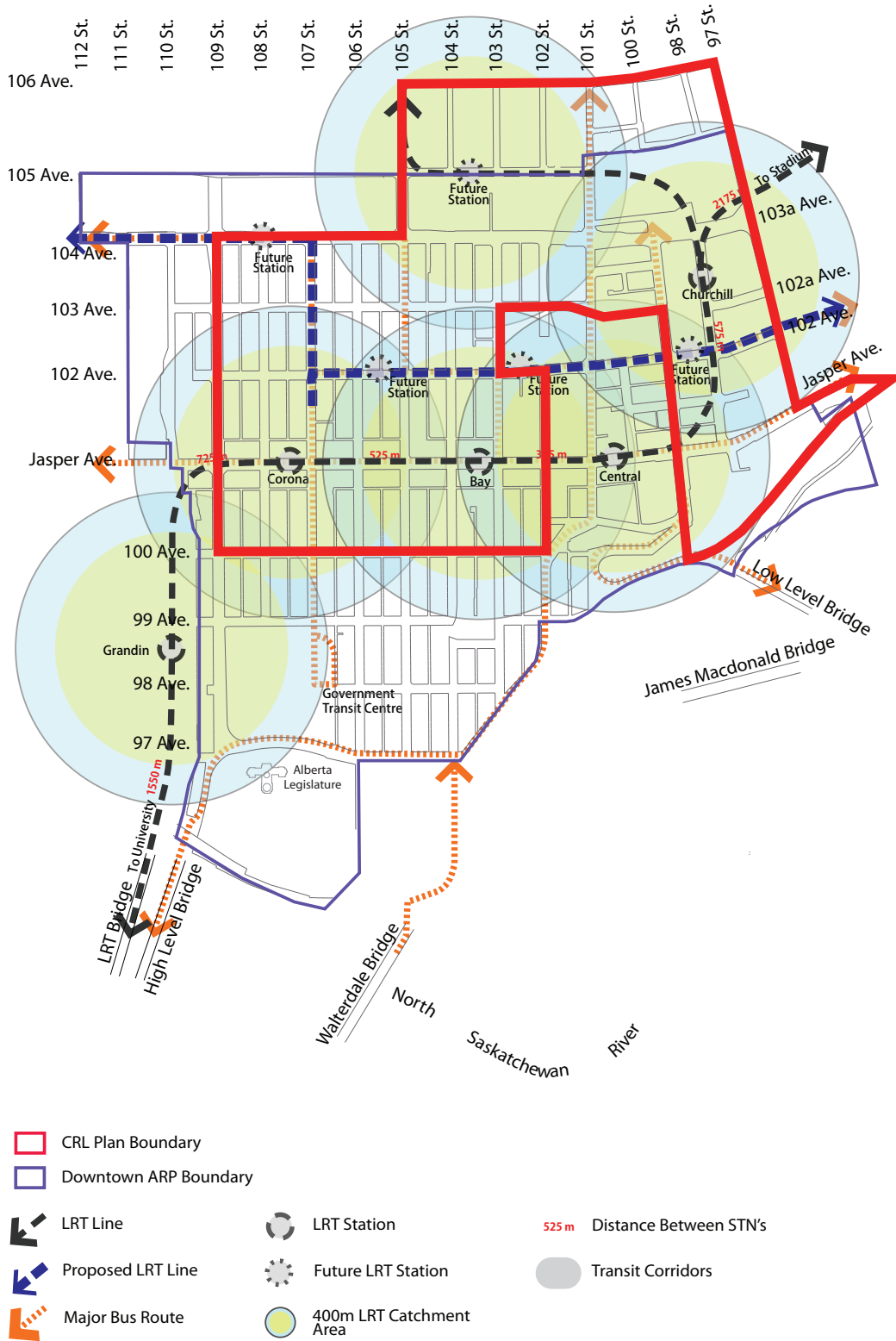
*CCDPlan Policy 17.1: Increasing Transit's Modal Share of Commuter Traffic* into the Downtown is a key policy regarding the need to continuously improve the transit system in the Downtown. It states:

"Pursue a variety of strategies and actions aimed at increasing transit's share of trips to and from the Downtown, particularly during peak hours. These measures may include:

- transit supportive roadway improvements
- transit facility and service enhancements
- transportation demand management measures
- parking supply management"

*Other Key CCDPlan Policy References: CCDPlan Policies 17.2 - 17.12*

Figure 14: Transit System



### 8.2.5 Downtown Parking: Key Goals, Policies, and Actions

The CCDPlan addresses the challenge of modifying and adjusting current parking policies and practices such that they enhance the land use planning principles advanced in other sections of this plan.

There is an abundance of long-term surface parking lots (approximately 40,000 stalls) within and adjacent to the Downtown, providing relatively inexpensive long-term parking for downtown employees. While Downtown retailers do not generally rely on long-term parking, the supply of convenient, short-term, visible on-street parking is critical to them and to a flourishing commercial retail environment. To confirm that downtown parking continues to serve cultural, business, and entertainment activity, a review of the short-term parking supply and rate structure should be undertaken from time to time.

#### **GOAL - PARKING DOWNTOWN**

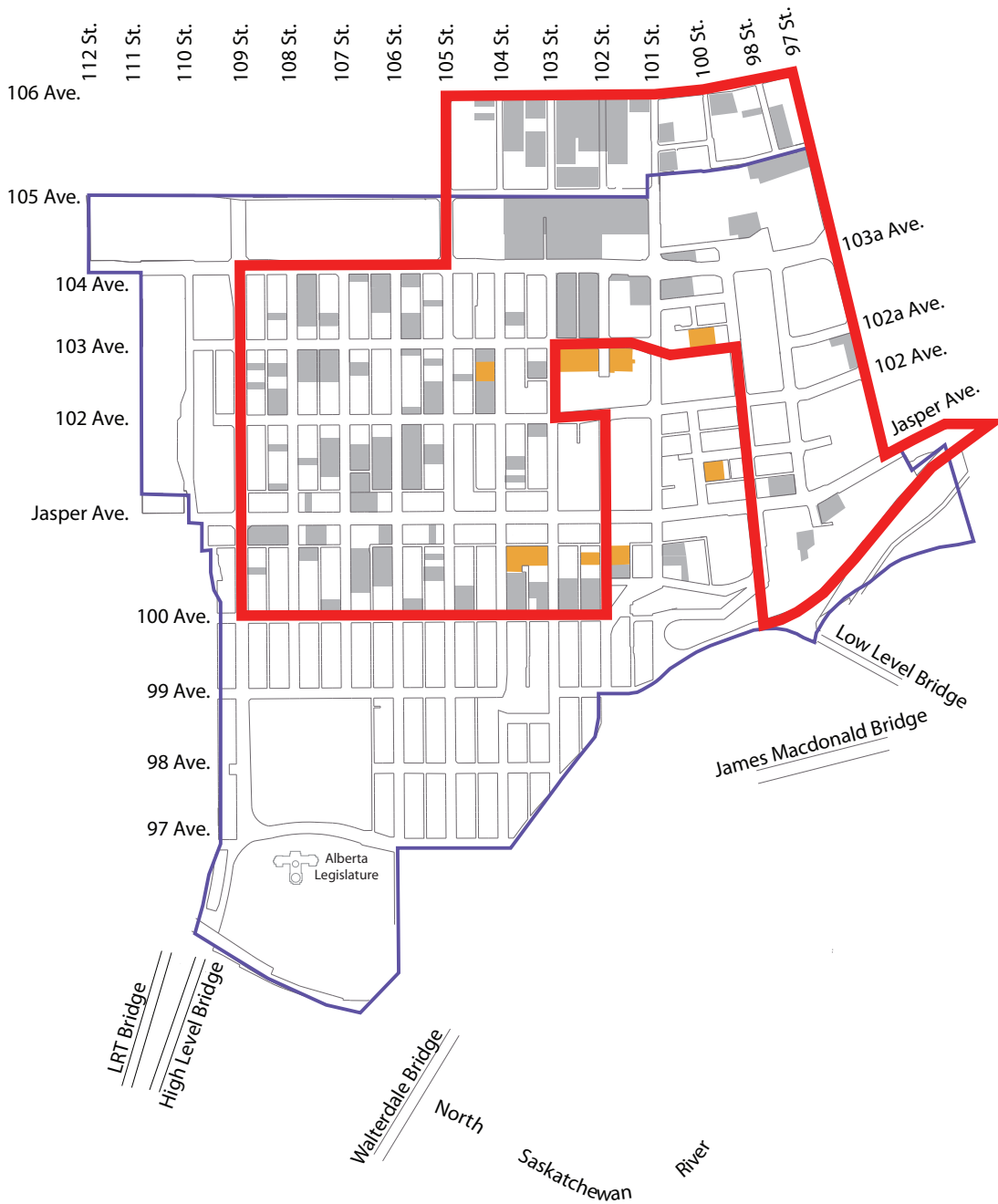
**Manage the supply of parking in the Downtown to anticipate and respond to projected parking supply issues, to provide convenient business access, to improve customer convenience, and promote sustainable travel choices.**





*CCDPlan Policy 18.1: New Strategies for Parking Management* is a key policy regarding the need to take a strategic approach to addressing parking issues in the Downtown. It states:

“Adopt a strategic approach to anticipating and responding to projected parking supply constraints or surpluses. This may include a review of alternate parking organizational frameworks to determine if there might be any advantage in a change to the current management structure of administering on and off-street parking.”

*Other Key CCDPlan Policy References: CCDPlan Policies 18.2 - 18.10*

Figure 15: Parking



-  CRL Plan Boundary
-  Downtown ARP Boundary
-  Vacant Site / Surface Parking
-  Above-ground Parking Structures

### 8.3 PARKS, OPEN SPACE, AND STREETSCAPING

In order for the Downtown to thrive as a vibrant and active centre, it will be necessary to redevelop existing and develop new amenity spaces in order to provide a wide range of public amenity through parks and open spaces for its steadily growing population. The CCDPlan envisions a Downtown where every resident, worker, and visitor is never more than a three minute walk from a neighbourhood oriented, welcoming, sunlit, open space.

Parks and open spaces provide a venue for social interaction and space for festivals and markets, special areas to enjoy physical activity, to catch up with friends and neighbours, to walk your dog, or simply to rest. This is important for Downtown residents who typically have little or no outdoor space of their own.

The amount of land devoted to parks and recreation use in the Downtown has for the most part, remained unchanged over the last 15 - 20 years. The only additions include the construction of the linear park within the Railtown Area and the landscaped esplanade and grounds of MacEwan University along 104 Avenue.

The City's Urban Parks Management Plan (2006) sets out a number of directions for assembling a network of parks spaces in the Downtown, including:

"The City will acquire parks and greenways based on the approved Area Redevelopment Plan."

"When appropriate and cost effective, the City will utilize proactive land acquisition programs to acquire downtown parkland based on the approved Area Redevelopment Plan."

#### GOAL - PARKS AND OPEN SPACE

**Develop a comprehensive system of parks and open space integrated with street improvements, in the Downtown to serve the varied social, leisure, and recreational needs of the downtown community. Acquire additional parkland in those areas of Downtown not adequately served.**

*CCDPlan Policy 11.1: Increasing Parks and Open Space Downtown* is a key policy outlining a strategy to develop a comprehensive system of parks and open spaces in the Downtown. It states:

"Provide diversity in the form and function of parks and open space to meet the needs of existing and future resident and worker populations. Ensure that every person living and working Downtown has access to a publicly accessible park or open space within a convenient walking distance, not greater than three (3) blocks. These open spaces could include spaces provided by private developments as long as they are fully publicly accessible. Consider strategically developing a range of new neighbourhood specific parks, in association with pedestrian and transit-oriented street improvements, to enhance their overall amenity, and attract more residents and development."

*Other Key CCDPlan Policy References: CCDPlan Policies 11.2 - 11.15*

Figure 16: Parks, Open Space and Streetscaping



## 8.4 URBAN DESIGN FRAMEWORK FOR DOWNTOWN STREETS

It is important that the Downtown of Alberta's Capital City project a sense of vitality, beauty, warmth, vibrancy and design excellence. The Downtown experience is created not only through the level of activity on its streets, but also through the character of its streets, the quality of its open spaces, and the expressiveness of its built environment. Good urban design helps to create community identity as it focuses on the creation of vibrant streets, quality public and private spaces, and building environments designed for the comfort of people.

The CCDPlan outlined an "Urban Design Framework for Downtown Streets," whereby a clear role, and associated design character, is defined for various types of streets, to provide for a coordinated approach to private and public development along each street.

### GOAL - THE URBAN DESIGN FRAMEWORK FOR DOWNTOWN STREETS

**Encourage excellence in the design of Downtown streets, parks, and open space. Create pedestrian-friendly streets by adopting a comprehensive set of policies and design parameters and by implementing design initiatives and public improvement programs.**

*CCDPlan Policy 10.4: Urban Design Framework for Downtown Streets* is a key policy defining the urban design parameters established for each of the six different street types in the Downtown. It states:

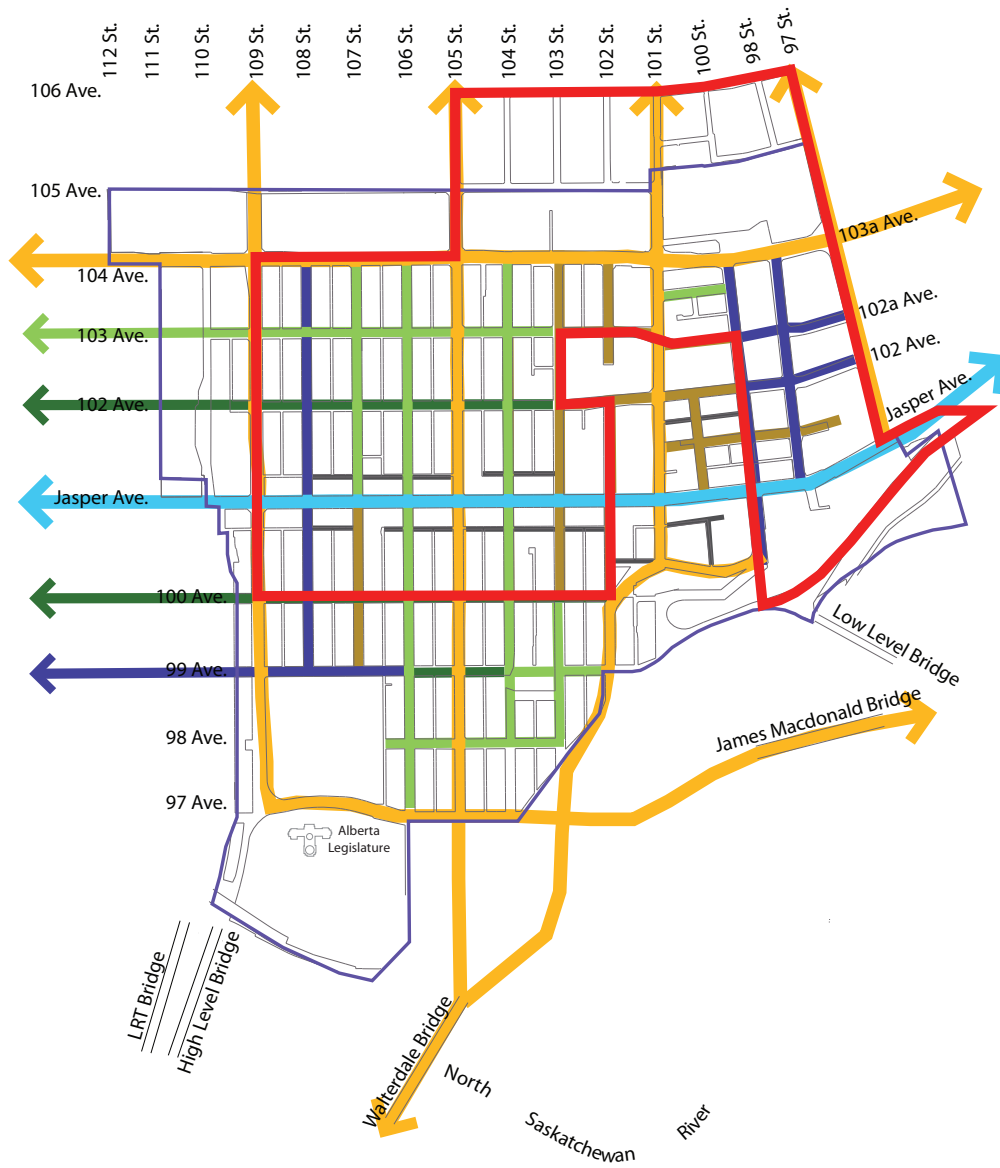
"Foster a coordinated approach to development in the Downtown by establishing an "Urban Design Framework for Downtown Streets", covering all streets in the Downtown. Under this framework, all private and public development will be required to adhere to a set of building and design parameters defined for each street type. The general requirements of each of the street types are described below, while more specific requirements are provided in the Edmonton Zoning Bylaw.

The downtown streets are divided into six different types, representing the patterns of activities and land uses that define their role within the overall structure of the Downtown street network."

*Other Key CCDPlan Policy References: CCDPlan Policies 10.1 - 10.3 and 10.5 - 10.17*

Street Type	
1	Great Street - Jasper Avenue
2	Grand Avenue
3	Ceremonial Streets
4	Neighbourhood Streets - Residential
5	Neighbourhood Streets - Commercial / Retail
6	Special Streets and Alleys

Figure 17: Urban Design Framework for Downtown Streets



- CRL Plan Boundary
- Downtown ARP Boundary
- Great Street - Jasper Avenue
- Grand Avenues
- Ceremonial Streets
- Commercial Streets
- Neighbourhood Street - Commercial Emphasis
- Neighbourhood Street - Residential Emphasis
- Special Conditions - Including Identified Alleys



## 8.5 HERITAGE RESOURCES

The preservation of the Downtown's historic resources is administered through the use of the Register of Heritage Resources and through the City's Policy to Encourage the Designation and Rehabilitation of Municipal Historic Resources. The CCDPlan puts emphasis on the need to enrich the City through the preservation and integration of historic buildings, art, sites of cultural relevance and significant views to make a memorable impact on both visitors and residents.

The CCDPlan has policies that emphasize an active approach to preservation, adaptive re-use, appropriately developing adjacent to heritage resources, redevelopment of heritage resources, using design to tell stories, and the use of interpretive monuments.

### GOAL - HISTORIC PRESERVATION

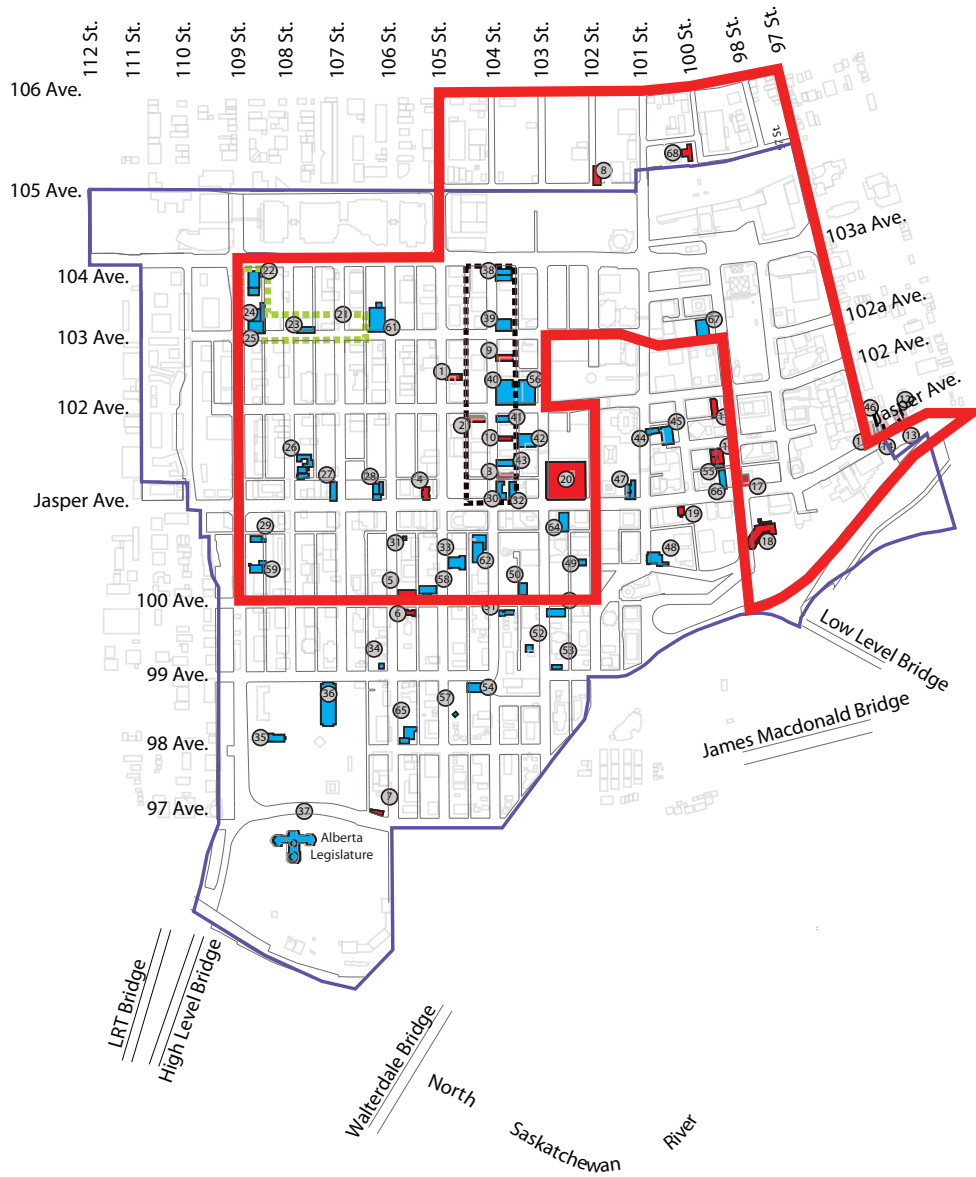
**Enhance the unique character and cultural continuity of Downtown through the continued preservation, integration, and enhancement of historic resources from a variety of periods. Honour the diverse stories of the many people who have made a home in Edmonton by finding new ways of telling their stories through the design of buildings and places.**

*CCDPlan Policy 13.1 Active Approach to Preservation* is a key policy that describes the priority on the preservation of heritage assets. It states:

"Prioritize the preservation of those buildings, areas and structures, including monuments, bridges, built landscapes and cultural artifacts within the Downtown that are of historical or architectural significance, quality, and/or value. Preservation of buildings from any generation will be considered."

*Other Key CCDPlan Policy References: CCDPlan Policies 13.2 - 13.8*

Figure 18: Heritage Buildings



-  CRL Plan Boundary
-  Downtown ARP Boundary
-  Designated Municipal Historic Resources
-  Historic Resources on the Inventory
-  (PHR) Provincial Historic Resource
-  Existing Heritage Preservation
-  Opportunities for Heritage Preservation

A list of Heritage Resources in the Downtown is located on the following page.

## Heritage Resources in the Downtown:

- |  |  |  |
|--|--|--|
| 1. H.V. Shaw Building (MHR)                    | 30. Birks Building                     | 60. Land Title Building                |
| 2. Metals Building (MHR)                       | 31. Pomerleau Residence*               | 61. Massey Ferguson Building           |
| 3. Armstrong Building (PHR+MHR)                | 32. Looby Block                        | 62. Northwest Utilities Building       |
| 4. Jasper Block (MHR)                          | 33. First Presbyterian Church (PHR)    | 63. Oliver Building                    |
| 5. Arlington Apartments* (PHR+MHR)             | 34. John W. Ross Residence (MHR)       | 64. Paramount Theatre                  |
| 6. Land Registration Office (PHR)              | 35. Administration Building            | 65. The Edmonton Separate School Board |
| 7. Parkview Apartments & Foote Residence (MHR) | 36. Federal Public Building            | 66. Toronto Dominion Bank              |
| 8. MacDonald Building (PHR+MHR)                | 37. Alberta Legislature Building (PHR) | 67. Land Title Building                |
| 9. Canadian Consolidated Rubber Company (MHR)  | 38. Mercer Warehouse                   | 68. Immigration Hall (MHR)             |
| 10. Phillips Building (MHR)                    | 39. Horne & Pitfield Building          |  |
| 11. Churchill Wire Centre (MHR)                | 40. Revillon Building & Annex          |  |
| 12. Lodge Hotel (MHR)                          | 41. McKenney Building                  |  |
| 13. Brighton Block (MHR)                       | 42. HBC Warehouse (Beaver House)       |  |
| 14. Gem Theatre* (MHR)                         | 43. Great West Saddlery Building       |  |
| 15. Goodridge Building (MHR)                   | 44. Moser & Ryder Block                |  |
| 16. McLeod Building (PHR+MHR)                  | 45. Kelley Ramsey Block                |  |
| 17. Imperial Bank of Canada (MHR)              | 46. Hub Hotel                          |  |
| 18. MacDonald Hotel (MHR)                      | 47. Canadian Bank of Commerce          |  |
| 19. Union Bank of Canada (MHR)                 | 48. McDougall Methodist Church         |  |
| 20. Hudson's Bay Building (MHR)                | 49. Salvation Army Citadel             |  |
| 21. John Deere Co. Ltd.                        | 50. Masonic Temple                     |  |
| 22. International Harvester Co. / Dorchester   | 51. Garipey Mansich & Rosary Hall      |  |
| 23. Western Suppliers Ltd.                     | 52. J.C. McDougall Residence           |  |
| 24. International Harvester Building           | 53. John Stocks Residence              |  |
| 25. MacCosham Building                         | 54. McKay Avenue Public School (PHR)   |  |
| 26. El Mirador Apartments                      | 55. Canada Permanent Building (PHR)    |  |
| 27. MacLean Block                              | 56. Ross Block (The Boardwalk)         |  |
| 28. Balmoral Block*                            | 57. Edmonton (1881) School (PHR)       |  |
| 29. Howard & McBride Funeral Parlour *         | 58. Baker Clinic                       |  |
|  | 59. First Church Baptist               |  |

\* Denotes Demolished  
(MHR) Municipal Heritage Resource  
(PHR) Provincial Heritage Resource

## 8.6 ENVIRONMENTAL + GEOTECHNICAL

Environmental and geotechnical assessments may be required for some development projects in the Downtown depending on previous uses, location, and site stability for new development.

## 8.7 ADDITIONAL PROJECTS

The CCDPlan includes over 200 specific policies, programs or principles to guide future development. Not all of the policies require short term action or new initiatives. Many of the policies support on-going programs, continue previous policies, or establish statements of intent, principles and/or objectives. The Key Actions are listed in Chapter 6 of the CCDPlan, in the 'Downtown Action Program Summary' Table, and stem from those "actionable" policies.

The Program Summary Table indicates whether a Key Action would be funded through a designated Capital City Downtown Plan Budget or through other funding sources. The table also indicates where no funding is required for a Key Action. The Key Actions are assigned a time frame for implementation, either immediate (1-2 years), short term (3-4 years), long term (5+ years), or ongoing.

The suggested funding and time frame for each Key Action is intended to be a starting point for the implementation activity - the implementation of each action will be a dynamic process.

Funding for some of these projects will be provided by this CRL Plan, under the umbrella of the various Catalyst Projects.

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## 9.0 THE CATALYST APPROACH

Downtown Edmonton is now presented with a great opportunity. New private and public sector initiatives are well aligned with the growth of educational institutions and other concurrent initiatives in the core. The projects proposed in the CRL Plan fulfill many of the objectives of Edmonton's strategic plans: these plans call for a transformation of urban form, a transportation modal shift, improved livability, environmental stewardship, greater financial sustainability, and economic diversity.

The City has identified the need for investment in the Downtown, which will, in turn, stimulate residential growth, link neighbourhoods together, enhance the local community, and strengthen the city's urban core, providing an asset for all Edmontonians to enjoy and be proud of.

However, such investment must be well coordinated. The CCDPlan outlined a number of strategic public investment projects, or Catalyst Projects, that are critical to the transformation of Edmonton's Downtown. These Catalyst Projects will focus investment where it will do the most good in supporting and stimulating private investment, while enhancing the vibrancy and economic well-being of the Downtown.

Importantly, in order to maximize the return on investment, the Catalyst Projects must be:

- Timed appropriately to spur development;
- Designed to leverage private sector development;
- Adhered to over the long-term to effect the greatest benefit; and,
- Linked together so that each project builds on the other to stimulate new residential development and create vibrant public space.

### THE CASE FOR INVESTMENT

Downtown is Edmonton's calling card to the world. It is the cultural centre of the city and is a place to live, work, and play for tens of thousands of Edmontonians. Despite its importance, municipal investment has declined both in terms of the number of projects funded and the value of total funds invested in the Downtown. The time is right to make strategic investments to continue Downtown's transformation into a truly special people place.

A healthy Downtown with a vibrant property market benefits the entire City by generating significant revenues for the City's budget. The downtown in 2010 generated almost 10% of all property tax revenue in the City (in less than 1% of its area).

Looking forward, we can project that investment in our downtown can not only provide a vibrant urban core for all to enjoy, but it offers one of Edmonton's best return on investment opportunities.

## WHY THE CATALYST APPROACH

The Capital City Downtown Plan (CCDPlan) unanimously approved by Council in July, 2010, set a vision for the Downtown that is Sustainable, Vibrant, Well-Designed, and Accessible. Central to the CCDPlan are key “Catalyst Projects” - carefully chosen initiatives designed to increase the number of people living Downtown, reinforce and strengthen Downtown’s unique neighbourhoods, and improve linkages within the Downtown and with the rest of the City. Since the approval of the CCDPlan, a few additional emerging priority projects have been recognized for their ability to increase the activity and vibrancy of Downtown, encourage spin-off development opportunities, and for their timely opportunity to capitalize on public-private partnerships.

Recent Canadian studies (such as the Canadian Urban Institute report “The Value of Investing in Canadian Downtowns”) have shown that public realm investment result in increased assessed values, property and business tax revenue, and private sector investment. Edmonton’s experience with the 1997 Downtown housing grants was specifically cited as creating new revenue streams that quickly paid off the grant while creating new city revenue in perpetuity. Building on this history, the Capital City Downtown Plan has carefully selected projects to yield the maximum possible return through well timed and well placed public investment.

The Catalyst Projects proposed for funding under this CRL Plan were carefully selected based on their ability to spur development. By strategically implementing the projects, key projects may be inter-linked to provide the ‘biggest bang for the buck’, with the objective to:

- Increase Downtown residential population;
- Increase property values Downtown;
- Reduce greenhouse gas emissions and provide for a healthier natural environment Downtown;
- Improve safety and security;
- Deliver a higher quality public realm for all Edmontonians to enjoy and be proud of; and
- Generate a more vibrant Downtown with a strong economy and active street life.

The proposed Catalyst Projects enjoy tremendous community and stakeholder support achieved through more than 1,000 hours of public consultation. Section 10 describes each of the Catalyst Projects.

## Catalyst Project LINKAGES

The Catalyst Projects are designed to complement each other and create synergies to maximize the benefit for the Downtown. Beyond the focus of the downtown, the Catalyst Projects are chosen in part due to their alignment with higher-level plans. Individually, each Catalyst Project plays some part in contributing to three key goals of the CCDPlan:

### *More People Living, Working, and Playing Downtown*

In order to address the 32% of land that is currently vacant or used for parking as well as the additional 20% of under-developed land within the Downtown, the Catalyst Projects such as the Arena Building and the Arena related infrastructure will increase the number of people working and playing downtown, spur retail and residential development, and enhance the vibrancy of Downtown. The Warehouse Campus park development and Jasper Avenue improvements work to directly spur residential development. In addition, improvements to the LRT system, bicycle routes and pedestrian routes help people get around the Downtown as well as attract more people to come Downtown.

### *Enhance the Neighbourhoods of Downtown*

Each Downtown neighbourhood offers unique opportunities to help achieve the overall new vision for Downtown. Many of the Catalyst Projects will leverage the strengths of the individual neighbourhoods to the benefit of the entire Downtown. The projects, including the Arena building, Arena Related Public Infrastructure, Jasper Avenue improvements, and the Warehouse Campus Neighbourhood Central Park, provide for necessary new key amenities and facilities, making all neighbourhoods more vibrant, safe, and enjoyable.

### *Strengthen the Linkages Downtown*

Linking the neighbourhoods of Downtown to each other, as well as to the adjacent neighbourhoods and the rest of the city, is key to making the Downtown a more accessible, sustainable, and livable place. Catalyst Projects such as green and walkable streets will improve pedestrian, bicycle, and LRT connections within Downtown. By inspiring pedestrian scale street level development the plan aims to close the gaps in the current urban form and enhance the downtown pedestrian experience.

Each of the Catalyst Projects has the potential to encourage some level of revitalization in the Downtown.



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## 10.0 CATALYST PROJECTS

The CCDPlan created a number of strategic public investment projects, or Catalyst Projects, that will be critical to the transformation of Edmonton's Downtown. A catalyst project is a strategic public investment that:

- Is essential to support ongoing private investment in the Community Revitalization Levy Area;
- Enhances the vibrancy and economic well-being of the downtown by encouraging downtown population and economic growth;
- Fosters further significant redevelopment of the Downtown; and
- In its absence, further significant redevelopment will not progress.

In addition to the projects outlined by the CCDPlan, a few new Catalyst Projects, namely the projects in the Civic Precinct and the Edmonton Downtown Academic and Cultural Centre, have arisen as timely opportunities to catalyze development in an area of Downtown which consists mostly of vacant land, surface parking lots, and underdeveloped properties. These Catalyst Projects will focus investment where it will do the most good in supporting private investment and enhancing the vibrancy and economic well-being of the Downtown.

This section provides a summary for each of the Catalyst Projects that will be funded by this CRL Plan. The projects are sorted into two groups:

### **Phase 1 Projects:**

Projects that will be undertaken as a first priority.

### **Future Projects:**

Projects that may be funded by the CRL at a later date or as otherwise reprioritized by Council.

This section also describes the Catalyst Projects that will not be funded by this CRL Plan. They fall under the following two categories:

### **Catalyst Projects Not Funded By This CRL:**

Projects that were introduced by CCDPlan but are either physically located outside of the CRL legal boundary and therefore cannot be funded through this CRL Plan or they may be funded separately by other sources.

### **Concurrent Catalyst Projects Funded By Other Means:**

Projects that were initiated and funded prior to the development of this CRL Plan, or projects being led by another order of government, or major institution, or the private sector.

## 10.1 PHASE 1 PROJECTS

The Phase 1 projects that will be undertaken and funded by this CRL as a first priority are as follows:

- Arena Building
- Arena Related Public Infrastructure
- Downtown Arena Community Rink
- Green and Walkable Downtown - Arena Civic Interface
- Downtown Stormwater Drainage Servicing
- Jasper Avenue New Vision
- Jasper Avenue Underground Infrastructure Allowance
- Projects in the Civic Precinct
- River Valley Promenades
- 105 St / 102 Ave Park

### 10.1.1 Downtown Arena Building

As a part of a large-scale development opportunity along the north edge of Downtown, the downtown arena building project has been proposed because Rexall Place, home to a range of cultural and sporting events, requires modernization or replacement. It is currently one of the oldest and smallest facilities in the National Hockey League (NHL). It would require a significant investment to bring it in line with current NHL standards. Building the new arena in a more central location could potentially bring benefits to the team, the neighbourhood, and the City.

This major multipurpose facility development could be utilized as a catalyst to spur redevelopment, resulting in potential economic, social and cultural benefits. In fact, a major private sector development has been proposed for the area immediately adjacent to the area. To act as a catalyst, the arena building would be required to demonstrate exemplary urban design that enhances the city, the district, and the surrounding streets. The arena could be a landmark and serve as an anchor within the larger area development.

The multi-purpose facility should:

- Be adaptable to multiple and diverse uses: mixed retail, commercial, recreation, and cultural facilities.
- Be durable, permanent and utilize timeless construction materials, to create attractive and distinguishing features.
- Ensure clarity and consistency of form and detail.
- Utilize sustainable energy and environmental design principles, such as green building techniques, natural light and native planting, as well as inclusion of “green” operational opportunities like recycling and air, water and energy conservation.



*Key CCDPlan Policy Reference: 8.10 Edmonton’s Premiere Arts, Culture, Sports and Entertainment Centre*

*CC 3.5 Potential for a Sports and Entertainment District*

## 10.1.2 Arena Related Public Infrastructure

The Arena Related Public Infrastructure project has been proposed to compliment the arena building as a part of a large-scale development opportunity. The area on the northern edge of the downtown is proposed to house the new arena and entertainment district.

The City's core has existing infrastructure, parking capacity, access to a variety of transit, and a concentration of shops and restaurants that can provide a base for creating a walkable, thriving urban entertainment district.

Redeveloping the area around the proposed new arena building would bring both economic and social benefits. The development is proposed to include residential development, retail and office space, hotels, restaurants and other facilities in addition to the arena building. The City anticipates that a new arena building would encourage new business development in the area, which would then result in new tax revenue.

The development associated with the arena is proposed to include public spaces that will accommodate a range of activities including sports, entertainment, cultural activities and other community facilities. The development proposes to:

- Create safe and inviting places that recognize and promote visual linkages to other defining elements and to adjacent properties and neighbourhoods.
- Utilize crime prevention through environmental design (CPTED) techniques.
- Have an integrated approach to urban design.
- Encourage design excellence in architecture.
- Integrate with future projects such as the LRT Integration, Green and Walkable Streets, etc.



The Arena Related Public Infrastructure project encompasses four infrastructure investments:

1. The City's contribution to the proposed Winter Garden structure across 104 Avenue.
2. The structure connecting the arena to the adjacent MacEwan LRT Station
3. An interior pedestrian walkway around the arena, connecting the arena, Winter Garden, LRT station, and surrounding developments
4. Land for the arena building

*Key CCDPlan Policy Reference: 8.10 Edmonton's Premiere Arts, Culture, Sports and Entertainment Centre*

*CC 3.5 Potential for a Sports and Entertainment District*

### 10.1.3 Downtown Arena Community Rink

The Downtown Arena and Entertainment District is proposed to include a community skating rink, which will provide an important amenity space for central residents. This rink will replace the Oliver community rink which is scheduled to be closed in the near future.



*Key CCDPlan Policy Reference: 8.10 Edmonton's Premiere Arts, Culture, Sports and Entertainment Centre*

*CC 3.5 Potential for a Sports and Entertainment District*



### 10.1.4 Green and Walkable Downtown

The Green and Walkable Downtown Catalyst Project refers to a phased and coordinated program of street and public realm improvements that will result in a highly interconnected pedestrian network, with street trees and landscaping on all downtown streets, well designed pedestrian-scaled lighting, and quality street furnishings.

The Downtown street network and much of the associated pedestrian amenities (street trees, sidewalks etc) date back to the early 1900s, when the system of streets was originally laid out and constructed. There have been ongoing programs to maintain the streetscape elements over the years, however the overall quality of the pedestrian environment requires upgrading.

In order to attract private development, the quality of sidewalks, buildings and public spaces needs to be thoughtful, interesting and of a high caliber. Sidewalks should offer opportunities for activity, amenity, visibility, safety, a sense of place and leave a positive impression of the Downtown as a high quality public space. All streets should be designed as public spaces that support social interaction.

The objective of the streetscape improvement project is to create streets that integrate pedestrian, motor vehicle and parking functions with a greater emphasis on pedestrian orientation. It seeks to enhance the attractiveness, connectivity, and appropriate transportation function of each street in the downtown by adding wider sidewalks, trees, wayfinding, high quality lighting, landscaping, decorative paving, and street furnishings.

By improving the streetscapes, more people will use the streets for walking and cycling. The Downtown will be a more attractive and desirable place for people of all ages and family make-up. This investment will signal that this area is important to the City and will provide developers with the confidence to invest as well.

#### **THREE KEY COMPONENTS OF A GREEN AND WALKABLE DOWNTOWN**

Implementation of the Green and Walkable Project will be informed by the following:

1. General Criteria for Selecting Major Streetscape Improvements
2. Public Realm Plans for Selected Streets
3. Prioritizing and Phasing of Streetscape Improvements



### *1. GENERAL CRITERIA FOR SELECTING MAJOR STREETScape IMPROVEMENTS*

The level of improvements proposed for key streets under the Green and Walkable Downtown Catalyst Project will be based on the “Urban Design Framework for Downtown Streets” included in the CCDPlan. The framework divides downtown streets into the following six street types, representing the patterns of activities and functions that define their role within the overall structure of the Downtown:

1. Great Street: Jasper Avenue
2. Grand Avenues (104 Avenue, 97 Avenue, 109 Street, 105 Street, 97 Street)
3. Ceremonial Streets (108 Street, 100 Street, 99 Street)
4. Neighbourhood Streets - Residential
5. Neighbourhood Streets - Commercial/Retail
6. Special Streets and Alleys

Some major street improvement projects are already underway and will not be included in the CRL Plan. For example, streetscape improvements to 108 Street (Capital Boulevard).

*Key CCDPlan Policy Reference: 10.4 Urban Design Framework for Downtown Streets*

### *2. PUBLIC REALM PLANS FOR SELECTED STREETS*

Prior to the detailed design work on individual streetscapes, Public Realm Plans will be done for each streetscape project. Some of the Public Realm Plans for the streetscape work will be done in conjunction with (or through) Plans being prepared for special areas or Precincts (e.g. Civic Precinct Plan, 102 Avenue LRT Corridor Plan, Warehouse Campus Central Park and the Arena Area Plan).

These plans will include detailed concepts for streetscape upgrading and construction, street trees, lighting, landscaping, street furniture and public art.

An overall engagement and communications plan should also be developed in the early stages in order to prepare the groundwork for communicating with property owners and other stakeholders regarding the improvement projects. Where appropriate, administration will pursue partnerships with private landowners, developers, and community groups to improve the downtown pedestrian environment.

*Key CCDPlan Policy Reference: 10.5 Public Realm Plans - Selected Streets*

### 3. PRIORITIZING AND PHASING OF STREETScape IMPROVEMENTS

Improvements to downtown streets will be undertaken through a phased program, with projects being organized in manageable pieces. Phasing of improvements to key streets, or groupings of streets, will be done in a strategic manner. Priorities will be based on, but not limited to, the following criteria:

- Project supports 'neighbourhood-wide' design goals
- Project has most potential to attract future residential and commercial growth
- Project has had conceptual work done already, with citizen involvement and support (e.g. Alley of Light project)
- Street is identified as an important downtown street (e.g. Grand Avenue, Ceremonial Street or other high profile Neighbourhood street)
- Illicit activities and safety concerns of a street will be addressed; streetscape is in poor condition
- Adjacent land use or a proposed private development supports an upgraded streetscape
- Project aligns with and supports another Catalyst Project (e.g. Civic Precinct Master Plan, Warehouse Campus Central Park, Downtown Arena, Royal Alberta Museum, High Profile Bikeway, etc)
- Street has roadway reconstruction or other infrastructure improvements planned
- A high volume of pedestrian or vehicular traffic exists or is anticipated
- Street is closely linked to transit
- Pedestrian connections to other areas, barriers are reduced.

*Key CCDPlan Policy Reference: 10.4 Urban Design Framework for Downtown Streets*

### 10.1.4.1 Green and Walkable Downtown - Arena Civic Interface

As an initial component of the Green and Walkable Downtown Catalyst Project, 104 Avenue / 103 A Avenue from 97 Street to 105 Street will be improved.

104 Avenue is considered a “Grand Avenue” under the “Urban Design Framework for Downtown Streets” included in the CCDPlan. These streets are to be characterized by:

- Extending and connecting with surrounding and outlining communities.
  - Where feasible, broad tree-lined boulevards associated with sidewalks and amenities.
  - Clear buffers or transitions between pedestrian and vehicle zones
  - Multi modal circulation potential.
  - Buildings that address the street with formal entrances and support activities that provide animation.



The level of improvements proposed for 104 Avenue and 103 Avenue will be based on the framework included in the CCDPlan.

There are large transformative projects proposed in the vicinity of 104 Avenue including the arena and associated entertainment district, the Royal Alberta Museum, and the Civic Precinct area. The surrounding streetscapes will be upgraded through sidewalk widening, street trees, coordinated street furniture, and pedestrian scale lighting and landscaping. It will provide adequate space for pedestrian movement and will create an attractive promenade between several major attractions

as well as offer opportunities for activity, amenity, visibility, safety, and the creation of a sense of place.

*Key CCDPlan Policy Reference: 10.4 Urban Design Framework for Downtown Streets*

*9.3 Excellence in Street, Park and Open Space Design*

### 10.1.5 Downtown Stormwater Drainage Servicing

This 'backbone' piece of infrastructure is critical to service future development in the downtown by accommodating additional sanitary flow and stormwater runoff resulting from future development. Phase I of this project will include tunneling of a major "backbone" stormwater pipe north along 105 Street.

The redevelopment resulting from stimulating growth in the Downtown will generate much higher wastewater flows than currently exist. As a result, there will be a higher risk of flooding in the area and combined sewer overflow (CSO) to the North Saskatchewan River will greatly increase because the existing combined sewer system is unable to handle the projected increase in flows.

The existing combined sewer system in the downtown core was designed based on the standards of the day. The current level of service of the existing combined sewer system is less than a 1:2 year level of service, much lower than the current 1:100 year level of service for new developments.

In order to support the proposed redevelopment, the existing drainage system must be upgraded to provide adequate drainage servicing for the area. Three alternatives were considered including:

- Alternative 1 - Do Nothing
- Alternative 2 - Partial Sewer Separation and Lateral Sewer Improvements
- Alternative 3 - Total Sewer Separation

Alternative 2 was recommended as it can provide a reasonable level of service (1:5 year), has a lower cost than total separation and would have minimum impact to combined sewer overflow levels downstream. There will be opportunities to optimize the cost and the level of service when the project moves into the design phase.

The sewer systems within the Downtown can be considered as two sub-systems, separated by Jasper Avenue. The area north of Jasper Avenue drains to either the existing combined trunk sewer along 102 Avenue, which discharges into the Jasper Avenue combined trunk sewer, and the existing combined trunk sewer along 108 Avenue via a combined sewer on 109 Street. The area south of Jasper Avenue drains towards the existing combined trunk sewer along 97 Avenue with interconnections into the 100 Avenue combined trunk.

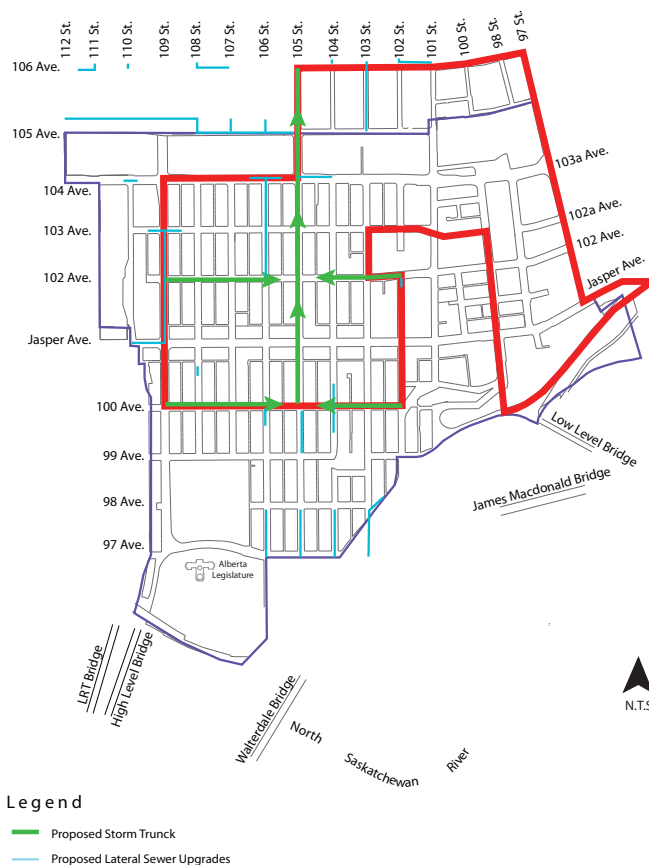
The proposed servicing concept recommends partial sewer separation and lateral sewer improvements for the area. The servicing concept proposes to install a 2340mm diameter storm tunnel along 105 Street from 100 Avenue to the existing 2775mm diameter storm trunk on 111 Avenue. Two new 2340mm diameter storm tunnels sewers along 102 Avenue and 100 Avenue and one new 1200mm diameter storm sewer along 109 Street are also proposed. These storm tunnels will be connected to the 105 Street storm tunnel which will provide partial sewer separation for the North and South of Jasper Avenue areas respectively. The existing storm lateral sewers and any proposed new storm lateral sewers would then be connected to the new storm trunk sewers. The exact diameter and precise location of the pipes are subject to further engineering studies and analysis. The 105 Street storm tunnel will also provide the needed storm outlet for North Edge Redevelopment Area and Central McDougall neighbourhood's opportunistic sewer separation works. The recommended servicing scheme is shown in Figure 19.

In addition to the major drainage improvements being recommended, Low Impact Development (LID) and on-lot storage with control release measures should be implemented to increase the level of service. Appropriate Low Impact Development (LID) best practices should be implemented where possible. For example, there is a great opportunity to incorporate LID features and a stormwater management function in the design of the Warehouse Campus Neighbourhood Central Park.

This project will improve combined sanitary sewer performance within the Downtown Plan area while accommodating additional sanitary flow and stormwater runoff resulting from future redevelopment. It will reduce the frequency of basement and surface flooding within the CRL Area and will reduce the risk of combined sewer overflow to the North Saskatchewan River. This piece of infrastructure is critical to service future development in the downtown.

*Key CCDPlan Policy Reference: 3.5 Water and Drainage Infrastructure Upgrades*

Figure 19: Proposed Downtown Stormwater Servicing Concept





### 10.1.6 Jasper Avenue New Vision + Underground Infrastructure Allowance

The Jasper Avenue Catalyst project includes the implementation of the urban design recommendations of the 2011 Jasper Avenue New Vision report to create an attractive and distinctive streetscape as a catalyst for Downtown rejuvenation. Phase One is currently funded and is underway. It includes streetscape improvements from 100 Street west to 102 Street as well as reconstruction of the Central Station LRT roof. The cost of this phase is \$6 million (streetscape improvements only) for 2012/2013. Note that Phase 1 will not be funded through this CRL as funding is already in place for this phase. Subsequent streetscape and below-grade utility improvements will be undertaken along Jasper Avenue in several phases:

- Streetscape improvements along Jasper Avenue from 102 Street to 109 Street and 100 Street to 97 Street.
- Construction will proceed in phases, beginning with the westernmost section of Jasper Avenue with future phases continuing eastward. Work on Jasper Avenue will be coordinated with construction of the Southeast LRT along 102 Avenue in order to minimize traffic congestion Downtown.
- An allowance of \$27 million has been included for repairs to underground infrastructure (including LRT stations) that may be required prior to streetscape work. A study of below-grade infrastructure will be conducted to assess its condition and estimated repair costs.



Changes since October 26, 2011 Council Report 2011SCO505:

- The section of Jasper Avenue from 109 Street to 111 Street is not located within the Community Revitalization Levy boundary and has been excluded from this project. The previous cost estimate was \$61 million -the revised estimate is \$55 million.

The objective of the Jasper Avenue New Vision project is to renew and modernize Edmonton's Main Street. The streetscape of Jasper Avenue, constructed in the 1980s, is showing its age and is in need of improvement. This project will transform Jasper Avenue into a more walkable, attractive and vibrant street. It will stimulate private investment in the area, increase property values, and showcase the Avenue as Edmonton's Main Street.

In addition to enhancing the street level retail environment along Jasper Avenue, the project will increase the attractiveness of the areas bordering the Avenue, including the Warehouse Campus Neighbourhood, the McKay Avenue Neighbourhood and the Capital City District. Residents of these areas and employees working in the area will greatly benefit from an increased sense of safety and security along the Avenue.

The project includes major alterations to the right-of-way, involving narrowing the roadway from seven lanes to five while expanding the width of the sidewalks. It will also include streetscape improvements such as high quality street furniture, pedestrian scale lighting, transit shelters, street trees, landscaping, information kiosks and improved paving materials.



The City's Sustainable Development and Transportation Services Departments, along with a team of consultants, undertook an urban design study over 2009-2010 to develop the new vision for the Avenue. The process involved extensive public consultation, including multiple meetings and public workshops, in order to address concerns of abutting property owners and to establish design principles.

The streetscape improvements are to be undertaken in phases, with Phase One having been initiated in 2012 and scheduled for completion in 2013. Future phases will be implemented in coordination with Future Projects to minimize disruption of businesses and traffic.

*Key CCDPlan Policy Reference: Key Policy Reference: 10.5 Public Realm Plans - Selected Streets*



### 10.1.7 Projects in the Civic Precinct

This catalyst project has been refocused to emphasize Council's recent direction to explore improvements to aesthetics of the area. The form of these improvements will be a function of stakeholder consultation.

The Civic Precinct consists of Churchill Square, City Hall Plaza, Centennial Plaza (south of the Stanley A. Milner Library) as well as the surrounding streets and avenues (99 Street, 100 Street, 101A Avenue, 102 Avenue, 102A Avenue, and 103A Avenue). It forms the heart of the Core Commercial Area and hosts numerous festivals throughout the year.

Although Churchill Square was recently renovated in 2004 for Edmonton's Centennial, the overall Civic Precinct faces a number of challenges that prevent it from reaching its potential. In addition, Centennial Plaza located south of the Stanley Milner Library has been neglected and is under-utilized.

The closure of 102A Avenue between City Hall Plaza and Churchill Square and the anticipated construction of an at-grade LRT station on 102 Avenue provide an opportunity to implement a number of enhancements to the Civic Precinct.

Implementation of these projects will create an attractive, exciting, and vibrant space in the heart of Downtown Edmonton. It will link together existing and proposed civic, cultural, and transit facilities to create a unique experience for Edmontonians and visitors. Furthermore, the improvements to the Civic Precinct may also encourage development or redevelopment of land in the vicinity.

Projects may include, but are not limited to:

- Improved street furniture throughout the Civic Precinct;
- Streetscape improvements including trees, high quality paving, pedestrian lighting, street furniture with an emphasis on upgrades to 99 Street and 102a Avenue;
- Additional streetscape improvements to 101A Avenue from 99 Street to 100 Street;
- Improvements to Centennial Plaza (south of the Stanley A. Milner Library) including additional seating, lighting, trees, and higher quality paving; and
- Streetscape improvements including trees, high quality paving, pedestrian lighting, and street furniture on 99 Street from 101A Avenue to 102 Avenue, as well as from the City Hall parkade entrance to 103A Avenue.



Key CCDPlan Policy Reference: *CC 2.1 Concentration of Arts, Institutional and Parks Uses*

*CC 2.5 High Quality Design of the Public Realm*

### 10.1.8 River Valley Promenades

The River Valley Promenades project objective is to expand and enhance pedestrian connections along portions of the Heritage Trail system in the Downtown to improve access to river valley and better link downtown neighbourhoods.

The River Valley Promenades project will complete the top-of-bank Heritage Trail Promenade through Downtown Edmonton. This project will construct a new section of the promenade from 100 Street to 96 Street including a pedestrian bridge across McDougall Hill. This project will create a feature attraction for the Downtown, improve access to the River Valley for Downtown residents, provide opportunities for outdoor recreation and active transportation, and celebrate Downtown's unique position overlooking the river valley.



*Key CCDPlan Policy Reference: 11.15 River Valley Promenades*

*15.5 River Valley Connections*

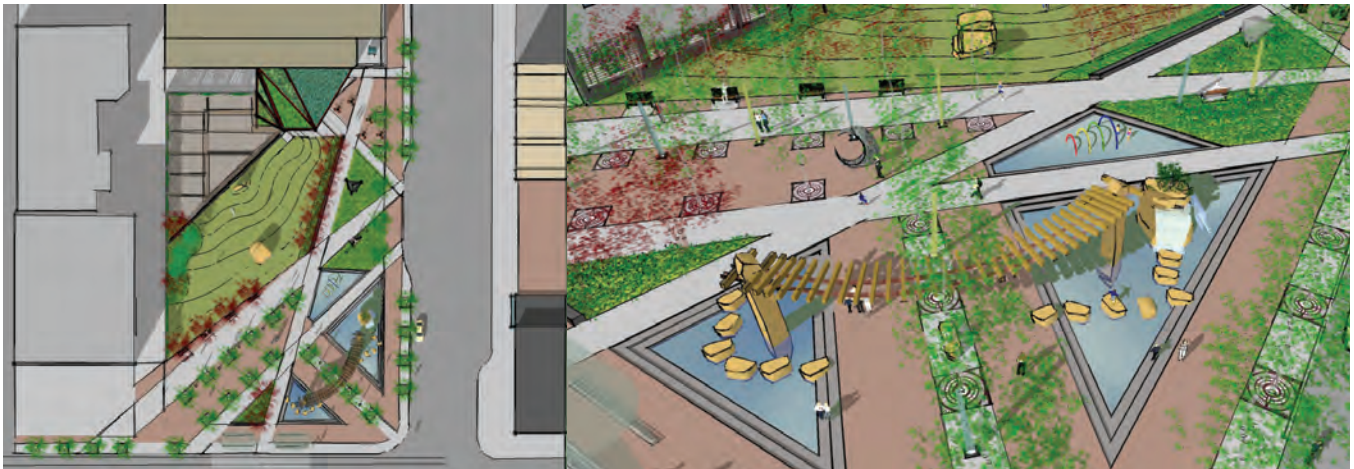
**NOTE:** *The improvements to the stair accesses to the river valley at 104 Street and MacDonald Drive (included in the CCDPlan) are not located within the approved Community Revitalization Levy boundary and are therefore not eligible for funding through the Community Revitalization Levy.*



### 10.1.9 105th Street / 102nd Avenue Park

As an initial phase of the larger Warehouse Campus Neighbourhood Central Park project (10.2.3), a smaller, five-lot park on the northwest corner of 105th Street and 102 Avenue Park will be built to complement the larger central park.

The City of Edmonton owns the land and has begun preliminary design work for a park on the site in close consultation with the Downtown Edmonton Community League. The park would provide a green space that may be flexibly programmed for a variety of uses, from passive relaxation, community gardening, and small gatherings and performances.



*Key CCDPlan Policy Reference: 11.11 A Central Park in the Warehouse Campus Neighbourhood*

*WC 1.3 Development of a Major Warehouse Area Central Park*

## 10.2 FUTURE PROJECTS

The Future Projects that may be funded by this CRL are as follows:

- Downtown Stormwater Drainage Servicing
- Central Warehouse Housing Incentive Program
- Warehouse Campus Neighbourhood Central Park
- Green and Walkable Downtown- Other Streetscape Improvements
- Edmonton Downtown Academic and Cultural Centre

## 10.2.1 Downtown Stormwater Drainage Servicing

This 'backbone' piece of infrastructure is critical to service future development in the downtown by accommodating additional sanitary flow and stormwater runoff resulting from future development. Though portions of this will be completed in Phase I, future Phases will include additional stormwater facilities throughout the Community Revitalization Levy Area.

## 10.2.2 Central Warehouse Incentive Program

The Central Warehouse Incentive Program was proposed with the objective of stimulating the redevelopment of the largely underdeveloped Central Warehouse Area. This may be achieved through the construction of housing in the form of medium density, family-oriented housing projects or, possibly, through other business incentive programs.

In terms of housing incentives, the program would offer developers a financial incentive for each new medium density residential unit created within the Central Warehouse Area where a percentage of the units in the development are two or more bedrooms / family oriented, and the development meets high quality design standards. The incentive will apply to both new construction and conversions. The details of the program requirements will be developed prior to launching the program.

Unlike Downtown Edmonton's 1997 incentive program, which was a downtown-wide program, the area of application of the new incentive program is restricted to the Central Warehouse Neighbourhood. The rationale for this choice is two-fold. First, the CCDPlan identifies the Central Warehouse Area as a focal point for residential growth in the Downtown, with the potential to evolve into a complete, healthy, and family-friendly neighbourhood. Second, the Central Warehouse Area has large tracts of vacant or underdeveloped land. The area is dominated by surface parking lots (approximately 34% of developable area) that detract from the vibrancy and attractiveness of the entire Downtown core.



DRAFT CONCEPTUAL IMAGE

Key CCDPlan Policy Reference: 6.3 Central Warehouse Area Housing Incentive Program



### 10.2.3 Warehouse Campus Neighbourhood Central Park

The Warehouse Campus Neighbourhood Central Park Catalyst Project refers to the creation of a major park space located in the underdeveloped northwest area of Downtown. Downtown Edmonton, and particularly the Warehouse Campus neighbourhood, is noticeably lacking in park space. There are no public park spaces within the 12-block area that makes up the Central Warehouse sub-area, stretching from Jasper Avenue to 104 Avenue, from 105 Street to 109 Street. This 12-block area is the core of the Warehouse Campus Neighbourhood and is designated for significant growth in residential development over the next decade.

The Warehouse Campus Neighbourhood hosts many workers each day as well as thousands of students at NorQuest College, MacEwan University, and Enterprise Square (University of Alberta, Downtown Campus). This concentration of daily users further underlines the necessity of a central park space.

The park would serve as a significant amenity to stimulate residential development in the neighbourhood. It is a key, strategic intervention within a neighbourhood in need of improvement and provides an opportunity for change. It will encourage private residential and commercial development and increase property tax revenues in the Downtown. The Park will also increase livability in the downtown and the number of family-friendly amenities in the downtown. It has the potential to incorporate high-value, attractive urban design elements, including lighting, seating, water features, public art, recreation areas, and performance spaces. It will serve as a landmark that could draw both residents and visitors to Downtown Edmonton.



DRAFT CONCEPTUAL IMAGE

The Warehouse Campus Neighbourhood Park is broken into two phases. The first phase will be the 105th Street and 102nd Avenue Park described in section 10.1.9 and the second phase will include the larger Central Park. The park is proposed to be up to 1.4 hectares (approximately 20 lots) in size. The exact location and configuration of the park space has not been determined. It will be a significant amenity to stimulate residential development and a strategic intervention that could provide a transformative effect upon the Warehouse Campus Neighbourhood and Downtown Edmonton as a whole.

The Park will incorporate high-value, attractive urban design elements, and provide space for both passive and active users. The park may include the following features:

- Year-round active and passive recreational opportunities.
- A range of shops, cafes, leisure, recreation and other facilities fronting and addressing the park.
- Areas with hard and soft surfaces for outdoor recreational purposes.
- Amenities such as a soccer pitch / children's play area / community centre / informal gathering area.
- A Stormwater Management Facility - Low Impact Development stormwater features such as a district-wide retention facility and a wet/dry pond.
- Possible remediation and utility relocation.

*Key CCDPlan Policy Reference: 11.11 A Central Park in the Warehouse Campus Neighbourhood*

*WC 1.3 Development of a Major Warehouse Area Central Park*



## 10.2.4 Green and Walkable Downtown- Other Streetscape Improvements

In addition to the streetscape improvements included in the Phase 1 Projects around the Arena Interface, other improvements are proposed including, but not limited to:

- streetscape upgrades to key streets throughout the remainder of the Community Revitalization area;
- the Alley of Light and a high profile bikeway system which will link existing bike routes and involve highly visible route markings and improved cyclist-oriented intersection treatments, and
- and a wayfinding system.

In conjunction with the 'Phase 1 Projects', funds may be allocated to small-scale, one-off streetscape improvements that could be done in coordination with private developers, community groups, or other partners. The aim of these partnerships is to leverage public funds to enhance downtown streetscapes, advance the goals of the CCDPlan, and support the viability of private Investment In Downtown Edmonton. Examples of such projects may include infill tree planting as opportunities arise, or financial contributions to innovative projects such as the Alley of Light (a citizen-led initiative to transform and beautify the east-west alley just north of Jasper Avenue from Enterprise Square to Beaver Hills House Park).

The High Profile Bikeway System will include highly visible cycling routes as well as end-of-trip facilities for bicycle commuters. This will be a phased development where initial improvements will include low-cost interventions such as striping and "Bike Boxes" where traffic lights are timed to have bicycles move into the intersection in advance of vehicles. Further improvements may include more high-profile features such as curbing to create a "cycle track" or "bike boulevard" which are bicycle routes that are physically separated from automobile traffic by a raised barrier or curb. This project is complemented by the Zoning Bylaw which requires secure, weather-protected storage, as well as change and shower facilities in new public and private developments over 5,000 square metres in size.



Wayfinding refers to the system of visual cues, such as signage and maps that people use to find destinations and navigate neighbourhoods. In the downtown context, a coherent and effective wayfinding system is particularly important to pedestrians and cyclists.



The wayfinding signage that exists downtown today is inconsistent and in some cases incoherent or absent. There is currently a patchwork of signage systems.

A Wayfinding System would include signage at street level for pedestrians. Web and mobile phone-based wayfinding tools could also be developed. All components will be well-integrated, sharing a mutual look, language, and logic that will facilitate movement.

A Downtown Wayfinding System could provide both economic and mobility benefits such as:

Economic	Mobility
<ul style="list-style-type: none"> <li>• Helps visitors discover where to go - reduces the myth that “there is nothing to do downtown.”</li> <li>• Instills confidence in visitors, allowing them to explore larger areas for a longer period of time, spending more discretionary dollars and contributing to economic development.</li> <li>• Increases visitor volumes, especially for smaller, second-tier destinations.</li> <li>• Stimulates and promotes economic and tourism growth.</li> </ul>	<ul style="list-style-type: none"> <li>• Creates easy to use and attractive system of wayfinding.</li> <li>• Encourages pedestrian movement and makes downtown more pedestrian-friendly.</li> <li>• Improved navigability for residents, workers, and visitors.</li> <li>• Saves time and reduces stress and frustration.</li> <li>• Decreases traffic congestion by reducing search time for destinations and parking.</li> <li>• Highlights routes accessible to individuals with mobility challenges.</li> </ul>

*Key CCDPlan Policy Reference: 16.3 Continuous and Highly Visible Bicycle Routes*

*5.2 Unifying Characteristics within Downtown Neighbourhoods*

*1.2 Urban Forest*

*10.7 Alternative Uses for Downtown Alleys*

*JA 1.11 Investigate the Development of Back Alleys*

## 10.2.5 Edmonton Downtown Academic and Cultural Centre

The Edmonton Downtown Academic and Cultural Centre is intended to include four new theatres surrounding a large open-air glass-covered plaza or galleria just north of City Hall and the new Royal Alberta Museum. The University of Alberta would be a major tenant, creating a downtown arts campus. The project would provide a home for a number of community groups that lack space to perform and to practice.

In addition to the arts and culture components, a new office tower as well as commercial and retail development will be incorporated into the design. The intent is to use the revenue from these uses to pay for on-going operations costs.

The project will be a P4, a philanthropic public-private partnership where the profits will be put back into supporting the project.

With the University as a major tenant, the students and activity will add to the vibrancy and liveliness of the Downtown. It will help to showcase arts and culture to the City and draw in more than just the existing arts community and University students and staff.



DRAFT CONCEPTUAL IMAGE

## 10.3 CATALYST PROJECTS NOT FUNDED BY THIS CRL

The following is a brief overview of Catalyst Projects that were introduced by CCDPlan but are either:

- Physically located entirely outside of the CRL legal boundary and therefore cannot be funded through this CRL Plan; or,
- They may be funded separately by other sources.

The Catalyst Projects not funded by this CRL Plan are as follows:

- Integration of At-Grade LRT
- Green Building and Development Strategy
- Central Gathering Place for McKay Avenue

### 10.3.1 Integration of At-Grade LRT

The Downtown portion of the low floor LRT system is being funded separately, including through other orders of government. The intention of this project is to have the new low floor LRT fully integrated in its form and function with land uses, building forms, streets, other modes of transportation, and public realm improvements in the Downtown.

LRT stops and platforms will incorporate buildings, public art, and other public realm elements to create a sense of identity at each stop area and along the corridor as a whole. Land uses and densities at stations and along the LRT corridor will further support the creation of mixed-use activity, high levels of day and night pedestrian activity, and increasing mode shift.

*Key CCDPlan Policy Reference: 17.4 Integrate Low Floor LRT within the Downtown Fabric*

### 10.3.2 Green Building and Development Strategy

The Green Building and Development Strategy for private development in Downtown has been undertaken by City Staff as a part of the preparation of a city-wide strategy that will promote healthier indoor environments, energy efficient buildings, and more sustainable development.

The strategy focuses on identifying opportunities to improve the energy efficiency of high-density commercial and residential buildings. Existing barriers to green building were identified and an approach was developed for creating policy and regulatory interventions, market transformation tools, and capacity building programs. The Green Building and Development Strategy was informed by existing programs such as LEED®, Built Green and BOMA Best.

*Key CCDPlan Policy Reference: 2.3 Green Building and Development Strategy*

### 10.3.3 Central Gathering Place for McKay Avenue

The Central Gathering Place for McKay Avenue is not located within the approved Community Revitalization Levy boundary and is therefore not eligible for funding through the Community Revitalization Levy.

This project requires the acquisition of land and the creative development of a central gathering place and community main street in the McKay Avenue neighbourhood. It is envisioned as the core of a 'village-like' centre with active street frontages including a variety of commercial, cultural, recreational and entertainment uses surrounding the public space. It will be an attractive, sustainable community amenity space where residents can meet each other, relax, and enjoy the outdoors.

The exact form and location of the gathering place is to be determined. However, locating the gathering place within the Residential Mixed-Use zone (RMU) zone will facilitate the development of a mixed-use centre with vibrant street level activity. High quality urban design elements and public realm improvements such as trees, benches, public art, etc. will be necessary to establish a central gathering place and a community main street.

*Key CCDPlan Policy Reference: 11.12 Central Gathering Place for McKay Avenue*

## 10.4 CONCURRENT CATALYST PROJECTS FUNDED BY OTHER MEANS

The Concurrent Catalyst Projects are projects that were either:

- Initiated and funded prior to the development of this CRL Plan; or,
- Projects that are being led by another order of government or by major institutions or by the private sector.

The Concurrent Catalyst Projects not funded by this CRL Plan are as follows:

- Capital Boulevard (108 Street) Ceremonial Street;
- Legislature Grounds Redevelopment; and
- Expansion of Downtown Universities and Colleges.

### 10.4.1 Capital Boulevard (108 Street) Ceremonial Street

This project is aimed at developing Capital Boulevard as one of the Downtown's premier Ceremonial Streets. The street is to be characterized by:

- broad tree-lined sidewalks with amenities, public art, and monuments;
- a sense of procession, which enables commemorative events and celebrations; and
- a focus on provincial, cultural, and educational uses, public agencies and institutions.

The project will include major public realm improvements, redevelopment of Centennial Plaza and Federal Building, and the creation of a welcoming entrance to the Legislature Grounds. It is envisioned as a showcase of grand scale urban design.

*Key CCDPlan Policy References: 10.4 Urban Design Framework for Downtown Streets*

*10.5 Public Realm Plans - Selected Streets*

*CD 1.3 Capital Boulevard - A Ceremonial Street*



## 10.4.2 Legislature Grounds Redevelopment

The Alberta Legislature Grounds and river valley edge redevelopment will include the development of a “Alberta Legislature Centre Redevelopment Master Plan” which will encourage improvements such as:

- the removal of physical and visual barriers on the northern, western and eastern edges;
- a continuous pathway/boardwalk along the riverbank and top-of-valley edge, with viewpoints and grand pedestrian connections to the river;
- improved pedestrian connections to McKay Avenue;
- a new Edmonton Federal Building and Centennial Plaza (under construction);
- family-friendly amenities/recreation facilities for McKay Ave and other downtown area residents; and
- a major cultural facility as well as small scale tourism facilities.

*Key CCDPlan Policy Reference: 11.14 Improvements to Riverfront and Valley Edge Parks*

## 10.4.3 Expansion of Downtown Universities and Colleges

The expansion of downtown universities and colleges aspires to encourage the growth of the downtown knowledge economy by supporting the growth of existing educational institutions and other training facilities as well as attracting new learning institutions to downtown. Currently, the expansion opportunities include:

- Centre for the Arts and Communications at MacEwan University;
- Norquest College North Learning Centre; and
- Edmonton Downtown Academic and Cultural Centre.

*Key CCDPlan Policy Reference: 7.11 Promote the Growth of Knowledge Economy*

## 11.0 PLAN RISKS

### 11.1 ECONOMIC ASSUMPTIONS

The financial analysis for the Capital City Downtown Community Revitalization Levy Plan is based on a set of assumptions that are subject to change should the economic climate change. The assumptions are based on the best information available at this time using development forecasts completed by G.P. Rollo & Associates in 2010 and updated in 2012. A conservative approach has been taken towards the development forecasts to reduce project risks. Other key assumptions are no decrease in market value in any of the years, stable interest rates, and moderate construction price increases.

An economic slowdown could result in lower than expected development and decreases in market value. In this event there could be a shortfall in revenues generated by the CRL and incremental increases in tax revenues may be required to cover the debt servicing costs associated with the Plan.

### 11.2 COST ESCALATIONS

Catalyst Project costs are based on best estimates at this time and are subject to change. An escalation factor has been applied to all construction cost estimates for the Catalyst Projects base on March 2013 economic forecast provided by the City's Office of Chief Economist.

Significant changes in estimates or cost escalation could impact the level of borrowing which in turn could impact the term of the debt.



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## 12.0 REDEVELOPMENT PHASING

Implementation of the Capital City Downtown Catalyst Projects will be done in a phased approach in order to maximize the catalyst effect and to minimize traffic disruption. The Phase 1 Projects will begin as soon as possible once the CRL takes effect. The primary focus of the Phase 1 Projects is to kick-start development of the arena and surrounding entertainment district, where much of the land is currently vacant or underdeveloped. Phase 1 Projects also include major necessary upgrades to the Drainage Servicing of the Community Revitalization Levy Area, and creation of several attractive public amenity spaces throughout the CRL area to encourage redevelopment.

### Phase 1 Projects:

- Downtown Arena Building
- Arena Related Public Infrastructure
- Arena Related Public Infrastructure - Community Rink
- Green and Walkable Downtown - Arena Civic Interface
- Downtown Stormwater Drainage Servicing
- Jasper Avenue New Vision
- Jasper Avenue New Vision - Underground Infrastructure Allowance
- Projects in the Civic Precinct
- River Valley Promenades
- 105 Street/102 Avenue Park

### Future Projects:

The timeline for implementation of the Future Projects will depend upon the amount of Community Revitalization Levy revenues actually realized, as well as careful coordination of construction activity Downtown to minimize negative impacts. In addition, Council has the discretion to reprioritize projects. The Future Projects will provide important amenities throughout the Downtown which will further enhance Downtown's attractiveness as a place to live, work, and invest. They include:

- Downtown Stormwater Drainage Servicing
- Central Warehouse Housing Incentive Program

- Warehouse Campus Neighbourhood Central Park
- Green and Walkable Downtown - Other Streetscape Improvements
- Edmonton Downtown Academic and Cultural Centre

## 13.0 REDEVELOPMENT IMPACTS AND PROPOSED MITIGATION MEASURES

The Capital City Downtown Community Revitalization Levy (CRL) Plan area is principally comprised of lands located within the Downtown neighbourhood of Edmonton, as well as small portions of the McCauley and Central McDougall neighbourhoods. With the implementation of the Capital City Downtown Catalyst Projects, the population within the Downtown neighbourhood is expected to grow markedly, by as much as 12,000 in the next 20 years - an approximate 100% increase from the current population.

As redevelopment occurs in the above mentioned neighbourhoods there will be impacts on the existing residents and workers and the Capital City Downtown area is no exception. The planning process which led to the Capital City Downtown Plan involved more than 1,000 stakeholders and participants in multiple public meetings. Community input from these meetings supported the vision for redevelopment of Downtown, including the Catalyst Projects.

Public consultation will continue to be a key feature of the redevelopment of the Capital City Downtown. Frequent communication with community stakeholders will help mitigate the impacts of Catalyst Project implementation and will ensure that residents, workers and others that frequent Downtown Edmonton are aware of the redevelopment efforts.

The implementation of the Catalyst Projects will be carefully phased to minimize traffic disruption on Downtown streets and sidewalks, although some level of congestion is inevitable. The City of Edmonton will make every effort to minimize negative impacts on residents and businesses during construction.

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## 14.0 ROLE OF THE PRIVATE SECTOR

The purpose of the CRL is to provide a financing mechanism that will assist the municipality in facilitating redevelopment by the private sector. The City of Edmonton will play a significant role through its investment in public realm and infrastructure projects on City lands and right-of-ways and will contribute to the Arena building and related public infrastructure which has the potential to include substantial private development.

Within the Capital City Downtown Community Revitalization Levy Plan area, the private sector will be the key implementer of redevelopment initiatives on titled properties. Through their efforts, new residents and businesses will be brought into the Downtown, thereby contributing to the Capital City Downtown Plan's vision for Downtown Edmonton as vibrant, accessible, sustainable, and well-designed.

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## 15.0 THE COMMUNITY REVITALIZATION LEVY

The Community Revitalization Levy (CRL) is the funding source for the proposed Downtown CRL Area Plan where the City can dedicate future property tax revenue in a specific area to pay for a new public facility or new infrastructure. This source of financing was made available by a 2005 amendment to Part 10 Division 4.1 of the Municipal Government Act, R.S.A. 2000, c. M-26 (MGA). This legislation provides a mechanism whereby the baseline assessment for the properties with the Plan area will be frozen as at December 31 of the year the CRL bylaw is approved by the Province. Thereafter, any increase in the incremental value of the properties in the Plan Area forms the CRL Levy (both municipal and school), through which the capital investment made by the City of Edmonton in the project may be repaid. This levy is not an additional tax on property owners within the Plan area, rather it is dedicating the future amounts above the base line for the repayment of the costs of redevelopment projects for up to 20 years.

A Community Revitalization Levy can be used to fund public projects designed to encourage new development and revitalize a specific part of the city. A new public project or investment in infrastructure encourages private sector investment that otherwise would not occur. The resulting new development generates tax revenue that would otherwise not occur, and raises property values within the area.

**The following are administrative and procedural steps related to the Capital City Downtown Community Revitalization Levy:**

- On March 5, 2013, City Council approved the Community Revitalization Levy area.
- On May 8, 2013, City Council approved a list of catalyst projects to form the basis of the Capital City Downtown Community Revitalization Levy.
- On July 3, 2013, City Council approved Borrowing Bylaw 16433 of up to \$604,500,000 for the arena project, with expenditures occurring between 2013 and 2017.
- The Province of Alberta approved the boundary, parameters, and framework in the City of Edmonton Capital City Downtown Community Revitalization Levy Regulation, A.R. 141/2013 on July 25, 2013.
- Passage of the City of Edmonton Capital City Downtown Community Revitalization Levy Bylaw 16521 by City Council.
- Application to and approval of the City of Edmonton Capital City Downtown Community Revitalization Levy Bylaw 16521 by the Lieutenant Governor in Council (the assessment baseline is set as of December 31 of the year in which the Community Revitalization Levy Bylaw is approved by the Lieutenant Governor in Council).
- Passage of a community revitalization levy rate bylaw on an annual basis.



- The CRL amounts are accounted for in a separate fund, including interest earned on any investment arising from the CRL, as outlined in the approved CRL Regulation.
- After the full repayment of the CRL redevelopment full costs or the expiry of 20 years, all of the property tax revenues in the Plan area will flow to the Province for education purposes and to the City for general municipal purposes.

## 16.0 FINANCIAL ASSUMPTIONS

The Capital City Downtown Plan Community Revitalization Levy will cover a period of 20 years and is based on a number of key assumptions. These assumptions are a critical component in development of the low, medium, and high financial scenarios. As with any attempt to forecast the future there are inherent risks in the assumptions that have been made. The assumptions are provided below:

### 16.1 COST ESTIMATES AND ESCALATION PROVISIONS

Redevelopment costs included in the Plan are based on best estimates at this time and are subject to change. Estimated project costs include cost escalations based on the economic forecast assumptions provided by the City of Edmonton's Office of the Chief Economist as of March, 2013 and will change based on the timing of project implementation and economic conditions

### 16.2 DEBT

Debt financing is required to finance the capital investment required for the Catalyst Projects. A key assumption is that a flexible approach will be taken to financing the debt based on the best way to match cash flows. The type and amount of debt will be determined based on optimized use of structured, amortized, and lump sum payments. Assumptions have been made that the initial redevelopment costs will be financed using amortized debt.

### 16.3 INTEREST RATES

The projected interest rates used for the CRL financial modeling are as follow:

<u>Term</u>	<u>Years 1 - 5</u>
20 year	3.88% to 5.75%
15 year	3.58% to 5.50%
10 year	3.12% to 5.00%

As a point of reference, the Alberta Capital Finance rates as of July 15, 2013 were as follows:

20 years	3.424%
15 years	3.180%
10 years	2.712%

## 16.4 INVESTMENT INCOME

Any temporary excess funds will be invested by the City and the investment income earned will be used for the Capital City Downtown area in accordance with the CRL Regulation.

## 16.5 TIMELINE

The City of Edmonton is eligible to collect the Community Revitalization Levy beginning the year following approval of the Community Revitalization Levy Bylaw by the Province of Alberta. The Community Revitalization Levy will be in effect for a 20 year period or until all of the borrowings are repaid or recovered, whichever is earliest.

## 17.0 PLAN COSTS

Redevelopment of the Capital City Downtown Community Revitalization Plan Levy will be done in a phased approach. It is anticipated that Catalyst Project costs will be covered by the Community Revitalization Levy.

### 17.1 INITIAL PHASE PROJECTS

The focus of the Initial Phase Projects are to construct a Downtown Arena and associated Public Infrastructure, construct major necessary upgrades to drainage servicing, and the creation of several attractive public amenity spaces throughout the CRL area. These Initial Phase Projects will start redevelopment in areas where much of the land is vacant or underdeveloped, namely the Arena and Entertainment District and the Warehouse Campus District.

The estimates for the Initial Phase Projects listed below in Table 4 were developed as follows:

**Table 4 - Initial Phase Projects Estimated Costs**

(\$ millions)	Estimated Costs	Total
<b>Arena Projects</b>		
Arena Building	\$ 120	
Arena Related Public Infrastructure	72	
Community Rink	7	\$ 199
Green and Walkable Downtown - Arena Civic Interface	15	
Stormwater Drainage Servicing	35	
Jasper Avenue New Vision	28	
Jasper Avenue New Vision - Underground Infrastructure Allowance	27	
Projects in the Civic Precinct	23	
River Valley Promenades	11	
105 Street/102 Avenue Park	2	141
<b>Total (In 2013 Dollars)</b>		<b>\$ 340</b>
<b>Cost Escalation Estimate</b>		<b>12</b>
<b>Total (Escalated)</b>		<b>\$ 352</b>

**Notes:**

- *A cost escalation estimate has been included for the Initial Phase projects based on their anticipated implementation timing.*
- *Arena Project estimates are based on the Arena Master Agreement.*
- *Drainage estimates are provided by Drainage Services and are based on conceptual design costs*
- *Streetscaping costs are order of magnitude estimates based on costs of recent downtown streetscaping projects.*
- *The Underground Infrastructure Allowance portion of the Jasper Avenue New Vision project will contribute to repairs to underground infrastructure (such as LRT Stations) that may be required prior to streetscaping. The cost estimate is order of magnitude only and an assessment of the condition of the underground infrastructure must be undertaken in order to provide a more detailed cost estimate.*
- *Projects in the Civic Precinct, River Valley Promenades, and the 105 Street/102 Avenue Park are preliminary cost estimates only.*
- *It is assumed that total costs include \$6 million in items such as municipal incentives, remediation and operating activities for which the City will not be able to borrow. These costs will be covered mainly by the CRL revenues on a pay-as-you-go basis or other sources as required.*

## 17.2 FUTURE PROJECTS

Future Catalyst Projects will provide important amenities throughout the Downtown which will further enhance Downtown's attractiveness as a place to live, work, and invest. These projects are subject to reprioritization and may be considered for implementation in the initial phase based on funding availability and consistency with the city and council priorities. The projected cost of future phases is listed below in Table 5.

Table 5 - Future Catalyst Projects Estimated Costs

(\$ millions)	Estimated Costs
Stormwater Drainage Servicing	\$ 32
Central Warehouse Housing Incentive Program	12
Warehouse Campus Neighbourhood Central Park	46
Green and Walkable Downtown - Other Streetscape Improvements	62
Edmonton Downtown Academic and Cultural Centre	50
<b>Total (In 2013 Dollars)</b>	<b>\$ 202</b>
<b>Cost Escalation Estimate</b>	<b>23</b>
<b>Total (Escalated)</b>	<b>\$ 225</b>

**Notes:**

- *A cost escalation estimate has been included based on anticipated implementation timing.*
- *Drainage estimates are provided by Drainage Services and are based on conceptual design costs.*
- *Streetscaping costs are order of magnitude estimates based on costs of recent downtown streetscaping projects.*
- *Cost estimates for the Warehouse Campus Neighbourhood Central Park are conceptual cost estimates only.*
- *The City's potential contribution to the Edmonton Downtown Academic and Cultural Center project has not been determined. The estimate is only an order of magnitude and based on preliminary information at this point.*
- *It is assumed that total costs include \$18 million in items such as municipal incentives, remediation and operating activities for which the City will not be able to borrow. This excludes any amounts associated with the Edmonton Downtown Academic and Cultural Center as the project is still in the concept phase and enough information is not available at this point. These costs will be covered mainly by the CRL revenues on a pay-as-you-go basis.*

## 17.3 BORROWING COSTS

Estimated costs for the Initial Phase Projects are \$352M which includes \$6M (as an order of magnitude) related items such as municipal incentives, utility relocates, remediation and operating costs that are not eligible for borrowing. Those costs would be covered mainly by the CRL revenues on a pay-as-you-go basis. Therefore the borrowing related to the Initial Phase (as listed in Table 4) is estimated to be \$346 million. Based on the level of CRL revenue generated, The City may implement some or all of the Future Projects and therefore the associated borrowings could change accordingly (Table 6).

**Table 6 - Estimated Borrowing Costs**

(\$ millions)	Low	Medium	High
Principal	\$ 346	\$ 426	\$ 553
Interest	164	199	250
<b>Total</b>	<b>\$ 510</b>	<b>\$ 625</b>	<b>\$ 803</b>

Interest costs are estimated using the interest rates provided in Section 16.4. Estimated interest costs are based on projected cash flows and are subject to change.

## 18.0 PLAN REVENUES

### 18.1 COMMUNITY REVITALIZATION LEVIES

The Community Revitalization Levy is applied to all properties located in the Capital City Downtown Community Revitalization Levy area. For example, if the Community Revitalization Levy Bylaw is approved by the Province in 2013, the 2013 Assessment Roll will form the baseline assessment. The levy will then be applied to the incremental assessed value of properties within the Capital City Downtown Community Revitalization Levy boundary starting in 2014 and will continue until 2033.

Low, medium, and high scenarios for the Community Revitalization Levy show estimated potential revenues from tax lift ranging from \$597 million to \$1.16 billion over 20 years (Table 7).

**Table 7 - Low, Medium and High Revenue Scenarios**

Scenario	Estimated CRL Revenue Over 20 Years
Low	\$597 million
Medium	\$941 million
High	\$1,156 million



### 18.1.1 Low Revenue Scenario

The low scenario projection for the Community Revitalization Levy is based on approximately \$1.46 billion in incremental growth in the residential assessment base plus \$2.96 billion in incremental growth in non-residential assessment.

Key assumptions in the low scenario (Table 8) are an increase in market value assessment of 3.0% per year for each of the 20 years and new development of 132,000 ft<sup>2</sup> of retail space, 337,500 ft<sup>2</sup> of hotel space, 380,000 ft<sup>2</sup> of office space, 1,430,000 ft<sup>2</sup> of residential space as well as parkade development.

This level of development corresponds to approximately 20% of the development forecasted by G.P. Rollo and Associates for the Downtown neighbourhood over 20 years.

**Table 8 - Low Revenue Scenario Estimate**

Low scenario					
(\$ millions)	Years				Total
	1 - 5	6 - 10	11 - 15	16 - 20	
Residential	\$ 5	\$ 17	\$ 32	\$ 49	\$ 103
Non-residential	30	78	149	237	494
<b>Total</b>	<b>\$ 35</b>	<b>\$ 95</b>	<b>\$ 181</b>	<b>\$ 237</b>	<b>\$ 597</b>

## 18.1.2 Medium Revenue Scenario

The medium scenario projection for the Community Revitalization Levy is based on approximately \$2.75 billion in incremental growth in the residential assessment base plus \$4.40 billion in incremental growth in non-residential developments.

Key assumptions in the medium scenario (Table 9) are an increase in market value assessment of 7.5% for the first three years, 5.0% for the fourth year, and 3.0% for the remaining 16 years, as well as new development of 695,000 ft<sup>2</sup> of retail space, 337,500 ft<sup>2</sup> of hotel space, 430,000 ft<sup>2</sup> of office space, 3,185,000 ft<sup>2</sup> of residential space as well as parkade development.

This level of development corresponds to approximately 40% of the development forecasted by G.P. Rollo and Associates for the Downtown neighbourhood over 20 years

The City of Edmonton believes that this Medium Revenue Scenario is highly attainable. Cash flow modelling presented in this Plan is based on the Medium Revenue Scenario.

**Table 9 - Medium Revenue Scenario Estimate**

<b>Medium scenario</b>						
(\$ millions)	Years				Total	
	1 - 5	6 - 10	11 - 15	16 - 20		
Residential	\$ 11	\$ 32	\$ 59	\$ 91	\$ 193	
Non-residential	66	152	224	306	748	
<b>Total</b>	<b>\$ 77</b>	<b>\$ 184</b>	<b>\$ 283</b>	<b>\$ 397</b>	<b>\$ 941</b>	

### 18.1.3 High Revenue Scenario

The high scenario projection for the Community Revitalization Levy is based on approximately \$4.86 billion in incremental growth in the residential assessment base plus \$5.13 billion in incremental growth in non-residential developments.

Key assumptions in the high scenario (Table 10) are an increase in market value assessment of 7.5% for the first three years, 5.0% for the fourth year, and 3.0% for the remaining 16 years, as well as new development of 1,217,140 ft<sup>2</sup> of retail space, 337,500 ft<sup>2</sup> of hotel space, 670,000 ft<sup>2</sup> of office space, 5,572,000 ft<sup>2</sup> of residential space as well as casino and parkade development

This level of development corresponds to approximately 70% of the development forecasted by G.P. Rollo and Associates for the Downtown neighbourhood over 20 years.

**Table 10 - High Revenue Scenario Estimate**

<b>High scenario</b>					
(\$ millions)	Years				Total
	1 - 5	6 - 10	11 - 15	16 - 20	
Residential	\$ 16	\$ 47	\$ 90	\$ 141	\$ 294
Non-residential	71	175	260	356	862
<b>Total</b>	<b>\$ 87</b>	<b>\$ 222</b>	<b>\$ 350</b>	<b>\$ 497</b>	<b>\$ 1,156</b>

## 18.2 GENERAL MUNICIPAL REVENUES

Under all three (Low, Medium and High) revenue scenarios as presented under Section 16.0, , the Community Revitalization Levy generated over 20 years is sufficient to cover the full costs related to the Initial Phase Projects (as listed in Table 4) including borrowing costs. In the event that revenues fall short of the expenditures in any given year, the shortfall would be covered by an incremental tax levy or other funding sources which will be repaid back by the CRL revenue in future years over the CRL period

Funding the Capital City Downtown Plan requires optimizing all available sources of funding. In addition to the Community Revitalization Levy, other sources of funding will be sought which may include accessing general municipal revenues currently designated for other capital purposes. It is not anticipated that any new general municipal revenues will be used to fund the Plan.

## 18.3 OTHER REVENUE SOURCES

Any interest income earned on positive cash balances will be used as a source of funds for the Capital City Downtown Plan.

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## 19.0 PROJECTED BORROWINGS AND REPAYMENT - INITIAL PHASE

### 19.1 AMOUNT, TIMING, AND TERMS OF BORROWING

Based on the scenarios it is assumed that the borrowings will have amortized repayment terms that include principal and interest payments over terms ranging from 13 to 20 years. It has also been assumed that the term of all the borrowings will be within the 20 year term of the Community Revitalization Levy.

Initial Phase of the CRL requires City Council's commitment to borrow a total of \$346 million. Debt drawings will be made to match actual capital expenditures and minimize interest costs. Based on the three revenue scenarios the total debt would be repaid by the last year of the CRL.

The amounts, timing, and terms of the borrowings related to the Capital City Downtown Community Revitalization Levy are listed on Table 11:

**Table 11 - Estimated Amounts, Timing, and Terms of Borrowings - Initial Phase**

(\$ millions)	Term	Principal
Borrowing - Year 1	20 Years	85
Borrowing - Year 2	19 Years	97
Borrowing - Year 3	18 Years	74
Borrowing - Year 4	17 Years	16
Borrowing - Year 5	16 Years	16
Borrowing - Year 6	15 Years	27
Borrowing - Year 7	14 Years	17
Borrowing - Year 8	13 Years	14
<b>Total</b>		<b>\$ 346</b>

## 19.2 IMPACT OF BORROWING ON THE CITY'S DEBT CAPACITY

The \$346 million estimated borrowing proposed by this plan related to the Initial Phase (as listed in Table 4), is within the borrowing limits of both the Municipal Government Act and the City of Edmonton's Debt Management Fiscal Policy C203C, based on current approved borrowing bylaws.

The following is a summary of the City's Total Debt Limit and Debt Service Limit at the end of 2012.

In \$ millions	2012 Actual	Estimated CRL Projects	After Project
Total Debt Limit per Regulation	4,178		4,178
Total Debt	2,233	346	2,579
	53.4%		61.7%
Total Debt Service Limit per Regulation	731		731
Total Debt Service	224	29	253
	30.6%		34.6%

## 19.3 SOURCE OF FINANCING

It is assumed that all of the borrowings for the Catalyst Projects will be done through Alberta Capital Finance Authority.

## 20.0 FUNDING SHORTFALL - INITIAL PHASE

The financial analysis that has been done for the proposed Catalyst Projects is based on assumptions and projections that are subject to change over time. For this reason there is a risk that some or all of the Community Revitalization Levy revenues may not be realized as planned. If Community Revitalization Levies fall significantly short of expectations, implementation of catalyst projects may be delayed in order to mitigate the revenue risk and pressure on the tax levy.

Estimated Community Revitalization Levy revenue required to fund the Initial Phase Projects including financing costs is \$516 million. As shown under Section 16, projected Community Revitalization Levy revenues ranges from \$597 million to \$1,156 million for the entire period of the CRL and will exceed the \$516 million required level of investment based on the assumptions outlined in this Plan with minimal temporary funding shortfall over the first few years. Community Revitalization Levy revenue, will be used to repay any general tax levy funding utilized in the short term.

Under the High and Medium Revenue Scenarios, the temporary funding shortfall over the first two years is estimated to be minimal (equivalent tax levy increase of 0.1%) There is a high probability that the Medium Revenue scenario will be achieved.

In the event that market value assessments do not increase and/or new developments do not occur as planned, resulting in lower revenues being realized from the Community Revitalization Levy, the shortfall would need to be covered by tax levy increases in the interim. The impact of the worst case (Low Revenue) scenario would result in estimated incremental tax levy increases of 0.2% in year one, 0.4% in year two and .3% in year three and 0.1% in year four with total estimated tax levy increase of 1.0%.

The estimated tax levy impacts noted in this section could change due to any reprioritization of the Initial Phase and Future Projects that may be required. Any associated financial implications will be assessed through the City of Edmonton's ongoing budget processes.





## 21.0 COMMUNITY REVITALIZATION LEVY FUND

All funds collected through The Capital City Downtown Community Revitalization Levy will be accounted for separately in a Capital City Downtown Community Revitalization Fund. CRL revenues that exceed expenditures will be invested by the City in accordance with the City's investment strategies and policies.

Any interest earned on the Capital City Downtown Community Revitalization Levy will be used to cover Community Revitalization Levy related expenditures in accordance with the Regulation.

In accordance with the Regulation, the Community Revitalization Levy fund, and any interest earned will not be used to pay for any projects or improvements that are completed before the Community Revitalization Levy Bylaw is approved by the Lieutenant Governor in Council.