



**THE CITY OF EDMONTON**

**BYLAW 15800**

**THE QUARTERS DOWNTOWN COMMUNITY REVITALIZATION LEVY BYLAW**

WHEREAS, pursuant to section 381.2 of the *Municipal Government Act*, R.S.A. 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 The Quarters Downtown Community Revitalization Levy Regulation*, A.R. 173/2010 (“the Regulation”) establishes a community revitalization area known as The Quarters Downtown Community Revitalization Levy Area; and

WHEREAS, prior to passing a community revitalization levy bylaw, the 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 Quarters Downtown Community Revitalization Levy Area (“The Quarters Downtown Community Revitalization Levy Area 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 The Quarters Downtown 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 The Quarters Downtown Community Revitalization Levy Area.


**PART III - GENERAL**

- SCHEDULE "A"**            5            The Quarters Downtown Community Revitalization Levy Area 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 passed and signed and approved by the Lieutenant Governor in Council.

READ a first time this	20th	day of	June	, A. D. 2011;
READ a second time this	20th	day of	June	, A. D. 2011;
READ a third time this	20th	day of	June	, A. D. 2011;
SIGNED and PASSED this	22nd	day of	June	, A. D. 2011.

THE CITY OF EDMONTON

  
MAYOR

  
CITY CLERK

THE QUARTERS  
DOWNTOWN  
COMMUNITY  
REVITALIZATION LEVY  
AREA PLAN 2011

**THE WAY WE GROW**



## Table of Contents

Executive Summary.....	1
1.0 The Need for the Quarters Downtown Community Revitalization Levy Area Plan.....	3
2.0 Legal Boundary Description.....	5
3.0 Plan Objectives .....	9
4.0 Legislative Context	
4.1 Municipal Government Act .....	11
4.2 The Quarters Downtown Community Revitalization Levy Plan Area Regulation .....	11
5.0 Alignment with Existing Policy	
5.1 Provincial Land Use Policies .....	13
5.2 Capital Region Board Policies.....	13
5.3 Relevant City of Edmonton Plans and Policies .....	13
6.0 Existing Socio-Economic Conditions	
6.1 Social Conditions.....	17
6.2 Economic Conditions .....	21
6.3 Development Conditions.....	22
6.4 Existing Zoning .....	28
6.5 Development Potential .....	29
7.0 Existing Infrastructure and Redevelopment Measures	
7.1 Utilities.....	31
7.2 Transportation .....	37
7.3 Parks, Open Space and Streetscaping .....	47
7.4 Heritage Resources .....	73
7.5 Parking.....	75
7.6 Environmental and Geotechnical.....	77
7.7 City Buildings and Refurbishment.....	77
7.8 Additional Projects—Redevelopment Measures .....	77
8.0 Plan Benefits	
8.1 Preserve and Sustain Edmonton’s Environment.....	79
8.2 Improve Edmonton’s Livability .....	80
8.3 Transform Edmonton’s Urban Form.....	75
8.4 Shift Edmonton’s Transportation Modes .....	81
8.5 Diversify Edmonton’s Economy .....	82
8.6 Edmonton’s Financial Sustainability .....	82
9.0 Plan Risks .....	83
10.0 Redevelopment Phasing .....	84
11.0 Redevelopment Impacts and Proposed Mitigation Measures .....	85
12.0 Role of the Private Sector.....	86
13.0 The Community Revitalization Levy	
13.1 How the CRL works .....	87
14.0 Financial Assumptions .....	88
15.0 Plan Costs .....	89
16.0 Plan Revenues - Phase I .....	92
17.0 Projected Borrowings and Repayments - Phase I.....	95
18.0 Funding Shortfall .....	96
19.0 Community Revitalization Levy Fund.....	96

## List of Figures

Figure 1 - The Quarters Downtown CRL Plan Boundaries.....	5
Figure 2 - The Quarters Downtown in the Context of Adjacent Neighbourhoods.....	6
Figure 3 - The Quarters Downtown Surrounding Landmarks and Important Uses .....	7
Figure 4 - Surrounding Landmarks and Important Uses .....	8
Figure 5 - Parks within the Boyle Street neighbourhood .....	20
Figure 6 - Existing Land Uses in The Quarters Downtown .....	22
Figure 7 - Vacant Buildings and Lots in The Quarters Downtown .....	23
Figure 8 - Heritage Buildings in The Quarters Downtown .....	24
Figure 9 - The Boundary of Each Quarter and Development Concept.....	26
Figure 10 - Existing Zoning within the CRL area in accordance with the Edmonton Zoning Bylaw .....	28
Figure 11 - Existing Lateral Sewer System.....	32
Figure 12 - Existing Trunk Sewer System .....	32
Figure 13 - Existing Water System .....	34
Figure 14 - Pipes to be replaced .....	34
Figure 15 - LRT Planned Expansion in the Quarters Downtown .....	42
Figure 16 - Site Context .....	48
Figure 17 - Open Space and Site Context.....	48
Figure 18 - Key Character Areas.....	49
Figure 19 - Overview Concept for the Armature .....	50
Figure 20 - Overview Concept for the Armature, looking South from Meridian Gateway.....	50
Figure 21- Overview Concept for the Armature, looking North from River Gate Park .....	50
Figure 22 - Vision for Meridian Gateway .....	51
Figure 23 - Vision for New City Park.....	53
Figure 24 - Vision for The Promenade.....	55
Figure 25 - Vision for Jasper Plaza.....	57
Figure 26 - Vision for River Gate Park.....	59
Figure 27 - The Quarters Downtown Public Realm Master Plan Overall Concept .....	61
Figure 28 - Street Cross Sections: 101A Ave.....	62
Figure 29 - Street Cross Sections: 102 Ave. (96 <sup>th</sup> to 95 <sup>th</sup> Street).....	63
Figure 30 - Street Cross Sections: 102 Ave. (97 <sup>th</sup> to 96 <sup>th</sup> Street).....	64
Figure 31 - Street Cross Sections: 102A Ave. (97 <sup>th</sup> to 96 <sup>th</sup> Street) .....	65
Figure 32 - Street Cross Sections: 103 Ave. (96 <sup>th</sup> to 95 <sup>th</sup> Street).....	66
Figure 33 - Street Cross Sections: 103 Ave. (97 <sup>th</sup> to 96 <sup>th</sup> Street) partial road closure.....	66
Figure 34 - Potential Public Realm Improvements - Breaking the Grid.....	67
Figure 35 - Potential Public Realm Improvements - Five Corners Plaza .....	68
Figure 36 - Potential Public Realm Improvements - Reconfiguration of 102A/Jasper Avenue Plaza .....	69
Figure 37 - Potential Public Realm Improvements - Clara Street Mews/Partial Road Closure—103 Ave .....	70
Figure 38 - Boyle Renaissance Site Plan with notes.....	71
Figure 39 - Boyle Renaissance Site Plan .....	72
Figure 40 - Some Historic Buildings in the Quarters Downtown CRL Area .....	73
Figure 41 - Location of Historic Buildings in the Quarters Downtown CRL Area .....	74
Figure 42 - Boyle Renaissance On Street Parking Plan .....	76
Figure 43 - CRL Phasing Map .....	84

## List of Tables

Table 1 - Age and Gender Distribution Boyle Street Neighbourhood (2009) .....	17
Table 2 - Dwelling Units by Structure Type - Boyle Street and Edmonton (2009).....	18
Table 3 - Non-Market Housing in The Quarters Downtown CRL Plan Area.....	19
Table 4 - 2010 House Assessment in Boyle Street Neighbourhood, Oliver & City Overall Average .....	21
Table 5 - Phase I Estimated Costs .....	90
Table 6 - Future Phases Estimated Costs .....	91
Table 7 - Borrowing Costs .....	91
Table 8 - Low, Medium and High Revenue Scenarios .....	92
Table 9 - Low Revenue Scenario .....	92
Table 10 - Medium Revenue Scenario .....	93
Table 11 - High Revenue Scenario .....	93
Table 12 - Amounts, Timing and Terms of Borrowings .....	95





## ACKNOWLEDGEMENTS

The Quarters Downtown Community Revitalization Levy Plan is based on contributions from the following Consulting Teams:

AMEC Earth and Environmental  
Architecture Arndt Tkalcic Bengert  
Armin A. Preiksaitis & Associates  
Bunt & Associates Engineering Ltd.  
Colliers International  
Corvus Business Advisors  
EIDOS Consultants Incorporated  
ISL Engineering and Land Services  
Marshall Tittlemore Architects/Broadway Malyan  
Merrick Architecture Ltd.  
ONPA Architects  
StastnyBrun Architects

The Quarters Downtown Community Revitalization Levy Plan has evolved based on collaboration with a wide range of stakeholders, industry experts, community organizations and committees and the Boyle Street Community League.



# EXECUTIVE SUMMARY

The Quarters Downtown Community Revitalization Levy Plan area (CRL area) is located in the Boyle Street community, which is immediately east of the downtown, and is one of the oldest neighbourhoods in Edmonton. Although the east part of the Boyle Street community has seen redevelopment with many multifamily buildings, the area immediately adjacent to the downtown core has not experienced the same degree of redevelopment. Today much of the area is characterized by unimproved surface parking lots, crime and social issues, infrastructure inadequate for new development and environmental contamination from historic industrial uses. The Quarters Downtown Community Revitalization Levy Area Plan ("the Plan") outlines the public infrastructure program needed to attract private investment, redevelopment and revitalization of the area.

Extensive public infrastructure and a sustainable funding source that does not create a significant tax burden for citizens are required to encourage private and public sector development in the area. The *Municipal Government Act* (Part 10, Division 4.1) enables the City of Edmonton to implement a Community Revitalization Levy (CRL). This financing mechanism is designed to provide up to 20 years of stable funding, which is necessary to achieve economic, social and environmental objectives for The Quarters Downtown CRL area.

The baseline assessment for properties in the Plan area would be set as of December 31 of the year that The Quarters 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

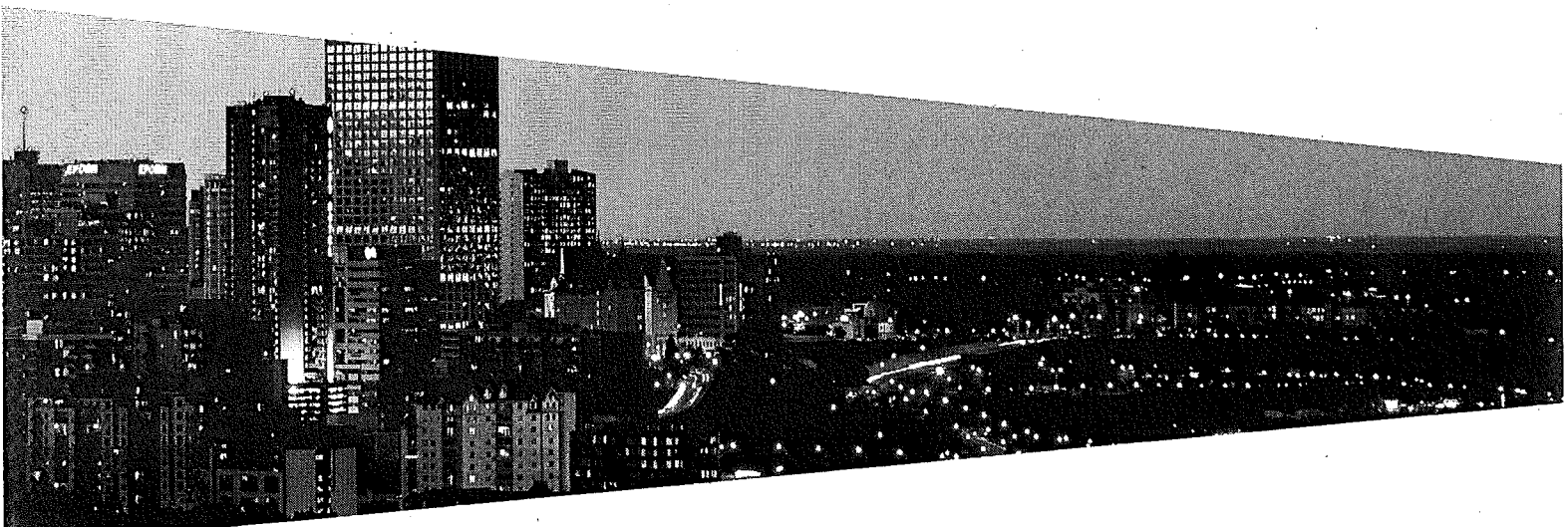


revitalized Plan area. This levy is not an additional tax on property owners. Rather, it is a levy based on the incremental difference between the assessed property values in the baseline year and subsequent years for a maximum of 20 years or until all costs have been fully repaid.

Within the boundary of the CRL area there are two areas of special planning known as The Quarters Downtown and Boyle Renaissance. Redevelopment of these areas will be done in a phased approach. The focus of Phase I will be to complete the drainage work, streetscaping and environmental remediation in the area known as the Armature located in The Quarters Downtown, around a site planned for development in the Five Corners Quarter, and in the Boyle Renaissance area. Phase I also includes an allowance for infrastructure that may be required by other developments in the CRL Area. Future phases includes completion of streetscaping in the Armature, as well as, drainage improvements and streetscaping of other streets and avenues in the Plan area.

The Plan requires the City to borrow \$56 million to pay for the Phase I redevelopment costs. It is assumed the CRL Bylaw will be approved by The Province of Alberta before the end of 2011, which means the CRL will be in effect from 2012 to 2031. The financial analysis has been developed on this basis, and as a result of the projected increases in assessment values, the CRL is estimated to generate between \$139.5 to \$150.5 million over 20 years.

All funds collected through The Quarters Downtown CRL will be accounted for separately in a Quarters Downtown Community Revitalization Fund and invested by the City in money market or short term fixed income products. Any interest earned on The Quarters Downtown CRL will be used to cover CRL related expenditures in accordance with the Regulation.



## 1.0 THE NEED FOR THE QUARTERS DOWNTOWN COMMUNITY REVITALIZATION LEVY AREA PLAN

The Quarters Downtown Community Revitalization Levy Plan area (“the Plan area”) is located in the Boyle Street community, which is immediately east of the downtown, and is one of the oldest neighbourhoods in Edmonton. The Boyle Street Neighbourhood, specifically the area encompassing The Quarters Downtown, was the area where the City first established its commercial district. After the construction of the High Level Bridge and the Legislature Building the commercial district began to move to the west and the area east of 97<sup>th</sup> street became less of a business hub. The area became a community of newcomers of diverse ethnic backgrounds who settled and established new roots.

Although the east part of the Boyle Street community has seen redevelopment with many multifamily buildings the area immediately adjacent to the downtown core has not experienced the same degree of redevelopment. While the area is ripe for such development, it has remained stagnant for many reasons with the most significant being fragmented ownership of much of the developable land in the area. Today much of the area is characterized by unimproved surface parking lots, crime and social issues, infrastructure inadequate for new development and environmental contamination from historic industrial uses.

The Quarters Downtown Community Revitalization Levy Area Plan (“The Plan”) outlines the public infrastructure program including roadway improvements, upgrades to utilities, streetscape and public space improvements needed to attract private investment, redevelopment and revitalization of the area. The Plan will significantly contribute to improving the quality of life of existing residents and will also create the basis to attract new residents to the area. The Plan is necessary to transform the unfavourable social and infrastructure conditions which have inhibited development in the area and have created a negative image of an area that could once again become a vibrant part of Edmonton’s downtown.

The Plan area contains two areas of special planning which are the focus of the work program outlined in the Plan, these areas are The Quarters Downtown and Boyle Renaissance. The Quarters Downtown has been planned to accommodate a diverse built form in four ‘quarters’ around a public space and park known as the Armature. The four ‘quarters’ are: Civic, Heritage, McCauley and the Five Corners. The Boyle Renaissance initiative is adjacent to The Quarters Downtown and incorporates affordable and lower cost market housing with associated community facilities and services integrated into the plan.

In order to encourage private sector redevelopment, intensive public infrastructure work is necessary to increase the capacity of services and provide public amenities that will contribute to the vitality of a new urban neighbourhood. The costs for the planned infrastructure improvements are considerable, requiring a sustainable source of funding that allows the City to achieve its objectives of improved economic, social and environmental conditions while avoiding an additional tax burden for citizens. A successful Community Revitalization Levy provides one such mechanism.

The Plan identifies several areas for improvement including the separation of the existing combined sewer system into separate sanitary and storm sewers with increased capacities to accommodate densification and the provision of a major public amenity that will become the heart of the new neighbourhood. Another aspect of the Plan is the development of mixed use projects in concert with other orders of government and the not for profit and private sectors to provide housing that is both inclusive and diverse as well as other supportive services for inner city residents and the homeless. The improvements being put forth will provide a catalyst for redevelopment and demonstrate the City's commitment to the area.

The Community Revitalization Levy ("CRL") provides a funding mechanism necessary to enable the City to embark on the Plan. The CRL provides a means to segregate the increases in property tax revenues in the Plan area that result from increased assessments due to redevelopment into a fund that will be used to repay the upfront investment in new infrastructure. 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.

It is anticipated that the public sector investments outlined in this Plan will result in significant social, economic and environmental benefits for Edmonton as the full potential of this area as a desirable and vibrant community is realized.

## 2.0 LEGAL BOUNDARY

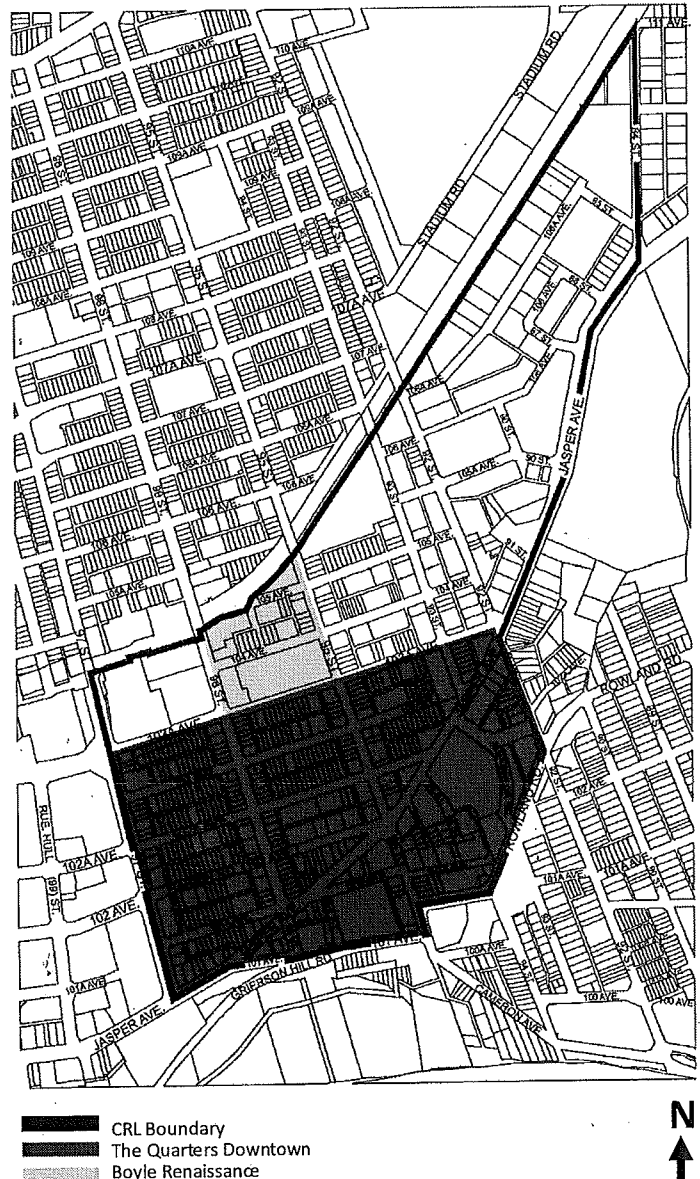
The Quarters Downtown Community Revitalization Levy area is located east of Downtown Edmonton, in the Boyle Street community. Within the boundary of The Quarters Downtown Community Revitalization area (CRL area) there are two areas of special planning known as The Quarters Downtown and Boyle Renaissance. These special planning areas are shown in Figure 1 and were selected because they exhibit the greatest need for intervention by the City of Edmonton to stimulate interest in redevelopment by the private sector.

The Quarters CRL Plan area is comprised of the lands shown in Figure 1, outlined by the CRL boundary, which may be described as follows:

*Commencing at a point along the easterly limit of 97<sup>th</sup> street intersecting the south boundary of Plan 0422742, Block 15, Lot 45, thence easterly along the southerly boundary of said Lot thence north-easterly along the southerly limit of the Light Rail Transit Right-of-Way to the westerly boundary of 84<sup>th</sup> street then south along the westerly boundary of 84<sup>th</sup> street to the northerly limit of Jasper avenue thence south-westerly to the intersection of the northerly limit of 103A avenue and the northerly limit of Jasper avenue, thence south along the westerly boundary of 92<sup>nd</sup> street to its intersection of with the northerly limit of Rowland Road. Thence westerly along the northerly limit of*

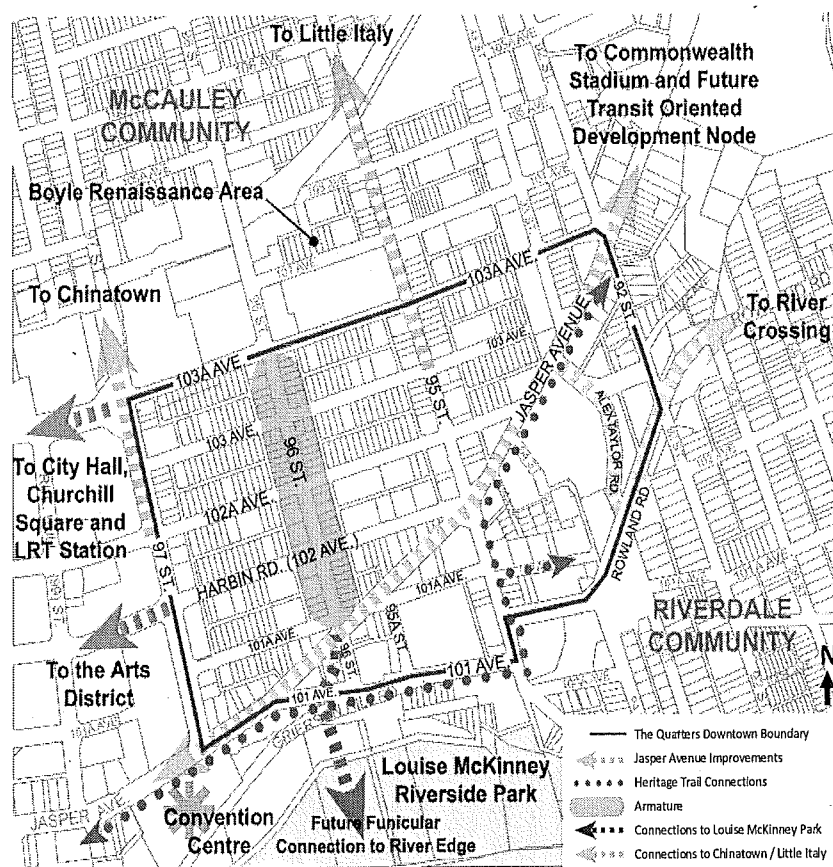
*Rowland Road to its intersection with the westerly limit of 95<sup>th</sup> street. Thence south along the westerly limit of 95<sup>th</sup> street to its intersection with the northerly limit of 101 avenue, Thence west along the northerly limit of 101 avenue to its intersection with the northerly limit of Jasper avenue. Thence west along the northerly limit of Jasper avenue to its intersection with the westerly limit of 97<sup>th</sup> street Thence north along the easterly limit of 97<sup>th</sup> street to the point of commencement.*

Figure 1 - The Quarters Downtown CRL Plan Boundaries



To the south and east of the two areas of special planning (The Quarters and Boyle Renaissance) are the residential neighbourhood of Riverdale and connection to Commonwealth Stadium and future transit oriented development node. To the north are China Town and Little Italy, ethnic neighbourhoods that reflect some of the multicultural character of Edmonton. To the west is The Arts District, which is home to several landmarks such as the Winspear Concert Hall, the Art Gallery of Alberta and the Citadel Theatre with a high concentration of high-density commercial uses, functioning as the cultural and commercial core of downtown. To the south is Louise McKinney Riverside Park, which provides visual and physical connection to the river valley, being the front door to the river valley parks system and a gateway to trails throughout the city. Figure 2 and Figure 3 illustrate the urban context of the CRL Plan area.

Figure 2 - The Quarters Downtown in the Context of Adjacent Neighbourhoods



Source: The Quarters Downtown Urban Design Plan (2009)

Figure 3 - The Quarters Downtown Surrounding Landmarks and Important Uses



Source: Adapted from The Quarters Downtown Urban Design Plan (2009)



Figure 4 - Surrounding Landmarks and Important Uses

**Educational Nodes**

1. Grant MacEwan
2. Riverdale School
3. St. Kevin Jr. High
4. McNally High School
5. Mother Teresa Elementary

**Cultural Nodes**

6. Art Gallery of Alberta
7. Windspear Centre for Music
8. Citadel Theatre
9. Churchill Square
10. Canada Place Building
11. Shaw Conference Centre
12. Edmonton Queen Riverboat
13. Muttart Conservatory

**Civic Nodes**

14. Edmonton City Hall
15. Edmonton Law Courts
16. Alberta Legislature
17. Edmonton Fire Department
18. Edmonton Police Department
19. Edmonton Remand Centre

**Community Nodes**

20. Ortona Armory
21. Cloverdale Community Hall
22. Riverdale Community Hall
23. Boyle Street Community Hall
24. Edmonton Public Library



The Shaw Conference Center on Jasper Avenue



Edmonton Police Services



Sir Winston Churchill Square



Canada Place on 97th St

Source: Adapted from The Quarters Downtown Urban Design Plan (2009)

### 3.0 PLAN OBJECTIVES

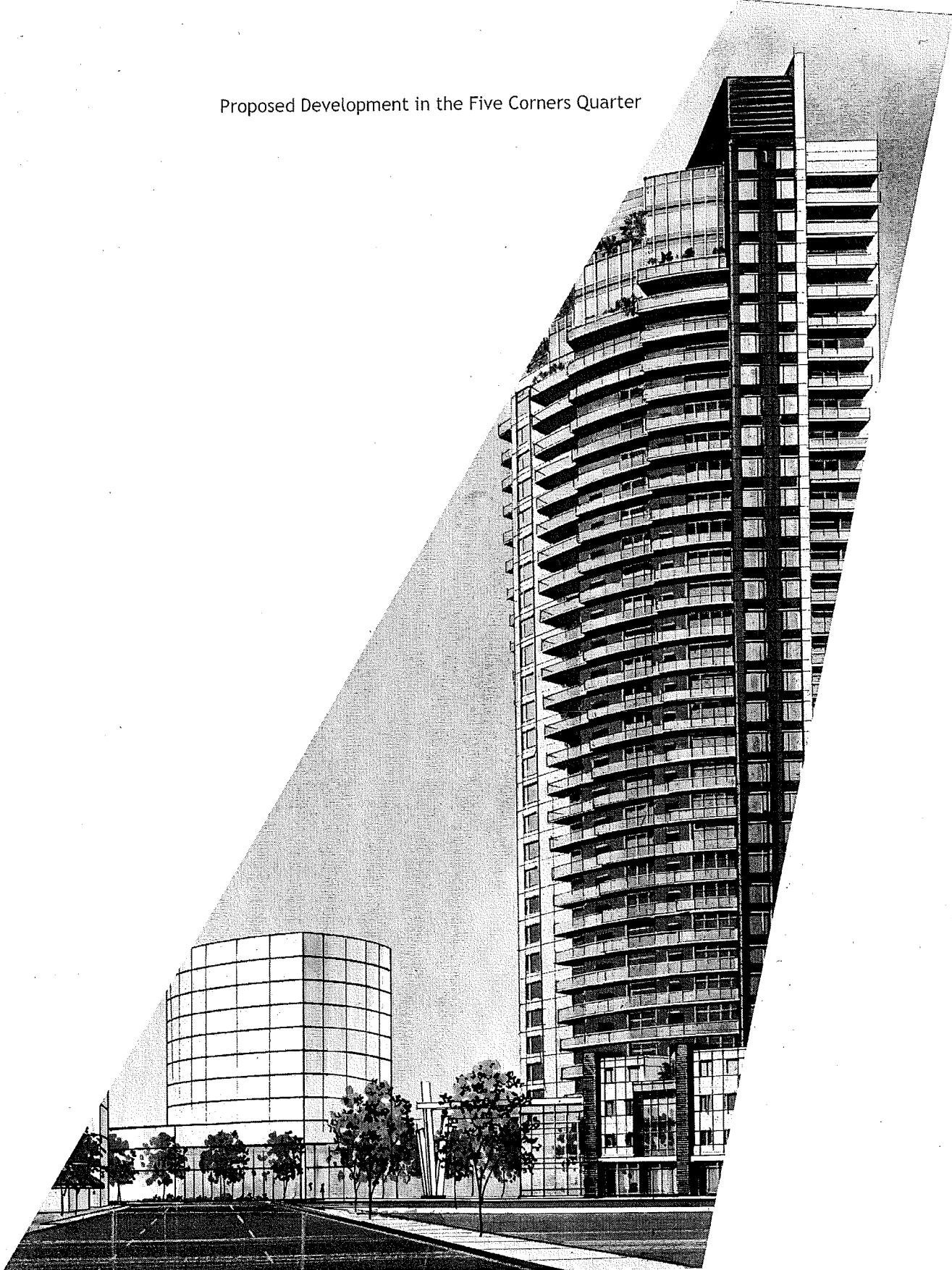
The overarching objective of the Plan is to eliminate the blighted conditions of the area through public sector improvements to infrastructure and amenities which will help to promote redevelopment and investment by the private sector as well as not for profit organizations.

The specific purpose of the Plan is to undertake infrastructure improvements and provide public amenities within the two special planning areas to facilitate their redevelopment which will have the broader effect of quality of life improvement within the Boyle Street Neighbourhood and surrounding areas. It is anticipated that redevelopment within the Plan area will also help to reinvigorate the Arts District, the municipal government centre and the central business district, all situated to the west of The Quarters across 97<sup>th</sup> street.

The redevelopment program for The Quarters Downtown and Boyle Renaissance envision an enhanced level of city building by creating a compact urban form that has a mixture of uses, a diverse population, employment and recreation opportunities, and reduces the dependence on private vehicles as residents will be able to walk to work or take public transit with ease. In addition, these developments will contribute to a healthy lifestyle where residents will be able to take advantage of public spaces for active and passive recreation and the adjacent river valley for hiking or biking.

Investments identified in the Plan will stimulate interest in redevelopment by the private sector in the two special planning areas by providing the required infrastructure and public amenities which show the City's commitment to redevelopment and investment in the area. Additionally, by creating an environment that is ready and able to be redeveloped, the potential for positive social and economic benefits to the area are enhanced.

Proposed Development in the Five Corners Quarter



## 4.0 LEGISLATIVE CONTEXT

### 4.1 MUNICIPAL GOVERNMENT ACT

In accordance with Part 10 Division 4.1 of the *Municipal Government Act*, R.S.A. 2000, c. M-26 (MGA) a Council may pass a community revitalization levy bylaw. A community revitalization levy bylaw authorizes Council to impose a levy in respect to 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.

The community revitalization levy bylaw must be approved by the Lieutenant Governor in Council before it comes into effect. From the year in which the community revitalization levy bylaw is approved by the Lieutenant Governor in Council, it will remain in force until the costs approved by the Plan are repaid to a maximum of 20 years or a shorter period of time as approved by the Lieutenant Governor in Council.

### 4.2 CITY OF EDMONTON THE QUARTERS DOWNTOWN COMMUNITY REVITALIZATION LEVY PLAN AREA REGULATION

In 2005 the Government of Alberta amended the MGA and established the concept of a community revitalization levy (CRL). This levy is a hybrid of a number of tax incentive financing programs from other jurisdictions. The CRL is to be used to facilitate and promote the redevelopment of areas of a municipality that would otherwise not be redeveloped.

Since the approval of the legislation, three Community Revitalization Levy Regulations have been approved. The first was *The City of Calgary Rivers District Community Revitalization Levy Regulation*, A.R. 232/2006. In 2010, *The City of Edmonton Belvedere Community Revitalization Levy Regulation*, A.R. 57/2010 was approved. On October 28, 2010 the Province approved *The Quarters Downtown Community Revitalization Levy Regulation*, A.R. 173/2010.

With Provincial approval of the Regulation, The Quarters Downtown Community Revitalization Levy Area Plan can now be prepared and brought before City of Edmonton Council for approval. At the time The Quarters Downtown Community Revitalization Levy Area Plan is approved, City Council can also pass a bylaw to create The Quarters Downtown Community Revitalization Levy Bylaw.

The baseline assessment for properties in the Plan area would be set as of December 31 of the year that The Quarters 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 Plan area. This levy is not 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.

This document is the Community Revitalization Levy Plan which *The Quarters Downtown Community Revitalization Levy Regulation* requires City Council to approve before submitting it to the Province for their approval. Public hearings must be held with a record of those hearings made available to the public. The Quarters Downtown Community Revitalization Levy Area Plan must contain a detailed program of revitalization work, the estimated redevelopment capital costs, as well as borrowing costs and other municipal costs. Projected estimates (low, medium and high) of the changes in the incremental assessed value of the properties must be provided, as well as the estimated projected revenues. The Quarters Downtown Community Revitalization Levy Area Plan must include the timing of the projects, the phasing of the redevelopment and the proposed land uses.

Also required is a plan of how the City of Edmonton will fund any shortfalls in the event that the actual revenues are not sufficient to repay the actual costs associated with the borrowings. The City of Edmonton must substantiate that the redevelopment would not progress significantly in The Quarters Downtown Community Revitalization Levy Plan area without a CRL. The Quarters Downtown Community Revitalization Levy Area Plan must also consider the impact the redevelopment will have on residents and the role that private sector developers will have in redevelopment.

Development and use of improvements in The Quarters Downtown Community Revitalization Levy Area Plan must comply with the Statutory and Non-statutory Plans, the City's Zoning Bylaw 12800, relevant City of Edmonton policies, and all building and safety codes.

## 5.0 ALIGNMENT WITH EXISTING POLICY

### 5.1 PROVINCIAL LAND USE POLICIES

Provincial Land Use Policies were approved in 1996 to supplement the planning provisions of the *Municipal Government Act* (MGA) and provide a framework for statutory plans, land use bylaws and planning decisions. Section 622 (3) of the MGA requires that all statutory plans be consistent with the Land Use Policies.

The *City of Edmonton Quarters Downtown Revitalization Levy Regulation*, A.R. 173/2010, Section 4 (3) specifies that a community revitalization plan must be consistent with the Land Use Policies established under Section 622 of the MGA. The statutory plans and City policies that the Community Revitalization Levy Plan will implement have been prepared in consideration of Provincial Land Use Policies. The Quarters Downtown Area Redevelopment Plan (Bylaw 15037 as amended), The Quarters Downtown Urban Design Plan, and the Boyle Street/McCauley Area Redevelopment Plan (Bylaw 10704 as amended) contain policies supporting the efficient use of land, creation of high quality residential environments, intensification of development, promotion of sustainability, and the protection of natural resources. Related City policy documents such as the Municipal Development Plan also conform to the Provincial Land Use Policies.

### 5.2 CAPITAL REGION BOARD POLICIES

#### 5.2.1 Capital Region Growth Plan: Growing Forward

The Plan identifies community priorities which inform a detailed approach to Land Use, Transit, Geographic Information System (GIS) and Housing in the Capital Region. In addition, the Plan identifies areas known as priority growth areas within the Capital Region where more intensive population growth is to be directed. The Quarters Downtown CRL area is located within an identified priority growth area.

### 5.3 RELEVANT CITY OF EDMONTON PLANS AND POLICIES

#### 5.3.1 Municipal Strategic Plan (The Way Ahead)

The Way Ahead: Municipal Strategic Plan (MSP) is a 10-year Strategic Plan adopted by City Council in 2009 that provides a vision for the City that outlines 6 ten-year strategic goals as follows:

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

For each of the 6 strategic goals the Plan outlines progress indicators and three year priority goals.

### 5.3.2 Municipal Development Plan (The Way We Grow - Bylaw 15100)

The Way We Grow: Municipal Development Plan (MDP) provides a City wide framework that guides more detailed plans and policies. The objectives and policies in the MDP are incorporated in more detail in Area Redevelopment Plans and other City policy documents summarized in this section. The MGA requires that all statutory Plans be consistent with one another.

### 5.3.3 City of Edmonton Zoning Bylaw 12800

The City of Edmonton Zoning Bylaw regulates and controls the use and redevelopment of land and buildings. Each precinct within the Plan area has a range of land use districts that implement applicable plan policies. The area covered by The Quarters Downtown Urban Design Plan (2009), which is a non-statutory plan is designated Direct Control (DC1) in the zoning bylaw to address its unique circumstances and policies. The first and second phases of the Boyle Renaissance area have been rezoned to DC1. As each phase of the development moves forward it is the intent to rezone that phase to DC1. The remaining area with the Boyle Renaissance area is currently zoned General Business Zone (CB2), Low Rise Apartment Zone (RA7) and Urban Service Zone (US). All land Use Designations are summarized in Section 6.4.

### 5.3.4 The Quarters Downtown Area Redevelopment Plan (Bylaw 15037)

The Quarters Downtown Area Redevelopment Plan Bylaw 15037 was approved by City Council in April 2009. The Quarters Downtown Area Redevelopment Plan provides the statutory planning framework to guide development and revitalization in The Quarters in a manner consistent with the Council approved Vision and guiding principles.

### 5.3.5 The Quarters Downtown Urban Design Plan (April 15, 2009)

The Urban Design Plan is a non - statutory plan that is based on the Vision for Downtown East approved by Council in September 2006. It establishes the overall urban design approach to the area and provides direction on urban form, the public realm and transportation.

### 5.3.6 The Quarters Downtown Statutory Plan Overlay (Bylaw 15038—April 15, 2009)

The purpose of the overlay is to apply common regulations to a number of underlying Direct Control Provisions in order to achieve the objectives of The Quarters Downtown Area Redevelopment Plan and The Quarters Downtown Urban Design Plan.

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

The Boyle Street / McCauley Area Redevelopment Plan Bylaw 10704 encompasses the area where the Boyle Renaissance is located and provides the statutory planning framework to guide development and revitalization in the area.

### 5.3.8 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.

### 5.3.9 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. All parks discussed in Section 7.3 conform to the UPMP as will any future park development within The Quarters Downtown Community Revitalization Plan area.

### 5.3.10 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 living museum highlighting the significance of the North Saskatchewan River in the cultural history of Edmonton while creating a vibrant riverfront and a festive meeting place for cultural, musical and theatrical events.



#### 5.3.11 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.

#### 5.3.12 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.

#### 5.3.13 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. Public art that is approved through this policy will be displayed within or in close proximity to publicly accessible open space.

Provisions have been made for inclusion of public art as part of The Quarters Downtown Urban Design Plan (2009) and through the associated Direct Control Provision (DC1) zoning for the area.

#### 5.3.14 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.

Section 7.4 Heritage Resources of this CRL Plan identifies and locates places of Historic Interest within the Plan area.

## 6.0 EXISTING SOCIO-ECONOMIC CONDITIONS

### 6.1 SOCIAL CONDITIONS

#### 6.1.1 Population

The Quarters Downtown Community Revitalization Levy area encompasses the Boyle Street Neighbourhood east of the downtown core. Boyle Street has experienced significant population growth in recent years. The City's 2009 Municipal Census reports a population of 7,032 which represents a 28% increase over the 2006 figure of 5,505. Over one-half of Boyle Street residents (51%) are under 40 years of age; the 20-29 age group is the largest cohort accounting for 23% followed by the 30-39 age group (16%). Males represent 63% of the neighbourhood's population in contrast to a city-wide ratio of 50%.

The 2006 Federal Census shows that household composition in the Boyle Street Neighbourhood is predominantly one person, representing 59% of households. This has remained fairly constant over time showing a slight increase since the 1986 rate of 55%. The ratio of single person households in Boyle Street is nearly twice that of the city-wide ratio of 30%. Conversely, two person households account for only 27% of neighbourhood households; the city-wide ratio is 33%. The Boyle Street Neighbourhood has relatively few households with three or more people.

Table 1 - Age and Gender Distribution Boyle Street Neighbourhood (2009)

Age Category	Female	Male	Total	% (of sample)
0-9	120	137	257	6.2%
10-19	118	120	238	5.8%
20-29	413	543	956	23.2%
30-39	270	408	678	16.4%
40-49	198	367	565	13.7%
50-59	243	311	554	13.4%
60-69	143	239	382	9.3%
70+	293	205	498	12.1%
Sub-total	1,798	2,330	4,128	100.0%
Non-Respondents	784	2,120	2,904	
Total Population	2,582	4,450	7,032	

Source: Statistics Canada 2006 Federal Census

### 6.1.2 Housing

The Boyle Street Neighbourhood's housing stock is characterized by rental apartment buildings. The 2009 Municipal Census identified a total of 4,306 dwelling units and lots. Of the neighbourhood's 3,673 occupied dwelling units, 84% were rented and 14% were owned. The percentage of rented units city-wide is 38%.

Apartments are the dominant housing form in Boyle Street, accounting for 90.6% of all units. By comparison, apartments account for 32.7% of all housing units city-wide. The Boyle Street 2006 Neighbourhood Indicator sheet prepared by the City of Edmonton Community Services Department reported that 150 dwellings were in need of major repair.

Table 2 provides a breakdown of dwelling units by structure type for Boyle Street and Edmonton.

**Table 2 - Dwelling Units by Structure Type - Boyle Street and Edmonton (2009)**

	Boyle Street	%	Edmonton	%
Single detached house	154	3.6%	178,888	50.0%
Duplex/triplex/fourplex	42	1.0%	25,858	7.2%
Row house	62	1.4%	27,440	7.7%
Apartment 5 or more stories	1,756	40.8%	34,330	9.6%
Apartment less than 5 stories	2,147	49.8%	82,790	23.1%
Manufactured home/mobile home	-	0.0%	3,098	0.9%
Rooming house/collective residence	74	1.7%	2,694	0.8%
Hotel or motel	3	0.1%	115	0.0%
Other residential	68	1.6%	2,642	0.7%
<b>Total</b>	<b>4,306</b>	<b>100.0%</b>	<b>357,855</b>	<b>100.0%</b>

Source: 2009 Municipal Census

### 6.1.2 Housing

There are approximately 20 subsidized/non-market housing projects within The Quarters Downtown CRL area (Table 3). These facilities are operated by various not-for-profit groups and provide accommodation for seniors, low income earners, people with mental health issues and the homeless. The Government of Canada also operates a facility for convicted persons on day parole at the Grierson Centre on the former Northwest Mounted Police / RCMP barracks with an aboriginal healing centre sharing the site. In addition to these facilities, Urban Manor in the Boyle Renaissance special planning area houses men with various addictions who cannot be accommodated in other facilities.

**Table 3 - Non-Market Housing in The Quarters Downtown CRL Plan Area**

Non-Market Housing Operator/Owner	Housing Type	#Units
Cameron Co-op	Co-op	14
Chinese Elders Mansion I & II	Seniors	189
City of Edmonton	Affordable	18
Edmonton City Centre Church Corporations (E4C)	Social/Affordable	101
Edmonton People in Need Shelter Society (EPINS)	Social	127
Other	Affordable	112
Province of Alberta	Seniors	171
Salvation Army	Transitional	165
Total		897

### 6.1.3 Crime

The number of property crime incidents reported in the 2010 Neighbourhood Indicators for Boyle Street is 827 which is about five times higher than the City average of 153 (Source: City of Edmonton website: [www.edmonton.ca](http://www.edmonton.ca)). The same indicator report also specifies the number of reported violent crime incidents in Boyle Street was 308 which is roughly fifteen times higher than the City average of 19.

### 6.1.4 Community Facilities




The Boyle Street Neighbourhood is home to two churches, one Salvation Army facility and four City parks. With the closure of Alex Taylor School and St. Michael School, the only school currently operating in the area is Mother Theresa Catholic Elementary School. The neighbourhood is bounded by the river valley and Dawson Park along its southeast boundary. Figure 5 shows the Parks within the Boyle Street Neighbourhood.

Figure 5 - Parks Within the Boyle Street Neighbourhood



1. St. Michael School Park
2. Boyle Street Park
3. Alex Taylor School Park
4. Boyle Park 1



-  Boyle Street Neighbourhood / CRL Boundary
-  The Quarters Downtown
-  Boyle Renaissance

## 6.2 ECONOMIC CONDITIONS

### 6.2.1 Household Income

Incomes are low in Boyle Street. According to the 2006 Federal Census, the neighbourhood's median household income (2005) was \$27,163, as compared to \$57,085 for the City overall. Over half (55%) of Boyle Street households earned less than \$30,000 a year.

### 6.2.2 Employment

There is limited employment and labor force data available for the Boyle Street Neighbourhood. The 2006 Federal Census reported that 2,845 Boyle Street residents participated in the labour force. Over half (52%) drove vehicles to work, while 26% took public transit. City-wide, 71% of employed Edmontonians drive vehicles to work while 13% take public transit.

The 2001 Federal Census reported an 11.4% unemployment rate in Boyle Street. The top three industries in which Boyle Street workers were employed were accommodation and food services, manufacturing, and construction.

### 6.2.3 Property Assessment and Taxes

The total 2010 taxable assessment for Boyle Street for residential properties is \$463 million and \$350 million for non-residential properties. Property tax revenues generated from Boyle Street in 2010 total approximately \$6.6 million with \$2.2 million coming from residential properties and \$4.4 million coming from non-residential properties.

Table 4 compares the average 2010 house assessment in the neighbourhoods of Boyle Street and Oliver to the City overall average.

Table 4 - 2010 House Assessments in Boyle Street and Oliver Neighbourhoods Compared to City Overall Average

	Boyle Street	Oliver	City
Average 2010 House Assessment	\$228,931	\$383,857	\$360,723
	63%	106%	100%

Source: 2010 Boyle Street and Oliver Neighbourhood Indicators prepared by City of Edmonton Community Services

## 6.3 DEVELOPMENT CONDITIONS

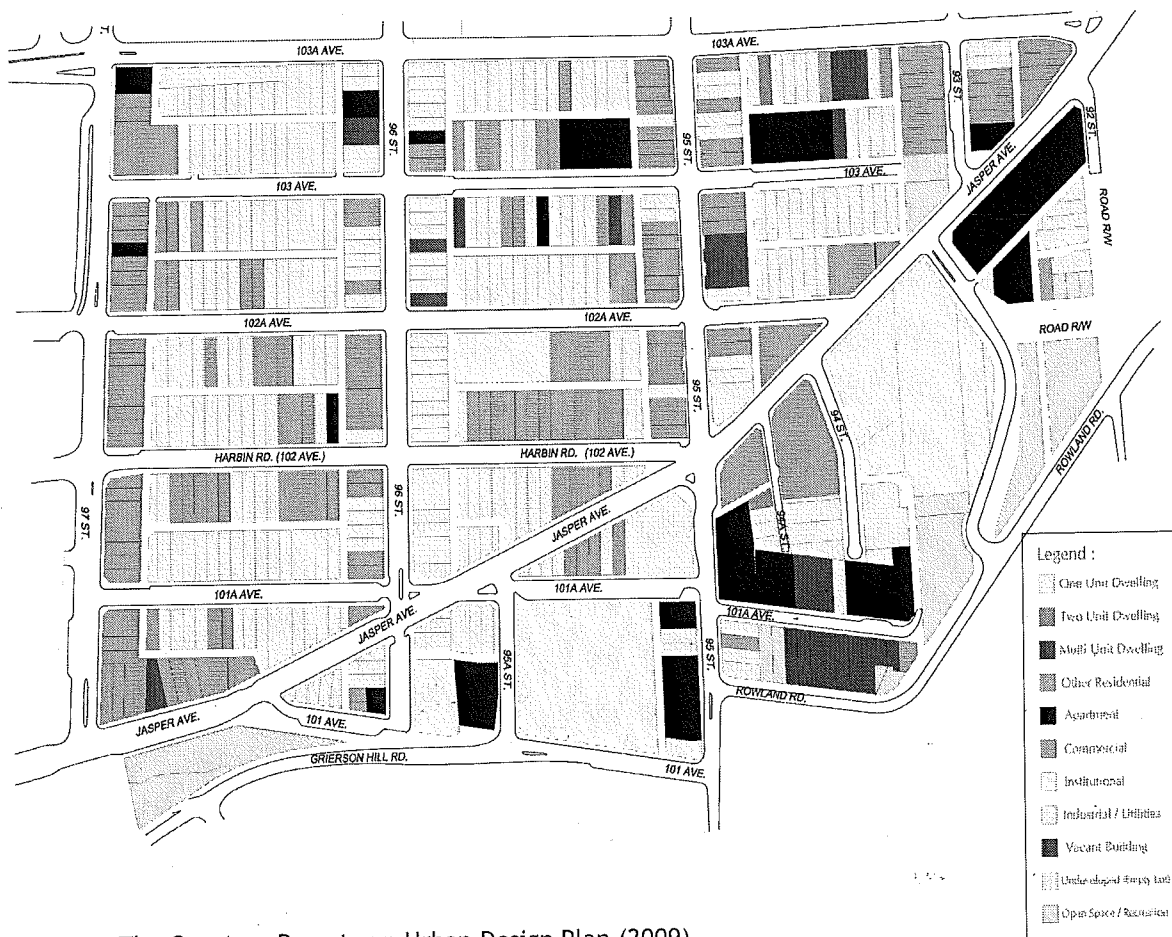
### 6.3.1 THE QUARTERS DOWNTOWN

The Quarters encompasses 18 blocks or approximately 43 hectares (106 acres) of land. As noted in *The Quarters Urban Design Plan (2009)*, it is a natural expansion area for the downtown and has high potential for growth. Although there is potential for development, The Quarters Downtown has had no significant new development in decades

#### 6.3.1.1 Existing Land Uses

The Quarters has a wide range of land uses, including One Unit Dwellings, Two Unit Dwellings, Multi Unit Dwellings, Apartments, Other Residential, Commercial, Industrial and Utilities, Institutional and Vacant Land. Figure 6 shows a map of the existing land uses.

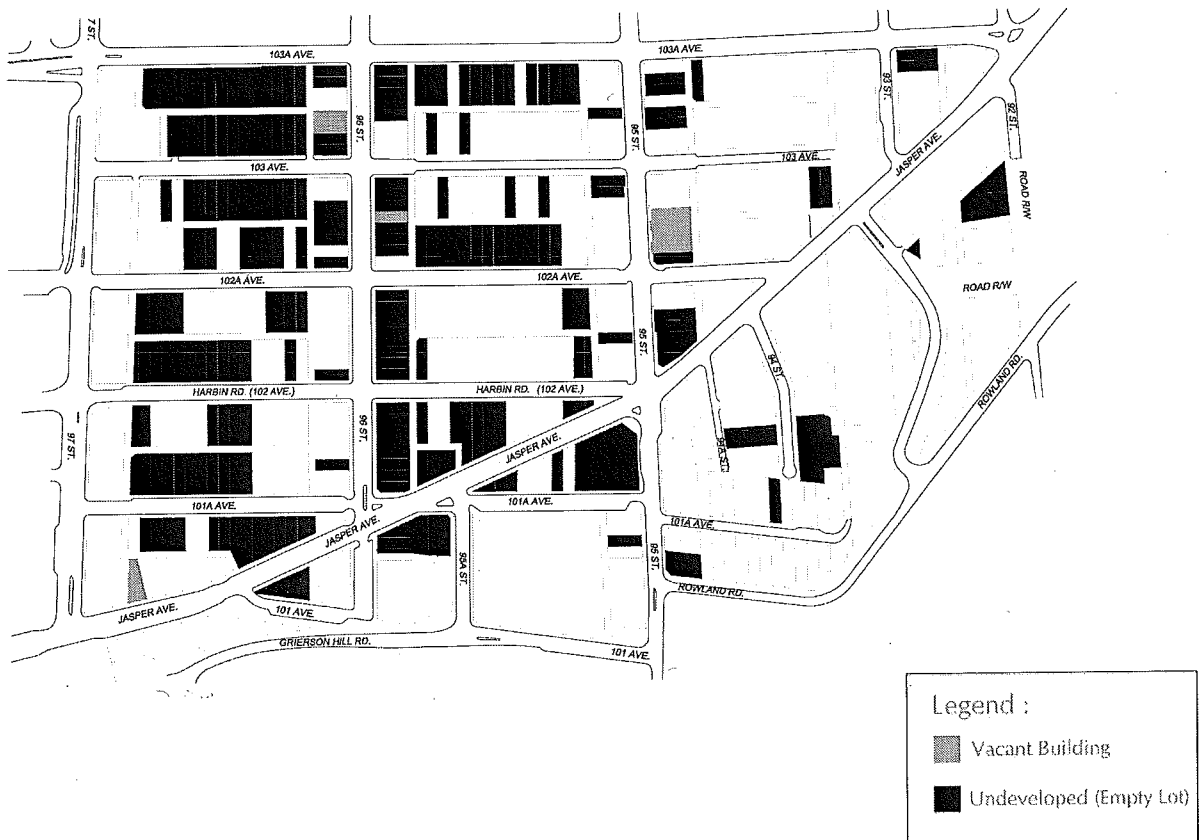
Figure 6 - Existing Land Uses in The Quarters Downtown



Source: The Quarters Downtown Urban Design Plan (2009)

The area has a substantial number of vacant lots, most of which are currently used as surface parking lots and present excellent development opportunities. However, environmental site assessments and remediation will be required before redevelopment takes place as there are a variety of brownfield sites in the area (mainly existing and former gas stations and dry-cleaning sites). Figure 7 shows a map of vacant buildings and lots in The Quarters.

Figure 7 - Vacant Buildings and Lots in The Quarters Downtown



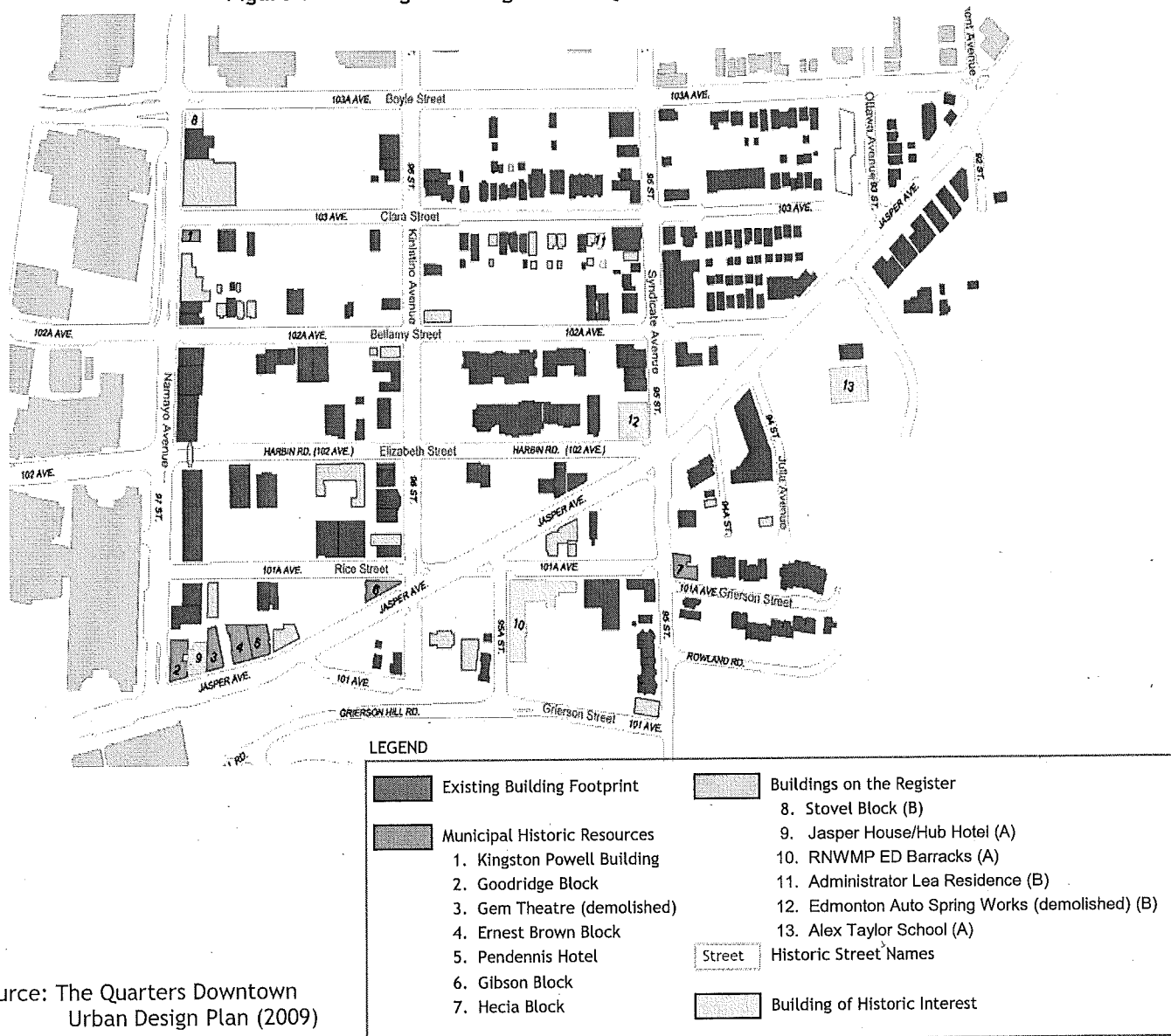


## 6.3 DEVELOPMENT CONDITIONS

### 6.3.1.1 Existing Land Uses

The Quarters also has several properties of historic interest, seven of which are listed as designated Municipal Historic Resources, six are on the Register of Heritage Resources in Edmonton and several more are buildings of historic interest that have no status. Figure 8 shows an overview of the heritage buildings located in The Quarters. More details are provided in the Heritage Resources section of this Plan.

Figure 8 - Heritage Buildings in The Quarters Downtown



Source: The Quarters Downtown Urban Design Plan (2009)

### 6.3.1.2 Approved Land Uses

As stated in *The Quarters Downtown Urban Design Plan (2009)*, the 'quarters' are districts of special and distinct character within the area. The unique character of each 'quarter' is enhanced by the land uses, building types and heights, open spaces, and special streetscaping. Although The Quarters will be an ensemble of distinct districts, certain design elements of urban form, streetscape improvements and land uses will unify the neighbourhood. As a whole, the vision for the area presented in The Quarters Downtown Urban Design Plan focuses on mixed-use development containing residences, businesses, offices and parks while promoting an emphasis on pedestrian activity.

Rezoning of The Quarters Downtown lands as DC1 (Direct Development Control Provisions), which accommodates the mixed use nature of the proposed development, has already taken place.

Figure 9 shows a map of the development concept for each of the 'quarters' in the area. The following visions are presented in *The Quarters Downtown Urban Design Plan (2009)* for each of the 'quarters' in the area:

#### *The Armature:*

This district is the central focus for the area and is planned as a highly animated, engaging street with parks, commercial and residential mixed use developments along 96 street from 103A avenue to Jasper avenue. It provides a major north-south connection from the river valley to the area north of The Quarters.

#### *Civic Quarter:*

The Civic Quarter is an extension of the downtown that can accommodate offices for civic and provincial institutions with residential development above.

#### *Heritage Quarter:*

The Heritage Quarter builds on the historic character of the area and the importance of preserving buildings with historic significance. New development complements the historic surroundings.

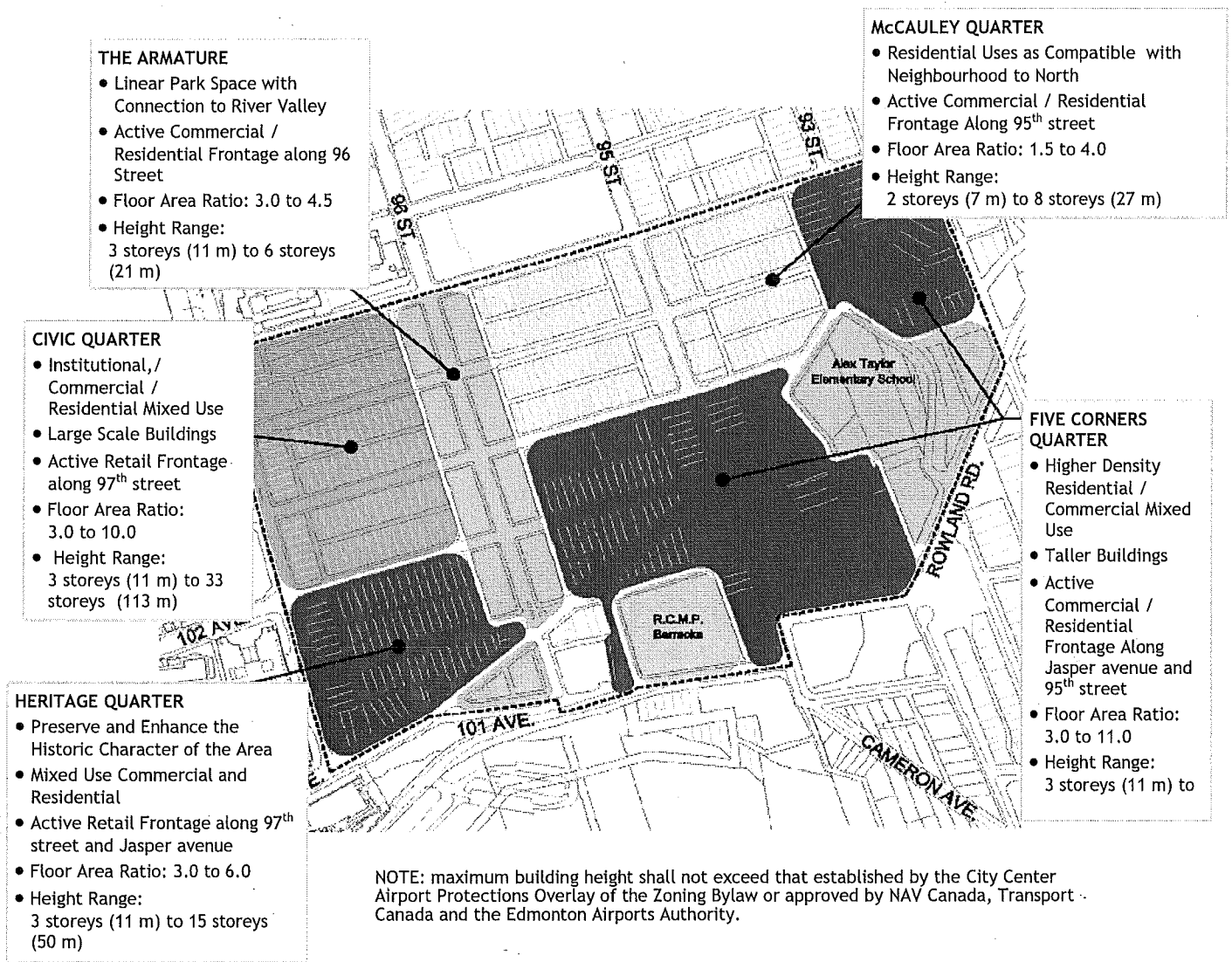
#### *McCauley Quarter:*

McCauley Quarter is a continuation of the residential area to the north. Smaller scale buildings occupy this area.

#### *Five Corners Quarter:*

This quarter is named after its core, the five roads intersection at 95 Street and Jasper Avenue. The Five Corners Quarter is predominantly residential with higher densities and taller buildings.

Figure 9 - The Boundary of Each Quarter and Development Concept



Source: Adapted from The Quarters Downtown Urban Design Plan (2009)

## 6.3.2 Boyle Renaissance

### 6.3.2.1 Existing Land Uses

The Boyle Renaissance encompasses approximately 2 ½ blocks between 95<sup>th</sup> street and 96<sup>th</sup> street, from 103<sup>rd</sup>A avenue north to the LRT tracks. As noted by the *Final Report of the Boyle Renaissance Advisory Committee II (2010)*, it is anticipated that by 2041 Edmonton will see its population increase by 315,000 new residents. Over the next 30 years, The Quarters Downtown CRL Plan area will play a major part in the growth of the region as up to 50,000 new residents are expected to move downtown. The Quarters Downtown Plan area is being planned with this growth in mind, and Boyle Renaissance is an integral part of that planning.

Until recently, the only development in the Boyle Renaissance area has been the construction of the Urban Manor housing facility for hard to house male addicts and alcoholics. Other than that, the only other recent redevelopment initiative to take place in the area happened in October 2010, when the City undertook and completed the demolition of the Butte Apartment Building and Golden Harvest Theatre located on 95<sup>th</sup> street. The Boyle Renaissance Master Plan calls for specific developments in this area, as discussed in the following section.

Development of Phase I of Boyle Renaissance has commenced with construction of the Community Centre and YMCA Transitional Housing Facility (150 units) underway and scheduled to be complete in 2012.

City funding has recently been approved for Phase II of Boyle Renaissance, which will assist in providing 90 affordable housing units for aboriginal seniors to be owned and operated by Métis Capital Housing Corporation. Construction is anticipated to commence early 2012.

### 6.3.2.2 Approved Land Uses

According to the *Final Report of the Boyle Renaissance Advisory Committee II (2010)*, the redevelopment of Boyle Renaissance will create a mixed income and mixed use neighbourhood. The neighbourhood will bring together a range of affordable and market housing opportunities, as well as services such as accredited childcare, cultural opportunities, family and medical services, park space, community gardens and social spaces. The redevelopment of the area will meet the housing, social, recreation and service needs of current residents and welcome new neighbours to the community.

Lands in Boyle Renaissance Phases I & II have been rezoned to the appropriate (DC1) Direct Development Control Provision land use bylaw designation. Remaining lands in Boyle Renaissance may require rezoning at a later date.

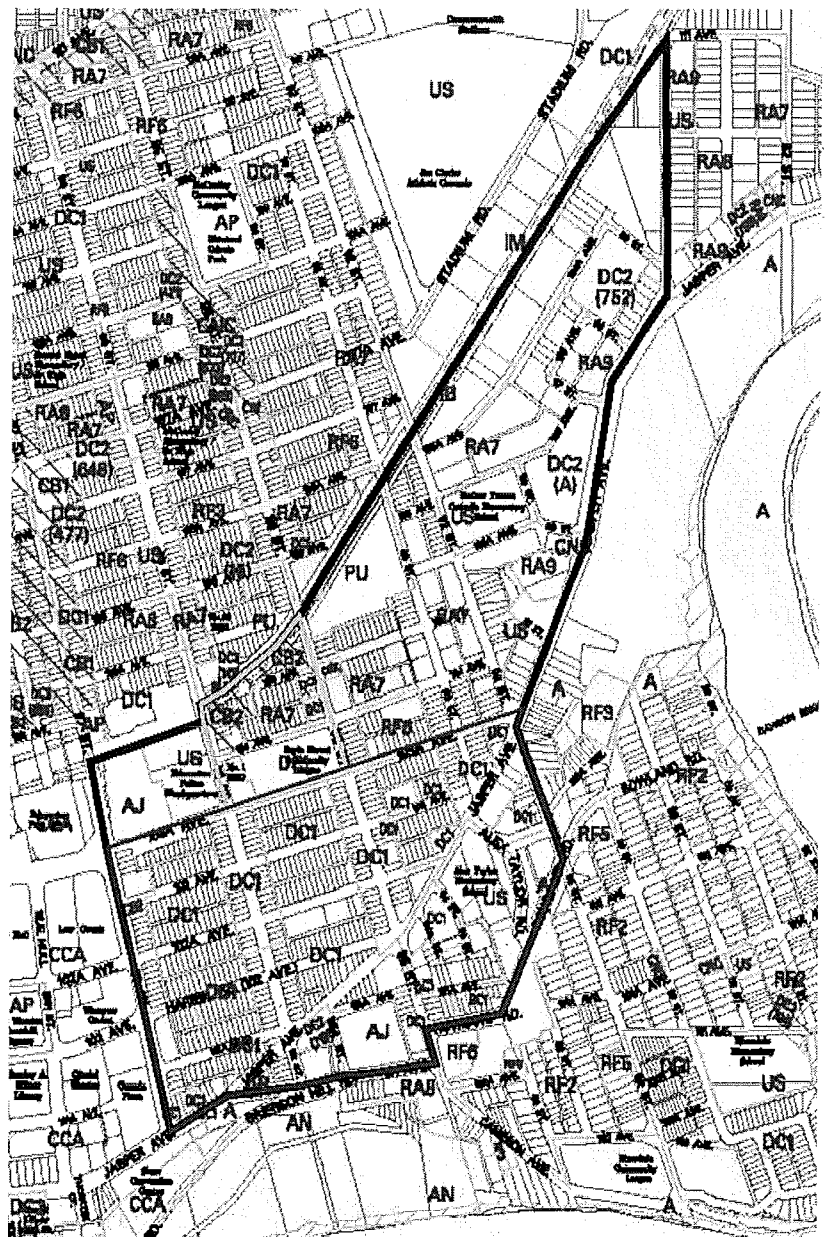
## 6.4 EXISTING ZONING




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

- A - Metropolitan Recreation
- AP - Public Parks
- AJ - Alternative Jurisdiction
- CB2 - General Business
- CNC- Neighbourhood Commercial Convenience
- DC1- Direct Development Control Provisions
- DC2-A- Site Specific Development Control Provision A
- DC2-719- Site Specific Development Control Provision 719
- DC2-752- Site Specific Development Control Provision 752
- PU - Public Utility
- RF6 - Medium Density Multiple Family
- RA7 - Low-Rise Apartment
- RA9 - High-Rise Apartment
- US - Urban Services

Land specifically within The Quarters and Phases I & II of Boyle Renaissance Master Plan has been rezoned to (DC1) Direct Development Control Provision to provide for detailed, sensitive control of the use, development and siting and design of buildings and land, as reflected in amendments made to the ARP. Further phases of the Boyle Renaissance Master Plan may require rezoning to DC Provisions as well as amendments to the Boyle/McCauley ARP. Figure 10 shows that a significant portion of the Boyle Renaissance area and most of The Quarters area is zoned as DC1.

Figure 10 - Existing Zoning Within The CRL Area In Accordance With The Edmonton Zoning Bylaw



-  CRL Boundary
-  The Quarters Downtown
-  Boyle Renaissance

Source: City of Edmonton (April 13, 2011)

## 6.5 DEVELOPMENT POTENTIAL

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

### 6.5.1 Market Conditions

An Edmonton Real Estate Analysis was done by Colliers International in 2009 and an update to the absorption forecasts was done in November 2010 and further updated in March of 2011 for The Quarters Downtown Plan area. The research analysis covered the real estate market in Edmonton, from forecasts of residential demand city-wide, to commercial space trends and demand, to development incentives in The Quarters Plan area. The build-out and absorption projections for The Quarters Downtown Plan area, highlighted below, are based on Colliers research.

### 6.5.2 Residential

Based on discussions with City Administration regarding the potential pace of development, Colliers forecasts 300 new residential units being brought to market in the first five years. In the following five year period, an additional 500 units could be developed. Once development activity and land assembly gain momentum in the area, more units could be developed and Colliers assumes 1200 units could be built in years eleven to fifteen. After year 15, Colliers projects that the area would behave as a master planned neighbourhood from the market's perspective, and the remaining 6000 of the 8000 unit total for the Quarters could be built as demand warrants.



### 6.5.3 Commercial

The evolution of community-oriented urban village developments such as The Quarters Downtown inspired the saying that “retail follows rooftops”. This is particularly relevant in The Quarters Downtown and as such, Colliers projects the anticipated timing of retail and service commercial uses in this area will closely follow the residential absorption scenario.

### 6.5.4 Office Development Potential

Colliers projects the majority of The Quarters’ office-related development will be in local-serving business and professional uses. Colliers notes there is also an opportunity to accommodate some more traditional office uses in The Quarters Downtown Plan area but points out that current market conditions and anticipated developments in other parts of the City will delay the timing of such development.



## 7.0 EXISTING INFRASTRUCTURE & REDEVELOPMENT MEASURES

### 7.1 UTILITIES

#### 7.1.1 The Quarters Downtown

*The Quarters Infrastructure Upgrading Concept - Final Report (2008)* provides a review of the existing infrastructure systems and gives recommendations for systems upgrading that would be required to support the anticipated population increase in the project area. Current capacities were calculated and reviewed to determine the impact of the proposed new densities and uses. The results of those reviews were used to determine the types of changes necessary to implement the new Plan.

The following sections briefly describe the existing utilities within the servicing limits of The Quarters.

##### 7.1.1.1 Sanitary and Storm Sewer Servicing

The Quarters Downtown is currently serviced by a combined sewer system which collects both sanitary sewage and stormwater runoff in the same pipe. The design standards for new development in Edmonton changed in the early 1960's requiring separate storm and sanitary sewer servicing.

Figures 11 and 12 show an overview of the existing drainage system. Much of the area infrastructure is old. There is sufficient capacity if no significant redevelopment occurs. Improvements to existing infrastructure are needed to increase capacity to accommodate the proposed redevelopment. All infrastructure work will ensure that the services in the neighbourhood contribute to its overall sustainability taking into account best practices in the areas of economics and green technologies that contribute to low impact development.

According to *The Quarters Infrastructure Upgrading Concept report (2008)* 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 existing drainage system in The Quarters consists primarily of combined lateral sewers that collect sanitary and storm drainage from the area. There are a few short sections of dedicated sanitary and storm sewers as well. The local sewer laterals convey the captured flows to the deep trunk sewers which also flow through the area. All of the trunk sewers in The Quarters ultimately are 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 east and west of 96<sup>th</sup> street.



Figure 11 - Existing Lateral Sewer System

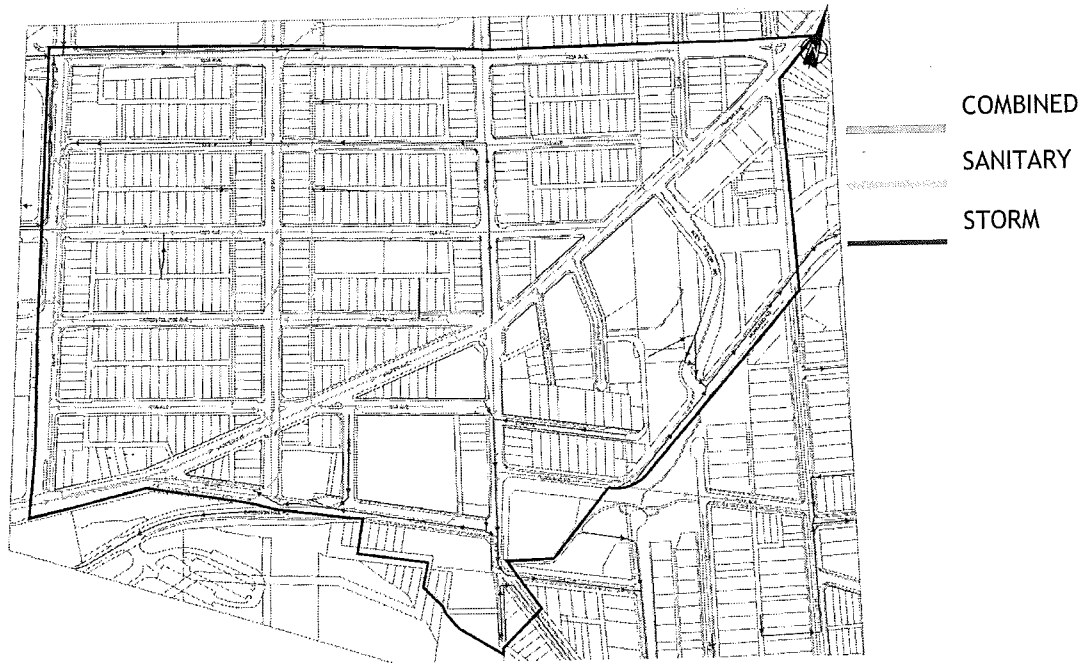
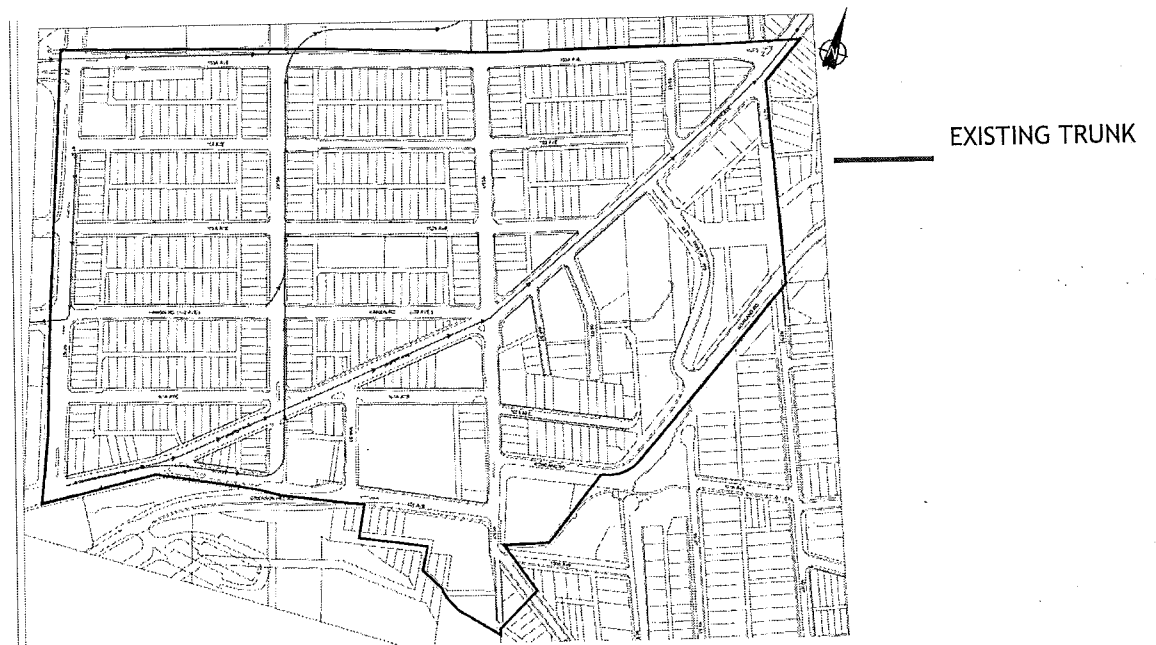


Figure 12 - Existing Trunk Sewer System



#### 7.1.1.2 Stormwater Management

As mentioned in the previous section, the existing drainage system in The Quarters consists primarily of combined lateral sewers that collect sanitary and storm drainage from the area. There are a few short sections of dedicated sanitary and storm sewers as well.

The conclusions and recommendations of *The Quarters Infrastructure Upgrading Concept (2008)* relating to Storm Water Management are as follows:

- Implement a sewer separation program to manage stormwater independently of sanitary;
- Incorporate on-site, stormwater management retention storage and re-use programs to restrict storm discharge to 35 L/s/ha of developed land;
- Encourage Green initiatives for reuse of rainwater as well as low flow fixtures; and
- Add additional connections from the lateral drainage system to the deep combined sewers to increase lateral capacity and mitigate flooding.

#### 7.1.1.3 Water Distribution Network

According to *The Quarters Infrastructure Upgrading Concept Report (2008)* the water distribution system in The Quarters is primarily located within the roadways except for one water main that is located in an alley west of 93<sup>rd</sup> street, just north of Jasper avenue. The water distribution system was developed in the early 1900's and since then many pipes have been replaced and/or upgraded to increase capacity and address maintenance issues. The remaining mains from the early 1900's are 100 or 150 mm cast iron (CI). Pipes replaced in the 1970's are asbestos cement (AC) and recent replacements in the 1990's and 2000's are polyvinyl chloride (PVC). The conclusions and recommendations of *The Quarters Infrastructure Upgrading Concept Report (2008)* relating to Water Distribution Network are as follows:

- Upgrade some of the water distribution system piping sizes to accommodate 300 L/s fire flows in the area;
- Add new water main looping to strengthen distribution network; and
- Add fire hydrants as required to provide appropriate level of service.

Figures 13 and 14 show the existing water distribution system and the pipes recommended to be replaced.

Figure 13 - Existing Water System

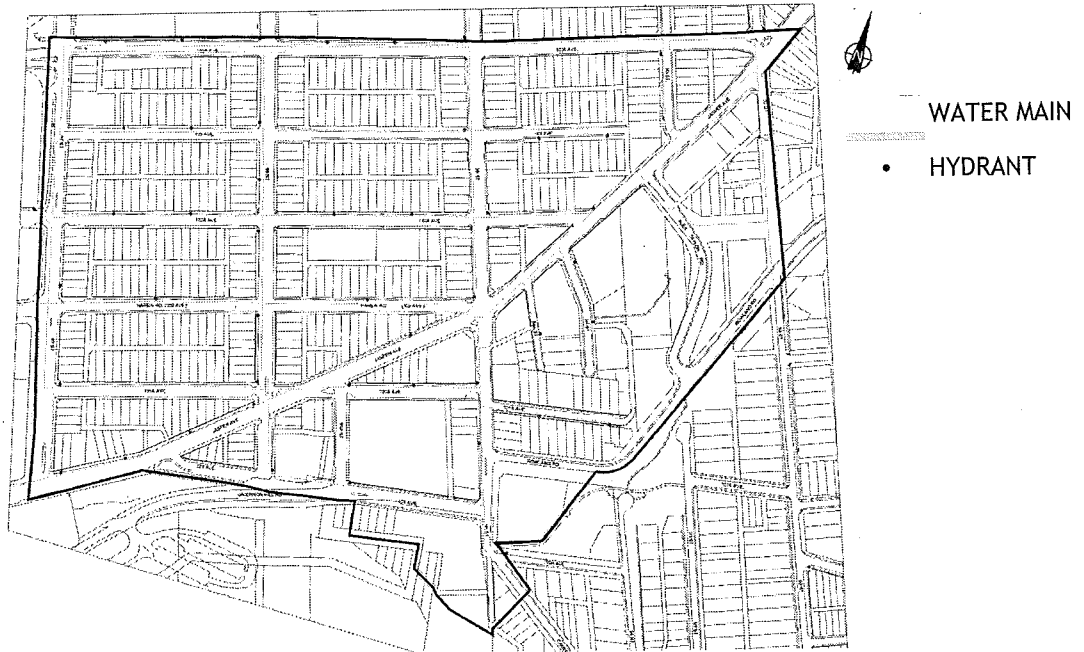


Figure 14 - Pipes to be Replaced



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

Currently all franchise utilities with the exception of natural gas are provided on overhead lines supported by poles in the alleys.

Power: The existing power distribution within the project area is primarily by aerial distribution with pole lines located in the alleys. The aerial distribution system in the area also includes feeders passing through the area to support adjacent areas. Power duct lines are also located on the perimeter of the project area with lateral ties between the aerial and duct lines. Some of the existing power customers rely on pole mounted transformers to service their property while others have ground mounted transformers. The existing feeder system has enough capacity to handle the residential component of the development and EPCOR will bring in other feeders to meet the commercial development. When the current system is no longer capable of meeting the requirements of The Quarters, EPCOR Power will submit an application to add a new feeder to the area. (extracted from *The Quarters Infrastructure Upgrading Concept - Final Report, 2008*)

Telephone: The telephone distribution system is owned and operated by Telus. For the most part, the telephone network in the project area is aerial with pole lines located primarily in the alleys although there are a few pole lines located on the roadways. Major duct banks are located on Jasper avenue (east of 94<sup>th</sup> street), 102<sup>nd</sup> avenue (west of 95<sup>th</sup> street), 96<sup>th</sup> street (north of 102<sup>nd</sup> avenue), 103<sup>rd</sup>A avenue (west of 96<sup>th</sup> street) and on the west side of 97<sup>th</sup> street. The duct banks are an important part of the Telus network and service a larger area to the north and east of The Quarters. (extracted from *The Quarters Infrastructure Upgrading Concept - Final Report, 2008*)

Cable: The cable distribution system is owned and operated by Shaw Cable Systems. For the most part, the cable network in the project area is aerial with pole lines located primarily in the alleys although there are a few pole lines located in the roadways. There are also a few duct lines in the project area. (extracted from *The Quarters Infrastructure Upgrading Concept - Final Report, 2008*)

Gas: ATCO Gas is the owner/operator of the natural gas distribution system in the City of Edmonton. Their franchise agreement requires them to provide service connection to any registered lot at no cost. Modifications to their system to accommodate development however are recoverable costs. The existing distribution system is comprised of medium pressure (MP) and intermediate pressure (IP) mains and upgrading of several of the MP lines to IP will be required to serve the higher density development. (extracted from *The Quarters Infrastructure Upgrading Concept - Final Report, 2008*)

The conclusions and recommendations of *The Quarters Infrastructure Upgrading Concept - Final Report (2008)* relating to Franchise Utilities are as follows:

Construct duct banks for power, telephone and cable distribution systems to permit removal of the aerial distribution system. Recognizing the desire to beautify the urban landscape, it is recommended that the existing power, telephone and cable systems that are currently distributed on pole lines be placed underground.

ATCO Gas will reconstruct portions of their distribution network required to meet the energy requirements of the proposed redevelopment

Section 15.0 Plan Costs provides information about the cost of utilities improvements that will be part of the Quarters Downtown CRL Plan.

## 7.2 TRANSPORTATION

### 7.2.1 The Quarters Downtown

Transportation consultants are in the process of developing a detailed traffic impact assessment for The Quarters Downtown. Preliminary recommendations include neighbourhood streets that are established within a hierarchy that defines their unique design and functional characteristics, promoting walkability, cycling and ease of access to transit. Alternative street classifications such as pedestrian oriented streets, higher volume vehicular streets, transit streets or combinations of the above should be considered. Also, each street type should include streetscape layouts for landscaping, street furniture, signage, medians, and intersection and sidewalk design to create enhanced pedestrian comfort and convenience at key intersections.

#### 7.2.1.1 Transportation Planning Principles

To realize the vision for The Quarters as a sustainable, livable, well designed, thriving and accessible community requires the establishment of innovative transportation planning and design principles to guide public policy decisions, urban design and development practice and to ensure each initiative contributes to the fulfillment of the overall vision over time. The development of a complementary transportation plan for the development area represents one of the fundamental cornerstones in the development of an overall sustainable community.

The desired outcome for transportation in The Quarters is achieving good accessibility which is critical to the economic viability of commercial development activity, with loading areas and parkade entrances that are located in alleys to ensure service provision with minimal impact on pedestrians.

The following guiding principles were established to provide a framework around which The Quarters Transportation Plan will be finalized.

#### **Principle 1: Forging a Sustainable Transportation Community**

Sustainability involves balancing environmental, economic and equity concerns within an urban development. Transportation decisions must consider both the needs of future residents and stakeholders with the intention to use scarce resources wisely and reduce environmental impacts. Providing a balanced range of sustainable travel modes can augment the capacity of the community as a major destination for working, learning and living.

Developing an internal and internal-external transportation plan and enhancing access from The Quarters to all areas of the City through sustainable methods will challenge Edmontonians to think differently about their mobility choices. Desirable neighbourhoods are home to a wide array of transportation modes that collectively enhance accessibility and livability.

As lands develop within The Quarters, this area could attain similar recognition by implementing thoughtful, long-term transportation plans and programs that broaden the attractiveness and functionality of the many

forms of mobility to attractions and destinations within the area and connect the area to all other areas of the City. Transportation flexibility, the ability to choose from a wide choice of travel options will facilitate increased access opportunities and will provide a broad range of lifestyle options to be realized.

#### **Principle 2: Building a Livable Community**

The Quarters is planned to become a vibrant, mixed-use, livable and sustainable community offering a diversity of experience and amenities to enhance the quality of life in all aspects. Intense development, high densities, actively used urban spaces and a diversity of uses and activities will add vibrancy and vitality to the area. Neighbourhoods within The Quarters can commemorate their unique geographic, historic and land use characteristics to improve livability and provide a walkable, amenity rich, urban environment. The Quarters transportation plan will provide for a comprehensive interconnected system of parks, greenways and sidewalks linking public spaces, access to transit and LRT lines, plazas and neighbourhoods for a variety of recreational, environmental and health benefits.

The Quarters will offer a strong pedestrian oriented “walkable” environment. This will be achieved by creating more interesting, attractive and comfortable streets that combine street level infrastructure with well designed and attractive buildings housing a variety of uses including the shops and services in demand by people residing in the area.

#### **Principle 3: A Well Designed Community**

The Quarters will offer a high quality urban experience comprised of iconic high quality architecture, well landscaped parks, plazas, open spaces and animated streetscapes accessible and used by residents and visitors alike. Historic buildings will be valued. The development of the area’s transportation infrastructure will enhance this image as a premier neighbourhood and provide excellent access to education, health care, shopping, recreation, entertainment and public transportation.

#### **Principle 4: Develop Thriving Neighbourhoods within The Quarters**

Development within The Quarters must be managed in a fiscally responsible and sustainable manner to create a vibrant, thriving residential and business community that can support new business, sustain economic growth and foster learning and innovation. Public transport policies and investments and private developments must contribute to making the area an easy destination.

Transportation planning, programming and marketing of the area will acknowledge the importance of private and governmental sectors, educational institutions, arts, culture, tourism and entertainment as vital components of the area’s economy. Every effort will be made to enhance the vitality of the area’s retail and commercial sectors and nurture a business friendly environment that welcomes tourists and residents alike.

**Principle 5: An Accessible Community**

The transportation system which will connect the area to multiple area and regional destinations will focus mainly on the development of a fully integrated transit system and pedestrian mobility alternatives to single occupancy vehicles. Transit improvements will increase the comfort and convenience of the service and the transition to the pedestrian system. The street pattern will provide a high degree of accessibility and abundant street frontage to enhance walkability for development opportunities, pedestrian activity and street life. The demand for parking must be balanced with the need to reduce its impact on the environment, while providing adequate spaces to support a thriving area and its multitude of activities.

**Principle 6: Making Things Happen-Realizing the Vision - Implementation**

Implementing a successful transportation plan for The Quarters will represent a complex task involving buy in from many stakeholders groups, various levels of government and a commitment to maintain development momentum until completion. From a transportation planning perspective, it will be important to monitor development activity and to establish a series of performance measures, targets and criteria that can be tested over time to ensure that an appropriate and balanced transportation system is being developed.



### 7.2.1.2 Key Transportation Objectives and Actions

This section provides direction for advancing transportation, transit and related policy objectives in The Quarters area. The policies provide direction regarding regulatory and creative strategies for achieving a coordinated public / private transportation plan.

#### Mutually Supportive Transportation and Land Use Plans

- Plan a balanced multi-modal transportation system which prioritizes investments in sustainable forms of transport supportive of The Quarters neighbourhoods and adjacent land uses and initiate land use development activity which will maximize planned transportation infrastructure;
- Expanding transit, pedestrian and cyclist capacity will position the development area as a growing residential and employment sector and as an attractive vibrant urban neighbourhood where the increased use of pedestrian, bicycle, transit transportation is more than a possibility;
- Provide an internal movement system that balances the various modes of transportation - pedestrians, private vehicles, transit and bicycles - in a manner that strengthens the different neighbourhoods, is appropriate to the purpose and design objectives of key street types and which represents a flexible plan, adaptable to future market conditions; and,
- Mitigate the impacts of traffic movements through the area in order to create a more pedestrian and transit friendly internal street system by promoting and encouraging the use of edge arterial roadways as much as possible and improve pedestrian and cyclist crossings where bike and pedestrian routes cross arterials; and,

### Integrated and Coordinated Circulation System

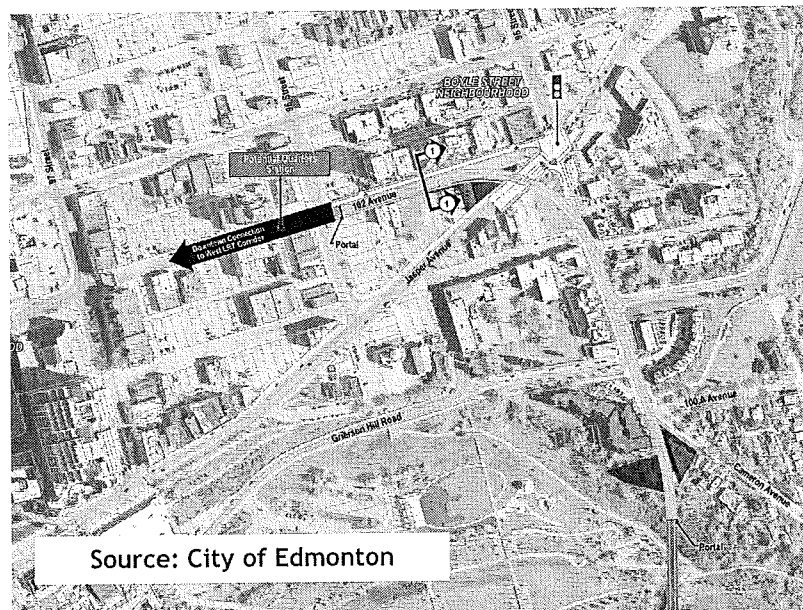
- Locate connections and transitions between travel modes in proximity to each other along with appropriate waiting areas, schedule information and bicycle parking;
- Develop a coordinated wayfinding /directional signing program that targets all major user groups and links all modes of travel (walking, driving, cycling and transit) to major activity nodes.
- Design an easily followed circulation system to effectively communicate transitions between transit services, pathways and bicycle routes to ease transition between travel modes;
- Neighbourhood streets should be established within a hierarchy that defines their unique design and functional characteristics within the development area and which promotes walkability, cycling and ease of access to transit;
- Complete a street design hierarchy. Consider alternative street classifications and grouping of streets based on split between various transportation modes - pedestrian, bicycle, transit and vehicles; and their function i.e. pedestrian oriented streets, higher volume vehicular streets, transit streets or combinations thereof;
- Ensure that each street type provides more space for pedestrians and includes streetscape layouts for landscaping; street furniture, signage, medians, and intersection and sidewalk design and locations and standards for amenity space for street vendors, outdoor cafes and enhanced pedestrian intersection design;
- Consider conversion of one-way to two-way streets, especially where they are supportive of retail activity, residential uses and pedestrian travel; and,
- Provide pathway or sidewalk links between major transit stations/stops and other modes of transit and between neighbourhoods.

## Public Transit

The Quarters transportation strategy will recognize transit service enhancements and system expansion as the priority method for transport to and from the area. Recognizing that high speed transit connections across the City and the Capital Region will strengthen the neighbourhoods within the Quarters as high-density residential and employment precincts, maximizing access opportunities to LRT will enhance transit mode split opportunities.

- Ensure that transit is the priority mode of access and that transit capacity improvements receive priority over roadway capacity improvements except where roadway improvements facilitate improved transit access.
- Provide a safe transit system that is accessible to all user groups with connections between all modes of transit mobility including, busses, light rail trains, bicycles, etc.;
- Designate streets with a priority for transit movement and compatible transit oriented development;
- Improve the transit customer experience by providing increased capacity, convenience, information and amenities at major transit stops and stations;
- Provide both active and passive security measures throughout the area's transit system and at major waiting areas and transfer points to ensure safe and secure transit system for all users and promote a safe image of the area;
- Employ enhanced traffic signal management strategies including transit signal priority in select corridors to reduce transit system delay; and,
- Integrate transit facilities into developments.

Figure 15 - LRT Planned Expansion in the Quarters Downtown



Source: City of Edmonton

### Alternative Transportation - Improved Streetscapes for Pedestrians and Access to LRT

Recognize the importance of a high quality pedestrian environment by providing safe, efficient and pleasant environments for pedestrians through continuous pedestrian linkages, easing the transition across major arterial roads and reducing conflict between automobiles, trucks, bicycles and pedestrians through streetscape and intersection design. The overall transportation plan for The Quarters should be conducive to walking.

- Identify pedestrian priority streets that support pedestrian flow between major land uses and link areas of high population concentration with the LRT system;
- Identify improvements that could be made to ensure safer, more visible and attractive street crossings by introducing traffic calming techniques, increasing the size of traffic islands, utilize leading pedestrian intervals to give pedestrians a head start in crossing prior to allowing motorists to turn, etc.
- Identify pedestrian areas to accommodate festival staging while retaining access for transit service;
- Incorporate pedestrian amenities including street furniture, trees, pedestrian lighting to enhance the pedestrian environment;
- Enforce existing Zoning Bylaw requirements and introduce requirements to ensure that development proposals include opportunities for introducing or enhancing pedestrian connections and amenity space; and,
- Increase pedestrian connections beyond the sidewalk system to rear and side lanes or where there is an opportunity to enhance or create public amenity space, including publicly accessible, privately-owned space.

### Alternative Transportation - Promoting Bicycle Access - Bicycle Enhancements

Encourage bicycle commuting through a variety of measures including bicycle enhancements as a function of development, designation of key bike routes, street design that clearly welcomes bicycle use and provision of end of trip facilities that promote safe and convenient storage of bikes.

- Provide bicycle routes that connect to adjacent neighbourhoods and the Multi-use Trail Corridor Network;
- Coordinate the implementation and maintenance of a bicycle route system with the management framework established under the City's Bicycle Transportation Plan;
- Complete improvements to bicycle routes that formalize their place on the roadway network, improve safety and convenience for bicycle commuters and ensure that bicycle users and automobile drivers are increasingly aware of the location of bicycle routes;
- Develop a standard for the provision of safe, secure, and convenient bicycle storage facilities at major transit facilities;
- Amend the Zoning Bylaw to require bicycle end of trip facilities scaled to the size of development, requiring the provision change rooms, lockers, showers, and secure indoor parking at office, institutional, commercial, and residential buildings.
- Integrate covered bicycle parking into commercial, residential, institutional and non accessory parking areas that feature inviting, accessible designs and security and surveillance measures to encourage greater use of cycling for both commuter and convenience trips (Note: included as part of The Quarters DC1 zoning);
- Use development agreements to secure the provision of amenities, bicycle route enhancements or right of way provision; and,
- Implement intersection crossing improvements to increase convenience, safety and visibility and where bicycle routes cross major roadways.

### Transportation Demand Management

Employ transportation demand management (TDM) techniques, strategies and tactics such as carpool and parking management incentives to improve traffic and pedestrian movements with a view to reducing single occupant vehicles, minimizing the impact on fossil fuel technology and prioritizing transit, pedestrian and cyclist movements.

- Use TDM techniques to increase access and roadway capacity;
- Identify TDM strategies that provide the greatest benefit to transit and pedestrian movements;
- Reserve spaces in parkades for car-pool and low emission vehicles and develop other incentives;
- Develop employer and resident-based TDM programs. Transportation allowances, and targeted incentives for non-single occupant vehicle modes and disincentives for auto use should be implemented; and,
- Consider building-based TDM programs, merchant TDM programs and transit incentives.

### Alleys and Efficient Service Delivery

Good accessibility is critical to the economic viability of commercial development activity. Design loading areas, parkade entrances and alleys to encourage free movement and circulation with service and parkade entrances located in alleys to ensure service provision with minimal impact on pedestrians.

- Rationalize on street loading facilities and locations and suggest design standards for garbage (storage/pickup) facilities; and,
- Provide a safe, cost effective and efficient truck route system that facilitates the movement of goods and services.

## 7.2.2 Boyle Renaissance

### 7.2.2.1 Roads

According to The Boyle Renaissance Master Plan Phase I and II Parking and Traffic Review Final Report (2010), prepared by Bunt & Associates, the roadway network in the immediate vicinity of the Boyle Renaissance Master Plan area is fully developed. All of the roadways in the immediate vicinity of the development area operate as undivided roadway facilities.

According to the report, roadway improvements are anticipated in the immediate future and are included in this Plan. Primary access into the development area will be via 104<sup>th</sup> avenue from either 95<sup>th</sup> street or 96<sup>th</sup> street. The conclusion of the referred report regarding roads is that the two main access points to the area (104<sup>th</sup> avenue / 95<sup>th</sup> street intersection and the 104<sup>th</sup> avenue / 96<sup>th</sup> street intersection) are both anticipated to continue to operate at acceptable levels of service as two-way stop controlled intersections upon the completion of the development.

### 7.2.2.2 Pedestrian Accommodation and Cycling

It is anticipated that a strong pedestrian network will be developed in the Boyle Renaissance, also connecting this area to The Quarters. The Boyle Renaissance Master Plan aims to maintain the pedestrian-oriented character of commercial areas, comprised of shopping streets in close proximity to residential areas of the City. A comprehensive inter-connected walkway system has been planned to integrate external and internal pedestrian facilities and to encourage pedestrian/bicycle connectivity and activity.

Regarding pedestrian accommodation and cycling, The Boyle Renaissance Master Plan Phase I and II Parking and Traffic Review Final Report (2010) recommends the following:

- Pedestrian /bicycle corridors should be clearly visible, marked and separated from vehicular traffic to ensure pedestrian and cyclist safety;
- Walkways should be provided to minimize walking distances where street interconnections are not feasible; and,
- Bicycle parking should exceed Zoning Bylaw bicycle parking requirements to stimulate cycling in the area.

### 7.2.2.3 Transit

According to The Boyle Renaissance Master Plan Phase I and II Parking and Traffic Review Final Report (2010), the Boyle Renaissance Master Plan campus is well positioned to take advantage of existing transit service. There are two bus stops located along the northbound lanes of 95<sup>th</sup> street and two bus stops located on the southbound lanes of 95<sup>th</sup> street, which provide access to Transit Route 5. Also, there are a number of transit routes located along the 97<sup>th</sup> street corridor. These include Transit Routes 3, 16 and 140 (basic transit service) and Peak Hour Routes 160, 161, 162 and 180.

The Boyle Renaissance area is located about 700 meters away from the Churchill LRT Station. In the future it will be within an approximate 400 meter walking distance of a Southeast LRT station, which is to be located on 102<sup>nd</sup> avenue between 96<sup>th</sup> street and 97<sup>th</sup> street.

## 7.3 PARKS, OPEN SPACE AND STREETSCAPING

The Quarters and The Boyle Renaissance are not surrounded by a significant amount of open space or parks. Therefore, a fundamental component for both areas is to develop a linked network of open spaces, including the river valley, for residents and visitors to enjoy.

### 7.3.1 The Quarters Downtown

Public space within The Quarters will be provided as a combination of large green areas for both passive and active play, wide hard surfaces with displays of art and sidewalk cafes that share the space with pedestrians. In addition, an Urban Balcony with a bridge over Grierson Hill Road is proposed that would provide another means of accessing the river valley park system, particularly Louise McKinney Riverfront Park. Although not part of the Community Revitalization Levy Area Plan, other projects are evolving that could provide a mechanized means of access into the river valley.

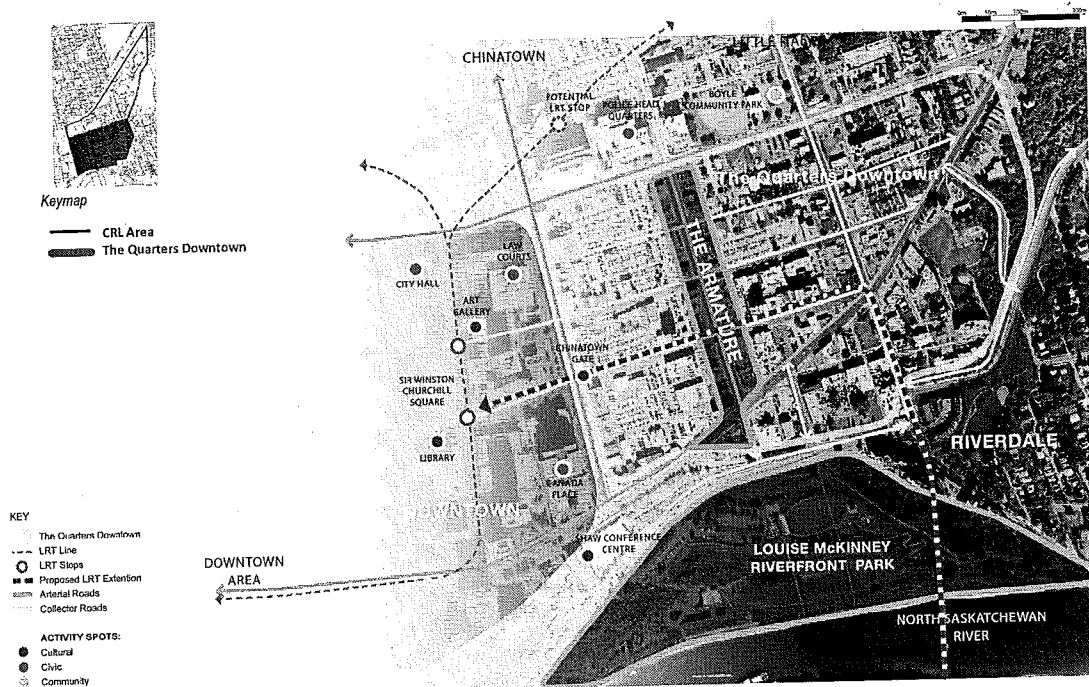
The three most significant plans that have been developed to accomplish the vision in The Quarters are *The Armature Project (2010)* prepared by Marshall Tittlemore Architects (Edmonton) and Broadway Malyan (London), and *The Quarters Public Realm Master Plan (2010)* prepared by EIDOS Consultants Incorporated and *The Quarters Urban Design Plan (2009)* prepared by ONPA. The main improvements proposed by these plans are presented below.

#### 7.3.1.1. The Armature Project

*The Armature Project Edmonton (2010)* focuses on the area of The Quarters known as the Armature. Figures 16 and 17 show the location of the Armature and context information.

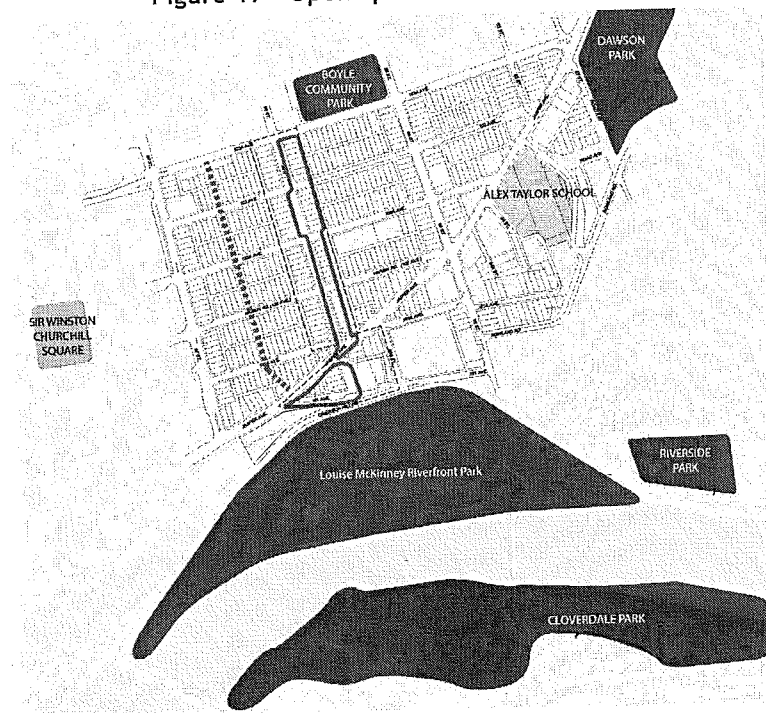


Figure 16 - Site Context



Source: Adapted from The Armature Project Edmonton (2010)

Figure 17 - Open Space and Site Context

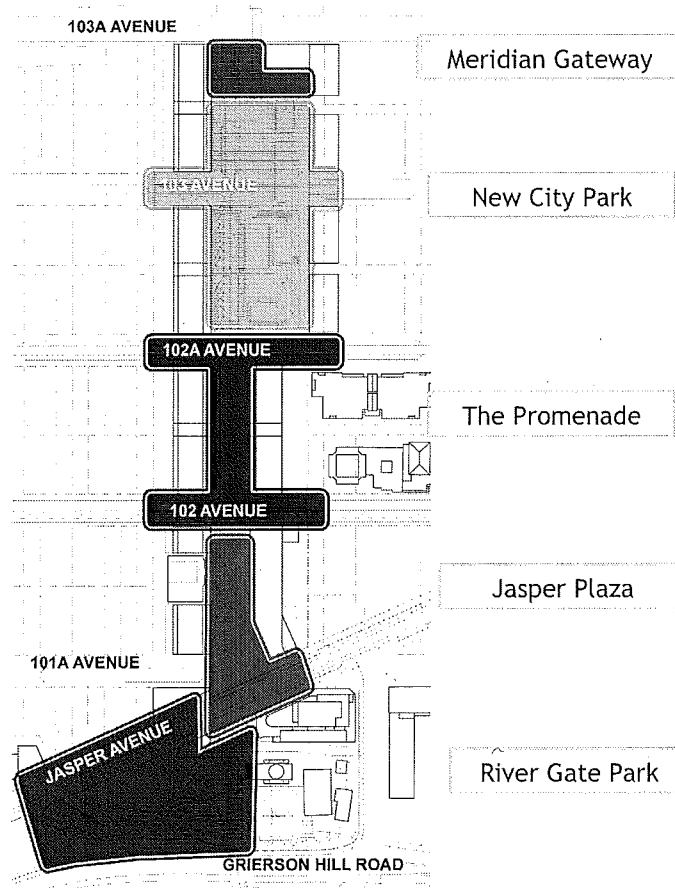


Source: The Armature Project Edmonton (2010)

*The Armature Project Edmonton (2010)* presents a preliminary Urban Design Plan seeking to reshape the five key character areas (Figure 18) along what is now 96<sup>th</sup> street:

- Meridian Gateway - key entrance space off 103<sup>rd</sup> avenue;
- New City Park - Downtown neighbourhood resource with sport and play facilities;
- The Promenade - green street with space for market stalls selling specialty items;
- Jasper Plaza - signature urban space, enlivened by innovative art, lighting, and water effects and fringed with cafes and restaurants. The plaza intersects Jasper Avenue to connect to the river valley escarpment; and
- River Gate Park - urban green space and facilities overlooking the city and North Saskatchewan River

Figure 18 - Key Character Areas



Source: *The Armature Project Edmonton (2010)*

Figures 19 to 21 illustrate the overview concept for the Armature.

Figure 19 - Overview Concept for the Armature

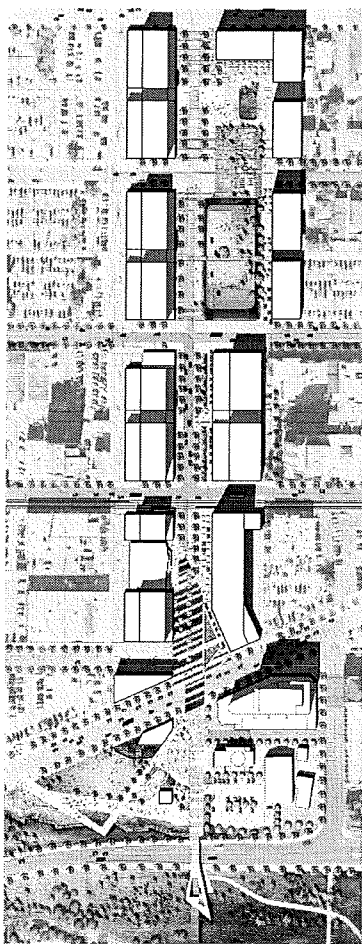


Figure 20 - Overview Concept for the Armature, looking South from Meridian Gateway

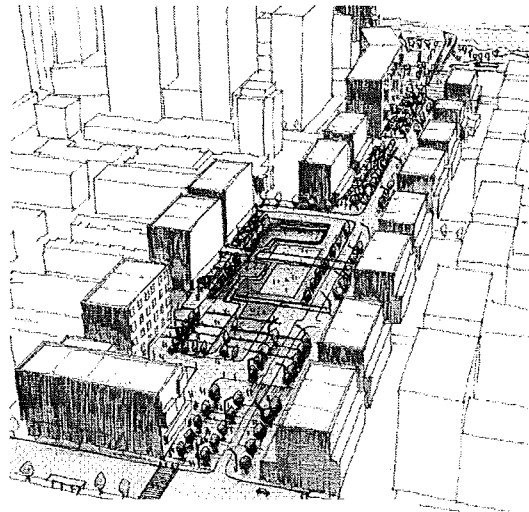
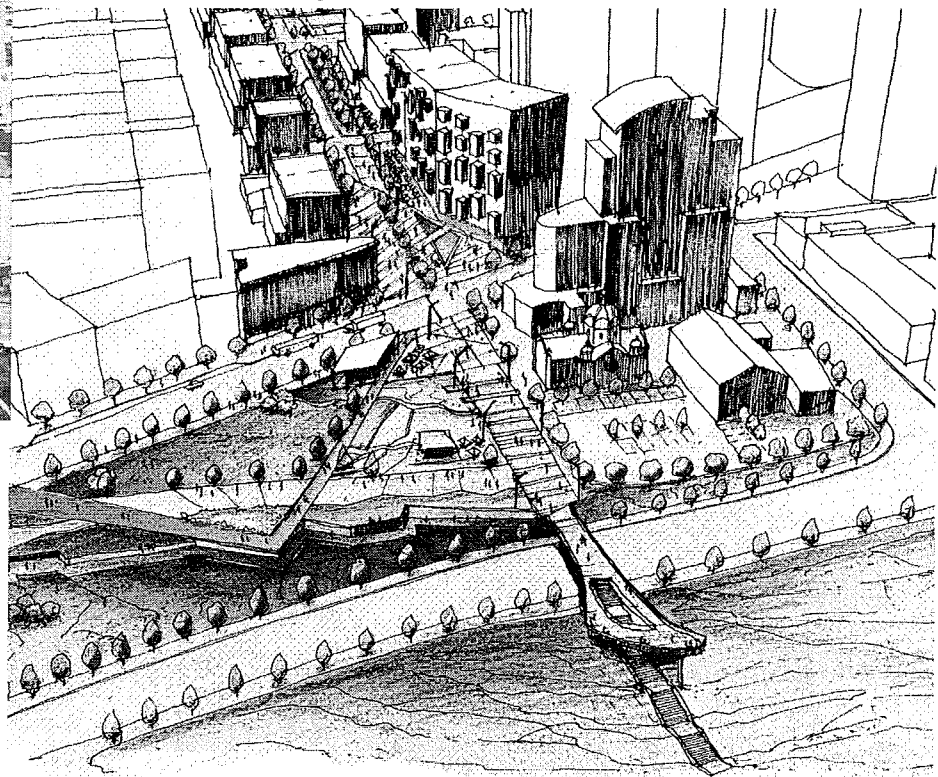


Figure 21 - Overview Concept for the Armature, looking North from River Gate Park



Figures 22 to 26 show more details about the vision for each one of the key character areas.

Figure 22a - Vision for Meridian Gateway

**Meridian Gateway** is a local centre for the emerging creative industries and marks the northern threshold to The Armature. It offers visitors a striking southerly vista of this unique "Green Street". Animated by busy frontages, contemporary streetscape elements, digital art and media installations as well as cafes, bars and restaurants, Meridian Gateway makes a striking first impression. It features a distinctive sunny plaza and all - season space - summer pool, winter skating rink and play park.

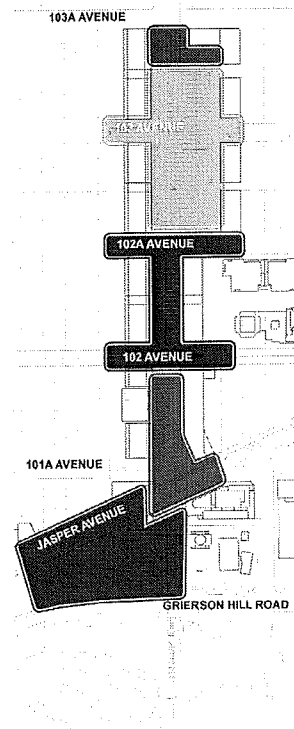
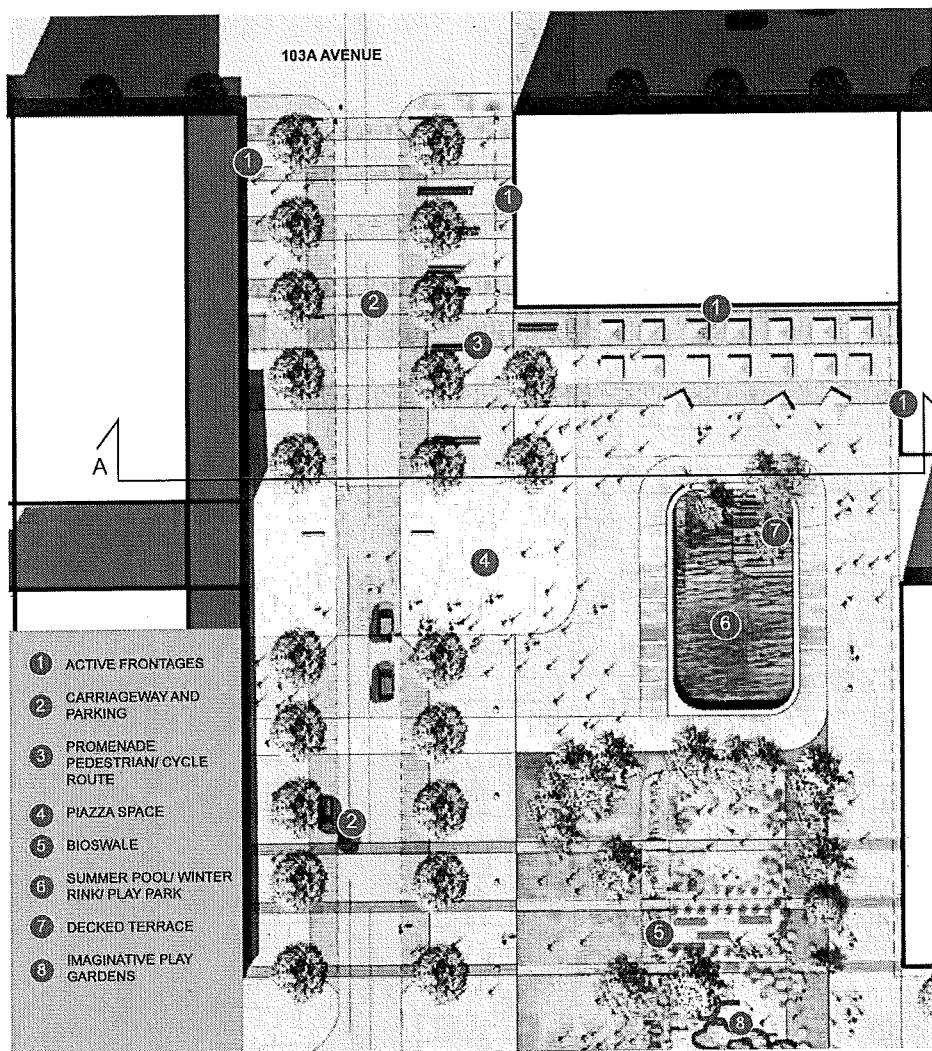


Figure 22b - Vision for Meridian Gateway

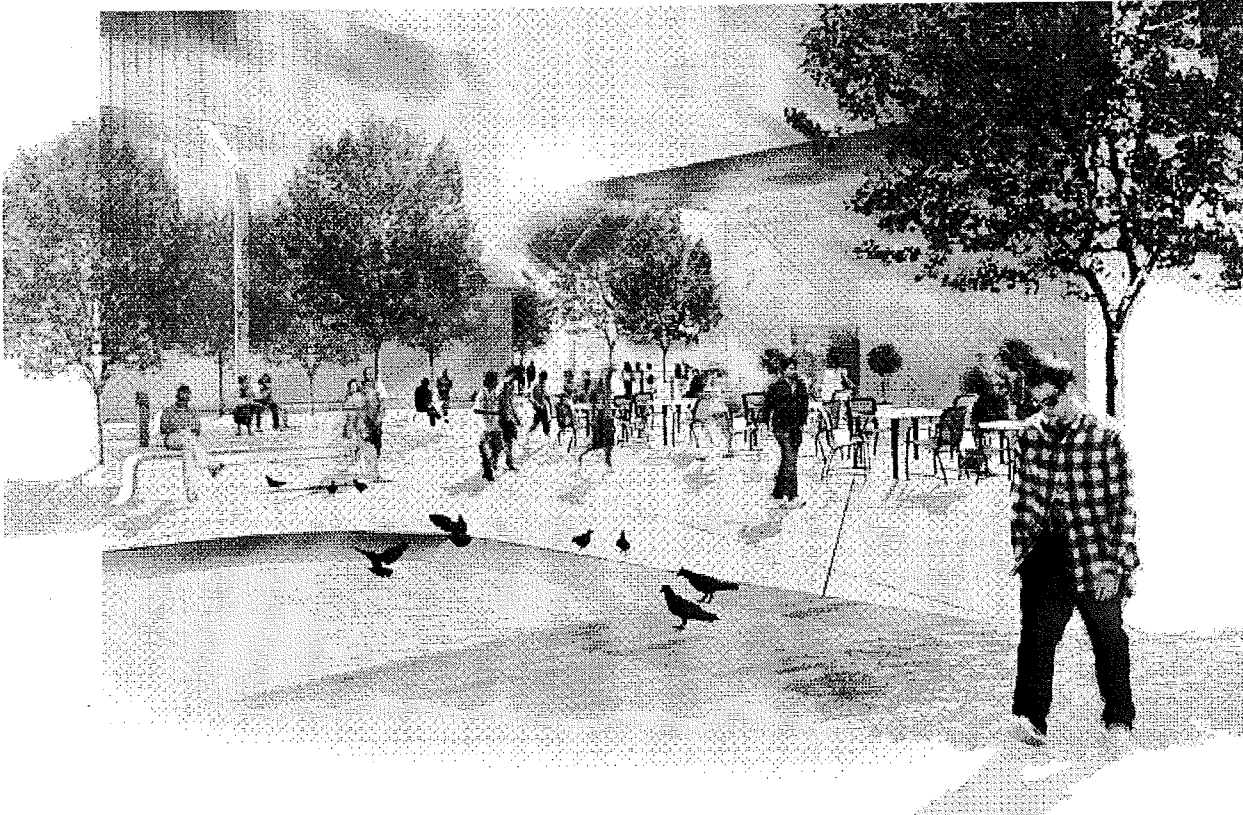


Figure 22c - Vision for Meridian Gateway

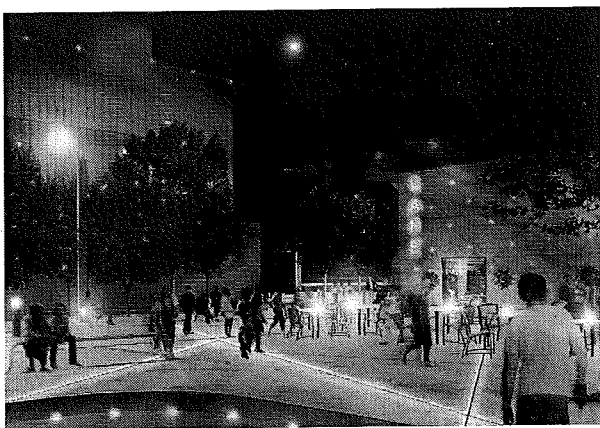
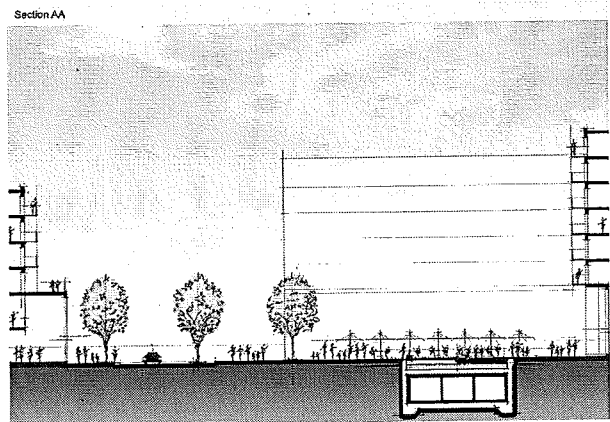


Figure 22d - Vision for Meridian Gateway

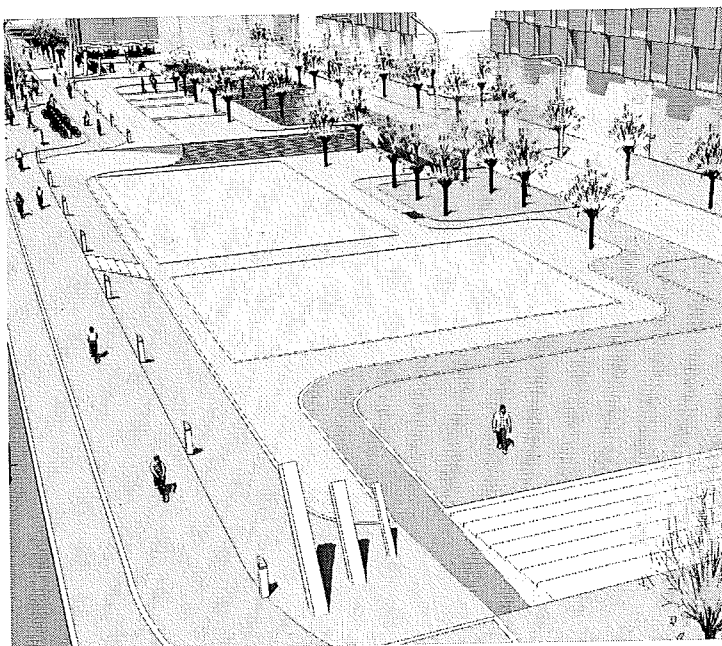
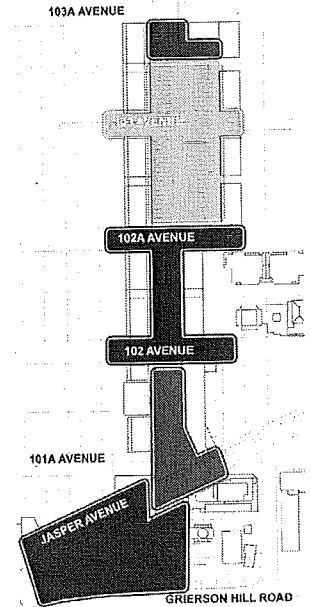
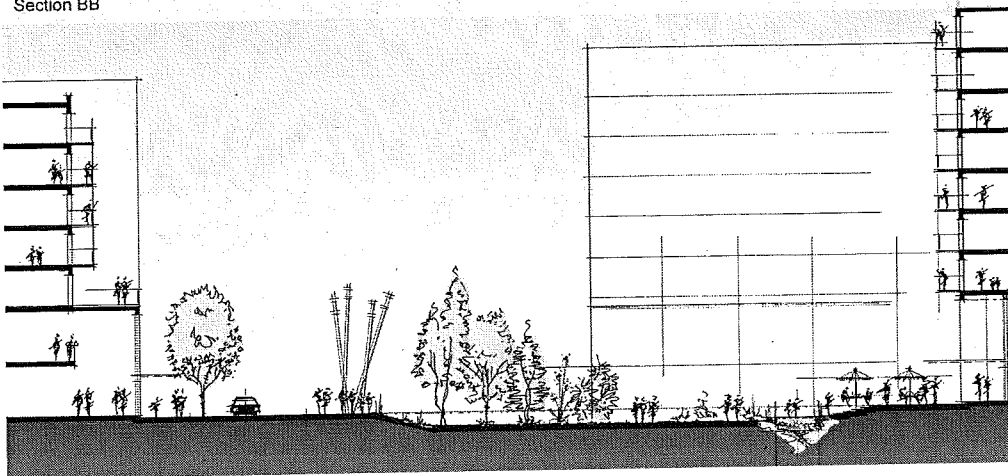


Source: The Armature Project Edmonton (2010)

Figure 23a - Vision for New City Park

**New City Park** is a flexible area of urban greenspace for sports, imaginative play, nature and relaxation. Screened from traffic by lines of trees the park provides a large open lawn for lunch time breaks, games or events. The south end of the park is lowered to allow inward views. A circular raised bed catches local run-off and divides the park's intimate spaces from its open areas. The park optionally features kiosks for charging, showering, storage management, interpretation, information and exhibitions.

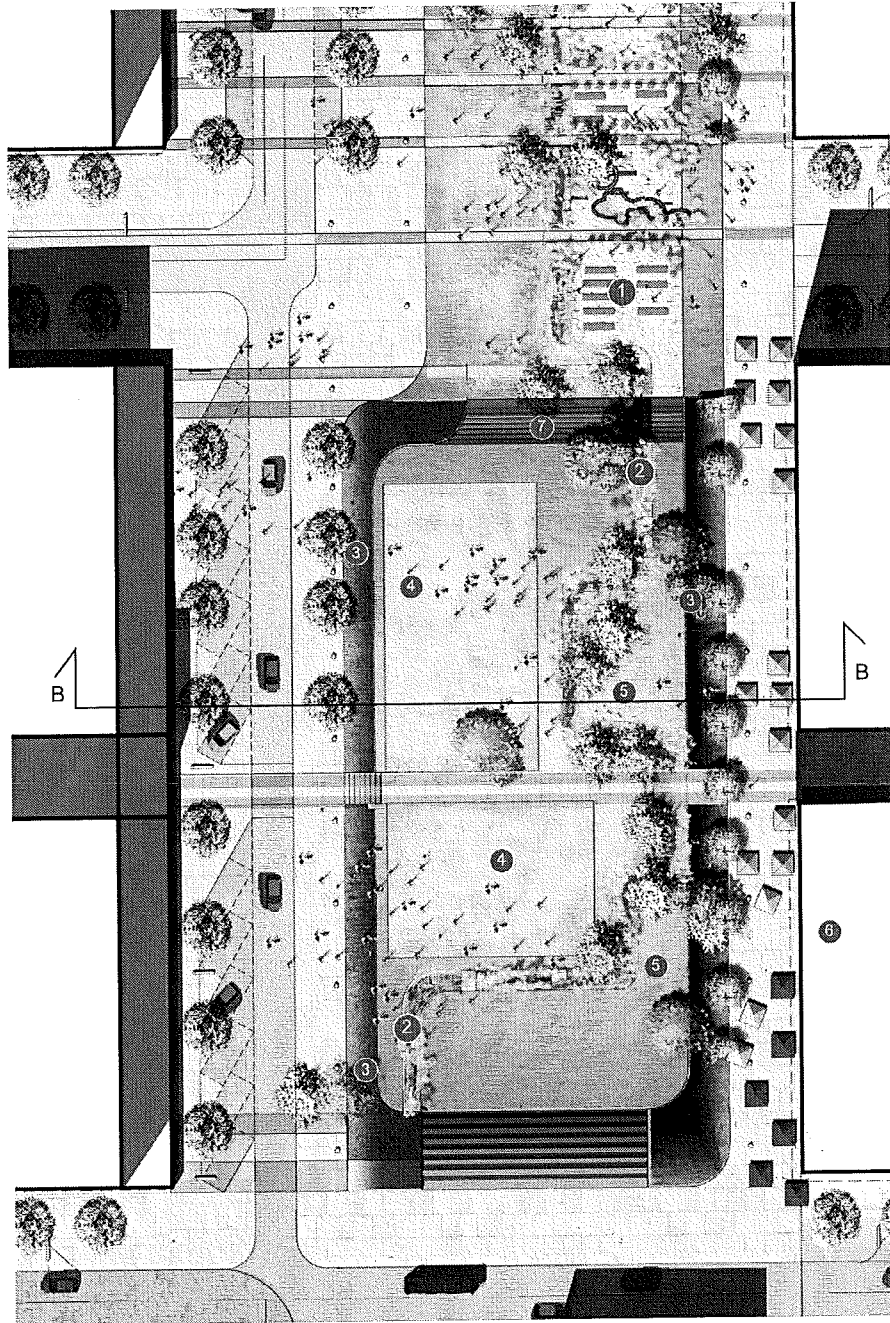
Section BB



- ① GARDEN OF THE IMAGINATION - CONTEMPORARY PLAY FOR ALL AGES
- ② BIOSWALE
- ③ TERRACES WITH STEPS, RAMPS, SEATS BY PROMENADE
- ④ OPEN AREA FOR SPORTS AND EVENTS
- ⑤ THEMED GARDENS WITH ENVIRONMENTAL FOCUS
- ⑥ WASHROOMS AND CHANGING FACILITIES
- ⑦ SOUTH-FACING STEPS

Source: The Armature Project Edmonton (2010)

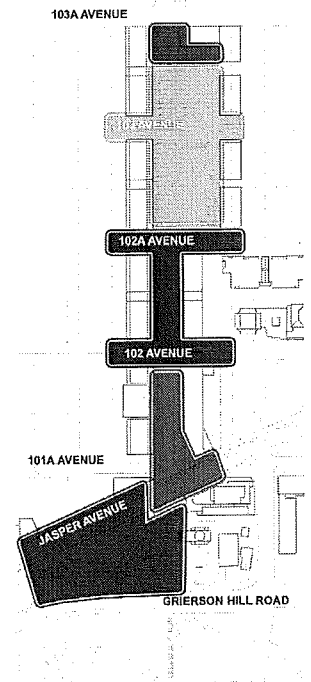
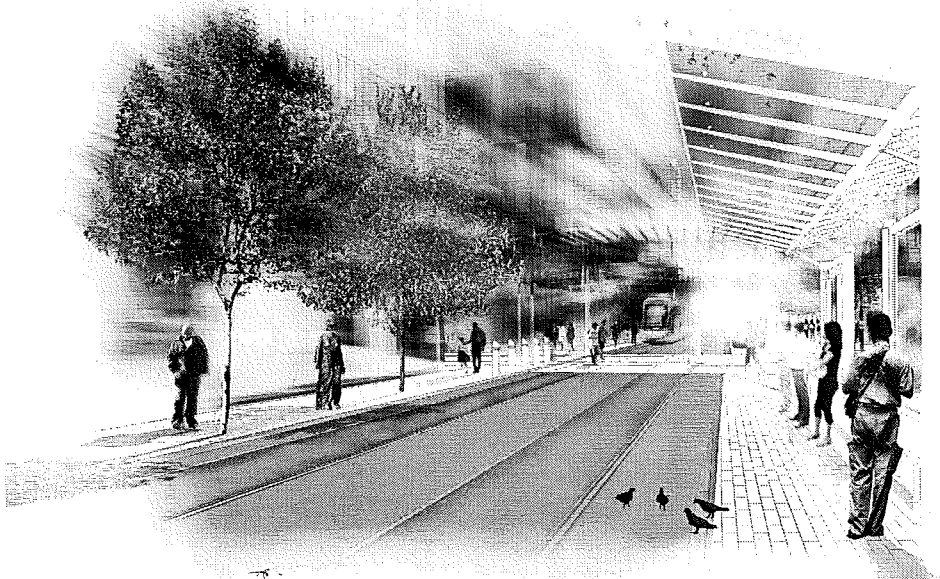
Figure 23b - Vision for New City Park



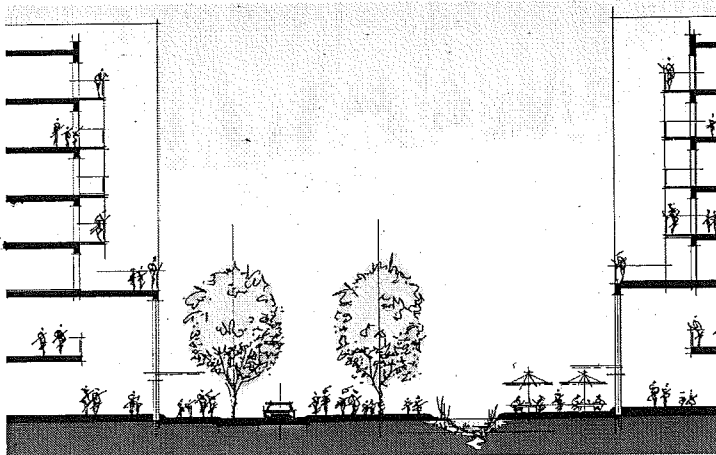
Source: The Armature Project Edmonton (2010)

Figure 24a - Vision for the Promenade

**The Promenade** is a shared surface environment with space that could be used for speciality trading stalls flanked by sustainable buildings. It is dissected by a planted bioswale bringing nature into the space. Ground floor shops and cafes provide an active edge which spill onto the promenade during the summer months. The space is well serviced by public transportation with access to bus and future transit route at 102 Avenue.



Section CC



- ① MARKET STALLS - OPTIONALLY IN CARRIAGEWAY WHEN ROAD CLOSED
- ② PROMENADE
- ③ PUBLIC SQUARE
- ④ BIOSWALE
- ⑤ BARS, CAFES AND RESTAURANTS SPILL ONTO THE PROMENADE
- ⑥ CAFES' SPILL OUT ZONE
- ⑦ LRT/TRANSIT STOP/ SHELTER
- ⑧ POSSIBLE CANOPY FEATURE



Figure 24b - Vision for the Promenade

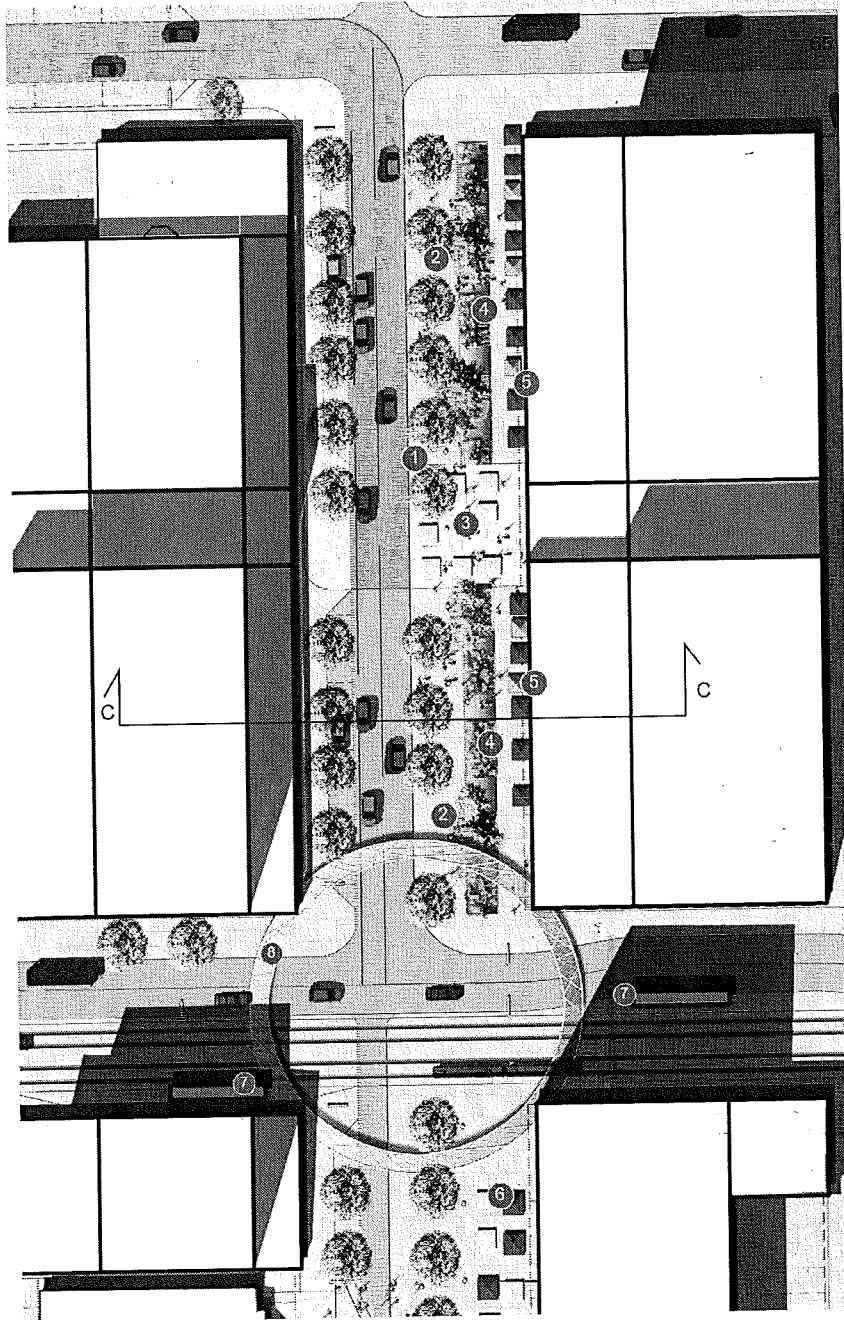
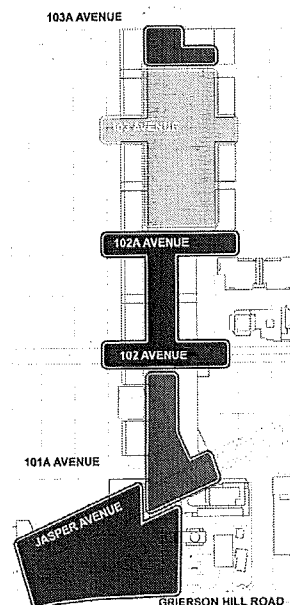
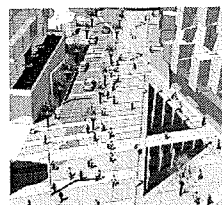
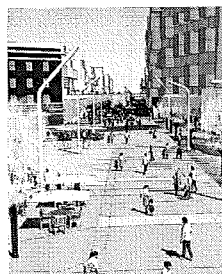
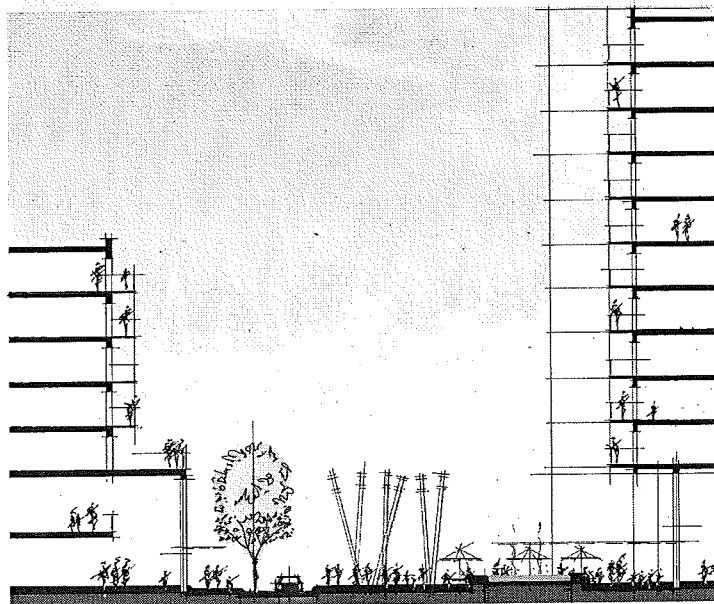


Figure 25a - Vision for Jasper Plaza

**Jasper Plaza** is a prestigious contemporary urban space established in the first phase of development. High quality frontages animate the space by day and night, with a striking fountain pool emphasising the gateway function of the space. The plaza extends across the road to offer a dramatic setting for the existing cathedral and Gibson Block buildings, and the future housing developments.

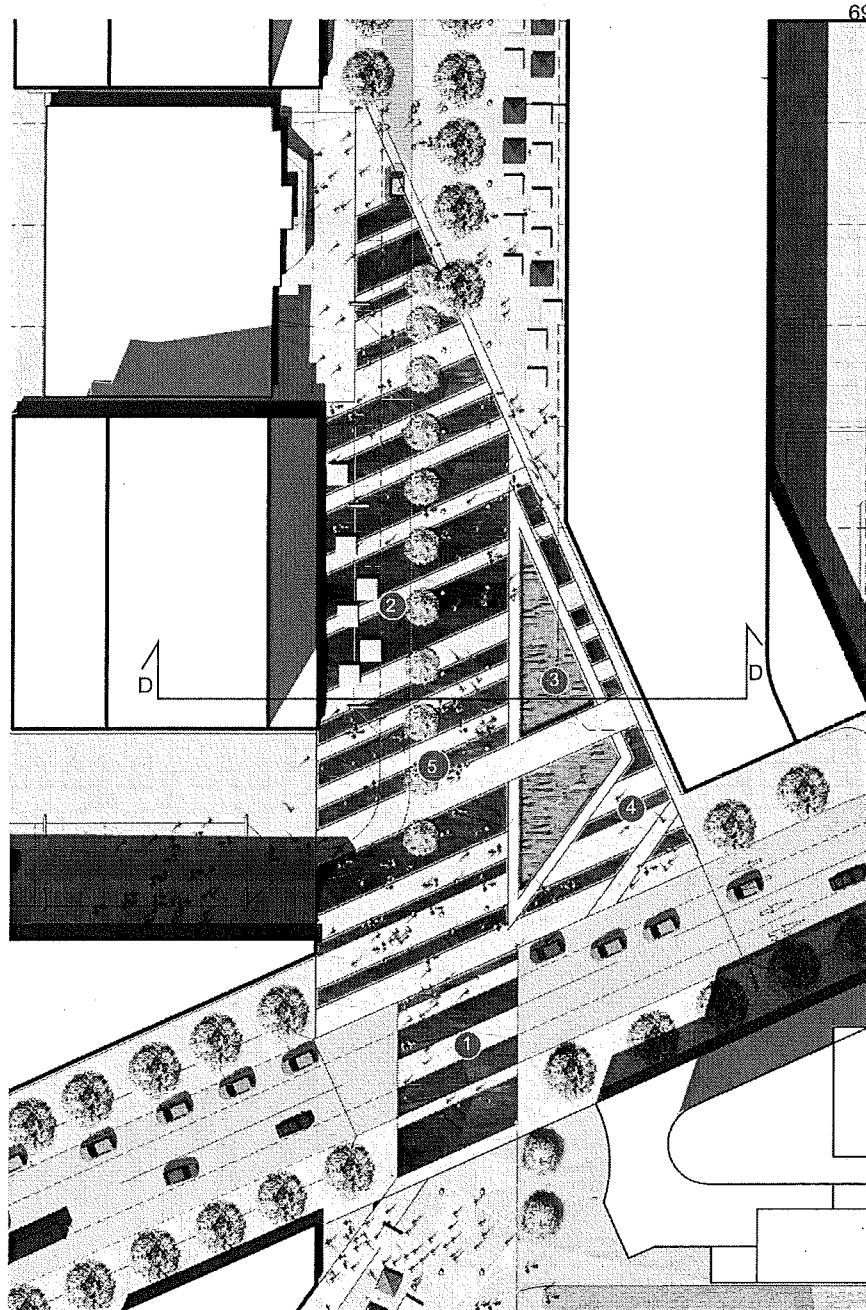


Section DD



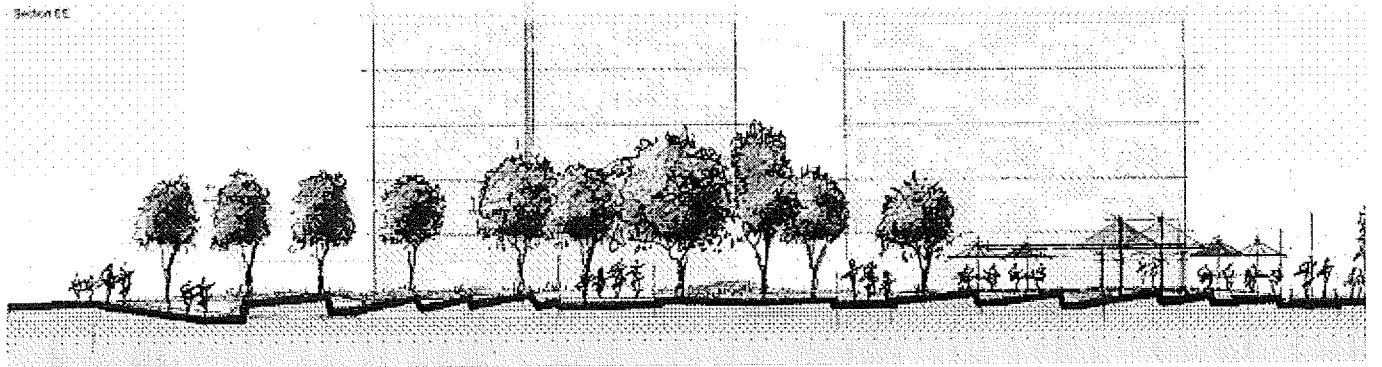
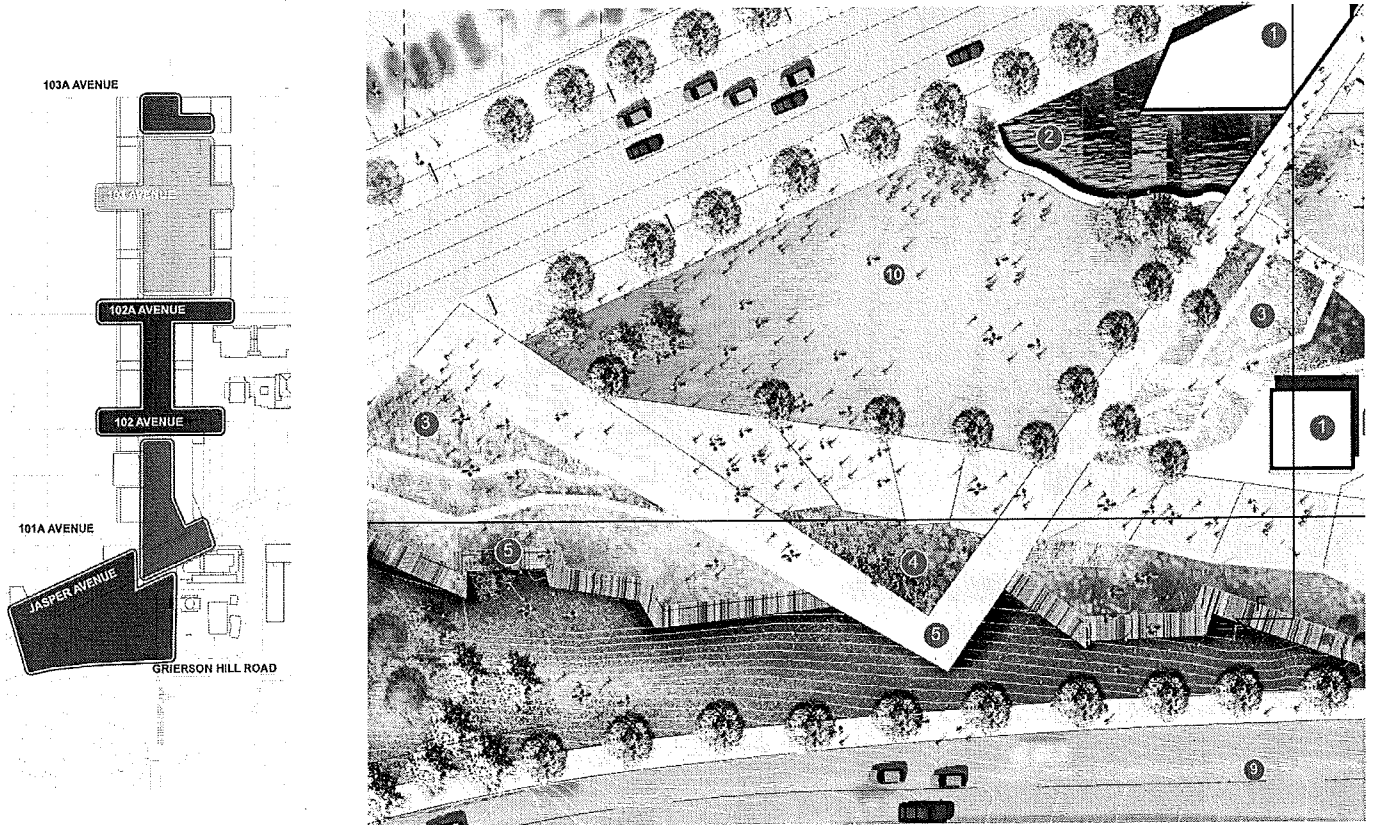
- 1 JASPER CROSSING - BANDS OF CONTRASTING PAVING
- 2 CARRIAGEWAY AND PARKING
- 3 FOUNTAIN POOL
- 4 HARD SURFACED AREA FOR RESTAURANTS AND CAFES
- 5 ORNAMENTAL TREE PLANTING

Figure 25b - Vision for Jasper Plaza



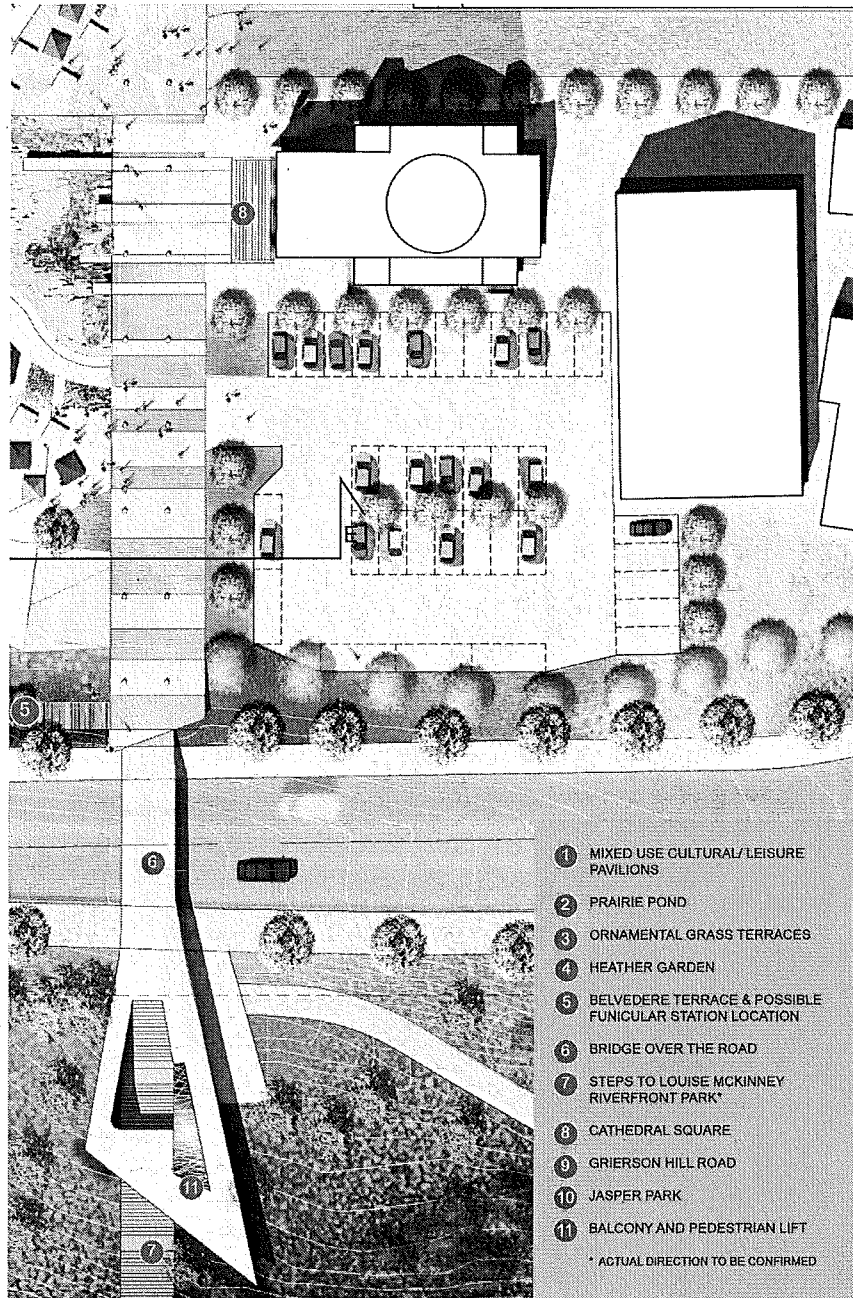
Source: The Armature Project Edmonton (2010)

Figure 26a - Vision for River Gate Park

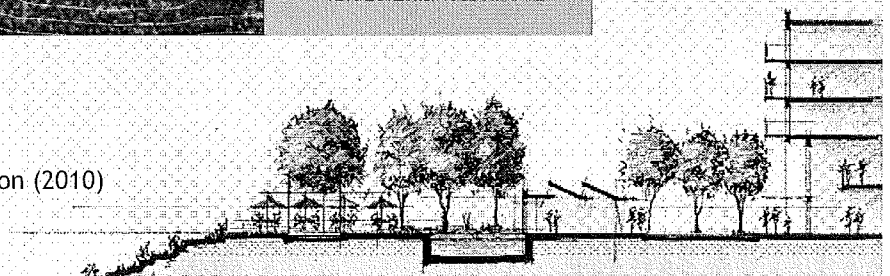


Source: The Armature Project Edmonton (2010)

Figure 26b - Vision for River Gate Park



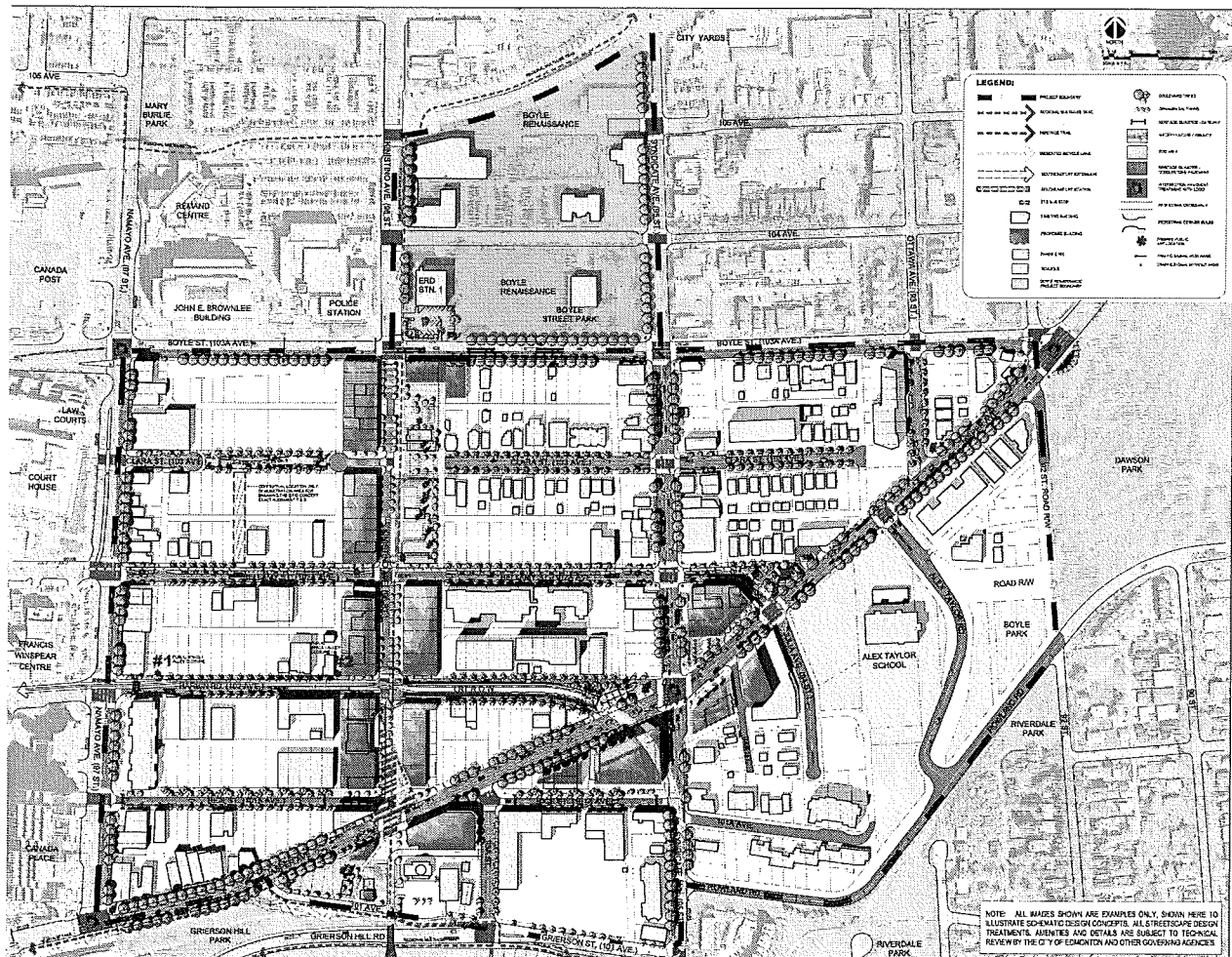
Source: The Armature Project Edmonton (2010)



### 7.3.1.2 The Quarters Downtown Public Realm Master Plan

The *Quarters Downtown Public Realm Master Plan (2010)*, prepared by EIDOS Consultants Incorporated, recommends implementation of an integrated network of parks, open spaces and streetscaping improvements in key areas to create a vibrant urban environment. Figure 27 shows an overview of the plan.

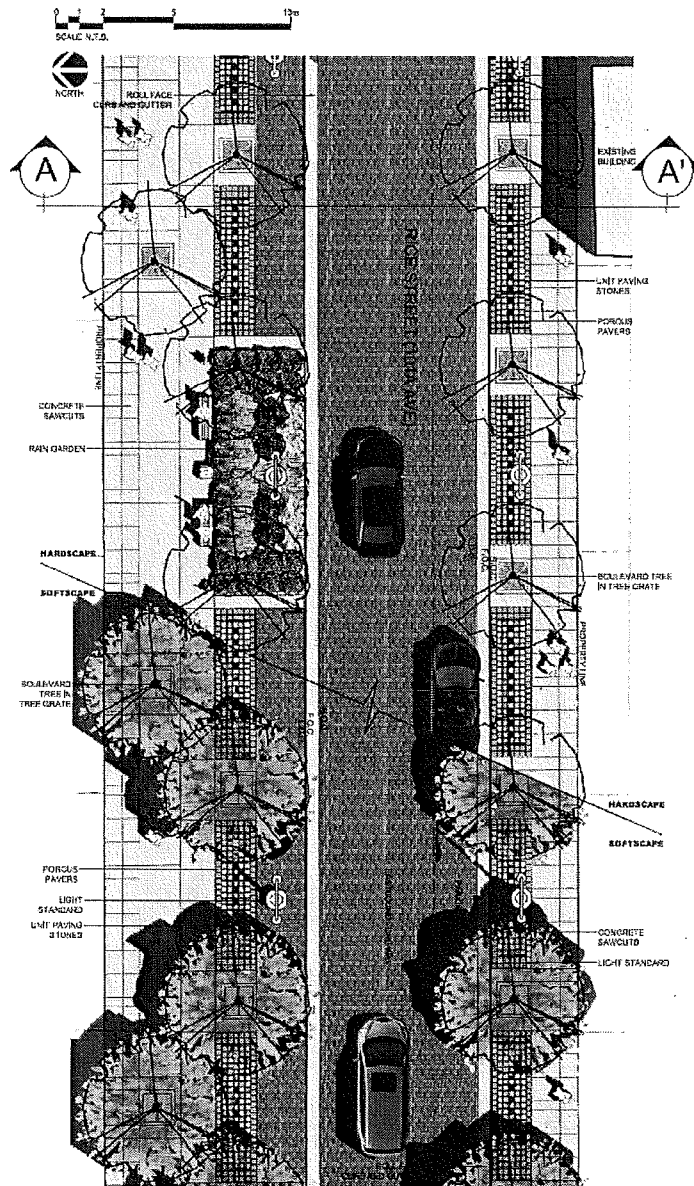
Figure 27 - The Quarters Downtown Public Realm Master Plan Overall Concept



Source: The Quarters Downtown Public Realm Master Plan (2010)

The plan includes special streetscaping treatment in six areas. Figures 28 to 33 show the proposed streetscaping improvements. The proposed intervention in one of these areas includes a partial road closure on 103<sup>rd</sup> avenue between 97<sup>th</sup> street and 96<sup>th</sup> street to give place to a pedestrian oriented open space called Clara Street Mews.

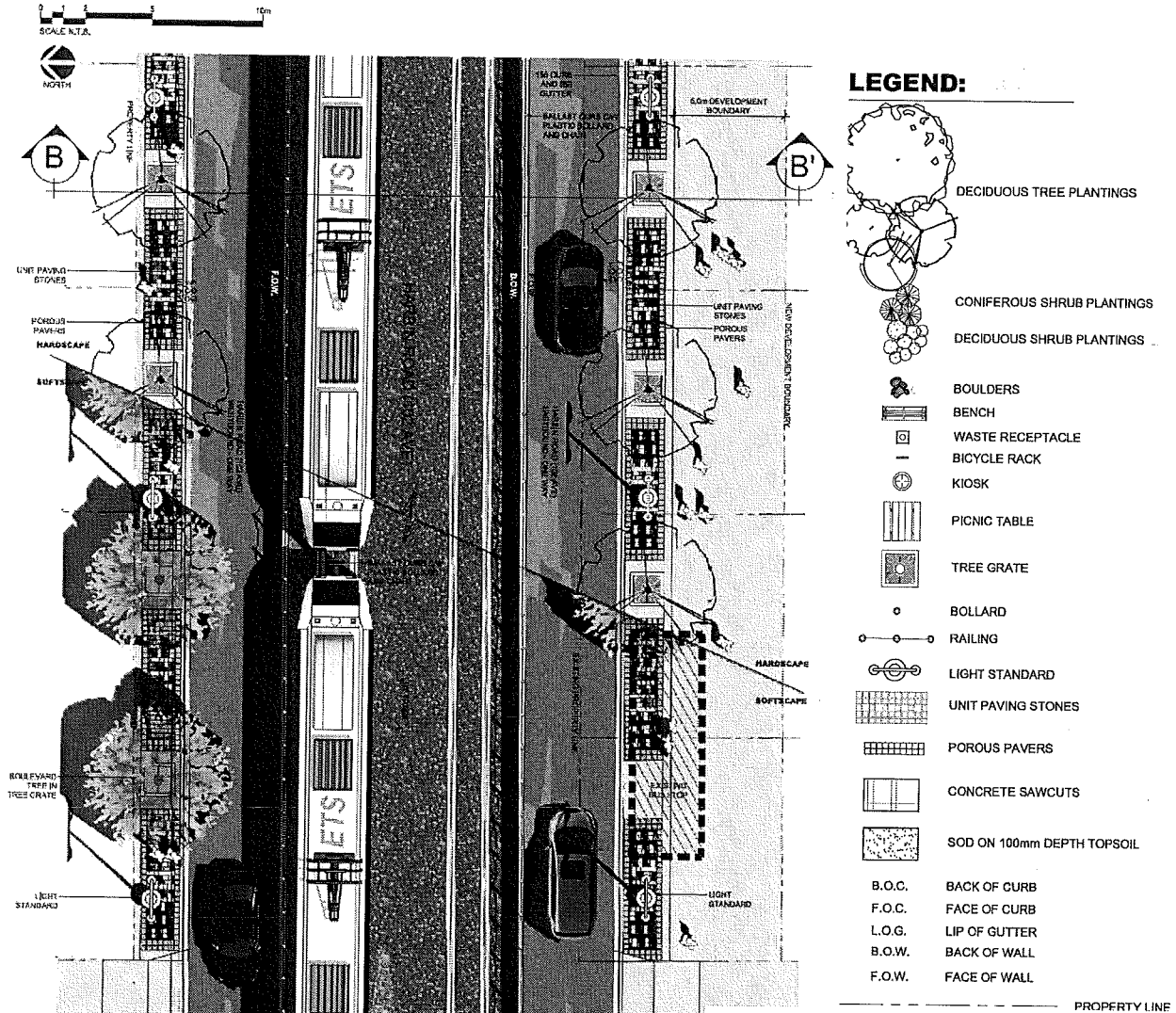
Figure 28 - Street Cross Sections: 101<sup>st</sup>A Ave



**101A AVE (97 ST. TO 96 ST.)**

Source: The Quarters Downtown Public Realm Master Plan (2010)

Figure 29- Street Cross Sections: 102<sup>nd</sup> Avenue (96<sup>th</sup> to 95<sup>th</sup> Street)



**102 AVE (96 ST. TO 95 ST.)**

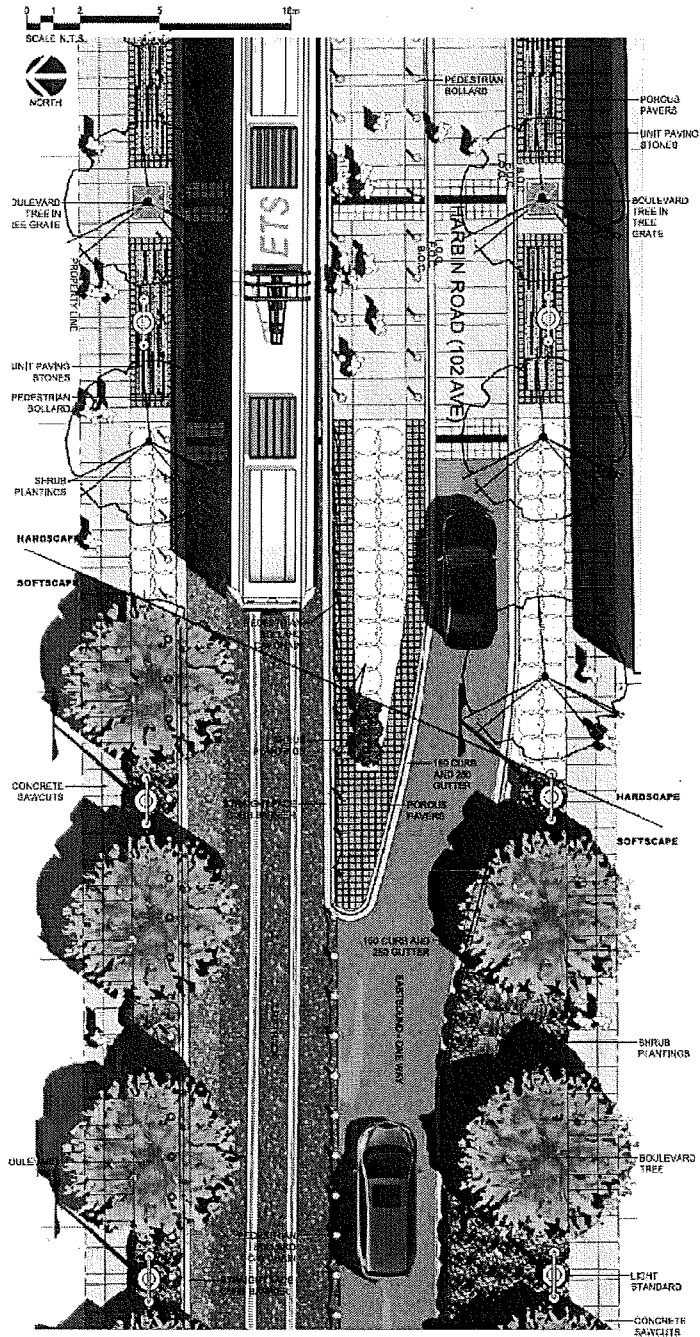
Source: The Quarters Downtown Public Realm Master Plan (2010)



**KEY PLAN**



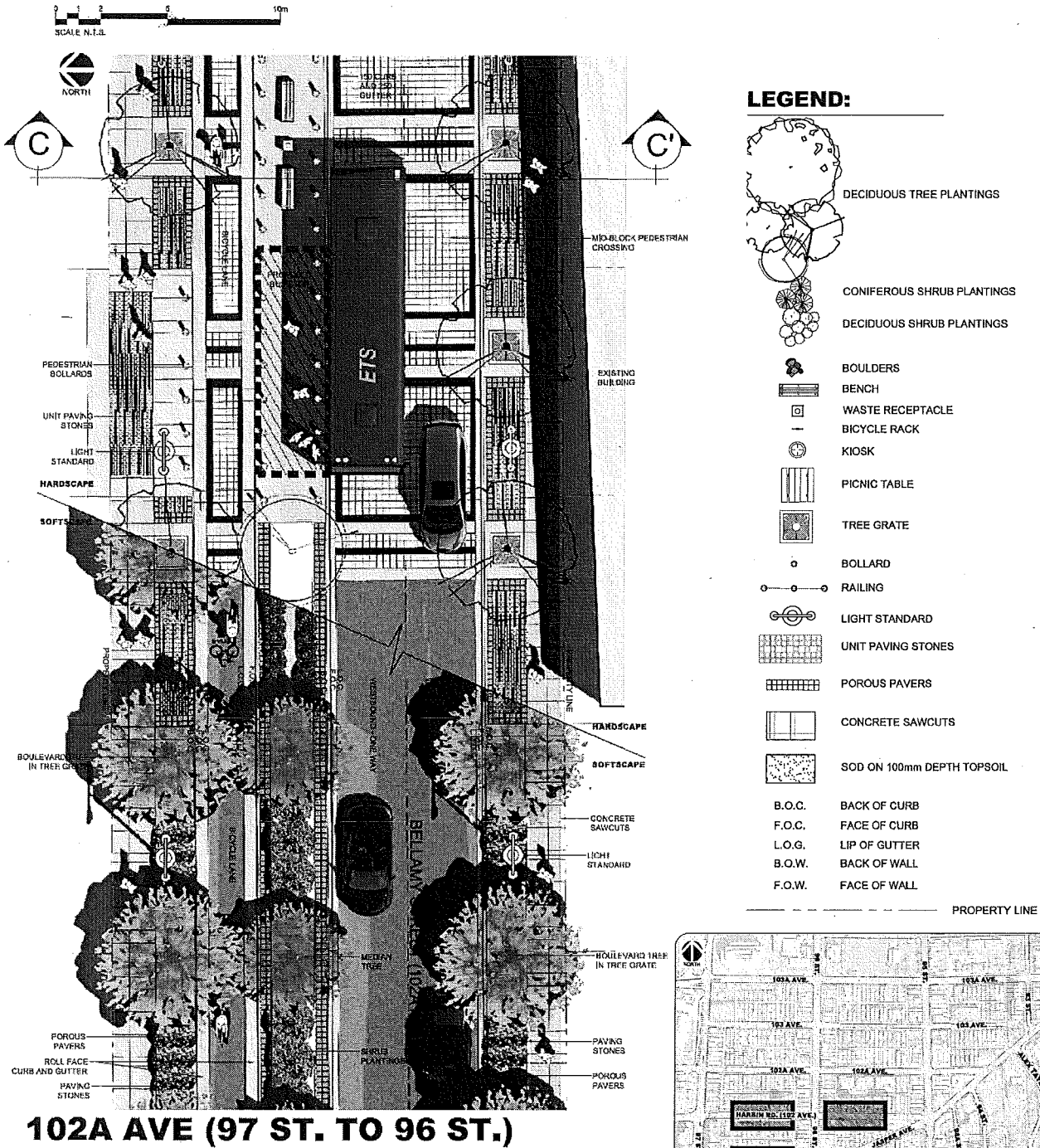
Figure 30 - Street Cross Sections: 102<sup>nd</sup> Avenue (97<sup>th</sup> to 96<sup>th</sup> Street)



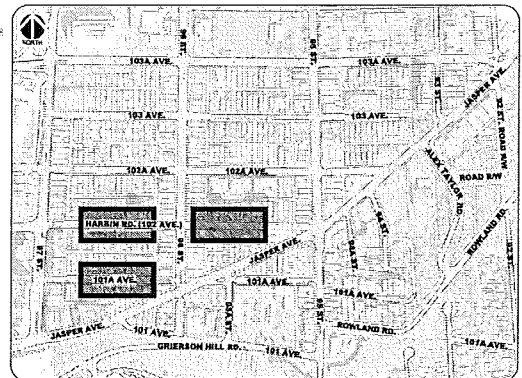
**102 AVE (97 ST. TO 96 ST.)**

Source: The Quarters Downtown Public Realm Master Plan (2010)

Figure 31 - Street Cross Sections: 102<sup>nd</sup> A Avenue (97<sup>th</sup> to 96<sup>th</sup> Street)

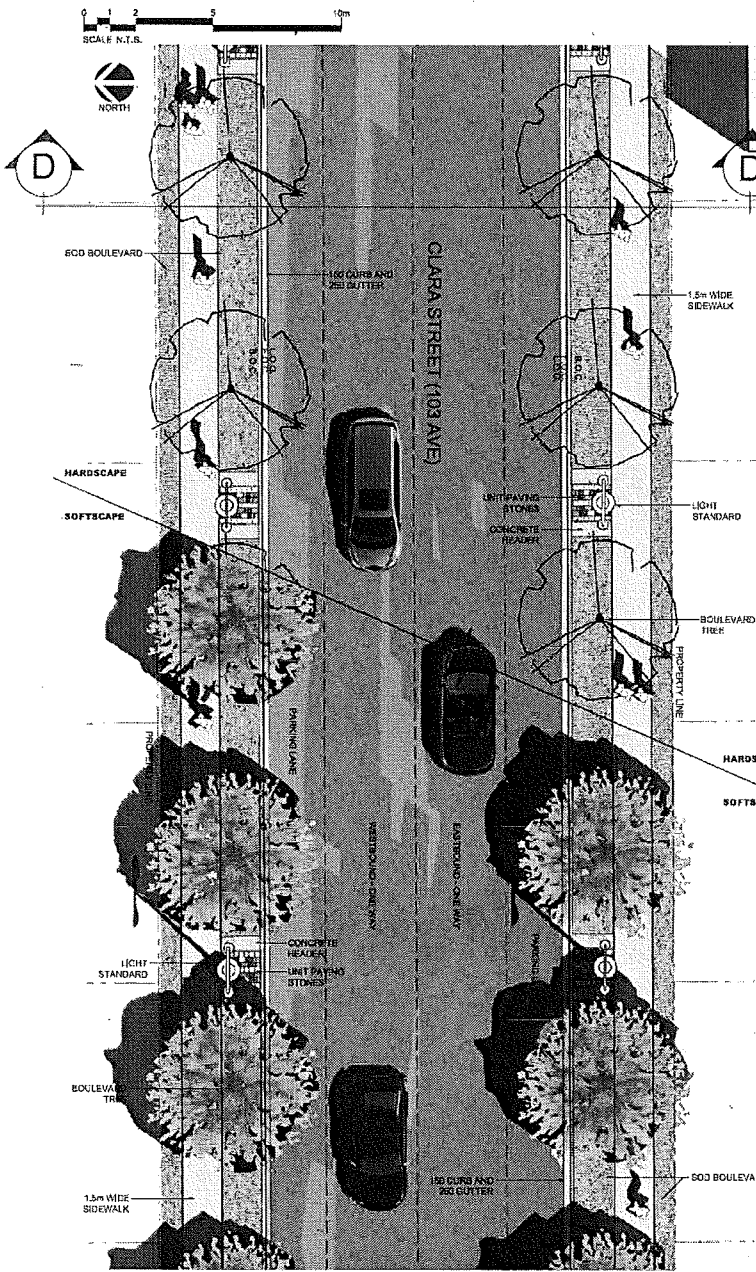


Source: The Quarters Downtown Public Realm Master Plan (2010)



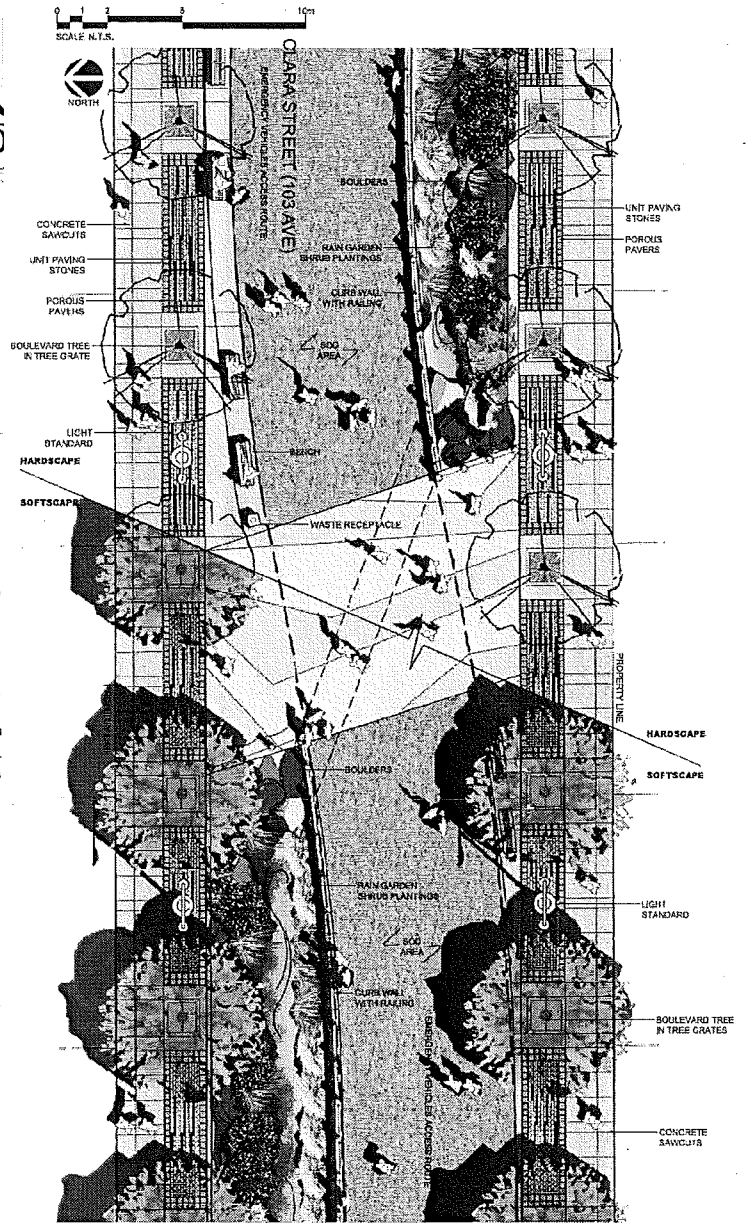
KEY PLAN

Figure 32 - Street Cross Sections: 103<sup>rd</sup> Avenue  
(96<sup>th</sup> to 95<sup>th</sup> Street)



**103 AVE (96 ST. TO 95 ST.)**

Figure 33 - Street Cross Sections: 103<sup>rd</sup> Avenue  
(97<sup>th</sup> to 96<sup>th</sup> Street) Partial Road Closure



**103 AVE (97 ST. TO 96 ST.)  
PARTIAL ROAD CLOSURE**

Source: The Quarters Downtown Public Realm Master Plan (2010)

Regarding potential public realm improvements, the plan proposes interventions in 4 areas:

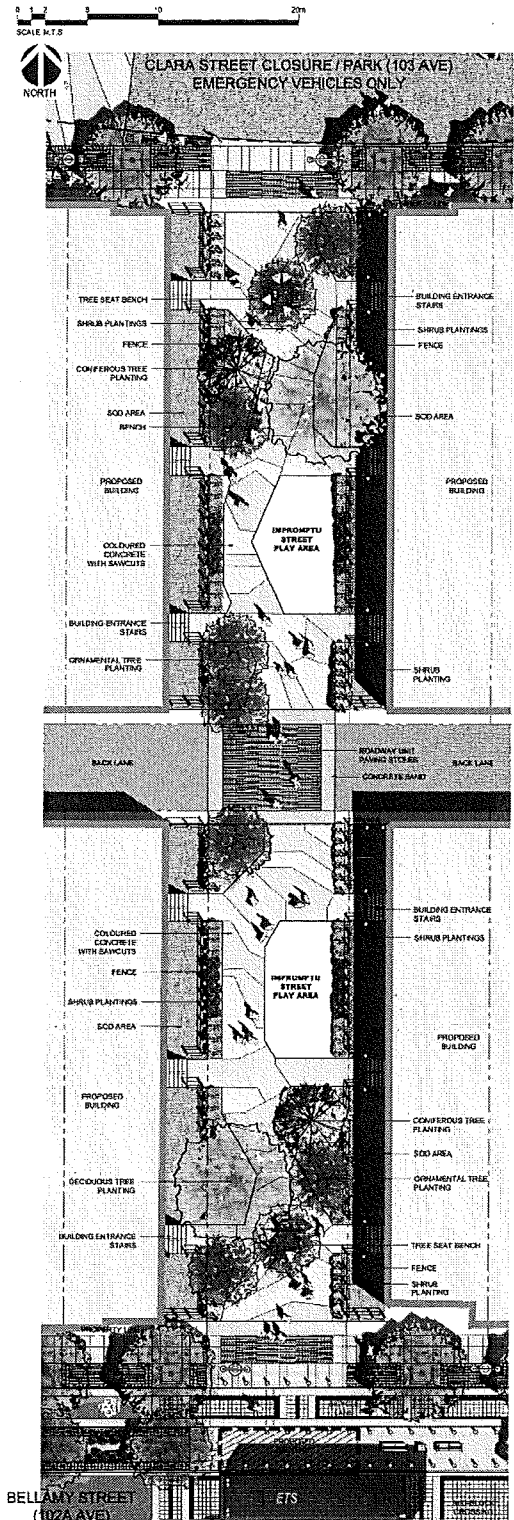
- Breaking the Grid, a 6 to 10 meter wide landscaped public right of way located between 103 and 102 A avenues and 96<sup>th</sup> and 97<sup>th</sup> streets (Figure 34);
- Five Corners Plazas, which intends to highlight the Quarters neighbourhood through gateways (Figure 35);
- Reconfiguration of 102 A avenue associated with the creation of Jasper Avenue Plaza (Figure 36); and
- Clara Street Mews, a pedestrian oriented open space associated with the partial road closure of 103 avenue between 96<sup>th</sup> street and 97<sup>th</sup> street (Figure 37).

Section 15.0 Plan Costs provides information about the cost of streetscaping improvements that will be part of The Quarters Downtown CRL Plan.

### BREAKING THE GRID

- 6 to 10 meter wide landscaped, public right-of-way;
- Defined sidewalk zone;
- Strengthens connectivity (north-south) and maximizes pedestrian accessibility between avenues;
- New play and rest areas within every block;
- Maximizes low-impact development streetscape technologies;
- Incorporation of mid-block building access;
- Maintains unobstructed back lane access;
- Enhances local urban forestry and provides seasonal interest / colour; and,
- Contributes to neighbourhood identity.

Figure 34 - Potential Public Realm Improvements - Breaking the Grid



### FIVE CORNERS PLAZA

- Defined sidewalk zones;
- Highlights The Quarter’s neighbourhood through gateways and decorative intersection treatments;
- New series of urban “mini” plazas created from remnant road right-of-way;
- Incorporation of LRT track, infrastructure and tunnel portal;
- Maintains open intersection corners;
- Accent corners with paving, light columns, planters and public art;
- Pedestrian zones as plazas;
- Maximize access and openness along Jasper Avenue;
- Easily discernible and organized hierarchy of street furniture and lighting; and,
- Public art opportunities.

### LEGEND:
























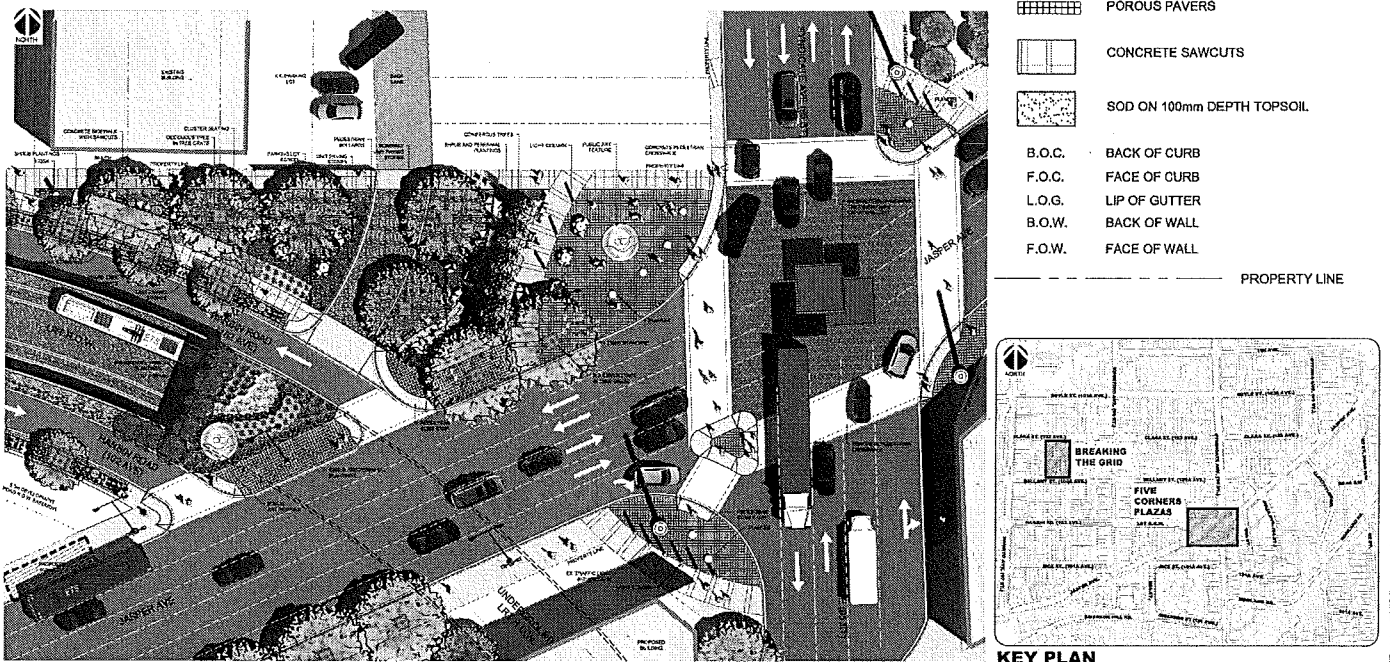
-  DECIDUOUS TREE PLANTINGS
-  CONIFEROUS SHRUB PLANTINGS
-  DECIDUOUS SHRUB PLANTINGS
-  BOULDERS
-  BENCH
-  WASTE RECEPTACLE
-  BICYCLE RACK
-  KIOSK
-  PICNIC TABLE
-  TREE GRATE
-  BOLLARD
-  RAILING
-  LIGHT STANDARD
-  UNIT PAVING STONES
-  POROUS PAVERS
-  CONCRETE SAWCUTS
-  SOD ON 100mm DEPTH TOPSOIL
-  B.O.C. BACK OF CURB
-  F.O.C. FACE OF CURB
-  L.O.G. LIP OF GUTTER
-  B.O.W. BACK OF WALL
-  F.O.W. FACE OF WALL
-  PROPERTY LINE

Figure 35 - Potential Public Realm Improvements - Five Corners Plaza

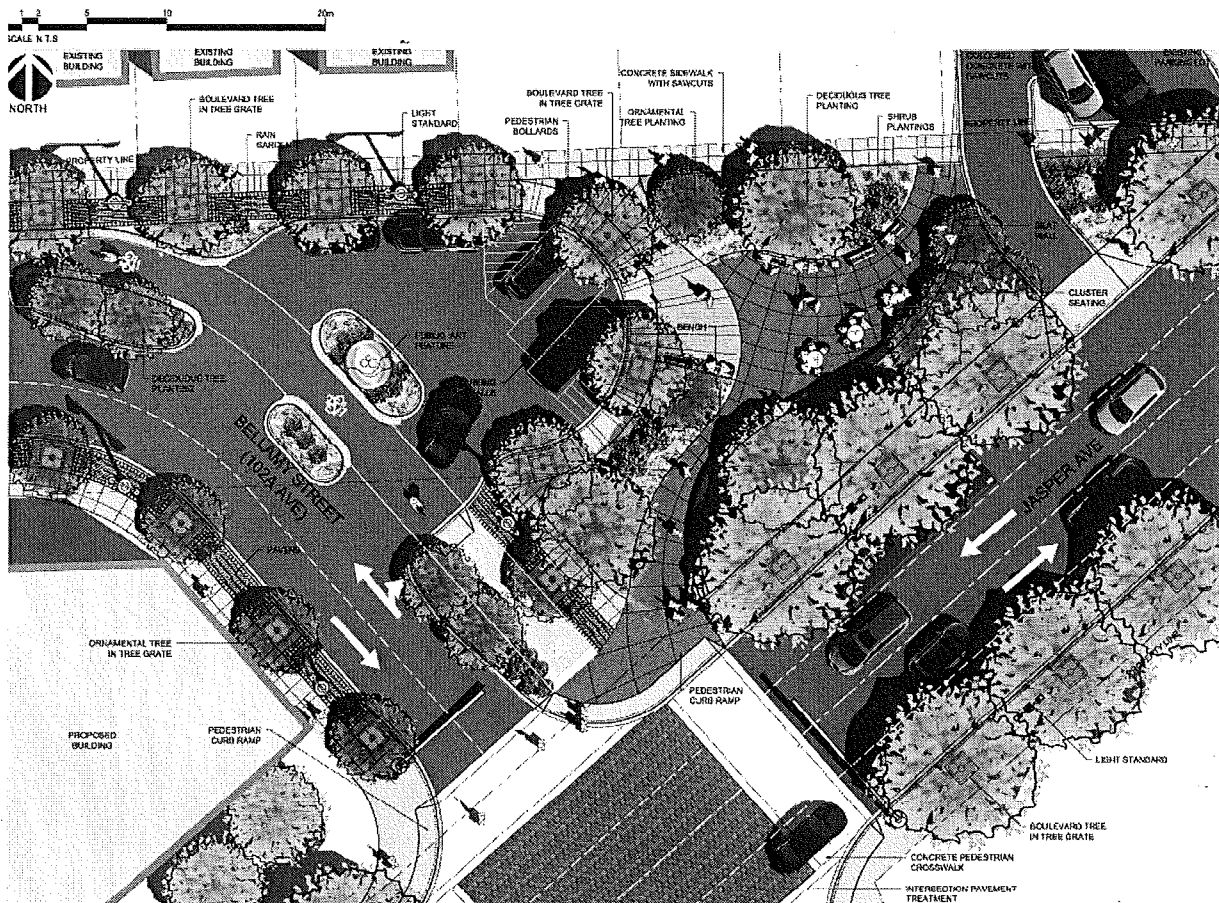


Source: The Quarters Downtown Public Realm Master Plan (2010)

## RECONFIGURATION OF 102<sup>nd</sup>A / JASPER AVENUE PLAZA

- Defined sidewalk zones;
- Dedicated 3.0 meter wide bicycle lane;
- Reclaiming urban park space through road configuration;
- Unobstructed street access / parking to existing residences / businesses;
- New urban “mini” plaza created from remnant road right-of-way;
- Organized and safer pedestrian crossing at Jasper Avenue intersection;
- Public art opportunities;
- Enhances local urban forestry and provides seasonal interest / colour; and,
- Contributes to neighbourhood identity.

Figure 36 - Potential Public Realm Improvements - Reconfiguration of 102<sup>nd</sup> A/Jasper Avenue Plaza



Source: The Quarters Downtown Public Realm Master Plan (2010)

### CLARA STREET MEWS / PARTIAL ROAD CLOSURE—103<sup>rd</sup> AVENUE

- Defined sidewalk zones;
- Reclaiming urban park space through road closure;
- Strengthens connectivity (east-west) and maximizes pedestrian accessibility along 103<sup>rd</sup> avenue;
- Unobstructed emergency vehicle access;
- Continued ease of access to back lanes;
- Maximizes low-impact development streetscape technologies;
- Easily discernible and organized hierarchy of street furniture and lighting;
- Public art opportunities;
- Features stormwater management feature as primary landscape enhancement;
- Enhances local urban forestry and provides seasonal interest/colour; and,
- Contributes to neighbourhood identity.

#### LEGEND:






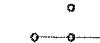

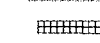

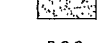
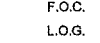
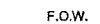


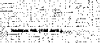







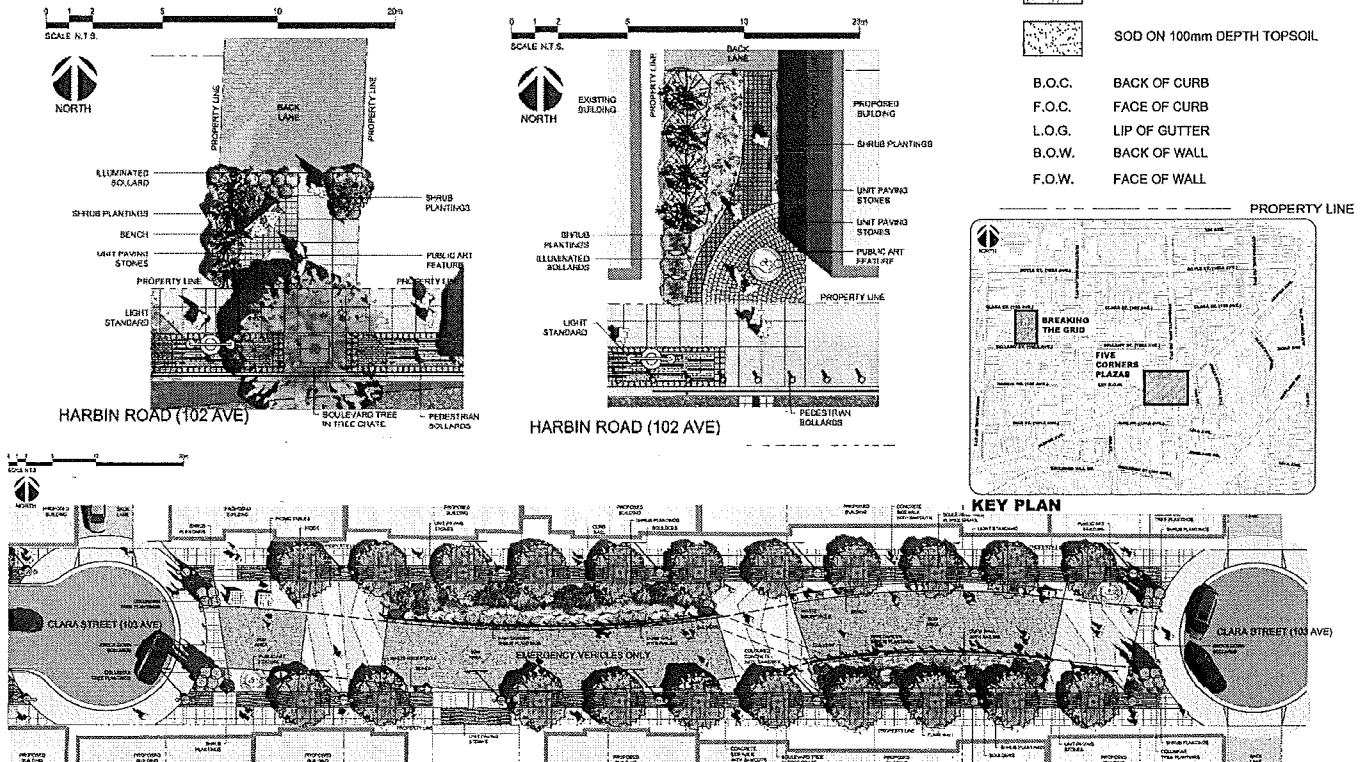
-  DECIDUOUS TREE PLANTINGS
-  CONIFEROUS SHRUB PLANTINGS
-  DECIDUOUS SHRUB PLANTINGS
-  BOULDERS
-  BENCH
-  WASTE RECEPTACLE
-  BICYCLE RACK
-  KIOSK
-  PICNIC TABLE
-  TREE GRATE
-  BOLLARD
-  RAILING
-  LIGHT STANDARD
-  UNIT PAVING STONES
-  POROUS PAVERS
-  CONCRETE SAWCUTS
-  SOD ON 100mm DEPTH TOPSOIL
-  B.O.C. BACK OF CURB
-  F.O.C. FACE OF CURB
-  L.O.G. LIP OF GUTTER
-  B.O.W. BACK OF WALL
-  F.O.W. FACE OF WALL

Figure 37 - Potential Public Realm Improvements - Clara Street Mews/ Partial Road Closure—103<sup>rd</sup> Avenue



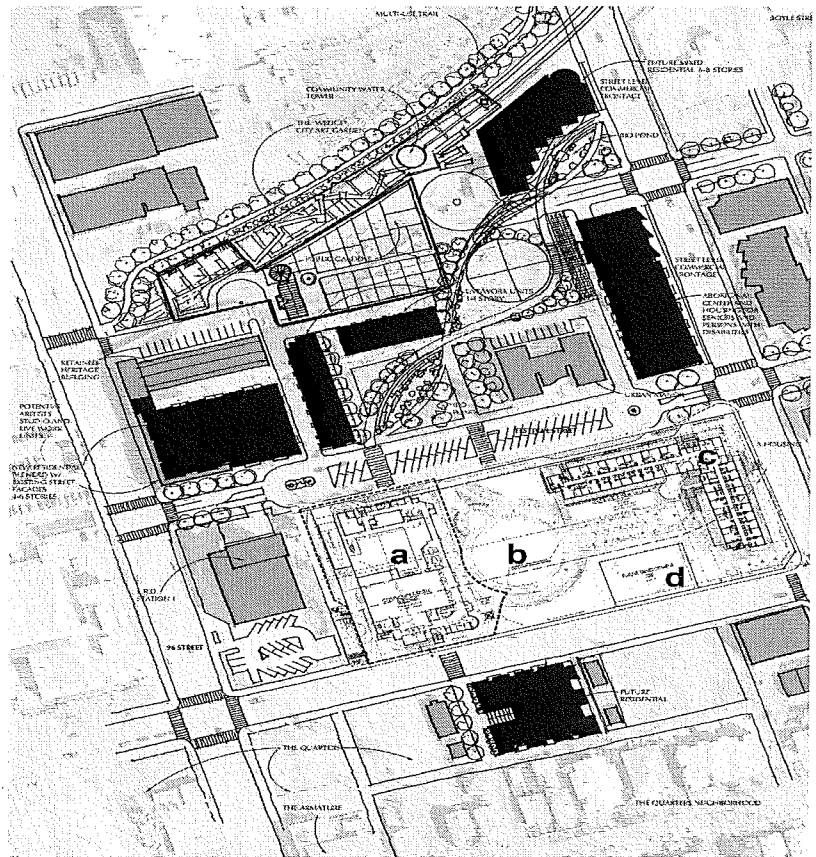
### 7.3.2 Boyle Renaissance

The Boyle Renaissance plan proposes parks and open spaces in the following locations: between the YMCA housing and Community League Family Resource Center to the South, along the bio-pond in the core of the area (extending diagonally from 104<sup>th</sup> avenue to 105<sup>th</sup> avenue), and close to the LRT tracks (Public Gardens, The “Wedge City Art Garden and Multi Use Trail) to the North. The plan proposes a park system that will be used by the residents as well as the broader community. It will also connect with the open space and park system proposed for The Quarters, which will significantly contribute to unify the whole area.

The design concept for Phase I of the Boyle Renaissance initiative was recently revised by ATB Architects. Figures 38 and 39 show overlays illustrating the design concept for Boyle Renaissance.

Section 15.0 Plan Costs provides information about the cost of streetscaping improvements that will be part of the Quarters Downtown CRL Plan.

Figure 38 - Boyle Renaissance Site Plan with Notes



- a. Community League Family Resource Centre
- b. Park/Open Space
- c. YMCA Housing
- d. Site for future development
- e. Métis Seniors Housing

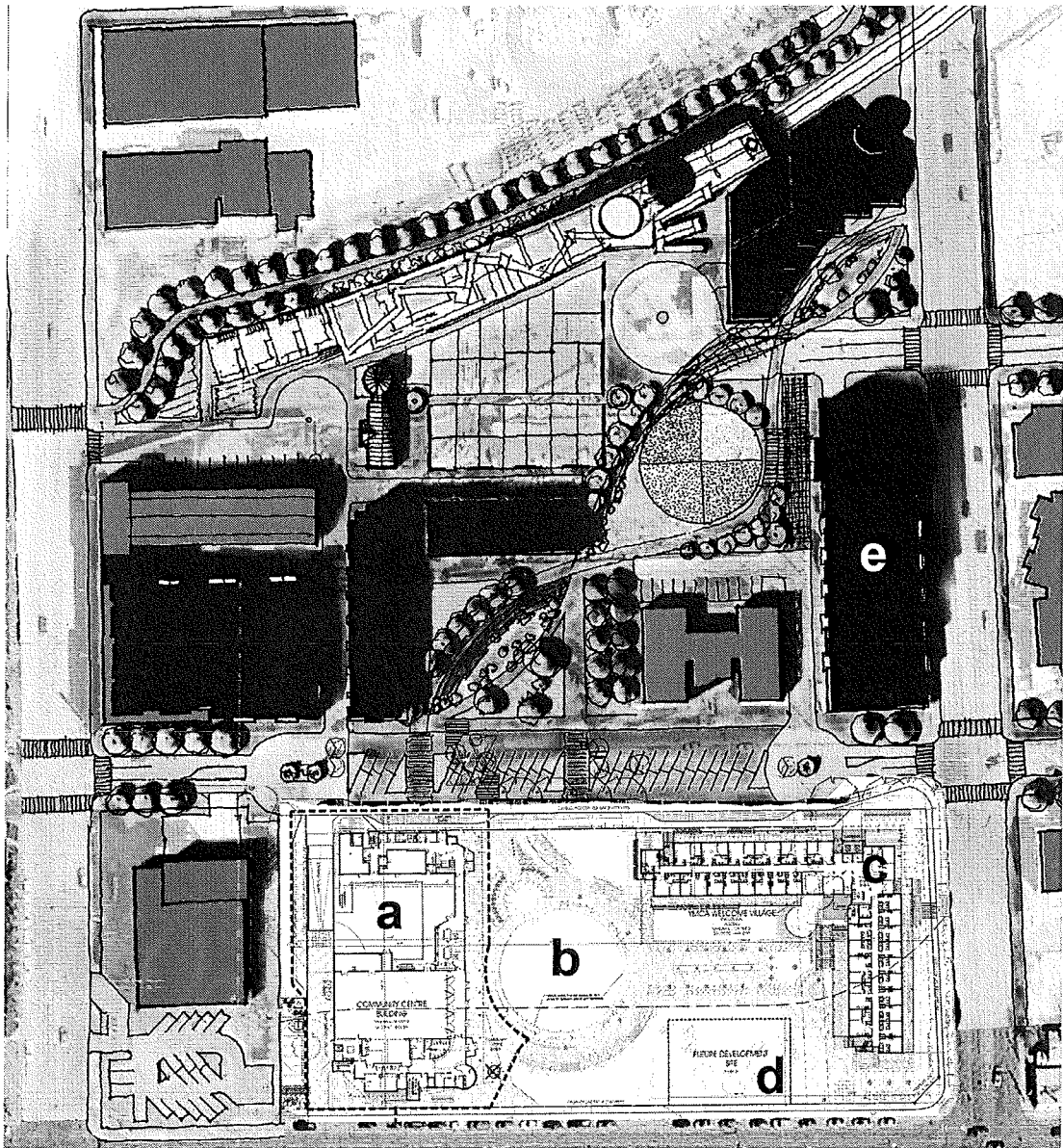
Source: StastnyBrun Architects Inc.

Note: Figure 39 shows an overlay of:

- Site Plan provided by StastnyBrun Architects Inc. from the Final Report of the Boyle Renaissance Advisory Committee II (grey background with notes in red)
- Site Plan provided by Architecture Arndt Tkalcic Bengert



Figure 39 - Boyle Renaissance Site Plan



Source: StastnyBrun Architects Inc. - Boyle Renaissance Master Plan;  
Landscape Design - EIDOS Consultants Incorporated;  
Phase I design - Architecture Arndt Tkalcic Bengert Architects.

## 7.4 HERITAGE RESOURCES

### 7.4.1 Heritage Resources—Current State

The Quarters is the historic heart of Edmonton where the city first established its commercial district. After the construction of the High Level Bridge and the Legislature Building the commercial district began to move to the west and the area east of 97<sup>th</sup> Street became less of a business hub. The Quarters became a community for many newcomers of diverse ethnic backgrounds to settle and establish new roots. In fact, Edmonton's original 'Chinatown' was in this area.

There are several buildings of historic interest within the CRL boundary. Figure 40 shows pictures of some of these buildings and Figure 41 shows a map with the location of the historic buildings in the CRL area.

### 7.4.2 Heritage Resources - Redevelopment Measures

The Plan anticipates that any building on the City's historic list will be handled in accordance with the terms and conditions of the heritage preservation bylaw. Inclusion of the historic buildings is particularly important within the Heritage Quarter as buildings can be reused as is or with renovations that respect their historic importance. Repurposing of historic structures to preserve them and maintain them is strongly supported by The Quarters planning work.

Figure 40 - Some Historic Buildings in the Quarters Downtown

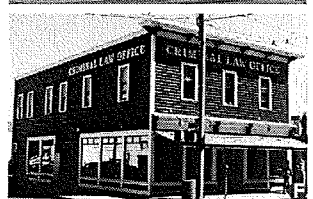
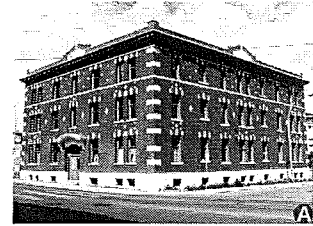
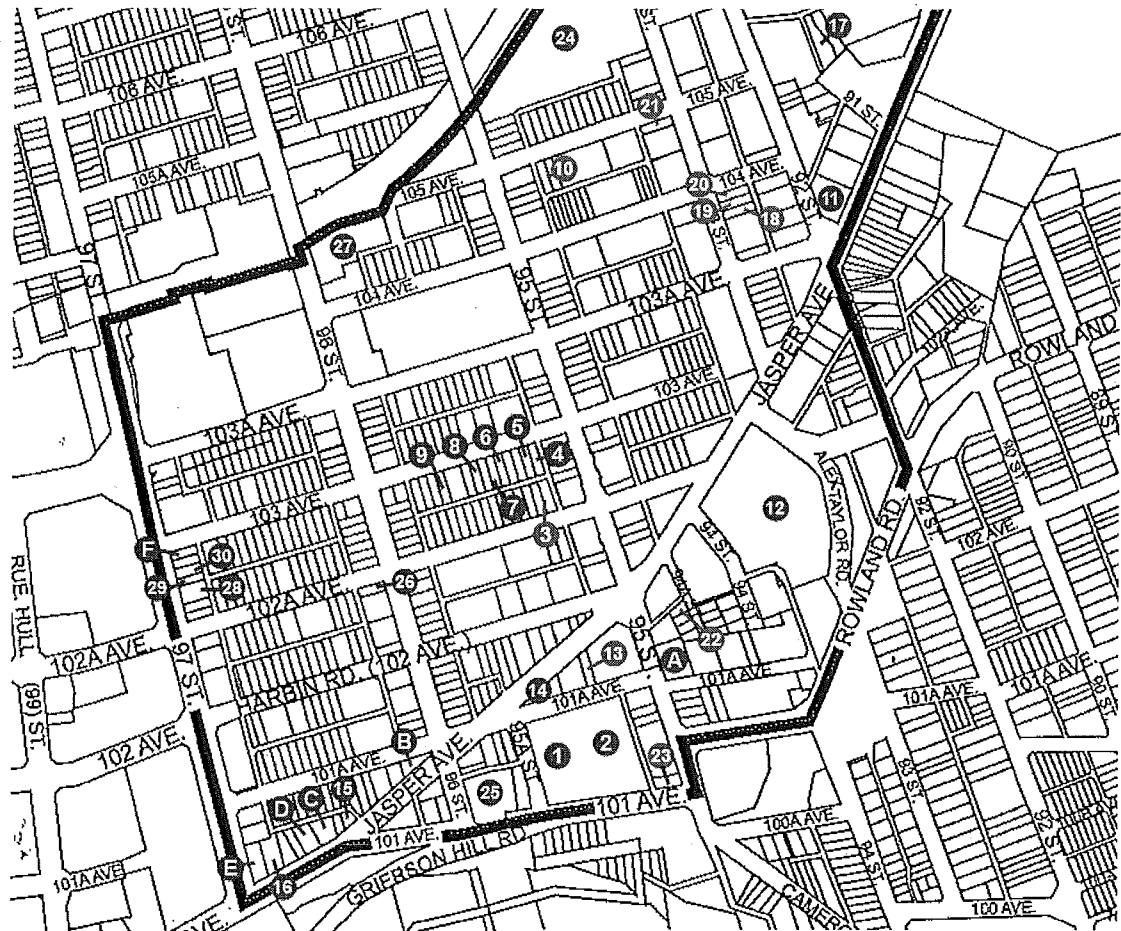


Figure 41- Location of Historic Buildings in the CRL



**MUNICIPAL HISTORIC RESOURCES**

- A. Hecla Block - 10141 95 Street
- B. Gibson Block - 9604-9606 Jasper Ave
- C. Pendenis Hotel/Lodge Hotel - 9660-9664 Jasper Ave
- D. Ernest Brown Block/Brighton Block - 9666-9674 Jasper Ave
- E. Goodridge Building - 9696-9698 Jasper Ave
- F. Kingston Powell Building - 10277 97 Street

**HISTORIC BUILDINGS**

- 1. RNWMP ED Barracks - 9530-9542 101 Ave
- 2. RCMP K Division - 9530-9542 101 Ave
- 3. Gateway Inn-9514 102A Ave
- 4. Administrator Lea Residence-9513 103 Ave
- 5. Goldberg Residence-9517 103 Ave
- 6. Thomas Dalling Residence - 9527 103 Ave
- 7. Robert Parsons Residence - 9529 103 Ave
- 8. Rodd Apartment - 9537 103 Ave
- 9. Joseph Reed Residence - 9549 103 Ave
- 10. Residence - 9351 105 Ave
- 11. Empire Marble and Tile Co. - 9158 Jasper Ave
- 12. Alex Taylor Public School-9321 Jasper Ave

- 13. 9523 Jasper Ave
- 14. Mitchell and Reed Auction House - 9529/35 Jasper Ave
- 15. Cowan Block - 9552/58 Jasper Ave
- 16. Jasper House / Hub Hotel - 9592 Jasper Ave
- 17. Residence - 10434 91 Street
- 18. Residence - 10359 93 Street
- 19. Residence - 10369 93 Street
- 20. Residence - 10434 93 Street
- 21. Residence - 10164 94A Street
- 22. St. Boniface Catholic Church - 10102 95 Street
- 23. Edmonton Iron Works-10415 96 Street
- 24. City of Edmonton Stables-10517 95 Street
- 25. St. Barbara's Russian Orthodox - 10105 96 Street
- 26. Kormann Block - 10232 96 Street
- 27. Namayo Trading Co. Building - 10255 97 Street
- 28. National Pasta and Cappuccino - 10257 97 Street
- 29. Biamonti Block - 10269/71 97 Street
- 30. GWG Building - 10305 97 Street
- 31. Stovel Block- 10329-10333 97 Street

*\*items in blue italicized are not on the inventory of Historic Resources in Edmonton, but are of historical interest*

## 7.5 PARKING

### 7.5.1 The Quarters Downtown

The approved zoning for The Quarters will enhance the livability The Quarters neighbourhoods by controlling the number of vehicles available for use through a reduction in the quantity of parking spaces required in both residential and commercial developments. Other strategies that will also be used to help control the number of vehicles available for use in The Quarters are listed below:

- Establish new urban design and construction specifications for the design and operation of parkade structures, taking into consideration issues such as active uses at grade, lighting, landscaping, bicycle parking, designation of carpool and low emission vehicle spaces, etc. and generally improve the integration of parking facilities into the pedestrian environment;
- Identify preferred locations and sizes of parking garages;
- Review alternative parking organizational frameworks to administer on and off street public parking and to strategically anticipate and respond to parking issues in a timely fashion;
- Allow developments the opportunity to participate in a fee in lieu program to buy out part of, or all of their parking requirement to generate revenues for new transportation strategies that increase transit, car pool or pedestrian travel;
- Consider new revenue collection systems and hardware to free up curbside space, provide a wide variety of options for payment or pre-payment of on-street parking, and reduce labour costs associated with revenue collection; and,
- Establish accounts that will receive funding from parking revenue in the area and direct these funds back into improvements within The Quarters for uses such as way-finding signage, transit improvements, pedestrian improvements, parking improvements and operation, etc.

### 7.5.2 Boyle Renaissance

The information provided below is based on *The Boyle Renaissance Master Plan Phase I and II Parking and Traffic Review Final Report (2010)*, which was done to assess the projected parking activity associated with the construction and operation of both Phase I and Phase II developments. Parking for the Boyle Renaissance Phase I and Phase II developments will include both off-street and on-street parking. Shared parking will be implemented, which builds upon the assumption that land uses in a mixed - use development often do not share the same peak demand periods. Since parking spaces can be shared between the different land uses during different peak periods of parking demand, this should allow the development as a whole to provide fewer spaces than would be required if the project land uses were to be treated separately with individual parking demands.

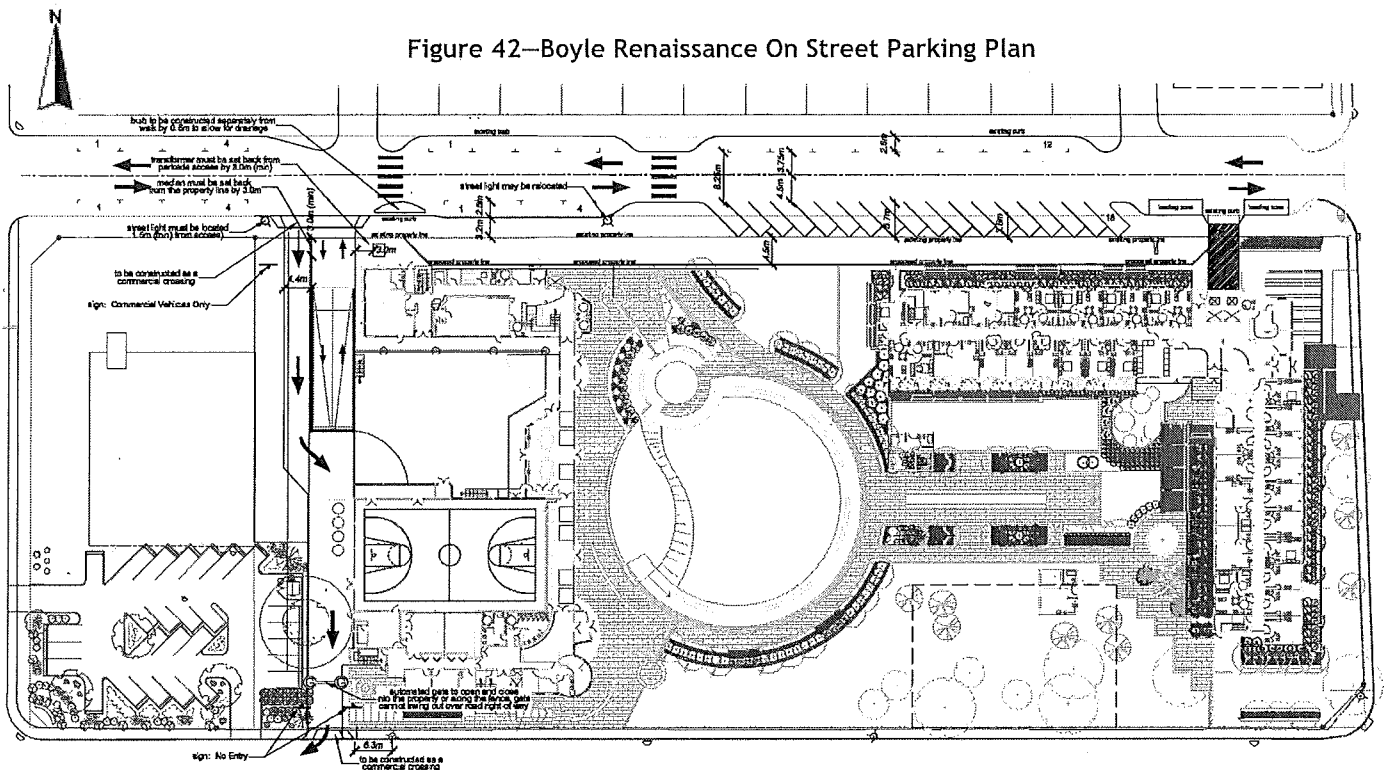
The report identifies the development of approximately 125 off-street parking spaces located in two underground parking garages (70 spaces under the Phase I Community Centre building and 55 spaces under the Métis Seniors Housing building). The Boyle Renaissance Phase I and Phase II development program will provide about 180 parking spaces in a combination of below grade, on street and surface spaces.

The Master Plan also includes the development of approximately 42 surface parking spaces along 104th Avenue. The original on-street parking plan for this area was revised in February 2011 based on new information gathered as the project proceeded through the permit process and is shown in Figure 42.

It is anticipated that future development activity associated with Phase III of the Master Plan program will continue to include below grade parking, surface parking and tuck under parking below residential dwellings. Figure 42 presents the current on-street parking plan for the area,

Finally, it is recommended that when planning underground parking garages within Boyle Renaissance Phase II, consideration be given to developing knock out panels to allow the parking garages to be expanded and connected in the future to accommodate Boyle Renaissance Phase III parking requirements. The ability to link underground parking garages will provide an opportunity to better control and manage the supply of on-site parking as development occurs within the Plan area.

Section 15.0 Plan Costs presents information about the cost of streetscaping improvements to be undertaken as part of Boyle Renaissance Phase I, which includes the on-street parking improvements presented here.



Source: The Boyle Renaissance Master Plan Phase I and II Parking and Traffic Review Final Report—Revised, February 2011

## 7.6 ENVIRONMENTAL AND GEOTECHNICAL

Due to the potential contamination by historic uses such as dry cleaning sites and gas stations located within the CRL Plan area, Environmental Site Assessments will be required to determine if a site is contaminated and requires remediation prior to development. In addition, due to former mining activities in the area geotechnical studies must be undertaken to determine the soil stability of a site prior to development.

Section 15.0 Plan Costs provides information about the cost of remediation that will be part of The Quarters Downtown CRL Plan.

## 7.7 CITY BUILDINGS AND REFURBISHMENT

Dilapidated City buildings on City owned land will be demolished and the land will be used for redevelopment purposes.

## 7.8 ADDITIONAL PROJECTS - REDEVELOPMENT MEASURES

### 7.8.1 Affordable Housing

The City recognizes a city-wide need for Affordable Housing for primarily single adults, both elderly and non-elderly, and units that are suitably-sized for family occupancy.

Building Together, The City of Edmonton Low-Income and Special Needs Housing Strategy 2001-2011, approved by City Council in January 2002, differentiates between "Affordable Housing" and "Social Housing". Social Housing is targeted for occupancy by very low income households, many in receipt of government income supports through the provision of deep and on-going government operating subsidies that enable rents to be continuously affordable to those low and fluctuating incomes. In contrast, because Affordable Housing is funded, not through on-going operating subsidies but instead through one-time up-front capital grants, resulting in rents and ownership costs that are closer to market rates, the predominant source of income for residents of Affordable Housing is employment. Another major difference is that Affordable Housing tends to be developed and property managed by community-based not-for-profit sponsor agencies or by for-profit housing provider agencies, while the developers and managers of Social Housing tend to be public/government agencies.

According to The Quarters Downtown Statutory Plan Overlay (Section 860 of the Edmonton Zoning Bylaw), projects in The Quarters area are required to contribute to meeting Affordable Housing needs in accordance with Council-approved policy.

The Way We Grow is City Council's directional plan to transform Edmonton's urban form. That Plan defines "Affordable Housing" and contains three major policy statements governing the provision of Affordable Housing throughout Edmonton and in The Quarters:

"Affordable Housing is housing that requires no on-going operating subsidies and that is targeted for occupancy by households who are earn less than the median income for their household size and pay more than 30 percent of that income for housing and require no in-situ support services."

"4.5.1.2. Encourage new development and infill development to incorporate Affordable Housing that is visibly indistinguishable from market housing;"

"4.4.1.4. Guide non-government organization proponents of land use proposals that include an Affordable Housing component through the civic planning and development approval process;"

"4.5.1.7. Work in partnership with developers, other orders of government, and non-governmental agencies to pursue measures to achieve Affordable Housing provision on multiple unit projects with a minimum target of five percent of total units, through the Edmonton Cornerstones Plan."

Consistent with these policies, Affordable Housing units in The Quarters CRL area will comprise a minimum of 5% of total residential units, will be interspersed throughout the development and will be visually indistinguishable from market priced housing. To ensure that these units remain affordable over the long-term, varying the amount of interior amenities or the unit size may, amongst other means, facilitate the economics of providing the required 5% renter or owner-occupied Affordable Housing units in the development.

Affordable Housing units will also play a significant role in the revitalization of the Boyle Renaissance area. The Final Report of the Boyle Renaissance Advisory Committee II (2010) mentions that in order to revitalize the Boyle Renaissance area, the City, with Provincial support, will partner with social services and health care agencies to develop a mix of non-market housing types and institutional uses. To date; partnerships with groups such as the YMCA of Edmonton, Capital Region Housing Corporation, Métis Capital Region Housing Corporation, Bigstone Cree Nation, the Government of Alberta and others are underway to develop affordable and market housing in this area.

## 8.0 PLAN BENEFITS

The Plan will bring numerous and durable benefits to the area by establishing the right conditions for the revitalization and regeneration of this neighbourhood. As such, the proposed infrastructure development will stimulate private and public investment over the 20 year period of the Community Revitalization Levy Bylaw and beyond. The implementation of the Plan will ultimately result in adding new residential and non-residential assessment value.

As stated previously the CRL, which will be applied to the increased assessment values, will provide a dedicated source of financing to repay borrowings that will enable expedited replacement and refurbishment of the aging infrastructure of The Quarters Downtown Plan area. This goal can be accomplished without a significant tax burden to all citizens of Edmonton as the CRL is designed to have minimal impact on the City's operating budget (other than the regular maintenance costs associated with new investment in infrastructure) and to provide funding for the area redevelopment. The redevelopment is also accomplished without charging an increased levy specific to the area - the CRL is designed to levy the same combined property tax rate that is charged to the taxpayers of the City.

This Plan follows directly with the City's six strategic goals as outlined in the City of Edmonton Strategic Plan - The Way Ahead 2009-2018. These goals establish targets and progress measures in several key areas, many of which are impacted by this revitalization project.

### 8.1 PRESERVE AND SUSTAIN EDMONTON'S ENVIRONMENT

**Ten-year strategic goal:** In partnership with its citizens, businesses, and institutions, Edmonton is the nation's leader in setting and achieving the highest standards of environmental preservation and sustainability both in its own practices, and by encouraging and enabling the practices of its partners.

The Plan is built upon taking underutilized land and providing high density infill development opportunities to minimize the footprint of the development. The density of the development will allow for the effective use of infrastructure and promote the use of public transit and active transportation such as walking and cycling. In addition, the proximity of the development to the downtown will help to reduce growth pressures on the periphery of the City and will help to contribute to a reduction in traffic congestion.

The Plan provides for infrastructure upgrades, including increased capacity for the drainage system and the separation of the sanitary and storm sewer systems as well as the burying of overhead electrical lines, that will provide developers with systems that meet modern standards thereby allowing for the intensification of development proposed.



## 8.2 IMPROVE EDMONTON'S LIVABILITY

**Ten-Year Strategic Goal:** Edmonton is one of Canada's most livable cities because it is welcoming to all; is safe and clean; fosters its heritage and supports its arts and multicultural communities; encourages active lifestyles through recreational opportunities; and engages its citizens in the City's vision and directions.

### 8.2.1 Vibrant Communities

The Plan allows for the focused redevelopment of one of the City of Edmonton's oldest neighbourhoods. Included in the redevelopment will be public art, the development of major public amenities such as the Armature and the Urban Balcony which will create a neighbourhood hub for The Quarters Downtown special planning area. These amenities will provide access through the neighbourhood from north to south and into the river valley and Louise McKinney Riverfront Park. These public amenities with their emphasis on sustainability will establish the area as an attractive place for redevelopment.

### 8.2.2 Inclusive Communities

The Plan provides for a variety of housing choices as well as affordable and attainable housing units. This housing choice along with the Plan area's proximity to the downtown, easy access to LRT and regular bus transit, provide opportunities for residents to participate in all that Edmonton has to offer. The desired decrease in reliance on automobiles is intended to create and promote activities that increase social interactions.

### 8.2.3 Safe Communities

Public space will be designed using Crime Prevention Through Environmental Design principles. High quality durable and attractive materials will be used to facilitate the ease of maintenance over time and enhance people's pride of ownership. Improved streetscapes and the increased pedestrian traffic will also improve the safety of the area. The quality of life of local residents will be improved with increased access to safe and quality public spaces.

### 8.2.4 Diverse Communities

The Plan includes a mix of residential and commercial land uses which will provide opportunities for residents to live, work and thrive in the redeveloped area where housing incentives will be used to promote an inclusive and demographically diverse community.

The Plan allows for semi-detached housing, townhouses, medium and high rise buildings<sup>6</sup>, with a variety of sizes of units and amenities to foster a diversity of housing types. With the Plan area's diversity of housing choice, proximity to the downtown and emphasis on public transportation, the Plan area will be ideal for students through to empty nesters. The existing LRT system and the LRT extensions that were recently approved by Council will provide ready access to most of the City's major facilities and post secondary schools by 2017.

Affordable housing units in the form of owned and rental units will comprise a minimum of 5% of the total of the residential units. These units will be interspersed throughout developments and will be visually indistinguishable from market-priced units. To ensure that 5% affordable units remain affordable over the long term, varying the amount and level of interior amenities or the size of the unit may amongst other means, facilitate the economics of providing the affordable units in the project. This 5% requirement will remain whether the units are rentals or ownership.

## 8.3 TRANSFORM EDMONTON'S URBAN FORM

**Ten-Year Strategic Goal:** Edmonton has increased its density and optimized existing infrastructure while maintaining and revitalizing strong, vibrant neighbourhoods; ensuring high standards of urban design; adopting best land use practices; and preserving natural areas and public spaces.

The Quarters Downtown and Boyle Renaissance special planning areas emphasize great architecture, sustainable design, affordable housing, a variety of housing choice, and promote high quality public spaces that seamlessly integrate with adjoining private developments. These elements will encourage investment and development in these areas as well as promoting social interaction and helping foster a vibrant, active community.

## 8.4 SHIFT EDMONTON'S TRANSPORTATION MODES

**Ten-Year Strategic Goal:** Modes of transportation shift to "fit" Edmonton's urban form and enhanced density while supporting the city's planning, financial and environmental sustainability goals.

This Plan area's urban design creates a high-density pedestrian friendly neighborhood in close proximity to the existing Churchill LRT Station as well as a proposed stop within The Quarters along 102 Avenue between 97<sup>th</sup> and 96<sup>th</sup> Streets. Parking requirements for the area have been reduced to encourage public transit ridership and active transportation such as walking and cycling. In this way, the Plan furthers the goal of encouraging affordable and sustainable transportation.

## 8.5 DIVERSIFY EDMONTON'S ECONOMY

**Ten-Year Strategic Goal:** Edmonton is recognized as an economic powerhouse, maximizing the diversity of its economic advantages, including its location as a portal to the north; as the urban centre of regional industrial development; as a knowledge and innovation centre for value-added and green technologies and products; and as a place that attracts and supports entrepreneurs.

The redevelopment of The Quarters and Boyle Renaissance special planning areas will create new economic possibilities in an area that has been devoid of new commercial activity for several years. This Plan will help to revitalize the area with the creation of new commercial, office and retail opportunities in residential mixed -use developments. The programme contained in the CRL Plan should generate long term additional tax revenue for the City of Edmonton.

## 8.6 EDMONTON'S FINANCIAL SUSTAINABILITY

**Ten-Year Strategic Goal:** Edmonton is financially sustainable, with the revenue resources required to support its plans and provide the infrastructure performance and services citizens need.

The Plan represents a form of partnership between the City and Province in providing a financial mechanism that will oversee the transformation of an underutilized and underdeveloped area adjacent to the downtown into a vibrant, high density community. This revitalized community will provide a mix of commercial and residential uses and provide for a variety of housing choices including affordable and social housing which will encourage a broad array of future residents to live, work and play in their community.

Existing residents in the area will benefit as well, as the area redevelops. New commercial uses will bring services to a currently underserved area. New housing developments will both increase and diversify the population of the area, making commercial ventures and community services more viable over the longer term. As The Quarters and Boyle Renaissance evolve into a recognized place to live and play, the surrounding neighbourhood as well as adjacent neighbourhoods will benefit synergistically and would be anticipated to achieve increased property values than would otherwise be the case.

## 9.0 PLAN RISKS

### 9.1 ECONOMIC ASSUMPTIONS

The financial analysis for The Quarters Downtown Community Revitalization Levy Area 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 and anticipate the high probability projects valued in excess of \$200 million will occur within the first five years. Other key assumptions are steady growth over and above high probability projects, 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 values. In this event there would be a shortfall in revenues generated by the CRL and incremental increases in tax revenues would be required to cover the debt servicing costs associated with the Plan.

### 9.2 COST ESCALATIONS

Phase I redevelopment costs are based on best estimates at this time and are subject to change. An allowance of 5% per year has been applied to all construction cost estimates for the Phase I work program. This is consistent with the cost escalation factors being used to develop the City of Edmonton's 10 Year Capital Investment Agenda.

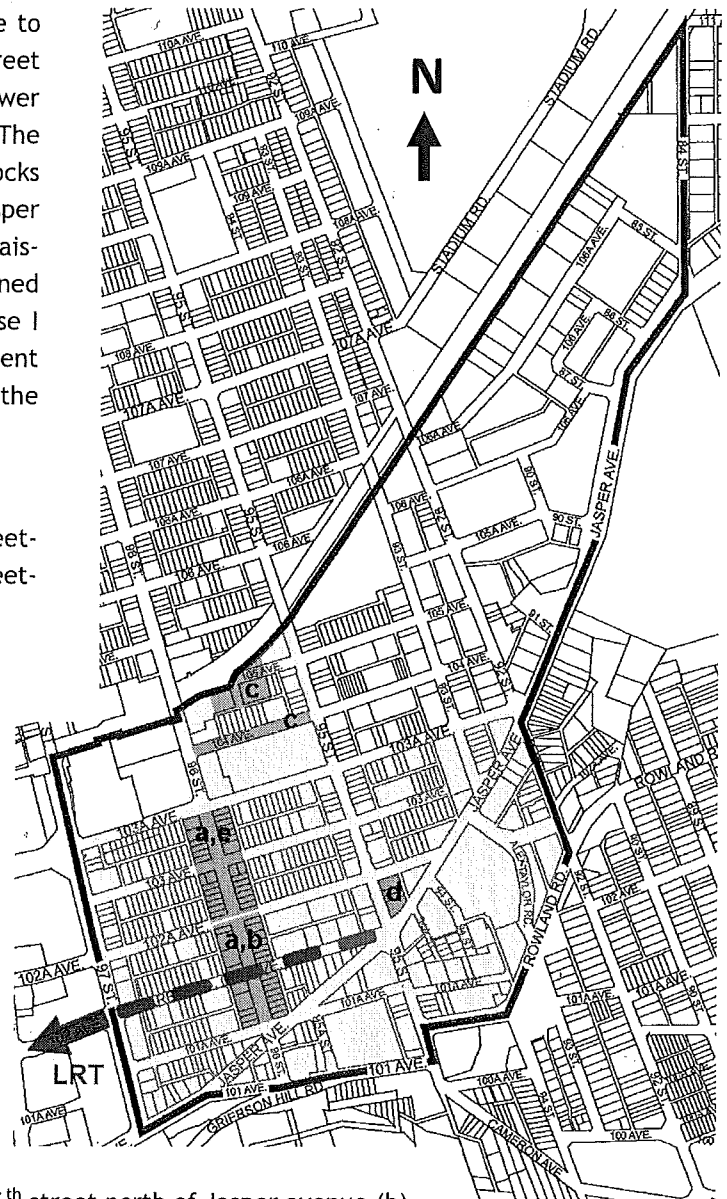
Significant changes in estimates or cost escalation could impact the level of borrowing which in turn could impact the term of the debt.

## 10.0 REDEVELOPMENT PHASING

Redevelopment of The Quarters will be done in a phased approach. The focus of Phase I will be to complete the drainage work on 96<sup>th</sup> street (Armature) which serves as the backbone sewer system for the other streets and avenues in The Quarters, complete a minimum of two full blocks of streetscaping on 96<sup>th</sup> street north of Jasper avenue, complete streetscaping in Boyle Renaissance and streetscaping around the site planned for Towers at the Five Corners Quarter. Phase I also includes an allowance for redevelopment requirements of other developments within the CRL boundary.

Future Phases will complete the Armature streetscaping and complete the drainage and streetscaping on all other streets and avenues.

Figure 43 - CRL Phasing Map



← Proposed LRT Expansion  
 — CRL Boundary

### Phase 1

Drainage work on 96<sup>th</sup> street - Armature (a),  
 Minimum of two full blocks of streetscaping on 96<sup>th</sup> street north of Jasper avenue (b),  
 Complete streetscaping and utility improvements in Boyle Renaissance, and  
 Streetscaping and utility improvements for the proposed development at 5 Corners.

### Future Phases

Complete the Armature streetscaping (e), and  
 Complete the drainage and streetscaping on all other streets and avenues.

## 11.0 REDEVELOPMENT IMPACTS AND PROPOSED MITIGATION MEASURES

The Quarters Downtown Community Revitalization Levy (CRL) Plan area is comprised of the lands located within the boundary of the Boyle Street Neighbourhood of Edmonton. Within this CRL area, there are two areas of special planning - The Quarters Downtown and Boyle Renaissance. With the implementation of The Quarters Downtown redevelopment initiatives the population within the special planning areas is anticipated to increase beyond 8,000 during the life of the CRL Plan. Additional growth will also occur outside these two special planning areas and over time it is anticipated that a fully revitalized Boyle Street Neighbourhood will increase in population beyond 20,000 residents.

### **Boyle Street Neighbourhood**

As redevelopment occurs in any neighbourhood there will be impacts on the existing population and The Quarters Downtown CRL area is no exception. The area of the Boyle Street Neighbourhood outside of the two special planning areas has a diverse mix of housing types and tenure and also includes some larger vacant industrial sites. Properties outside the special planning areas have been slowly redeveloping with small local commercial buildings and a variety of condominiums. Residential redevelopment in this part of Boyle Street Neighbourhood area is encouraged. Additionally, community input to the preparation of the Draft Stadium Station Transit Oriented Development Plan has further confirmed directions to guide this neighbourhood's transformation into a vibrant, higher density, mixed-use transit oriented community. Housing proposed includes; family oriented, market, affordable and mixed tenure residential projects.

### **The Quarters Downtown and Boyle Renaissance**

Within the two special planning areas - The Quarters Downtown and Boyle Renaissance, there is a small existing population of approximately 2,500 residents. Many of these residents live in older rooming houses, shelters and other forms of supported housing. There is also a small enclave of newer single family homes and condominiums as well as market rental accommodation. For the most part, much of the existing population is clustered in the eastern part of the planning area and there is evidence of high social need. In the Plan area between 96th and 97th street exist many vacant and undeveloped properties. The land ownership is fragmented making the consolidation of these sites for redevelopment difficult. Recent acquisition and closure of the York Hotel and the Mount Royal Hotel by the City has significantly reduced much of the negative street-based activity (prostitution, drugs, crime etc.) for which this part of the Downtown has historically been known. As further new development and investment in this area occurs, the area will likely undergo further transformational change.

Area residents living in shelters or supported housing that call Downtown East home may be subject to displacement pressures as redevelopment take place. The City of Edmonton is committed to assisting the current residents impacted by redevelopment to find new and appropriate accommodation using existing City programs and supports. As well, residential projects in The Quarters will be encouraged to accommodate area residents with lower incomes in mixed tenure housing developments. These efforts will assist individuals who are displaced from their current accommodation either by City projects such as the LRT/Armature or by private redevelopment to stay in the general area.

## 12.0 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 it's investment in public realm and infrastructure projects on City parklands and rights-of-ways and will also provide development opportunities by vending its surplus land into redevelopment ventures undertaken by the private sector.

Within The Quarters 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 neighbourhood thereby augmenting the street life that is indicative of a vibrant and thriving community.

## 13.0 THE COMMUNITY REVITALIZATION LEVY

A Community Revitalization Levy (CRL) is a way municipalities can dedicate future property tax revenue in a specific area to pay for a new public facility or new infrastructure in that area.

A CRL 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 not otherwise occur, and raises property values within the area.

### 13.1 HOW THE CRL WORKS

The City invests in public infrastructure in a particular area, in this case, The Quarters Downtown. The public infrastructure improvements spur new development in The Quarters Downtown that would not have happened otherwise. The property tax revenue from the new development, along with any revenue from a lift in the value of existing property, is dedicated to paying the costs of the infrastructure, including financing costs, for the next twenty years.

Funds generated through the CRL are revenues that otherwise would not be realized. Once the initial investment has been repaid, the revenues realized from the development would be directed to the City's general tax levy.

The Provincial Government also contributes the education portion of the new municipal tax revenue towards the initial investment amount. (This portion of the tax is normally collected by the City and paid to the Province).

It is estimated the new development stimulated by the redevelopment investment in The Quarters Downtown will generate more than enough property tax revenue to fund the \$56 million required for Phase I redevelopment costs plus \$39 million for project office and related financing costs.



## 14.0 FINANCIAL ASSUMPTIONS

The Quarters Downtown Community Revitalization Levy Area Plan covers 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:

### 14.1 PHASE I

Approval of The Quarters Downtown Community Revitalization Levy Area Plan by City Council will result in a minimum investment of \$56 million in redevelopment of the Plan area. This represents redevelopment costs of \$42 million for Phase I of The Quarters Downtown, \$9 million for Boyle Renaissance redevelopments and \$5 million for other redevelopment costs within the CRL boundary.

### 14.2 COST ESTIMATES AND ESCALATION PROVISIONS

Redevelopment costs included in the Plan are based on best estimates at this time and are subject to change. A cost escalation factor of 5% per year has been applied to all cost estimates for the ten year period 2012-2021. This is consistent with the cost escalation factor being used to develop the 10 Year Capital Investment Agenda.

### 14.3 DEBT

Debt financing is required to finance the capital investment required for Phase I of the CRL. 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.

Structured debt - allows for making interest only payments for the first part of the debt term and blended interest and principal payments in the latter part of the term. This type of debt provides greater flexibility in the early years of the redevelopment when debt servicing costs are greater than the growth in assessment uplift.

Amortized debt - allows for principal and interest repayments of debt to be made usually over 5, 10, 15 or 20 years.

Lump sum debt - allows for making interest only payments over a specific period of time with the principal repayment occurring in a lump sum at the end of the loan.

#### 14.4 INTEREST RATES

The interest rates used for the purpose of the CRL are 4.5% - 10 year term, 5.0% - 15 year and 5.5% for terms greater than 15 years. As a point of reference, these rates are approximately 0.9% to 1.3% higher than the Alberta Capital Finance rates as of May 1, 2011 which were as follows:

20 years	4.121%
15 years	3.857%
10 years	3.393%

#### 14.5 REMEDIATION OF BROWNFIELD SITES

Environmental remediation costs included in Phase I of the CRL are estimated at \$3.3 million. Remediation costs in subsequent phases are currently estimated at \$2 million but are subject to change depending on future land acquisitions and environmental testing.

#### 14.6 THE QUARTERS REDEVELOPMENT COSTS

The redevelopment costs of The Quarters Downtown include estimates for acquisition of property, environmental remediation of City owned property, water and drainage improvements, Armature costs, urban art, per door market subsidy, other streetscaping, and rerouting utilities. These costs will be covered by the City of Edmonton through the CRL.

#### 14.7 INVESTMENT INCOME

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

#### 14.8 TIMELINE

The City of Edmonton is eligible to collect the Community Revitalization Levy over a 20 year period. It is assumed the CRL will be approved by The Province of Alberta before the end of 2011 which means the CRL will be in effect from 2012 to 2031. The financial analysis has been developed on this basis.

## 15.0 PLAN COSTS

### 15.1 PHASE I

Redevelopment of the areas of special planning will be done in a phased approach. It is anticipated that Phase I redevelopment project costs will be covered by the CRL. The focus of Phase I will be to complete the drainage work on 96<sup>th</sup> street (Armature) which serves as the backbone for the other streets and avenues in The Quarters Downtown, complete a minimum of two full blocks of streetscaping on 96<sup>th</sup> street north of Jasper avenue, complete streetscaping in Boyle Renaissance and streetscaping around the site planned for development in the Five Corners.

Proposed borrowing of \$56 million is based on the estimated costs for Phase I listed below in Table 5 which were developed as follows:

- Water & drainage were provided by Drainage and include a 25% contingency;
- Price of lands required for the Armature are best estimate;
- Armature and streetscaping costs provided by costing consultant based on preliminary design concept;
- Remediation and rerouting utilities costs are best estimates;
- Allowance for infrastructure requirements for new developments in the CRL area; and
- Contingencies are based on 10% of the Armature and streetscaping costs.

Table 5 - Phase I Estimated Costs

(millions)	Estimated Costs	Total
Land	\$	5.6
96 Street (Armature)		
Water & Drainage improvements	\$ 10.8	
Streetscaping	14.7	
Environmental Remediation	1.1	
Rerouting utilities	0.6	27.2
95 Street & Jasper Ave.		
Water & Drainage improvements	0.8	
Streetscaping	5.4	
Environmental Remediation	0.5	
Rerouting utilities	0.8	7.5
Boyle Renaissance Phase I		
Water & Drainage improvements	0.9	
Streetscaping	5.3	
Environmental Remediation	1.7	
Rerouting utilities	0.3	8.2
Contingency		2.5
Other CRL Area Developments		
Allowance for infrastructure requirements		5.0
<b>Total Phase I Redevelopment Costs</b>	<b>\$</b>	<b>56.0</b>

## 15.2 FUTURE PHASES

Future Phases will complete the Armature streetscaping as well as the drainage and streetscaping on all other streets and avenues. The projected cost of future phases is listed below in Table 6.

Table 6 - Future Phases Estimated Costs

(millions)	Estimated Costs
Land	\$ 4.9
Completion of Armature and other streets	
Water & Drainage improvements	29.0
Streetscaping	67.0
Environmental Remediation	2.0
Contingency	7.1
<b>Total Future Phases Redevelopment Costs</b>	<b>\$ 110.0</b>

## 15.3 BORROWING COSTS - PHASE I

Estimated borrowing for redevelopment of The Quarters is \$56 million to cover Phase I redevelopment costs. Maximum borrowing ranges from \$100 - \$107 million based on low-medium-high revenue scenarios from the community revitalization levies (Table 7).

Interest costs are estimated using 4.5% for 10 years, 5.0% for 15 years and 5.5% for 15–20 years. Estimated interest costs are based on projected cash flows and are subject to change.

All borrowing scenarios cover the projected redevelopment costs of \$56 million for Phase I. This is based on small incremental tax levy increases of .09% in year two, 0.1% in year three and 0.18% in year four for a total of 0.37%. The tax levy requirement then declines incrementally in each of the years five to nine to a requirement of zero dollars.

Table 7 - Borrowing Costs

	(millions)			
	Phase I	Low	Medium	High
Principal	\$56.0	\$100.0	\$103.0	\$108.0
Interest	\$33.0	\$39.5	\$40.5	42.5
<b>Total</b>	<b>\$89.0</b>	<b>\$139.5</b>	<b>\$143.5</b>	<b>\$150.5</b>

## 15.4 OTHER COSTS - PHASE I

Project office and interest costs for Phase I are estimated at \$39 million and will mainly be funded by community revitalization revenues.

## 16.0 PLAN REVENUES - PHASE I

### 16.1 COMMUNITY REVITALIZATION LEVIES

The Community Revitalization Levy is applied to all properties located in The Quarters Downtown area. Assuming the Plan is approved by the Province in 2011, the 2011 Assessment Roll will form the baseline assessment. The levy will then be applied to the incremental assessed value of properties within The Quarters Downtown boundary starting in 2012 and will continue until 2031.

The CRL will be levied and collected based on the process described in Section 13 of this report. Low, medium and high scenarios for the Community Revitalization Levy show potential revenues from tax lift ranging from \$139.5 to \$150.5 million over 20 years (Table 8).

Table 8 - Low, Medium & High Revenue Scenarios

Scenario	Estimated Community Revitalization Levy
Low	\$139.5 million
Medium	\$143.5 million
High	\$150.5 million

#### 16.1.1 Low Revenue Scenario

The low scenario projection for the CRL of \$139.5 million over 20 years is based on approximately \$968 million in incremental growth in the residential assessment base plus \$40 million in incremental growth in non-residential developments.

Key assumptions in the low scenario (Table 9) are an increase in market value assessment of 3.0% per year for each of the 20 years and growth in assessment above the high probability projects based on an increase in residential units of 3,400 based on Collier's low scenario.

Table 9 - Low Revenue Scenario

(millions)	Years				Total
	2012-16	2017-21	2022-26	2027-31	
Residential	\$3.6	\$11.1	\$24.4	\$45.1	\$84.2
Non-residential	5.7	10.8	16.2	22.6	55.3
<b>Total</b>	<b>\$9.3</b>	<b>\$21.9</b>	<b>\$40.6</b>	<b>\$67.7</b>	<b>\$139.5</b>

### 16.1.2 Medium Revenue Scenario

The medium scenario projection for the CRL of \$143.5 million over 20 years is based on approximately \$1.1 billion in incremental growth in the residential assessment base plus \$40 million in incremental growth in non-residential developments.

Key assumptions in the medium scenario (Table 10) are an increase in market value assessment of 3.0% per year for each of the 20 years and growth in assessment above the high probability projects based on an increase in residential units of 4,000 based on Collier's medium scenario.

Table 10 - Medium Revenue Scenario

(millions)	Years				Total
	2012-16	2017-21	2022-26	2027-31	
Residential	\$3.6	\$11.1	\$24.5	\$48.9	\$88.1
Non-residential	5.8	10.8	16.2	22.6	55.4
<b>Total</b>	<b>\$9.4</b>	<b>\$21.9</b>	<b>\$40.7</b>	<b>\$71.5</b>	<b>\$143.5</b>

### 16.1.3 High Revenue Scenario

The high scenario projection for the CRL of \$150.5 million over 20 years is based on approximately \$1.4 billion in incremental growth in the residential assessment base plus \$40 million in incremental growth in non-residential developments.

Key assumptions in the high scenario (Table 11) are an increase in market value assessment of 3.0% per year for each of the 20 years and growth in assessment above the high probability projects based on an increase in residential units of 5,000 based on Collier's high scenario.

Table 11 - High Revenue Scenario

(millions)	Years				Total
	2012-16	2017-21	2022-26	2027-31	
Residential	\$3.8	\$11.4	\$24.8	\$55.2	\$95.2
Non-residential	5.7	10.8	16.2	22.6	55.3
<b>Total</b>	<b>\$9.5</b>	<b>\$22.2</b>	<b>\$41.0</b>	<b>\$77.8</b>	<b>\$150.5</b>

## 16.2 GENERAL MUNICIPAL REVENUES

The Quarters Downtown redevelopment plan for all phases includes estimated costs of \$166 million for the following categories:

- Water and drainage improvements to accommodate increased density;
- Land required for the Armature;
- Remediation costs of contaminated sites;
- Rerouting of existing power, water and gas lines; and
- Sidewalk, streetscape, and public spaces.

The costs for Phase I of \$56 of the Phase I costs plus project office and Interest costs will be covered by the community revitalization levy as well as small incremental tax levy increases of .09% (\$0.9 million) in year two, 0.1% (\$1.0 million) in year three and 0.18% (\$1.9 million) in year four for a total of 0.37% (\$3.8 million). The tax levy requirement then declines incrementally in each of the years five to nine to a requirement of zero dollars.

Future Phases may also be funded by the community revitalization levy depending on the level of CRL revenues actually realized.

Funding of The Quarters 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.

## 16.3 OTHER REVENUE SOURCES

Any interest income earned on positive cash balances will be used a source of funds for The Quarters Downtown.

## 17.0 PROJECTED BORROWINGS AND REPAYMENT - PHASE I

### 17.1 AMOUNT 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 17 to 19 years. It has also been assumed that the term of all of the of the borrowings will be within the 20 year term of the CRL.

Phase I of the CRL requires City Council's commitment to borrow a total of \$56 million. Debt drawings will be made to match actual capital expenditures and minimize interest costs. Based on the three scenarios the total debt of \$56 million would be repaid by the last year of the CRL.

### 17.2 TIMING

The amounts, timing and terms of the borrowings related to Phase I of the CRL are listed on Table 12:

Table 12 - Amounts, Timing and Terms of Borrowings

(millions)	Years			Total
	2012	2013	2014	
Borrowing 1 - 19 years	\$19.0			\$19.0
Borrowing 2 - 18 years		\$21.0		\$21.0
Borrowing 3 - 17 years			\$16.0	\$16.0
<b>Total</b>	<b>\$19.0</b>	<b>\$21.0</b>	<b>\$16.0</b>	<b>\$56.0</b>

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

The \$56 million borrowing proposed by this plan is within the borrowing limits of both the MGA and the City of Edmonton's Debt Management Fiscal Policy, based on current approved borrowing bylaws.

### 17.4 SOURCE OF FINANCING

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



## 18.0 FUNDING SHORTFALL

The financial analysis that has been done for the CRL plan 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 CRL revenues may not be realized as planned.

Estimated expenditures will exceed revenues for the first ten years of the CRL based on the assumptions outlined in this Plan. The Plan assumes this shortfall will be covered by small incremental tax levy increases estimated at 0.09% (\$0.9 million) in year two, 0.1% (\$1.0 million) in year three and 0.18% (\$1.9 million) in year four for a total of 0.37% (\$3.8 million). The tax levy requirement then declines incrementally in each of the years five to nine to a requirement of zero dollars.

CRL revenue, if sufficient, will be used to repay any general tax levy funding utilized in the short term.

In the event that market value assessments do not increase and/or new developments do not occur as planned, resulting in no revenues being realized from the CRL, the shortfall would need to be covered by tax levy increases. The impact of the worst case scenario would result in estimated incremental tax levy increases of 0.16% in year two, 0.21% in year three and 0.23% in year four for a total of 0.60% with no decline occurring in years five to nine until outstanding debt retired.

## 19.0 COMMUNITY REVITALIZATION LEVY FUND

All funds collected through The Quarters Downtown CRL will be accounted for separately in a Quarters Downtown Community Revitalization Fund and invested by the City in money market or short term fixed income products.

Any interest earned on The Quarters Downtown CRL will be used to cover CRL related expenditures in accordance with the Regulation.