

**THE CITY OF EDMONTON**

**BYLAW 15932**

**BELVEDERE COMMUNITY REVITALIZATION LEVY BYLAW**

WHEREAS, pursuant to section 381.2 of the *Municipal Government Act*, R.S.A. 2000, c. M-26, Council may pass bylaws dealing with community revitalization levies; and:

WHEREAS, section 3 of the *City of Edmonton Belvedere Community Revitalization Levy Regulation*, AR 57/2010 (the "Regulation") established a community revitalization area known as the Belvedere 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 Belvedere Community Revitalization Levy Area ("the Belvedere 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**

- |                                 |   |   |
|---------------------------------|---|---|
| <b>PURPOSE</b>                  | 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.   |
| <b>DEFINITIONS</b>              | 2 | <p>In this bylaw, unless the context otherwise requires:</p> <ul style="list-style-type: none"><li>(a) “<b>Act</b>” means the <i>Municipal Government Act</i>, R.S.A. 2000, c. M-26;</li><li>(b) “<b>City</b>” means the Municipal Corporation of the City of Edmonton;</li><li>(c) “<b>Council</b>” means the Municipal Council of the City of Edmonton;</li><li>(d) “<b>Incremental Assessed Value</b>” has the same meaning as section 381.1(a) of the Act;</li><li>(e) “<b>Property</b>” has the same meaning as in section 284(1)(r) of the Act;</li><li>(f) “<b>Regulation</b>” means the <i>City of Edmonton Belvedere Community Revitalization Levy Regulation</i>, AR 57/2010.</li></ul> |
| <b>RULES FOR INTERPRETATION</b> | 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 Belvedere 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 Belvedere Community Revitalization Levy Area.

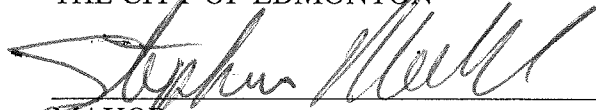
**PART III - GENERAL**

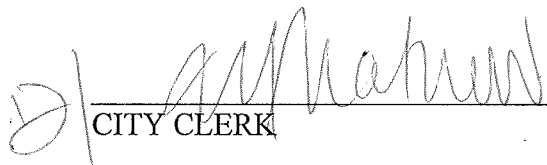
**SCHEDULE "A"**            5            The Belvedere Community Revitalization Levy Area Plan, which contains the information required in section 4(2) of the Regulation, is attached hereto as Schedule "A" and forms part of this bylaw.

**EFFECTIVE DATE**        6            This bylaw takes effect on the date on which this bylaw is approved by the Lieutenant Governor in Council.

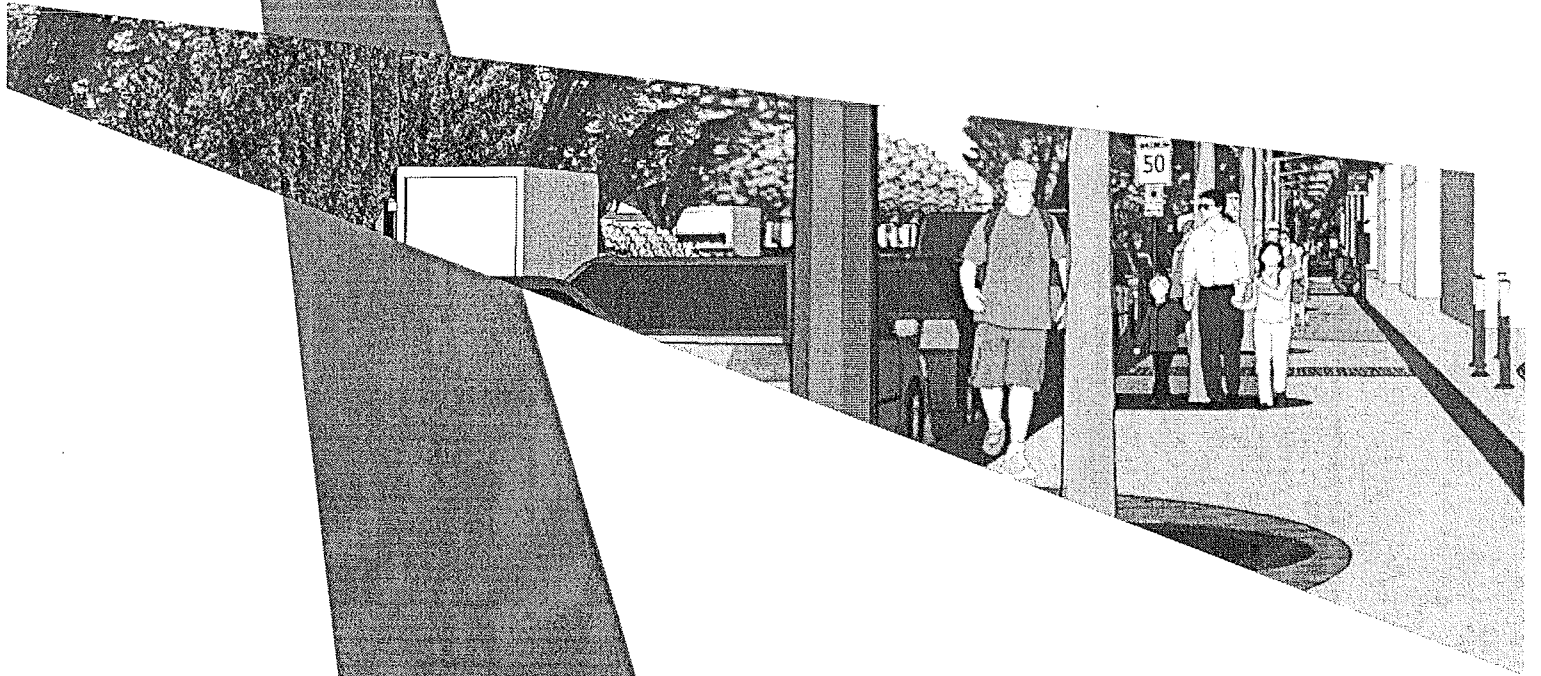
READ a first time this            30th            day of            January            , A. D. 2012;  
READ a second time this        30th            day of            January            , A. D. 2012;  
READ a third time this         30th            day of            January            , A. D. 2012;  
SIGNED and PASSED this       30th            day of            January            , A. D. 2012.

THE CITY OF EDMONTON

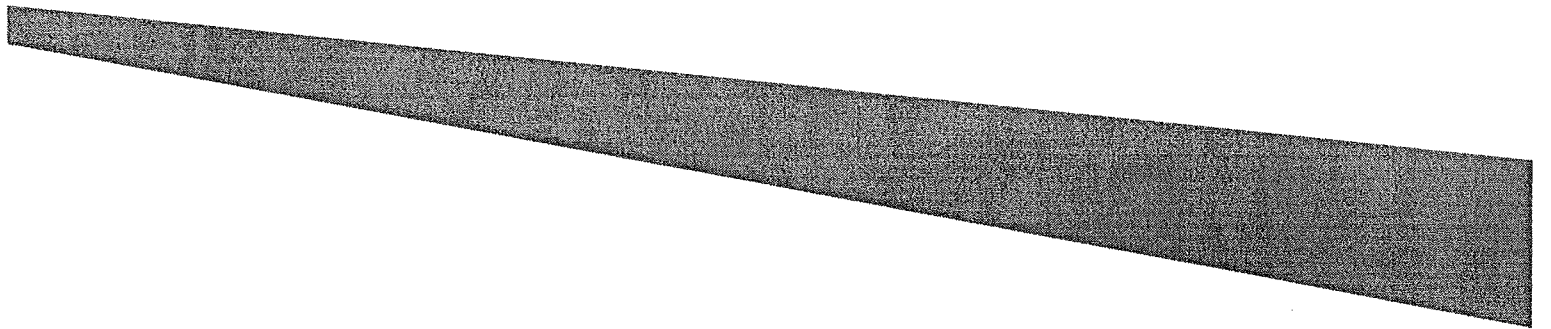
  
MAYOR

  
CITY CLERK

BELVEDERE  
COMMUNITY  
REVITALIZATION LEVY  
AREA PLAN  
THE WAY WE GROW







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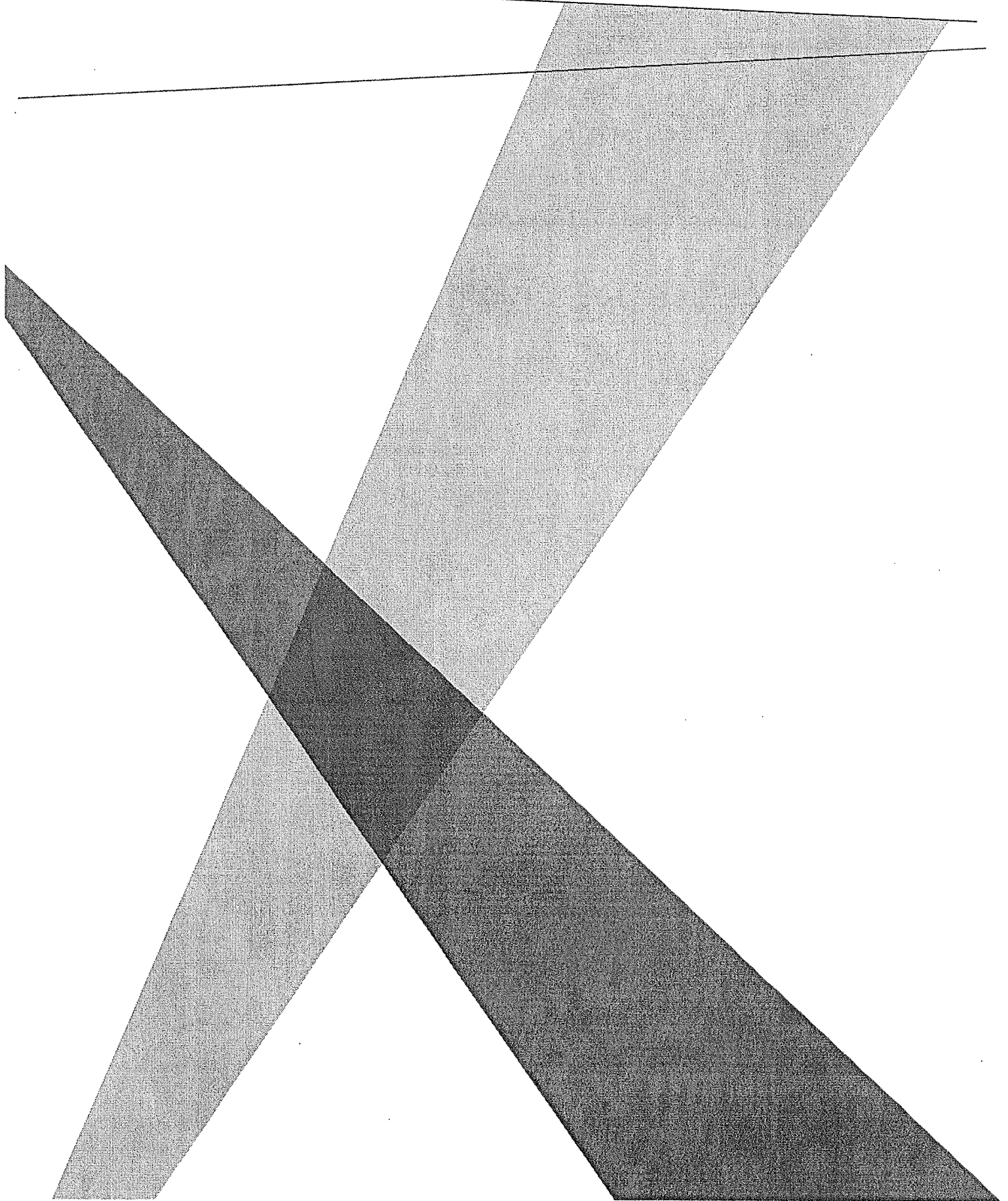
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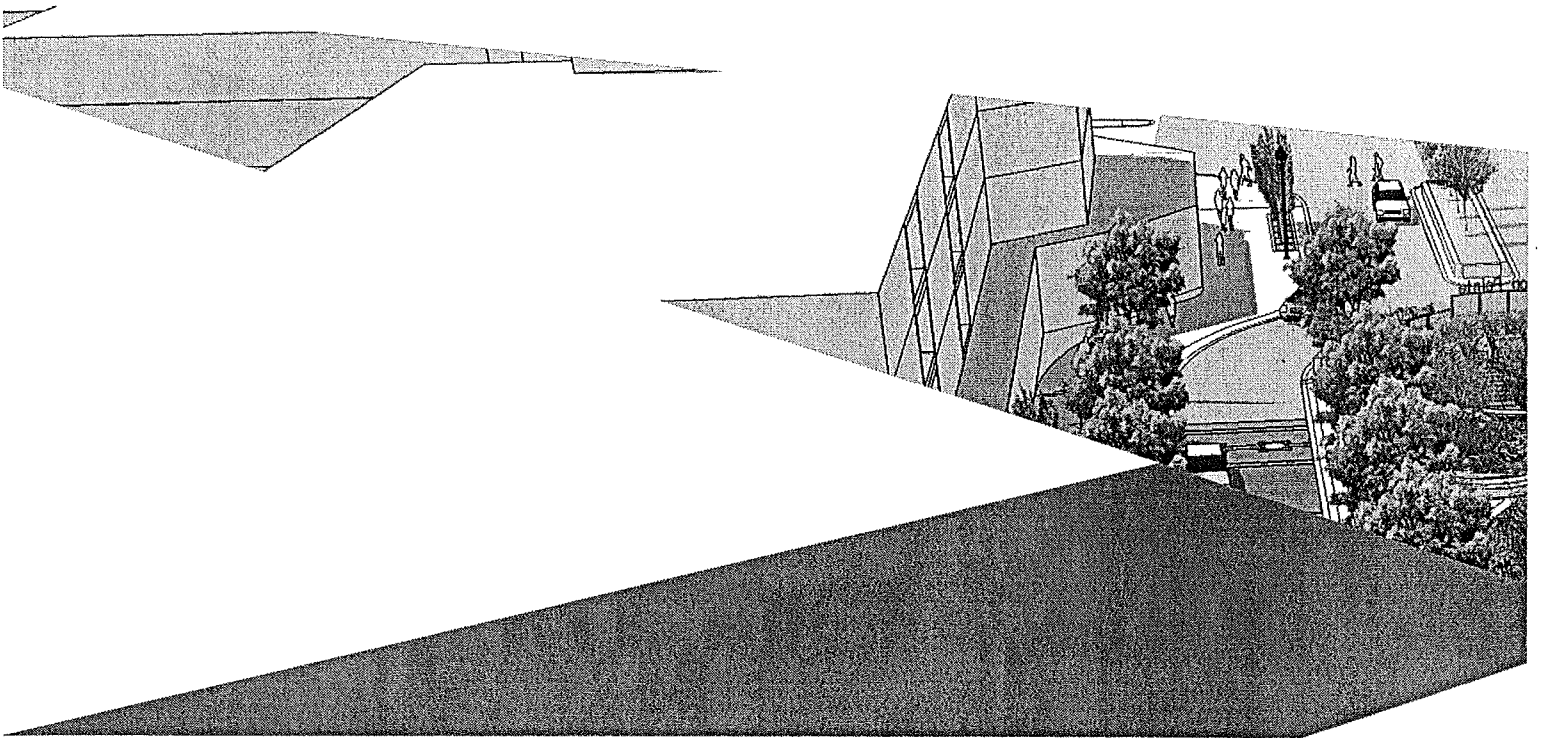


## ACKNOWLEDGEMENTS

The Belvedere Community Revitalization Levy Area Plan is based on contributions from the following Consulting Teams:

ParioPlan Incorporated (formerly Armin A. Preiksaitis & Associates Ltd.)  
Arndt Tkalcic Bengert Architecture  
Associated Engineering Alberta Ltd.  
Bunt & Associates  
Colliers International  
EIDOS Consultants Incorporated

The Belvedere Community Revitalization Levy Area Plan has evolved based on collaboration with a wide range of stakeholders, industry experts, community organizations and committees, the Fort Road Business Association and the Belvedere Community League.



## EXECUTIVE SUMMARY

The Belvedere Community Revitalization Plan area is located in the Belvedere community in northeast Edmonton. This area was originally developed with a strong focus on the meat packing industry which declined significantly through the 1990's.

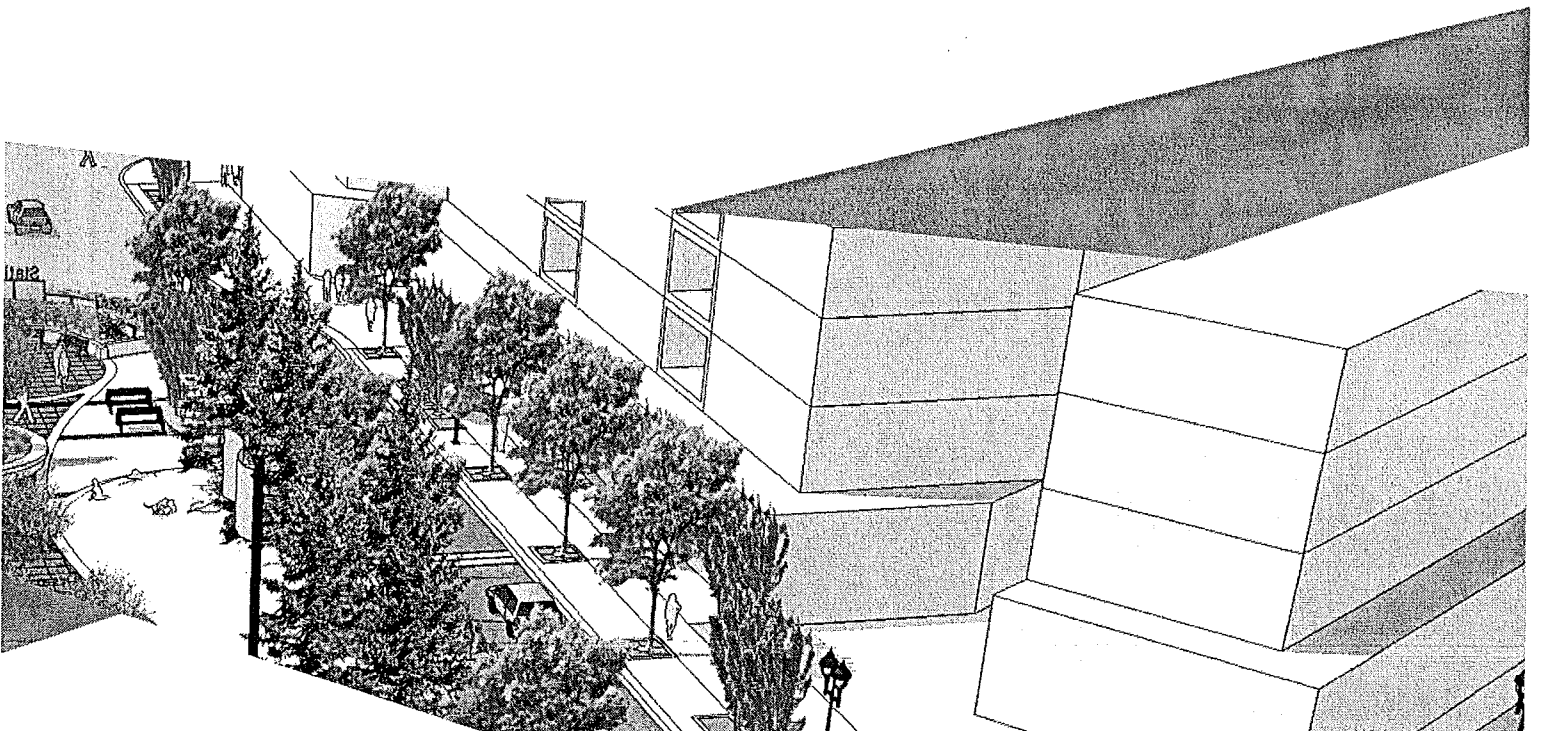
The Community Revitalization Levy (CRL) area has at its centre the properties abutting both sides of Fort Road and between 66<sup>th</sup> Street and 129<sup>th</sup> Avenue. At a time when the City was growing rapidly in most areas, this area remained in decline. Older commercial properties along the west side of Fort Road, requiring at minimum a significant face lift, combine with scattered quasi industrial properties, vacant land and environmental contamination issues along the east side of Fort Road.

The Belvedere Community Revitalization Plan outlines the public infrastructure program needed to attract private investment, redevelopment and revitalization of the area.

This Plan creates a new Transit Oriented Development within walking distance of the Belvedere Light Rail Transit (LRT) station, which is immediately north of 129<sup>th</sup> Avenue, along Fort Road. Combining this redevelopment opportunity with an expanded and improved Fort Road will improve access to the area and provide a desirable new community.

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. 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 Belvedere Community Revitalization Plan area.

The baseline assessment for properties in the Plan area would be set as of December 31 of the year that The Belvedere 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 CRL area there are two distinct components: the first is east of Fort Road and between 129<sup>th</sup> Avenue and 66<sup>th</sup> Street, known as Station Pointe which will be completely redeveloped by the City as a high density mixed use Transit Oriented Development; and the second are the areas on the west side of Fort Road between 66<sup>th</sup> Street and 132<sup>nd</sup> Avenue. The second area will be privately redeveloped as market conditions allow.

The City's Station Pointe redevelopment includes: the purchase of older quasi industrial properties; significant environmental remediation; new power, water and drainage lines; new streetscapes; and the development of five mixed use residential properties within walking distance of the Belvedere LRT Station.

The potential for the redevelopment of the private lands to the west of Fort Road has been significantly enhanced by the improvements to Fort Road and the projected new developments at Station Pointe.

The Plan required the City to borrow \$34.25 million in 2009, with drawdowns from this borrowing occurring in 2009 and 2011 and projected for 2012. It is assumed that 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 \$48 and \$84 million over 20 years.

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

# PART I - CONTEXT & PLAN DESCRIPTION

## 1.0 THE NEED FOR THE BELVEDERE COMMUNITY REVITALIZATION LEVY AREA PLAN

The area within the Belvedere Community Revitalization Levy Area Plan (“the Plan area”) was once a thriving commercial and industrial area in northeast Edmonton known as the “Village of North Edmonton” or Packingtown. After amalgamation with Edmonton in 1913, the area became the centre for the City’s meat packing industry and developed a unique working class family-oriented character.

In the 1970’s the City of Edmonton saw potential in the Belvedere area and placed a transit stop in its heart as part of the development of the Edmonton LRT system. Their hope was that this would act as a catalyst to further redevelopment. In 1980 the Belvedere Station Area Redevelopment Plan (ARP) rezoned land in the vicinity of the LRT line to ‘High Density’ residential “to maximize the development potential of areas surrounding the new LRT stations”. Consequently, between 1980 and 1984 at least 635 new residential units were built.

However, this successful redevelopment was marginalized when during the 1980’s and 1990’s both large meat packing and processing plants, Canada Packers and Gainers, closed down, taking many other associated businesses with them. Since then the area has battled the effects of an economic downturn and today Fort Road is in a deteriorated state, containing a substantial amount of vacant land. It has become a void between downtown Edmonton and the northeast suburbs. There is a significant amount of vacant and underutilized land in the Plan area. Significant efforts have been invested in the area since that time, including the formation of a Business Revitalization Zone in 1991 and the adoption of the 1993 Fort Road Master Plan. Few of the recommendations contained in the 1993 Plan were implemented and the Fort Road Business Revitalization Zone Association ceased its operations in 1999. Renewed efforts with a newly formed Fort Road Business and Community Association in 2000 led to the adoption of the 2002 Old Town Fort Road Master Plan. This forms the foundation for the Belvedere Community Revitalization Levy Area Plan.

The Belvedere 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, facilitate reclamation, redevelopment and revitalization of the area. The Plan is needed because the Belvedere Community has been stagnant for decades, while other parts of Edmonton have seen significant growth and development spurred by a buoyant Alberta economy. The social, environmental and municipal infrastructure conditions have inhibited development and created a negative image for an area that could again become a vital part of the City of Edmonton.

Historically, the development industry has expressed little or no interest in developing in the Plan area as a considerable amount of investment would be needed for remediation of industrial sites and upgrading of roadways and utility infrastructure, which is both costly and would have to be undertaken in a comprehensive manner. With rising fuel costs and a pursuit of more sustainable development patterns and practices, encouraging Transit Oriented Development (TOD) around Belvedere Station is important and timely. Moreover, the plans to develop billions of dollars in bitumen upgrader projects in Alberta’s Industrial Heartland over the next two decades, northeast of Edmonton, will

spur additional demands for housing and increase volumes of commuter traffic in the northeast sector of the city. Prevailing economics will determine when the various upgrader projects will proceed. In light of these conditions, a coordinated approach to planning, remediation of industrial sites, and infrastructure redevelopment will be the catalyst for private development.

In order to encourage private and public sector development in the Plan area east of Fort Road, extensive public infrastructure is required along with a sustainable funding source which does not create an additional tax burden for citizens. The provincial Community Revitalization Levy Regulation provides the funding mechanism required to achieve the economic, social and environmental objectives for the area.

Infrastructure improvements that are contemplated in the Plan are costly. The Community Revitalization Levy ("CRL") provides the funding mechanism necessary to enable the City to embark on the Plan. The CRL provides a means to segregate property tax revenues in the Plan area which result from 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 a rate that would be charged throughout the City. The end result is that improvements in the Plan area are self-funded without any additional tax burden on the balance of the City. At the earlier of the end of the 20-year CRL period or upon full repayment of the CRL value, the amounts that were charged under the CRL Bylaw would flow into the general revenues of the City and the Province.

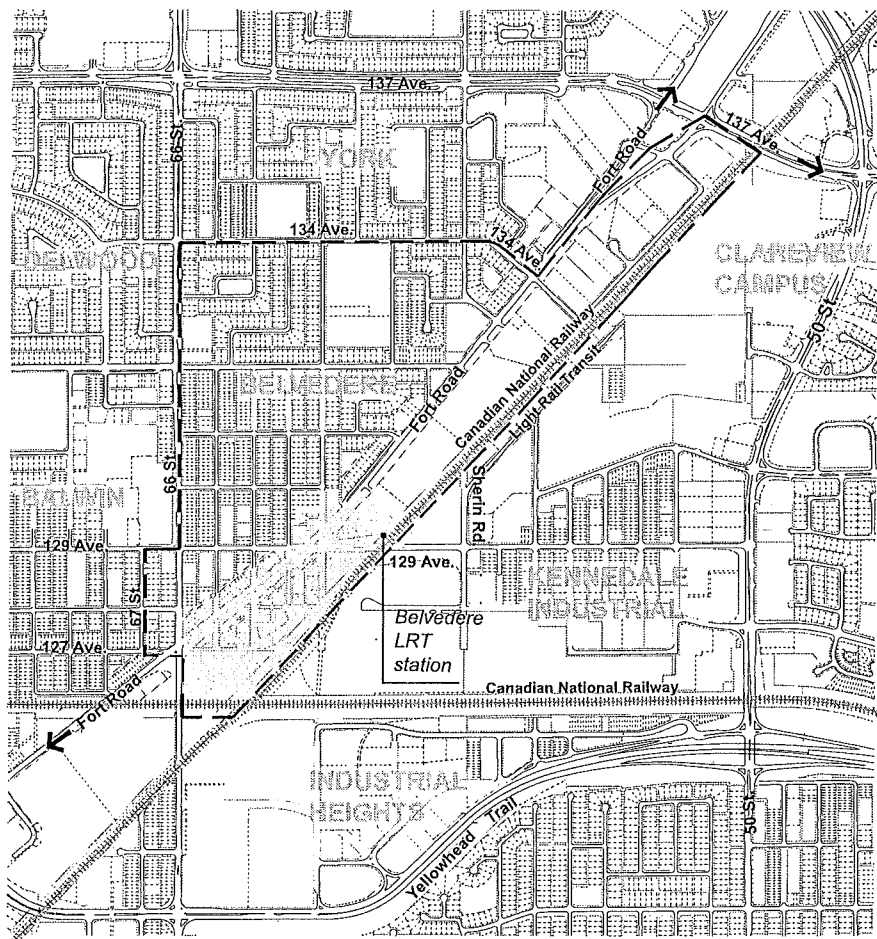
The Plan also identifies community amenities that may be located in the area. Such facilities will provide a further catalyst to redevelopment, demonstrate the City's commitment to the area, and provide facilities of benefit to all residents.

It is expected that significant social, environmental and economic benefits will result from the public sector investment as outlined in this Plan. Most importantly, the intent of this Plan is to renew and revitalize an underdeveloped part of Edmonton and make it a desirable, sustainable transit oriented community once again.

## 2.0 LEGAL BOUNDARY DESCRIPTION

The Plan area is located in northeast Edmonton's Belvedere community and is bisected by Fort Road, a major transportation corridor in northeast Edmonton. To the west are the residential neighbourhoods of Delwood and Balwin, to the North the residential neighbourhood of York, to the east are the Clareview Campus and Kennedale Industrial neighbourhoods, and to the south, the Industrial Heights neighbourhood. The Plan area is shown in *Figure 1: Belvedere Community Revitalization Levy Area Plan*, and is described on the next page.

**Figure 1: Belvedere Community Revitalization Levy Area Plan**



- Belvedere Community Revitalization Levy Area Plan ———
- Fort Road Urban Design Plan Area - - - - -
- Rail Line |||

Commencing at the northwest corner of the intersection of 66<sup>th</sup> Street and 134<sup>th</sup> Avenue; Thence easterly along 134<sup>th</sup> Avenue to the northeast corner of the intersection of Fort Road and 134<sup>th</sup> Avenue; Thence northeasterly along Fort Road and Fort Road Northbound to the southeast corner of the intersection of 137<sup>th</sup> Avenue Eastbound and Fort Road Northbound; Thence southeasterly along 137<sup>th</sup> Avenue Eastbound to the most southeasterly intersection point of 137<sup>th</sup> Avenue and Canadian National Railway Plan 4217S, Railway Right of Way within Township 53, Range 24 Title No. 792032913 ("CN Tracks North/South"); Thence southwesterly along the East Boundary of the CN Tracks North/South to the northwest corner of Right of Way Containing 11.87 Acres More or Less as Shown on Railway Plan 7720641, Title No. 772133878 ("CN Tracks East/West"); Thence westerly in a straight line to the southeast corner of Portion of NW ¼ Sec.14-53-24-4, Title No. 072371159; Thence westerly along the south boundary of Portion of NW ¼ Sec.14-53-24-4, Title No. 072371159 to the southwest corner of this parcel; Thence northerly along the east boundary of 66<sup>th</sup> Street to the southeast corner of the intersection of 127<sup>th</sup> Avenue and 66<sup>th</sup> Street; Thence westerly along 127<sup>th</sup> Avenue to the northeast corner of 127<sup>th</sup> Avenue and 67<sup>th</sup> Street; Thence northerly along 67<sup>th</sup> Street to the southeast corner of the intersection of 67<sup>th</sup> Street and 129<sup>th</sup> Avenue; Thence easterly along 129<sup>th</sup> Avenue to the southwest corner of the intersection of 66<sup>th</sup> Street and 129<sup>th</sup> Avenue; Thence northerly along 66<sup>th</sup> Street to the point of commencement.

## 3.0 PLAN GOALS AND OBJECTIVES

The goal of the Plan is to take advantage of the Belvedere LRT Station by developing a higher density mixed use environment with strong pedestrian linkages supported by a mixed land use pattern that combines residential, retail and office uses. By applying sound land use planning and urban design principles, new development will integrate physically, socially and economically with the Belvedere neighbourhood.

The *Fort Road Urban Design Plan* and supporting amendments to the *Belvedere Area Redevelopment Plan* (ARP) promote the following objectives:

- Promote quality sustainable and affordable Transit-Oriented Development (TOD), consisting of a mix of commercial and higher density residential uses, within walking distance of the existing Belvedere LRT Station;
- Increase LRT ridership;
- Develop a pedestrian multi-use corridor to connect the Plan area with the Belvedere LRT Station and improve safety and access for pedestrians on Fort Road;
- Significantly improve the public realm within the Plan area and along Fort Road;
- Improve the roadway network within the Plan area to enhance traffic flow and to accommodate traffic increases;
- Maximize land use in an area with existing infrastructure; and
- Preserve the integrity of the existing residential neighbourhoods and minimize adverse impacts of traffic and excessive new development by encouraging new development at the periphery of existing neighbourhoods.

Undertaking the initiatives in the Plan will enable remediation of the environmental conditions from historic industrial uses, freeing up land for redevelopment. Redevelopment will encourage environmentally friendly lifestyles including reduced dependence on private automobile trips which contribute to both the environment and overall sustainability of the greater community.

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## 4.0 LEGISLATIVE CONTEXT

### 4.1 Municipal Government Act

Council may pass a Community Revitalization Levy bylaw in accordance with Part 10 Division 4.1 of the *Municipal Government Act* M-26 RSA 2000 (“MGA”). The MGA 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.

From the year in which the Community Revitalization Levy bylaw is approved by the Lieutenant Governor in Council, it will remain in force for a maximum of twenty years or until the costs approved by the Plan are repaid.

### 4.2 City of Edmonton Belvedere Community Revitalization Levy Area Plan Regulation

In mid 2005 the Government of Alberta amended the *Municipal Government Act*, R.S.A. 2000, c. M-26 (MGA) and brought in the Community Revitalization Levy (CRL). This levy is a hybrid of a number of tax incentive financing programs from other jurisdictions. It is to be used to promote the redevelopment of areas of a municipality that without this levy would otherwise not be redeveloped.

The Lieutenant Governor approved Order in Council 136/2010 on April 29, 2010 for The City of Edmonton Belvedere Community Revitalization Levy Regulation.

With the Provincial approval of the regulation Edmonton City Council may approve a Community Revitalization Plan and pass a bylaw to create the Belvedere Community Revitalization Levy Area Plan. The baseline assessment for properties in the Plan area would be set as of December 31 of the year the Belvedere Community Revitalization Levy Bylaw is approved by the Province. Thereafter, any increase in the value of the properties in the Plan area forms the levy (both municipal and school). The levy money collected is then applied to pay off the costs incurred by the City of Edmonton for capital infrastructure projects to revitalize 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 repaid fully.

The regulation requires City Council to:

- approve a Community Revitalization Levy Area Plan (which comprises this document);
- hold a minimum of one public hearing that must be held on the proposed community revitalization plan; and
- make and keep a record of any public hearings on this Community Revitalization Levy Area Plan and make these results available to the public.

This Belvedere Community Revitalization Levy Area Plan contains the estimated redevelopment capital costs, as well as borrowing costs and other municipal costs. Projected estimates (conservative, mid and optimistic) of the changes in the incremental assessed value of the properties are provided, as well as the estimated projected revenues. This Belvedere Community Revitalization Levy Area Plan includes the timing of the projects, the phasing of development and the proposed land uses.



This Belvedere Community Revitalization Levy Area Plan also identifies 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.

This Plan substantiates that the redevelopment would not progress significantly in the Belvedere Community Revitalization Levy Area Plan without this levy. It also looks at the impact the redevelopment will have on residents and the role that private sector developers will have in this redevelopment. Buildings with historical significance must be maintained and conserved and the Plan addresses any City of Edmonton features, facilities and characteristics that could be adversely affected by this redevelopment and how to mitigate such impacts.

Development and use of improvements in the Belvedere Community Revitalization Levy Area Plan must comply with the statutory and non-statutory plans, the City's Zoning Bylaw 12800, and the building and safety codes. In addition, there is a requirement to comply with the Environmental Policy (C512) on any re-zonings and plan amendments, as well as the Sustainable Building Policy-Leadership in Energy and Environmental Design (LEED) Silver (C532) which will apply to all new City-owned buildings. The City policy on Public Involvement (C513) and public parkland issues that may come up would involve such policies as the Corporate Tree Management Policy (C456). Improving the area and existing buildings may also mean that the Retail Commercial Facade and Storefront Improvement Program Policy (C216), Percent for Art to Provide and Encourage Art in Public Areas (C458B) and the designation and preservation of historical buildings allows for application under the Policy to Encourage the Designation and Rehabilitation of Municipal Historic Resources In Edmonton (C450A).

## 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.

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 Plan will implement have been prepared in consideration of the Provincial Land Use Policies. The Belvedere Station Area Redevelopment Plan (Bylaw 14651 as amended) and the Fort Road Urban Design Plan 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 Relevant City of Edmonton Plans and Policies

#### 5.2.1 Edmonton City Vision

The *Way Ahead* is a 10-year Strategic Plan adopted by City Council in 2009 and is a picture of what the City of Edmonton is striving towards. The vision outlines the following six ten-year strategic goals:

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. Diversify Edmonton's Economy
6. Ensure Edmonton's Financial Sustainability

#### 5.2.2 Plan Edmonton: Edmonton's Municipal Development Plan Bylaw 11777

The Edmonton *Municipal Development Plan* (Plan Edmonton) provides a city-wide framework that guides more detailed plans and policies. The objectives and policies in the Plan 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.

#### 5.2.3 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 *Fort Road Urban Design Plan* is designated Direct Control (DC-1) to address its unique circumstances and policies. Executive

Committee's July 11, 2007 direction for "Developments Adjacent to Railway Right-of-Way" has been reflected in the project. All land Use Designations are summarized in Section 6.3.

#### 5.2.4 Belvedere Station Area Redevelopment Plan Bylaw 14561

The *Belvedere Station Area Redevelopment Plan* was approved on September 24, 1980 and has been amended to September 2007. Its general purpose is to establish a pattern of land use and development that will favor use of the light rail transit line while preserving the scale and character of most of the existing neighborhood. It provides the boundary of, and the generalized land use strategy found within the Belvedere Community Revitalization Levy Area Plan, as well as in the Fort Road Urban Design Plan.

#### 5.2.5 Edmonton's Transportation Master Plan

The City of Edmonton *Transportation Master Plan* (TMP), approved in 1999, establishes a framework for how the City will address its future transportation needs to the year 2020. 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 TMP identifies Fort Road as a Highway Connector, a high standard roadway that connects the inner and outer ring road and provides a link to the provincial highway system. The posted speed limit along Fort Road is 50 km/hr. Current daily traffic volumes are in the order of 28,000 vehicles per day (2007). Widening of Fort Road from four lanes to six lanes, between 66<sup>th</sup> Street to 131<sup>st</sup> Avenue, as discussed in the *Fort Road Urban Design Plan*, began in 2008 and was completed in 2010.

Expansion of the City's LRT system continues, with City Council approving the alignment for the LRT between downtown and the Northern Alberta Institute of Technology (NAIT) and authorizing the purchase of land and construction associated with this leg of the LRT. It will connect the LRT system to Grant MacEwan College, the Royal Alexandra Hospital, Kingsway Garden Mall and NAIT.

City Council is also pursuing the expansion of the LRT to West and Southeast Edmonton. Council is also considering the extension of the NAIT LRT leg out to St. Albert.

The expansion of the LRT system provides very strong support for the Transit Oriented Development that is the subject of this Community Revitalization Plan.

#### 5.2.6 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 with the UPMP, as well as any future park development within the Belvedere Community Revitalization Plan Area.

#### 5.2.7 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.

#### 5.2.8 Sustainable Building Policy - Leadership in Energy and Environmental Design (LEED) Silver (C532)

The purpose of this policy is to ensure that City-owned new facilities and major renovations are designed and constructed to an environmentally sustainable standard that benefits all Edmonton residents, now and in the future.

The City of Edmonton is committed to environmental, economic, and social stewardship of City-owned buildings and facilities and continues to demonstrate environmental leadership in the community. Effective January 1, 2008, all new City-owned buildings and major renovations will be designed and constructed to meet LEED Silver Standard as a minimum, and be formally LEED certified.

The Belvedere Community Revitalization Levy Area Plan will carry forward the City of Edmonton's goal of an uncompromising commitment to sustainability and affordability by requiring private developers developing on City-owned lands within the Station Pointe portions of the Plan area, to make a commitment to energy efficiency and sustainable building practices consistent with LEED and / or Built Green Multi Storey and Residential Pilot Program.

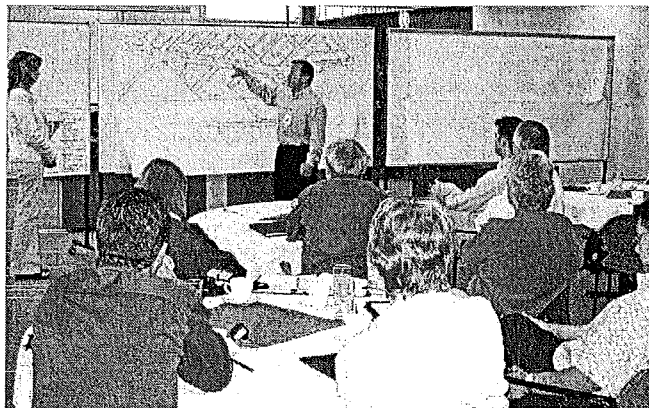
#### 5.2.9 The City Policy on Public Involvement (C513)

The purpose of this policy is to provide decision makers, City of Edmonton staff, and citizens and stakeholders that form the public with a consistent and genuine process that will set a standard of excellence for public involvement processes in the City.

The City of Edmonton's Public Involvement Practice is guided by the Public Involvement Framework, which outlines the strategic approach to be used in all City-hosted public involvement processes.

During the preparation of the *Fort Road Urban Design Plan*, extensive public consultation took place including stakeholder interviews and focus groups, newsletters, design idea workshops, and public open houses.

**Figure 2: Consultation for Fort Road Urban Design Plan**



#### 5.2.10 Corporate Tree Management Policy (C456)

The purpose of this policy is to protect the trees on Municipal property by:

- Ensuring the development of the City's tree inventory through new and replacement plantings of first year and other losses, and through proper maintenance and enforcement of Bylaw #7829 (Boulevard Bylaw).
- Ensuring that all trees on City properties are adequately protected from unnecessary destruction, loss or damage by civic entities. Where salvage is not possible, to ensure that equitable compensation and/or replacement for all such affected trees occurs as per Bylaw #7829 (Boulevard Bylaw).
- Providing for a tree reserve account that enables the carry forward of funds received for tree losses and/or damage to be used for procurement and planting of trees in subsequent years.
- Coordinating all City tree planting programs including boulevards, roadway landscaping, park and facility developments and the Beautification Program.

Staff from the Parks Branch of the Asset Management and Public Works Department were actively involved in the preparation of the *Fort Road Urban Design Plan* and its implementation to ensure compliance with the City's Corporate Tree Management Policy.

#### 5.2.11 Retail Commercial Façade and Storefront Improvement Program Policy (C216)

The purpose of this policy is to encourage owners of retail and commercial buildings in targeted areas such as Fort Road, to invest in improvements that improve the appearance and function of their building facades and storefronts.

This policy provides a program framework in designated areas, where owners of existing street-level retail and/or commercial buildings, who improve the appearance and function of the storefront and façade of their buildings with regard for the interface between public pedestrian space and street oriented retail and commercial activities, may be eligible for an improvement incentive, upon project completion, reimbursing up to 50% of construction costs to a maximum of \$20,000 per building façade.

The Fort Road Business and Community Association is fully aware of the program and will continue to encourage their members, particularly on the west side of Fort Road, to participate in the Program.

### 5.2.12 Percent for Art to Provide and Encourage Art in Public Areas (C458B)

The purpose of this policy is to improve the livability and attractiveness of Edmonton; increase public awareness and appreciation of the arts; stimulate the growth of the arts and arts-related business; use public art to help meet urban design objectives of municipal developments; and to encourage public art in private developments through example.

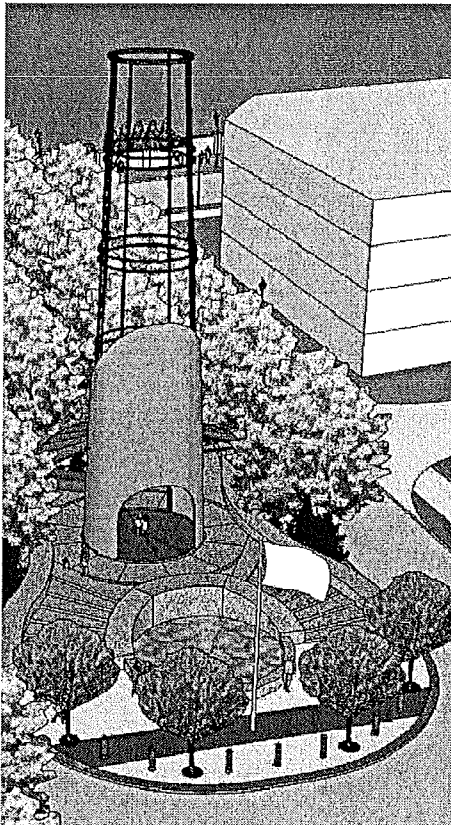
Public art is considered to be a key component to the attractiveness and identity of a city; it demonstrates the character of communities. Investment in the arts strengthens the local economy, and support for the arts is a reflection of a progressive municipality.

The City of Edmonton will dedicate 1% of the qualifying construction budget to cover the costs of implementing City Policy C458B.

The Edmonton Arts Council will direct the public art procurement process and advise on the use of gifts and expenditure of donated funds for public art projects.

Approved public art will be displayed within or in close proximity to publicly accessible municipal property.

Provisions have been made for inclusion of public art as part of the streetscape improvement program that forms part of the *Fort Road Urban Design Plan*.



**Figure 3: Historically-Themed Gateway Feature at Village Square**

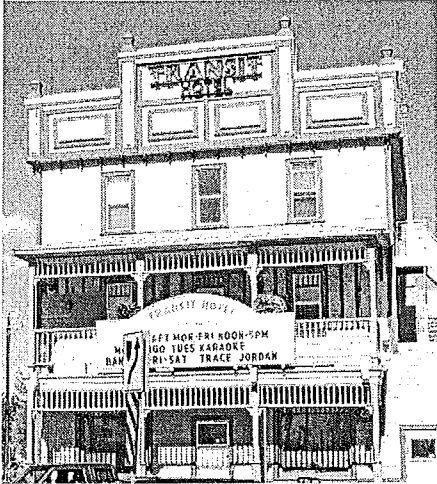


Figure 4: Historic Transit Hotel

#### 5.2.13 Policy to Encourage the Designation and Rehabilitation of Municipal Historic Resources in Edmonton (C450A)

Under this policy, pursuant to the *Alberta Historical Resources Act*, this policy provides for compensation to be paid to the owner of a 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 Belvedere Community Revitalization Levy Area Plan identifies and locates Places of Historic Interest within the Plan area.

#### 5.2.14 Multi-Use Trail Corridor Study

The *Multi-Use Trail Corridor Study* was prepared for the City of Edmonton to address the City's multi-use trail planning in a comprehensive manner and provide a strategic plan to guide major, off-road, trail corridor development over a ten-year period starting in 2001. It provides an inventory of potential multi-use trail corridors throughout the city, one of which runs along Fort Road and is reflected in the provision of a multi-use trail in the *Fort Road Urban Design Plan*.

## 6.0 EXISTING SOCIO-ECONOMIC CONDITIONS

### 6.1 Social Conditions

#### 6.1.1 Population

The total population of the neighbourhood of Belvedere<sup>1</sup> decreased from 4590 in 2001 to 4480 in 2005. During the same time period, the population of the City of Edmonton increased by 64,107 to 712,391 people. An estimated 17.2% of Belvedere residents were under the age of 15 and 16% were older than 65<sup>2</sup>. Comparable figures for the City of Edmonton were 16.9% and 11.5% respectively. The 15-64 age range group accounted for 67% of the Belvedere population compared to 71.7% city-wide.

An estimated 35.8% of Belvedere households were single person households which is notably higher than the city-wide ratio of 29%<sup>3</sup>.

#### 6.1.2 Housing

There are approximately 1,995 occupied dwellings in Belvedere, of which 50.1% were owned and 49.9% rented. Comparable figures for the City of Edmonton for the same year were 59.4% owned and 40.6% rented<sup>4</sup>.

Single detached homes are the most prevalent type of dwelling structure in Belvedere at 40.4%. This is notably less than Edmonton's 53%. Apartments of less than 5 stories account for 32.5% of all structures compared to 21% for Edmonton. Additional dwelling structures in Belvedere are apartments of 5+ stories (13.3%), duplex / triplex / fourplexes (7.6%) and row houses (6.0%)<sup>5</sup>.

Non-market housing within the Belvedere Community Revitalization Levy Area Plan falls into the categories of Community Housing and subsidized Seniors' Self-Contained Housing (see *Table 1* below).

**Table 1: Non-Market Housing Within  
 Belvedere Community Revitalization Levy Area Plan**

Project Name	Type	Address	No. of Units	Agency
Belvedere	Community	5516-134 Avenue	55	Capital Region Housing Corporation
Norwood Seniors Housing	Senior	12840-64 Street	93	Norwood Legion

The majority of occupied dwellings in Belvedere were constructed during the period between 1961-1970, as shown in *Table 2* on the following page.

1 Statistics in this section were gathered for "Belvedere" or "The Neighbourhood of Belvedere", an area that, bounded by 137<sup>th</sup> Avenue, 66<sup>th</sup> Street and the CN/LRT right-of-way, is larger in size than The Belvedere Community Revitalization Plan Area.  
 2 Source: 2005 Municipal Census  
 3 Source: 2001 Federal Census  
 4 Ibid.  
 5 Source: 2005 Municipal Census



**Table 2: Occupied Private Dwellings by Period of Construction<sup>6</sup>**

Period of Construction	No.	%
Before 1946	95	4.8
1946-1960	300	15.1
1961-1970	860	43.2
1971-1980	465	23.4
1981-1985	230	11.6
1986-1990	25	1.3
1991-1995	15	0.8
1996-2001	0	0
<b>Total</b>	<b>1,990</b>	<b>100</b>

### 6.1.3 Homelessness

For its periodic "Counts of Homeless Persons in Edmonton", the Edmonton Joint Planning Committee on Housing has identified "Absolute Homeless" and "Sheltered Homeless" as the two major categories of homeless persons in Edmonton. Accordingly:

*"Absolute Homeless" are individuals and families who have absolutely no housing alternatives. These persons, when encountered during a Homeless Count on the street or within agencies like drop-in centres, self-report that they have no permanent place to reside and may have slept "on the street", in a park or stairwell, or may have stayed with a friend for the night; and "Sheltered Homeless" are individuals and families who self-report that while they also have no permanent place to live, on the night of the Count, they are registered to stay in approved emergency shelter accommodation.*

The most recently conducted (October 2006) Homeless Count found a total of 2,618 homeless persons in Edmonton, comprising 1,774 Absolute Homeless and 844 Sheltered Homeless. As data for these Counts are compiled only on a City-wide basis (not by any neighbourhood or sub-area in the City) there is no available data on the number of Absolute Homeless or Sheltered Homeless persons in the Belvedere neighbourhood.

### 6.1.4 Crime

The Edmonton Police Service reports crime by type on a yearly basis. In 2005, Belvedere had been the scene for 127 violent crimes, 492 property crimes, 43 criminal code traffic and 233 other criminal code offences for a total of 895 incidents.

In comparison, Balwin had 87 violent crimes, 310 property crimes, 18 criminal code traffic and 177 other criminal code offences for a total of 592 incidents.

### 6.1.5 Emergency Services

City of Edmonton Emergency Services responded to 17 shootings or stabbings, 75 assaults and 38 overdoses in Belvedere in 2007, totaling 130 incidents. This compares to 9 shootings or stabbings, 33 assaults and 13 overdoses in neighboring Balwin during the same year, making for a significantly smaller total of 55 incidents.

Currently there are no approved emergency shelters in the neighbourhood of Belvedere.

### 6.1.6 Community Services

The main community service that is provided by the City of Edmonton, specific to neighbourhoods, is the Community Recreation Coordinator. The Coordinator works in partnership with the various community leagues and not-for-profit organizations within a particular community to perform a variety of tasks, including:

- information gathering and referrals,
- program development and Implementation,
- community and organizational development, and
- parkland development and facility construction.

All of these are completed in partnership with the community; the Community Recreation Coordinators will assist the community in these areas.

The Community Services Department also has several high level initiatives that are currently underway, many of which directly affect this area of the city.

### 6.1.7 Community Facilities

The communities within the Fort Road area have established a number of facilities and programs operated by not-for-profit organizations and Community Leagues in partnership with the City, including:

1. KARA-TOO Centre
2. KARA - Lot Second Hand Store
3. Northeast Teen Centre
4. Belvedere and Balwin Community Leagues
5. Spartan Park
6. Robert Brett Park
7. Zoie Gardner Park
8. St. Williams Park
9. Portuguese Canadian Cultural Society
10. E.N.E.B.A. Hall

There are also various schools and churches in the area that are used for recreation and community purposes.

## 6.2 Economic Conditions

### 6.2.1 Household Income

According to the 2001 Federal Census, the average Household Income in the Belvedere neighbourhood was \$39,405 compared to \$57,360 for the City of Edmonton.

### 6.2.2 Low Income Households

Statistics Canada's Low Income Cut Off (LICO) is a measure that identifies low income households likely in need of affordable housing. It is based on family size for urban areas of different sizes. Table 3 shows the 2005 LICO figures for families in urban areas with populations

over 500,000. Although the number of low income families in Belvedere is unknown, average household income is significantly lower than the City-wide average.

**Table 3: Low Income Cut-Off for Urban Areas Over 500,000**

Size of Family	Low Income Cut Off (Before Tax)
1	\$20,778
2	\$25,867
3	\$31,801
4	\$38,610
5	\$43,791
6	\$49,389
7	\$54,987

Source: Stats Canada 2005

### 6.2.3 Employment

Adult labour force participation is low in Belvedere at 59% compared to 70% city-wide.

The 2001 Federal Census establishes the total population of working age in Belvedere at 2,175 individuals. Of these, 2,030 are employed resulting in an unemployment rate of 6.7% compared to 6.0% for Edmonton.

### 6.2.4 Property Assessment and Taxes

For non-City-owned property within the Plan area, the total assessment (2011) is \$225 million for residential, \$35 million for other residential, and \$96 million for non-residential. The total 2011 taxes were approximately \$2.59 million for municipal and \$0.95 million for education, totaling \$3.548 million.

## 6.3 Development Conditions

The Belvedere Community Revitalization Plan Area encompasses approximately 119 hectares or 294 acres. The large number of planning applications submitted between 2000 and 2010 were predominantly for minor alterations and additions, in other words, very few new developments or redevelopments of significance.

The area between 66<sup>th</sup> Street and 129<sup>th</sup> Avenue, on both sides of Fort Road, has had no significant new development in decades. New commercial developments have occurred in the area to the northeast of the subject area (Clareview), which has contributed to the stagnation of new commercial development in the subject area along Fort Road.

### 6.3.1 Existing Land Uses

The Plan area currently contains a wide range of land uses. Both sides of Fort Road had a wide range of pedestrian oriented commercial uses with a mix of retail stores, restaurants, offices, and auto repair and servicing businesses, interspersed throughout the strip. With the widening of Fort Road on the east side and land assembly for Station Pointe, commercial and light industrial properties have been acquired and lands cleared for redevelopment.

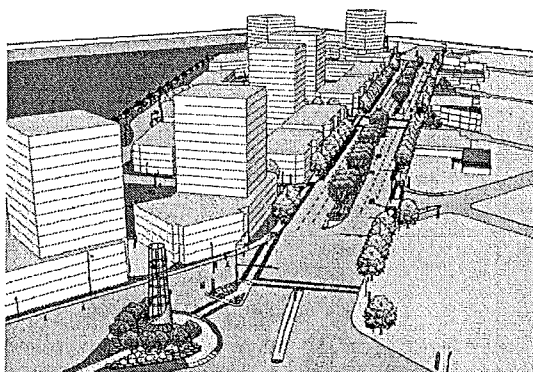
Commercial businesses on the west side continue to exist and operate. The area behind these commercial uses to the west and north, continue to be residential. Primarily single family housing is found west of 66<sup>th</sup> Street. The Spartan Park baseball diamond has been relocated as a part of the redevelopment of Station Pointe, with its new home being operational since June 2010.

The City of Edmonton currently owns 10.1 hectares (25 acres) or approximately 8.5% of the land, exclusive of roads and lanes, within the Plan area. Besides the Station Pointe lands themselves, there are very few other lands in the Plan boundary that are either vacant or underutilized; however, our CRL revenue projections do capture the impact of these few scattered parcels.

### 6.3.2 Approved Land Uses

#### *Station Pointe*

Mixed use high density residential and commercial uses are proposed adjacent to the east side of Fort Road, the south side of 129<sup>th</sup> Avenue and the east side of 66<sup>th</sup> Street. Commercial development, consisting of retail shops and services, will be located to take advantage of high traffic roadways and will be conveniently located for area residents at the ground level and on the second storey. Above commercial development, mid rise apartments up to five storeys will be developed fronting onto Fort Road. This mixed-use commercial and mid rise apartment built form will function as a podium for high rise apartments above.



**Figure 5: Three-Dimensional Representation of Station Pointe Approved Land Uses**

High rise apartment development is proposed in the Plan area. Mid rise apartments and row housing will be developed as a podium for high rise apartment buildings of up to 18 storeys. New residents will have convenient access to existing and proposed commercial uses along Fort Road.

The new approved land uses are congruent with the City's Strategic Plan - The Way Ahead (please see Section 9.0 Plan Benefits).

#### *West Side of Fort Road*

Infill and intensification is planned for the west side of Fort Road as opportunities arise, to accommodate commercial and office uses at the ground floor with low rise apartments above. This mix of land uses will contribute to the vitality of the area. Street level shops and restaurants will create a vibrant pedestrian environment along Fort Road. Identified heritage structures will be encouraged to be retained and incorporated into future development to preserve the history and character of the area. Work-live space is envisioned, allowing homeowners to live above their place of business, reducing the need for daily work commutes.

### *Remaining Portions of the Belvedere Neighbourhood*

A continuation of redevelopment and intensification of residential uses is proposed through redevelopment consistent with the existing zoning. Refer to *Figure 6: Existing Zoning* on the following page. High rise apartments are proposed south of 129<sup>th</sup> Avenue closest to the Belvedere Station transitioning into mid rise apartments and row housing in a northerly direction.

## 6.4 Existing Zoning

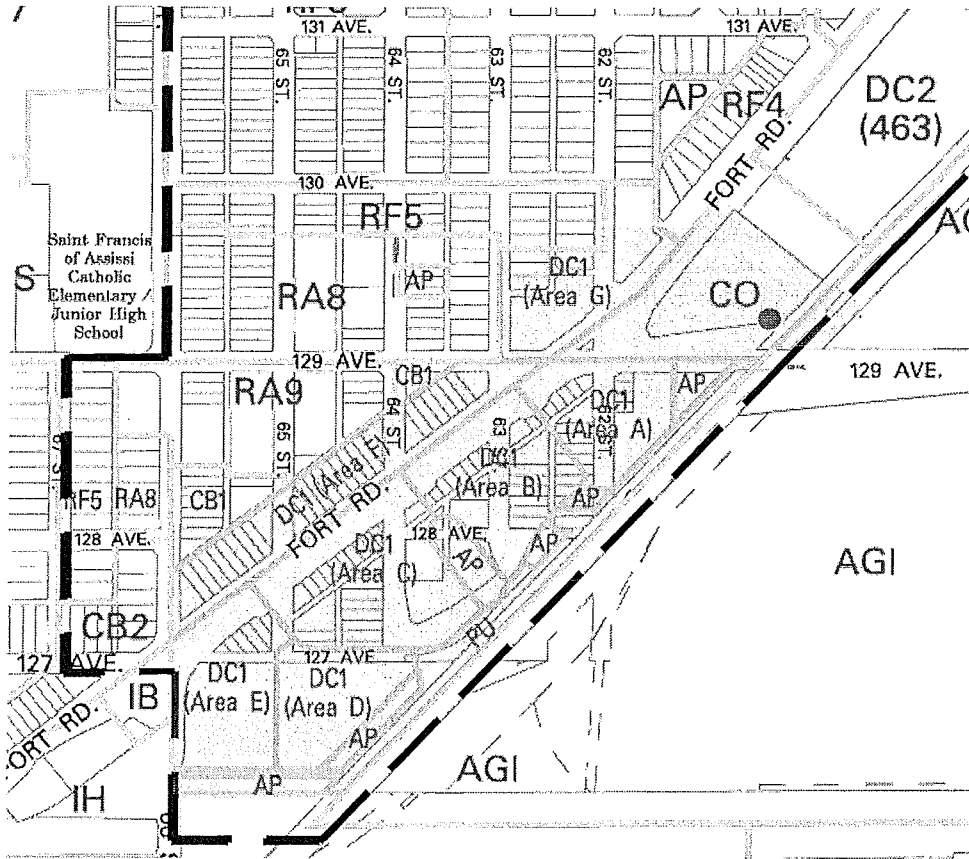
*Figure 6: Existing Zoning* depicts various zones within the Plan area in accordance with the Edmonton Zoning Bylaw No. 12800 as amended.

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

- AP, Public Parks Zone
- CB2, General Business Zone
- CNC, Neighbourhood Commercial Convenience Zone
- DC2-253, Site Specific Development Control Provision 253
- DC2-463, Site Specific Development Control Provision 463
- DC2-435, Site Specific Development Control Provision 435
- IB, Industrial Business Zone
- RF1, Single Detached Residential Zone
- RF3, Low Density Development Zone
- RF4, Semi-Detached Housing Zone
- RF5, Row Housing Zone
- RA7, Low-Rise Apartment Zone
- RA8, Medium-Rise Apartment Zone
- RA9, High-Rise Apartment Zone
- US, Urban Services

Land uses specifically within the Fort Road Urban Design Plan area have been rezoned to (DC1) Direct Development Control Provision as to provide for detailed, sensitive control of the use, development, siting and design of buildings and sites. There are seven separate DC1 Areas in total shown in *Figure 7: Fort Road Urban Design Plan Development Concept*.

Figure 6: Existing Zoning



Belvedere Community Revitalization Levy Area Plan



Fort Road Urban Design Plan Area



Figure 7: Fort Road Urban Design Plan Development Concept



Belvedere Community Revitalization Levy Area Plan

Fort Road Urban Design Plan Area

**Area**

**A**

**Mixed Use High Density Residential Commercial**

- Maximum F.A.R = 4.9
- Maximum building height = 18 storeys (54.0 m)
- Maximum density = 370 dwellings / ha

**Area**

**C**

**Mixed Use High Density Residential Commercial**

- Maximum F.A.R = 2.57
- Maximum building height = 16 storeys (48.0 m)
- Maximum density = 280 dwellings / ha

**Area**

**E**

**Mixed Use High Density Residential Commercial**

- Maximum F.A.R of 2.6
- Maximum building height = 18 storeys (54.0 m)
- Maximum density = 200 dwellings / ha

**Area**

**C**

**Mixed Use Residential Commercial**

- Maximum F.A.R = 2.0
- Maximum building height = 5 storeys (15.0 m)

**Area**

**B**

**Mixed Use High Density Residential Commercial**

- Maximum F.A.R = 3.2
- Maximum building height = 16 storeys (48.0 m)
- Maximum density = 250 dwellings / ha

**Area**

**D**

**High Density Residential**

- Maximum F.A.R = 2.5
- Maximum building height = 18 storeys (54.0 m)
- Maximum density = 220 dwellings / ha

**Area**

**D**

**Mixed Use Residential Commercial**

- Maximum F.A.R = 2.0
- Maximum building height = 5 storeys (15.0 m)

## 6.5 Development Potential

The development of the *Fort Road Urban Design Plan* was guided by market conditions, municipal policies, planning principles, and community consultation.

### 6.5.1 Market Conditions

A market study conducted by Colliers Hudema Consulting Group in March 2008 assessed current and future residential and commercial space demand in the Belvedere/Fort Road Urban Design (Station Pointe) Plan area to the year 2025. In addition, a market study was conducted by Corporate Properties, Asset Management and Public Works in March 2008, and updated in May 2009, with assistance from Essex Appraisal Group Ltd., specialists in the multi-family housing market. Build-out and absorption projections, highlighted below, are based upon these studies.

### 6.5.2 Residential

It is projected that under an optimistic case scenario, approximately 1,348 units could be absorbed (i.e. 100% of the maximum allowable under present zoning) in the Station Pointe area over a 15-year period beginning in 2012. Under the conservative case scenario, approximately 1,011 units (i.e. 75% of the maximum allowable density) are projected to be absorbed over a 21-year period beginning in 2012.

A variety of building forms are anticipated including row houses, low- and high-rise apartments. Under the optimistic case scenario, the build-out ratio is anticipated to be 47% high-rise, 44% low-rise, and 9% row housing. Under the mid and conservative case scenarios, the build-out ratio is anticipated to be 33% high-rise, 58% low-rise, and 9% row housing. The majority of units are expected to be constructed for ownership (condominium) rather than rental accommodation.

Additional redevelopment units over and above the number of units in Station Pointe are projected for properties on the west side of Fort Road, possibly adding an additional 20% to 25%, based upon parcels that are currently vacant or underdeveloped. However, this area presently exhibits both diversity of ownership as well as existing buildings that have remaining economic life. Consequently, it is probable that redevelopment will be more sporadic and isolated. Realistically, within a 20-year period it is anticipated that actual redevelopment in this area will fall far below the maximum permitted under the zoning.

Additional residential redevelopment is anticipated to occur throughout the Plan area on an infill basis; however, this redevelopment would be a minor component of redevelopment in the area, the bulk of which will occur in the Station Pointe area, and, to a far lesser extent, on lands abutting the west side of Fort Road.

### 6.5.3 Commercial

Over the next 20 years through to 2031, it is projected that demand will exist for between 65,000 square feet (conservative and mid case scenarios) and 84,000 square feet (optimistic scenario) of new retail and service commercial (net of automobile-type uses such as car sales, car parts, gas stations, etc.) within the Station Pointe area, including a 20,000 to 25,000 square foot supermarket.



#### 6.5.4 Office Development Potential

The Fort Road Urban Design Plan area is unlikely to compete with higher profile locations for larger tenants who serve regional customers. Thus, a relatively small amount of office space development is recommended for the next ten years. Approximately 1,000 m<sup>2</sup> of floor area could be developed as small offices in street front or second storey locations. As the Fort Road Urban Design Plan area develops, there may be potential to add low rise office development near the Belvedere LRT station.

## 7.0 EXISTING INFRASTRUCTURE AND REDEVELOPMENT MEASURES

Based on the *Belvedere Area Redevelopment Plan*, it is recognized that existing utility service infrastructure is sufficient to meet current demand within the Plan area. Any new development, however, specifies all utilities to be placed underground and a zero-increase runoff system as requirements for development. As such, Associated Engineering undertook a Utility Servicing Study for the Fort Road Urban Design Plan area, the findings of which are presented below.

The limits of the Utility Servicing Study for the *Fort Road Urban Design Plan* are the new south boundary of Fort Road, 129<sup>th</sup> Avenue, the CNR right-of-way, and 66<sup>th</sup> Street. Most of the infrastructure and urban design improvements proposed in this section apply to the Fort Road Urban Design Plan area given its key role as a catalyst for the revitalization of the Belvedere Community Revitalization Levy Area.

### 7.1 Utilities

Sewer, water, power, gas, telephone and cable television currently provide service to the area within the Utility Servicing Study limits of the *Fort Road Urban Design Plan*. The main route for these utilities is within the lane to the south of the current Fort Road. Upon completion of the widening of Fort Road the remaining lot depth will be too shallow for the proposed style of development. The following sections briefly describe the existing utilities within the servicing limits of the Fort Road Urban Design Plan area.

#### 7.1.1 Sanitary and Storm Sewer Servicing

The proposed redevelopment area is currently serviced by a combined (sanitary and storm) sewer system installed in 1925. It is now the City's policy that sanitary and storm water flows are conveyed in separate sewer systems.

With the widening of Fort Road, the location of the existing combined sewer was not compatible with the proposed configuration of the *Fort Road Urban Design Plan*. Therefore, new separated sanitary and storm sewer systems will be constructed to convey collected wastewater from the development.

The City of Edmonton Drainage Services has indicated that the additional wastewater generated by the development of the Fort Road Urban Design Plan can be accommodated in the sanitary trunk sewer that runs along the north side of the existing Spartan Park and the west side of the CN rail line.

The City of Edmonton Drainage Services has indicated that the storm water collected from the Fort Road Urban Design Plan development can be accommodated in the storm trunk sewer that runs along the north side of the existing Spartan Park. This trunk sewer was installed in 1957. The storm sewer servicing concept developed for the Urban Design Plan consists of two minor collection systems with each system discharging into a storm trunk sewer access shaft. The minor storm sewer systems will be designed in accordance with the City of Edmonton Design and Construction Standards.

Typically each lot would have a single sanitary and storm service, however, due to the uncertainty of the final lot and development configuration additional services locations have been provided for each phase.

#### 7.1.2 Stormwater Management

On-site stormwater management may be accomplished with a combination of rooftop, surface and underground storage methods. Design stormwater storage release rate is limited to 1:2 year storm event as per the City of Edmonton Drainage Services. Storm sewer mains will be sized for the 1:5 year storm event but restricted to release at the 1:2 year storm event rate to the storm trunk sewer.

Typically each lot would have a single storm service, however, due to the uncertainty of the final lot and development configuration additional services locations have been provided for each phase. Again, due to the uncertainty of the final configuration, each of these additional services will be capable of handling the entire controlled stormwater discharge generated from that phase. If more than one of the servicing points is used, then the release rate is to be restricted such that the total release rate of all services does not exceed the release rate indicated.

#### 7.1.3 Water Distribution Network

The proposed redevelopment area is currently serviced by a small diameter water distribution system installed in approximately 1925. With the widening of Fort Road, the location of the existing water mains is not compatible with the proposed configuration of the Fort Road Urban Design Plan.

The existing water main was abandoned and new mains were installed along Fort Road and looping through the Fort Road Urban Design Plan area. The mains have been sized to deliver the appropriate level of flow to provide fire protection based on EPCOR Water's fire flow requirement of 300 litres / second for this development. Fire hydrants along Fort Road and through the internal roads were installed at about 90 m spacing.

Typically each lot would have a single water service, however, due to the uncertainty of the final lot and development configuration additional services locations have been provided for each phase.

#### 7.1.4 Franchise Utilities (Power, Gas, Telephone and Cable TV)

With the widening of Fort Road, the location of the existing franchise utilities is not compatible with the proposed configuration of the Fort Road Urban Design Plan. It is a City requirement that all aerial services be replaced with buried services when an area is redeveloped.

Due to the type of development, there is no opportunity for on-lot easements for the franchise utilities as in typical residential developments. Therefore, each utility was provided a line assignment within the 24 m road right-of-way. Due to the requirement of line assignments under the proposed roadways, the franchise utilities were required to install service drops at each of the predetermined service locations.

Franchise utility services to the LRT Traction Power Substation located within the redevelopment area are to be maintained at all times during the redevelopment of the Fort Road Plan area.

## 7.2 Transportation

### 7.2.1 Roads

Revitalizing the Plan area involves two major roadway initiatives - widening Fort Road from four to six lanes to accommodate increased traffic flow in northeast Edmonton to meet immediate and long term road and utility reconstruction requirements, and the addition of a central landscaped median that will enhance pedestrian safety and the visual appearance of the roadways between 66<sup>th</sup> Street and 131<sup>st</sup> Avenue.

Based on the analysis, development of the site area is anticipated to generate 577 two-way vehicle trips in the AM peak hour, 925 two-way vehicle trips in the PM peak hour, and 8,974 two-way trips over the course of a typical weekday. The trip generation assumed a mode split to auto of 80% for the residential components and a 75% mode split to auto for the commercial components. This is anticipated to represent a realistic reduction in vehicle trips based on the proximity of the site to the Belvedere LRT and transit terminal.

Based on the intersection assessment, the proposed widening of Fort Road to a six-lane cross-section from 66<sup>th</sup> Street to 131<sup>st</sup> Avenue will provide sufficient capacity to accommodate the long term traffic volumes projected on the roadway as well as the estimated site generated traffic. The Transportation Department is considering extending the six lane section north to 137<sup>th</sup> Avenue, however this will be dictated by funding availability.

Transportation will construct a traffic signal at 64<sup>th</sup> Street upon development of the site. As well, the analysis of the long term traffic volumes identified that a left turn phase may be required at the 66<sup>th</sup> Street/Fort Road intersection to accommodate the new left turn that is provided on Fort Road southbound in the ultimate geometry scenario.

Figure 8: Fort Road Cross Section after Upgrades

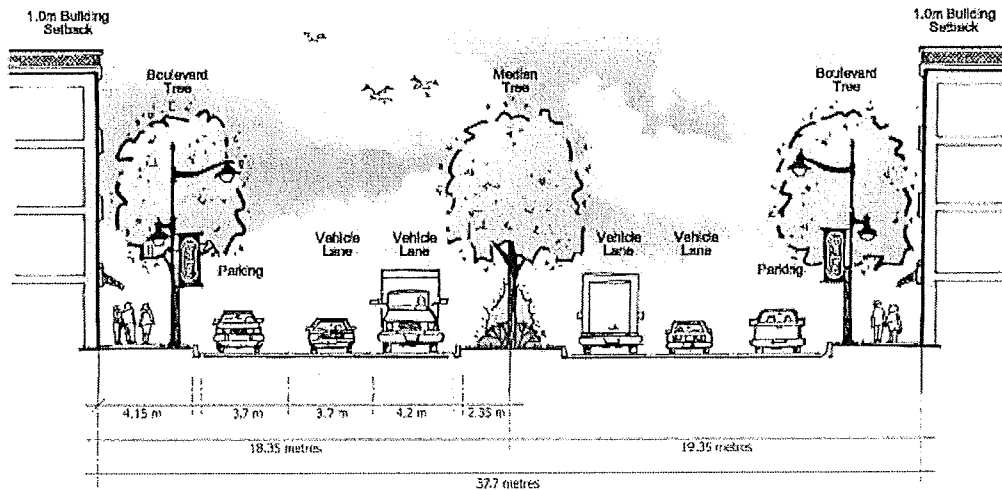
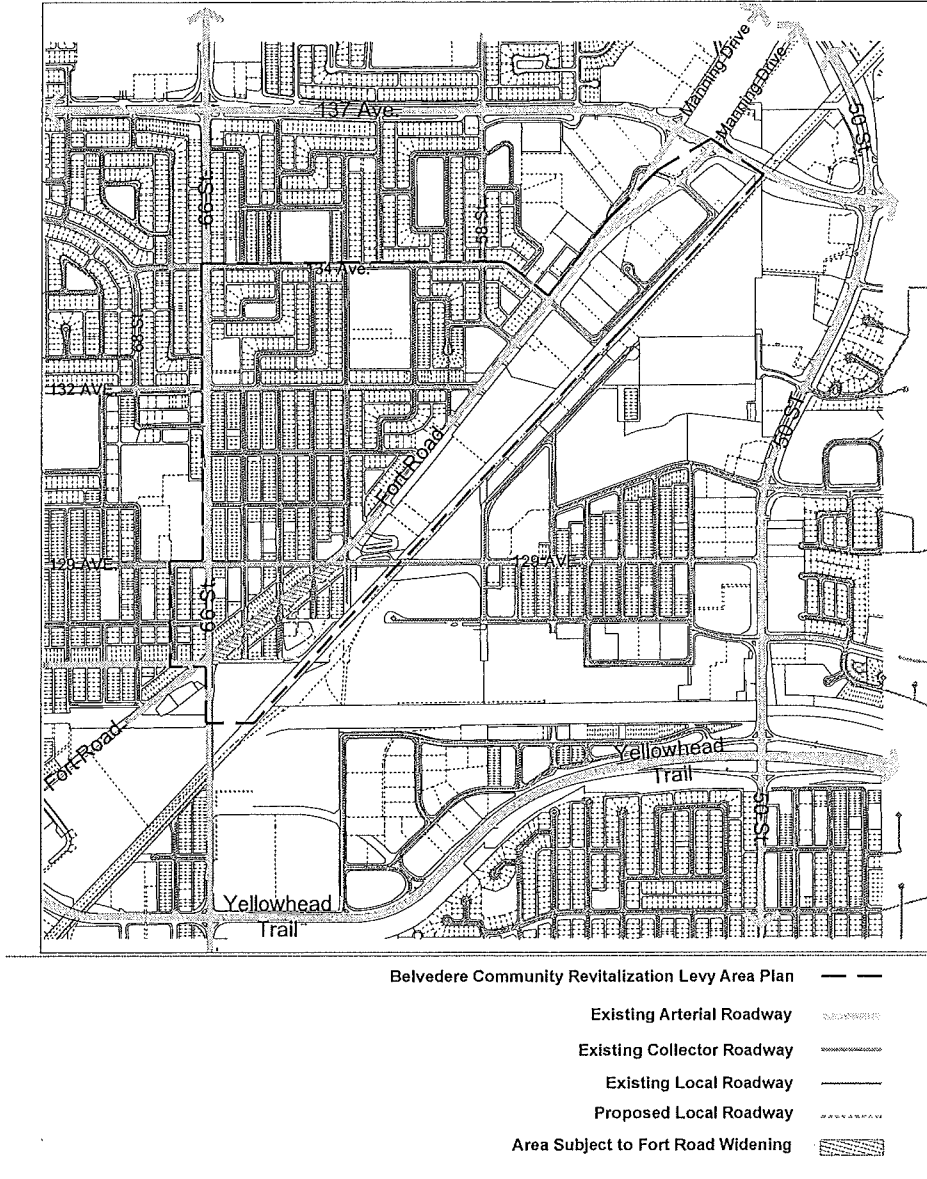


Figure 9: Existing and Future Transportation Network



### 7.2.2 Sidewalks

A pedestrian priority zone should be established within a five-minute walking distance from the LRT stations. Within this zone, a strong pedestrian network integrating public and private properties should be developed. The design of the pedestrian network should take into account the following:

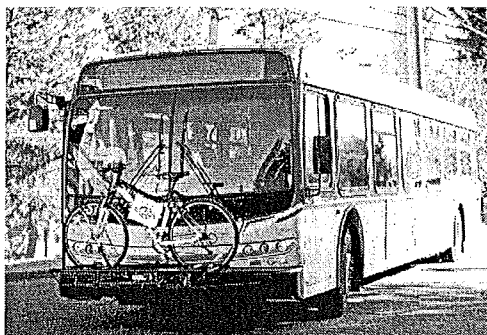
- Encourage the provision of: outdoor walkways; walkways under shelter (such as colonnades); and climate-controlled interior walkways within areas of private development which are accessible to the public.
- Provision should be made for the handicapped.
- Establish generous pedestrian spaces on public land (such as road right-of-ways) within the pedestrian priority zones. This relates to sidewalk improvements and street closures.
- Adjacent private developments should be co-ordinated with each other in order to insure continuity of pedestrian circulation.

### 7.2.3 Transit

#### *Belvedere LRT Station*

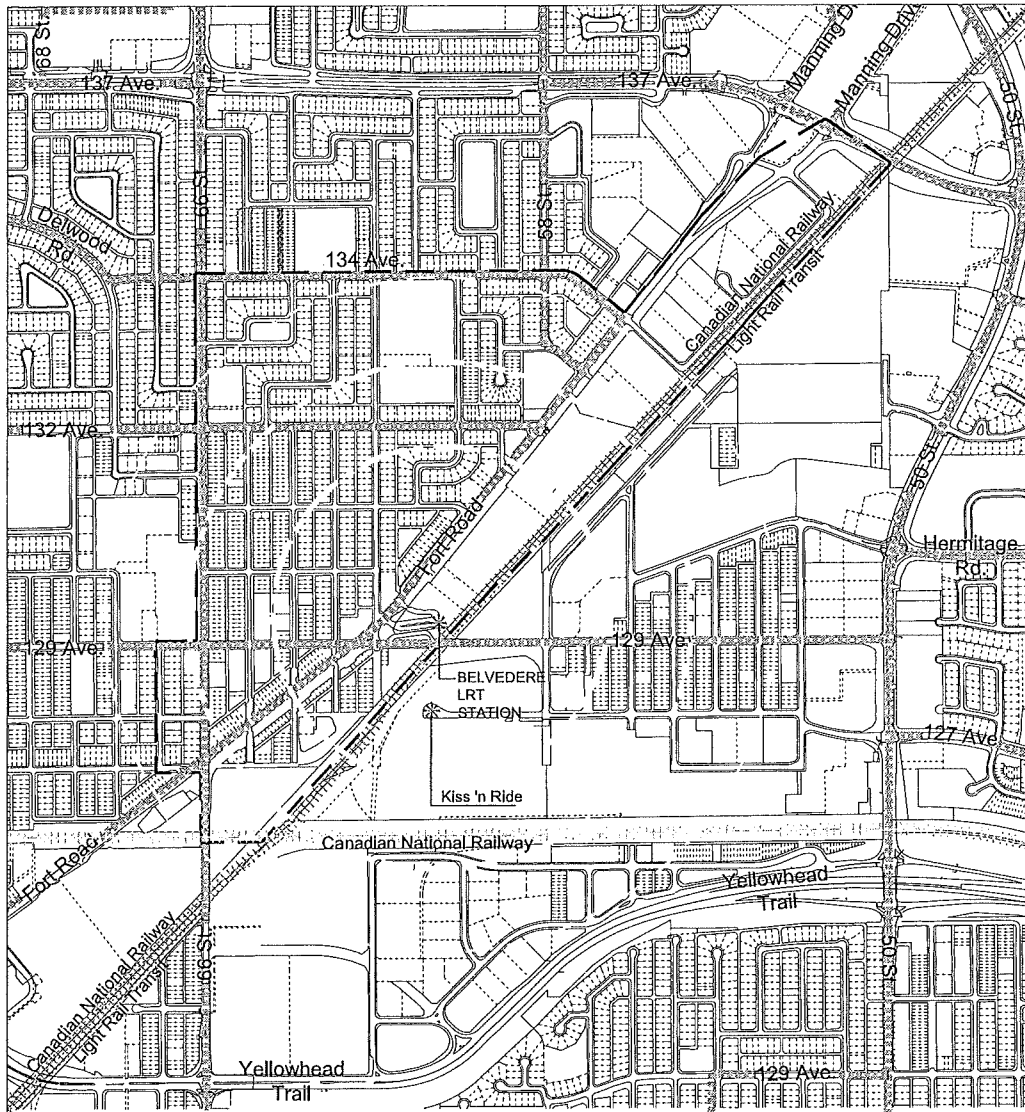
The existing Belvedere LRT Station is serviced by nine bus routes and 'school special' trips via Fort Road. These include:

- Route 10 - Clareview / Coliseum
- Route 99 - Capilano
- Route 127 - Westmount
- Route 152 - Northgate
- Route 153 - Northgate / Lago Lindo
- Route 154 - Northgate
- Route 180 - Northgate / Abbotsfield
- Route 181 - Clareview
- Route 186 - Clareview / Northgate



In addition to transit traffic, park 'n' ride parking lots and a Kiss & Ride drop-off bay on 129<sup>th</sup> Avenue east of Fort Road are provided. See *Figure 10: Existing Neighbourhood Transit Network* below.

Figure 10: Existing Neighbourhood Transit Network



Belvedere Community Revitalization Levy Area Plan

Bus Route

CN Rail Line

CN Rail / LRT Line

400 m / 5 minute walking distance

600 m / 10 minute walking distance

800 m / 10 minute walking distance



#### 7.2.4 Belvedere LRT Station Area Upgrades

The Belvedere LRT Station represents an opportunity for development of a full-fledged transit centred place. Improvements could include reconfiguration of the bus transfer facility, land acquisition and development of an expanded park and ride facility, and construction of an overhead pedway to connect with the Station Pointe redevelopment across 129<sup>th</sup> Street. Additional improvements to make the Belvedere LRT Station part of the community could also include:

- Attractive landmarks and gateways.
- Station design and position that fosters the creation of an activity centre that surrounds the station lands.
- Attractive street furniture and public art.
- Pleasant walkways and comfortable pedestrian connections to the Belvedere Transit Station with well-marked continuous street fronts.



Extending from 66<sup>th</sup> Street to the Belvedere LRT Station is a landscaped multi-use trail for walkers, joggers and cyclists.

**Figure 11: Interior of Belvedere LRT Station**  
(Photo by Darren Kirby on Flickr)

#### 7.2.5 Railways and CN / LRT Right of Way Interface

An interface with the CN / LRT right of way will be provided in accordance with City of Edmonton requirements and CNR Guidelines. A safety barrier wall will be built by the City to separate the CN tracks from the project area. Use of high quality materials and opportunities for murals will be considered where retaining walls are required. Attractive landscaping will be utilized to promote the attractive integration of buffering requirements with the linear 'greenway' park.



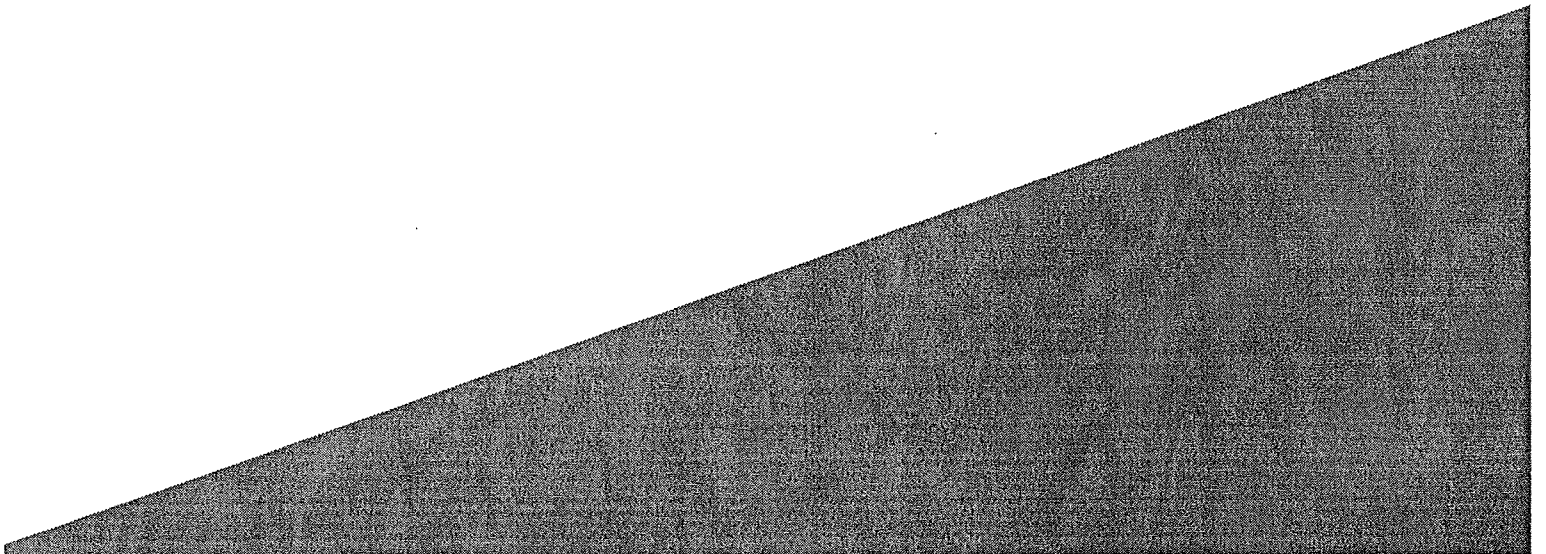
### 7.3 Parks, Open Space and Streetscaping

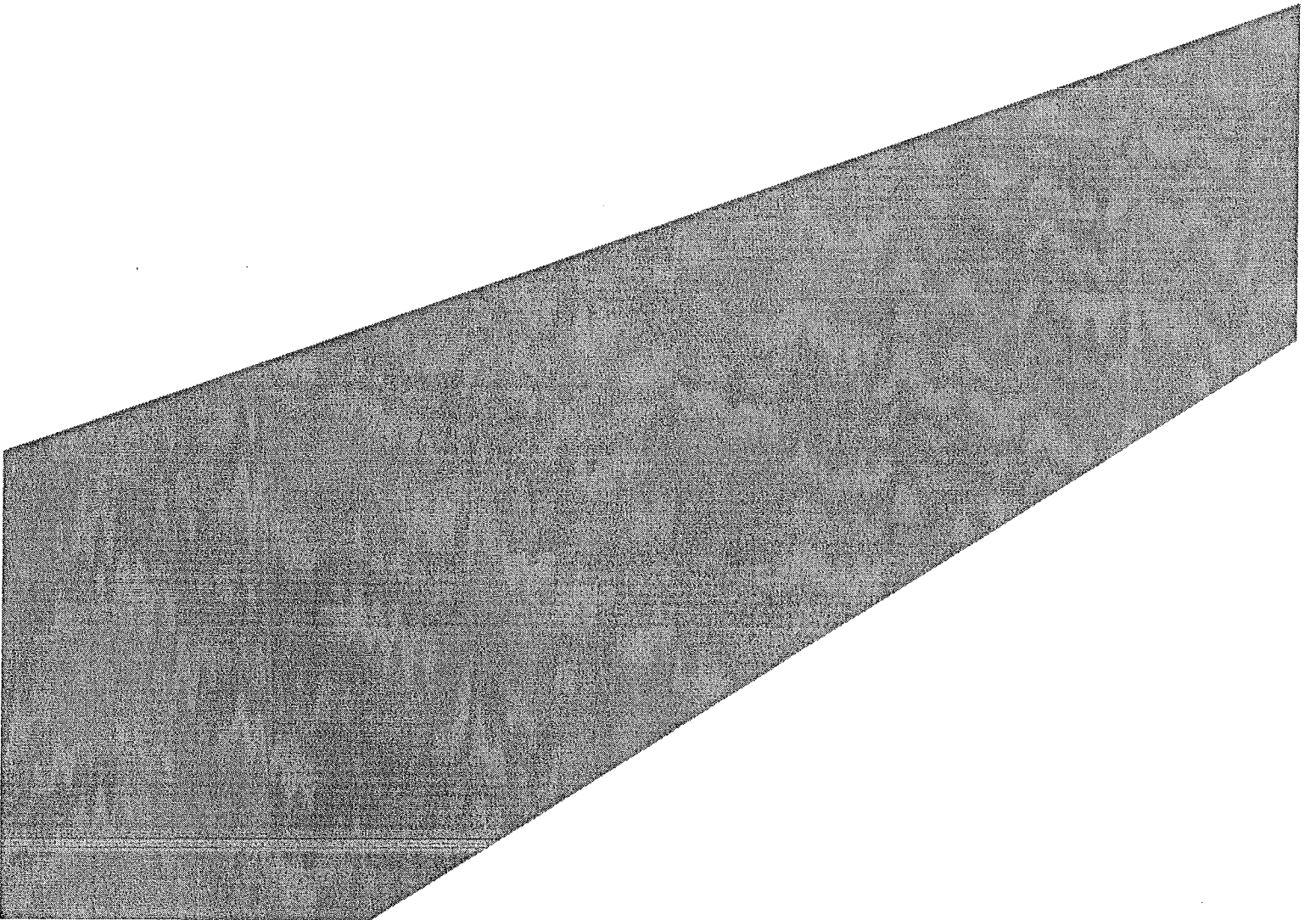
Neither the Belvedere Community Revitalization Plan area nor the Fort Road Urban Design Plan area is surrounded by a significant amount of open space or parks. Therefore, a fundamental part of the *Fort Road Urban Design Plan* is to develop a linked network of open spaces for all to enjoy as part of everyday life. A total of 1.27 hectares (3.14 acres) has been provided for parks and open space within the Plan area for the use of residents and visitors. See *Figure 17: Existing and Future Parks and Open Space*.

Within the Fort Road Urban Design Plan area a series of small open spaces, grassed berms, ornamental planting beds, landscaped buffers and shrub beds were incorporated into a cohesive linear park system along the site's eastern edge.

#### 7.3.1 Linear Park

A linear 'greenway' park is proposed along the eastern boundary of the Plan area, providing a green edge to the urban village and a buffer between residential uses and the CN / LRT right of way. The linear park planned for the Fort Road area will help achieve many important goals by providing aesthetic, interpretive and natural spaces and corridors within the community. Smaller open spaces within the linear park may include playgrounds, picnic areas and a water park to provide a multi-faceted park experience for families who may live nearby. The linear park will be extensively landscaped and completed with a coordinated set of furnishings, signage and lighting.





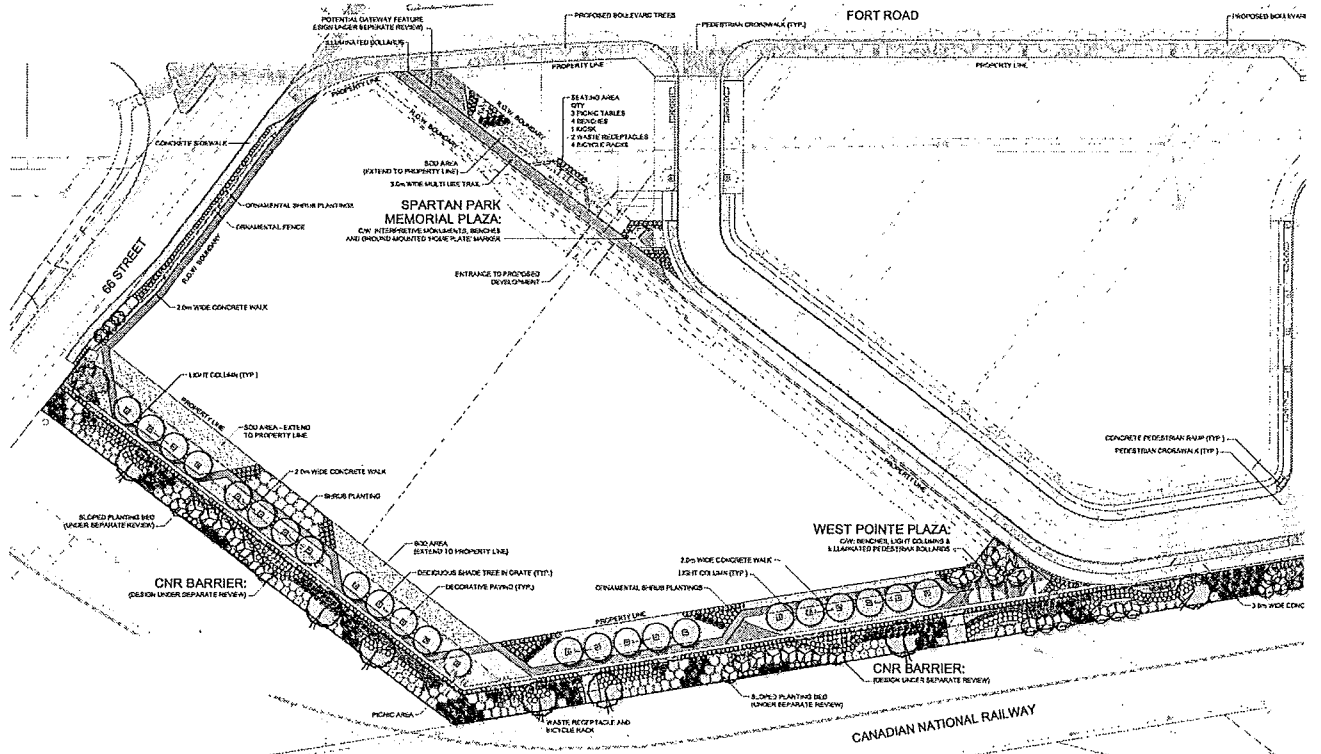


Figure 12: Illustration of Linear Park

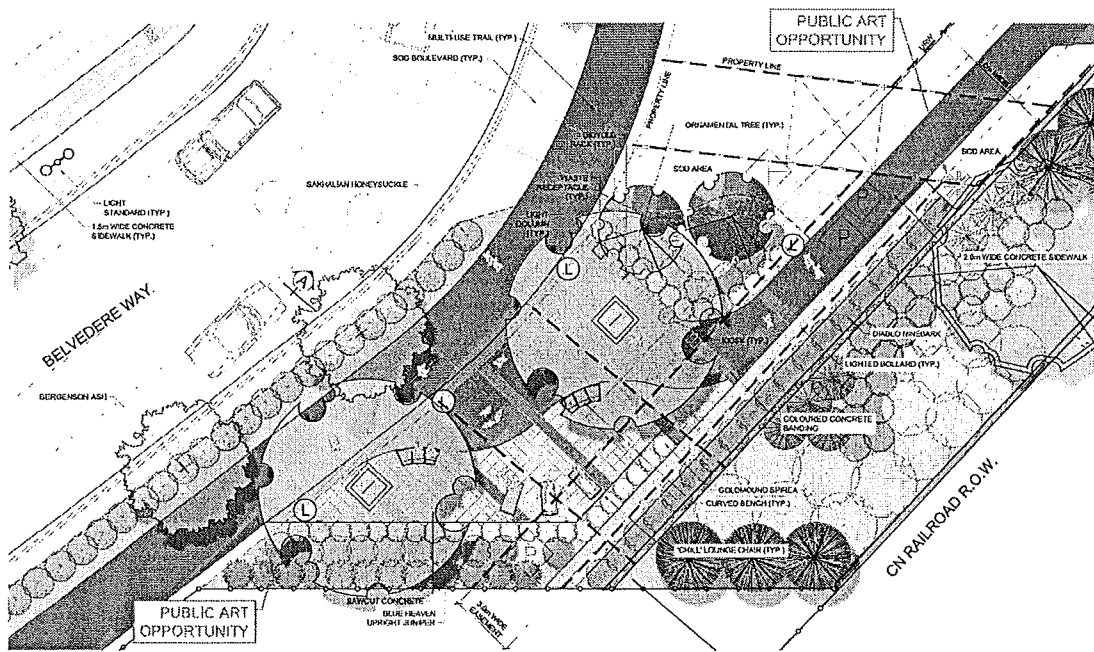


Figure 13: Landscaping Plan for East Pointe Plaza in Linear Park

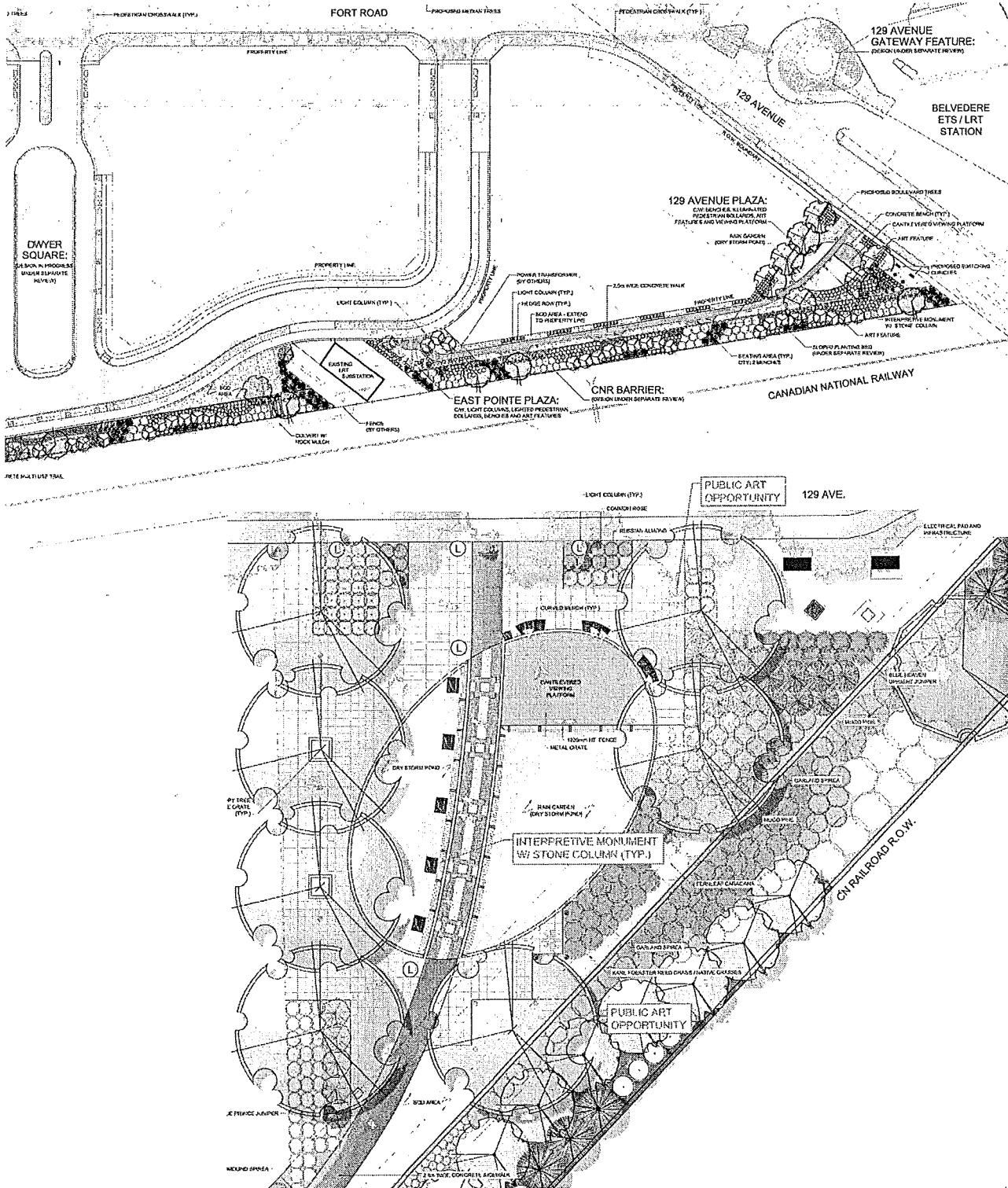
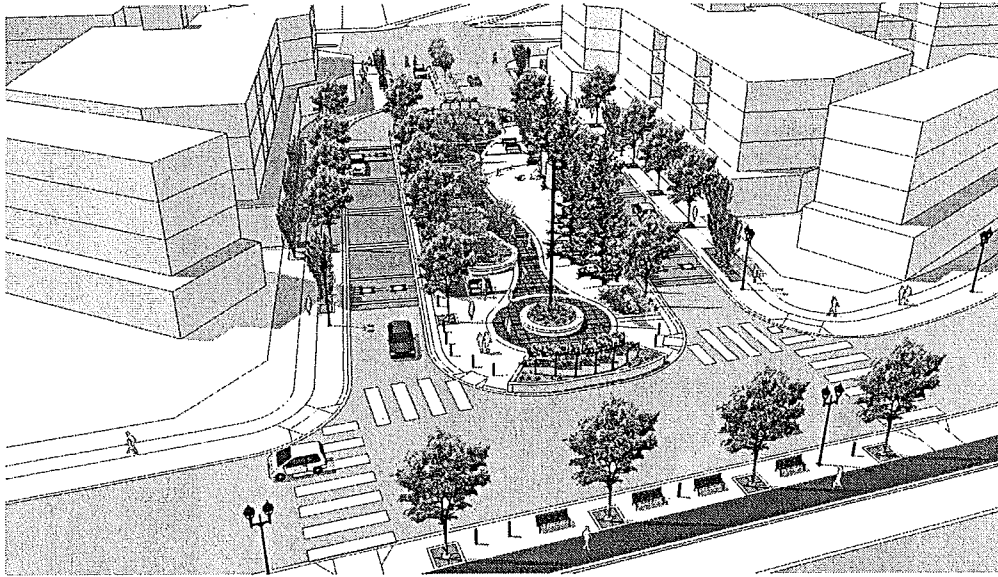


Figure 14: Landscaping Plan for 129<sup>th</sup> Avenue Plaza in Linear Park

### 7.3.2 Village Square

A village square, located at the centre of the Fort Road Urban Design Plan area, will serve as a focal point and landmark for residents and visitors. It will contribute to the overall sense of community by serving as a park, visual landmark and public gathering place for both community events and social gathering. It could also serve as a venue for Fort Road business programs and activities. Additionally, the village square will provide an attractive focal point for residences that are developed around it.



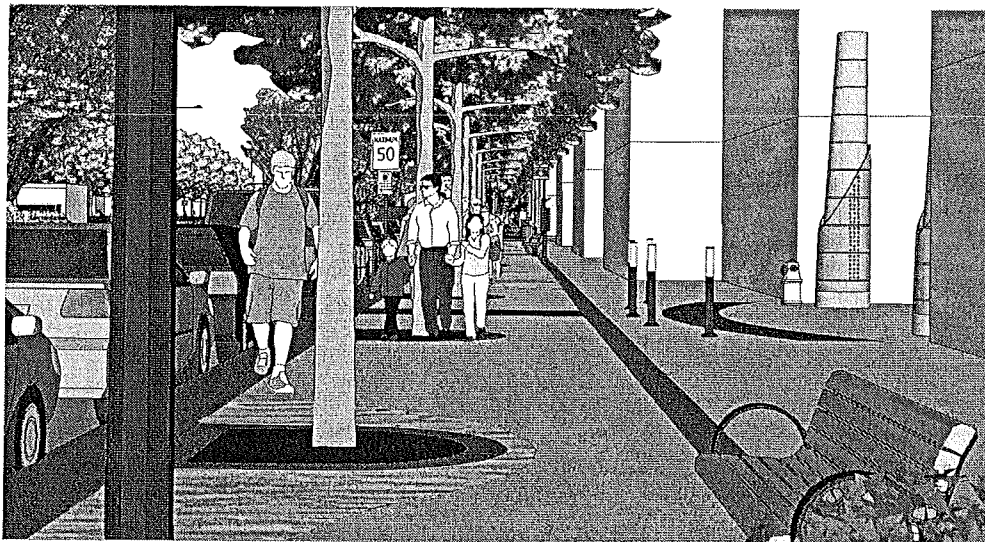
*Figure 15: Illustration of Dwyer Square*

### 7.3.3 Streetscape Improvements

Streetscape improvements along Fort Road and portions of 129<sup>th</sup> Avenue and 66<sup>th</sup> Street in the Fort Road Urban Design Plan area will provide an improved streetscape, enhancing the look, feel and walkability of the area. This will help set the stage for business revitalization and reinvestment in the area. Public art, landscaping, street furnishings, decorative concrete treatments, enhanced pedestrian-level lighting, themed signage and a widened sidewalk are proposed to create a vibrant pedestrian environment for residents and visitors.

Gateway features are proposed at the north, south and central entrances to the Fort Road project area to promote the development of a distinct identity, to provide landmarks and to enhance the appearance of new development.

For the local roads and village square areas, the introduction of ornamental trees is suggested over large canopy trees. Ornamental trees are intentionally oriented to function as a vegetative gateway where their foliage, size and color would be at variance with their immediate surroundings. The resulting uniqueness focuses attention on the location, while softening the visual dominance of the boulevard. Finally, the slight difference in paving patterns and textures from those along Fort Road distinguishes the character and activities inherent to residential land uses.



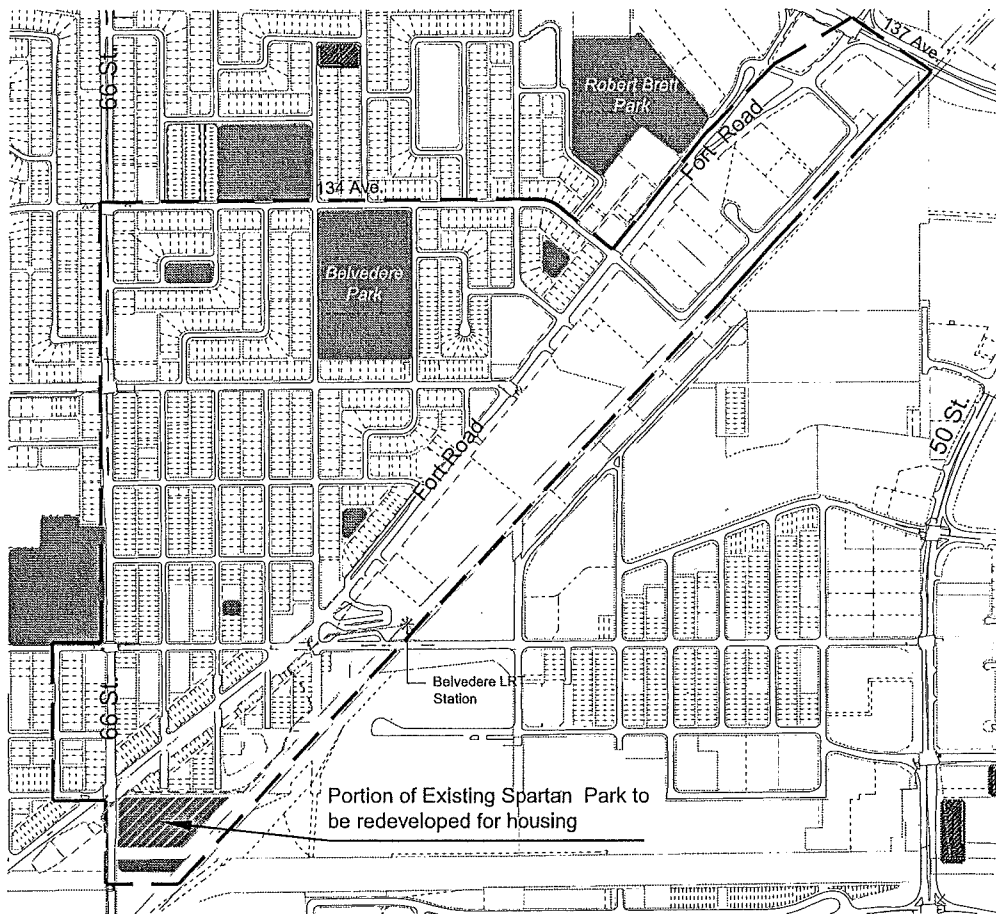
*Figure 16: Streetscape Improvements Along Fort Road*



### 7.3.4 Spartan Park Relocation

Through negotiations with stakeholders, the City has relocated the Spartan Park baseball facility to the south in the Montrose community. This has freed up the existing Spartan Park site to accommodate additional housing units, parks and open spaces. This relocation has provided additional park space for the residents of Montrose and a better location for the baseball diamond users. Open spaces in the Urban Design Plan area have been reconfigured to better serve the needs of the new community.

Figure 17: Existing and Future Parks and Open Space



- Belvedere Community Revitalization Levy Area Plan — — —
- Existing Open Space ■
- Future Open Space ▨
- Future Multi-use Trail - - - - -

## 7.4 Heritage Resources

### 7.4.1 Heritage Resources - Current State

Fort Road is one of Edmonton's oldest areas, having been used as a trail between Edmonton and Fort Saskatchewan since the 1880's. The Transit Hotel at the corner of 66<sup>th</sup> street and Fort Road is perhaps the most visible marker of the area's past and has been designated a municipal heritage resource. Also, the Fort Road Business and Community Association initiated a Heritage Inventory to identify any other buildings that may be candidates for intervention, and lists six properties that qualify:

- 12742 Fort Road - former post office, now Modern Barber and Beauty
- 12748 Fort Road - the Kennedale Building: former hospital, now Relics bike shop
- 12754 Fort Road - former private residence, store, now vacant
- 12812 Fort Road - former private residence, store, now Hybrid Electronics
- 12816 Fort Road - former pool hall, Deli, now vacant
- 12844 Fort Road - former grocery, residence, now vacant

None of these buildings are City-owned.

### 7.4.2 Heritage Resources - Redevelopment Measures

*Table 4: Places of Historic Interest within the Fort Road Urban Design Plan Area* lists each site in terms of its significance, integrity and eligibility for addition to the Heritage Inventory, and intervention measures necessary for preservation. Preservation measures are still in the research stages and should be pursued further as the Plan progresses. Together with the Transit Hotel, these sites make up an area that is listed as a Heritage Resource (see *Table 4* and *Figure 18: Fort Road Heritage Inventory Area.*).





*Table 4: Places of Historic Interest within Fort Road Urban Design Plan Area*

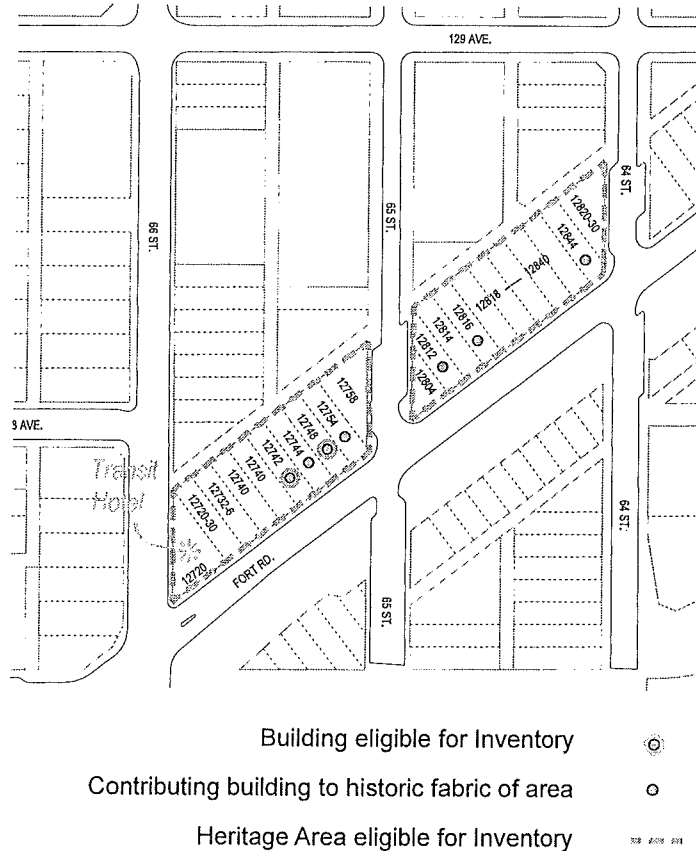
Resource	Significance	Integrity	Eligibility	Potential Intervention
12742 Fort Road	Yes	Some	1	Rehabilitation: Identify storefront changes over time. Replace missing elements where possible.
12748 Fort Road	Yes	Yes	1	Restore: Restore front floor windows and shop entrance.
12754 Fort Road	Yes	No	C	Rehabilitation: Investigate façade through destructive testing. Remove "slipcover" if required. Possibly replace missing elements, investigate and determine value of existing materials and forms.
12812 Fort Road	Yes	Possibly*	C	Rehabilitation: Investigate façade through destructive testing. Remove "slipcover" if required. Possibly replace missing elements, investigate and determine value of existing materials and forms.
12816 Fort Road	Yes	Possibly*	C	Rehabilitation: Investigate façade through destructive testing. Remove "slipcover" if required. Possibly replace missing elements, investigate and determine value of existing materials and forms.
12844 Fort Road	Yes	Some	C	Rehabilitation: Investigate façade through destructive testing. Remove "slipcover" if required. Possibly replace missing elements, investigate and determine value of existing materials and forms.
Fort Road Area	Yes	Some	1	Rehabilitation: Design an approach that preserves and enhances the presentation of the character defining elements.

1 = Eligible for Inventory

C = Contributing building to historic fabric of area

\* = Requires destructive testing to determine façade construction

**Figure 18: Fort Road Heritage Inventory Area**



### 7.5 Parking

Recognizing that the Plan is based around a transit oriented development, a reduction in parking requirements is being provided through the Direct Development Control Provisions of the Zoning Bylaw for some use classes. Also, parking requirements may be further relaxed at the discretion of the Development Officer in consultation with the Transportation Department, should initiatives that reduce parking demand be implemented. Such initiatives may include, but are not limited to, dedicated car share / car pool stalls, universal bus pass programs or shared parking between commercial, commercial related, residential and residential related uses.

Non-peak hour parking will be provided on Fort Road. Resident parking will be provided underground and limited visitor parking will be available. Surface parking in the Plan area will be centrally located internal to the development sites to reduce visual impact. Parking lot appearance will be enhanced through tree planting and pedestrian corridors will be strategically located.

The following should be taken into consideration when designing the parking facilities:

- Parking, loading and passenger drop-off areas should be easily accessible and designed to minimize pedestrian-vehicle conflicts.
- Provide all residential parking underground or in a structure.
- Locate all off-street parking facilities in the side or rear of a building.
- Access to vehicular parking garages will be from the internal roadway system. No direct access to parking will be permitted from Fort Road.
- Visitor and customer parking may be provided at grade located to the rear of any building fronting onto Fort Road or 129<sup>th</sup> Avenue and screened from the internal public street and the public park by appropriate orientation of the built form and enhanced landscaping measures.
- If parking uses front on the public street in any portion of the podium above first and/or second storey level of the mid-rise apartment building then:
  - An enhanced architectural façade treatment, harmonious with the adjacent commercial or residential frontage, is required on the podium portion to the building, and
  - Parking areas above the second storey of the podium shall not be visible from the public street.

#### 7.5.1 Commuter Parking

In order to promote transit usage, sufficient commuter parking, supplemented with kiss-and-ride facilities, should be provided at the terminal station of the Northeast LRT line. If necessary, a parking ban should be established to prevent commuter parking from overflowing into adjoining neighborhood streets.

### 7.6 Environmental and Geotechnical

All the sites located south of 129<sup>th</sup> Avenue, east of Fort Road, north of 66<sup>th</sup> Street and west of the CN tracks, were cleared of contaminated soil which was dug, dumped and replaced in 2007/2008. Due to the Provincial changes in *Alberta Environmental Enhancement and Protection Act*, effective January 2009, the City has conducted additional testing and established a revised remediation plan for the Station Pointe lands, which fully adheres to revised guidelines. The City has no plans to conduct any Environmental Site Assessments on private property.

### 7.7 City Buildings and Refurbishment

The only City building southeast of Fort Road and 129<sup>th</sup> Avenue that will remain is the LRT traction station. There will be a need for improving the overall appearance of the current Belvedere LRT Station. The City has no plan to refurbish any other building in the area.

## 7.8 Additional Projects - Redevelopment Measures

### 7.8.1 Affordable Housing

The City recognizes a city-wide need for affordable housing for primarily single, employed adults seeking accommodation, and suitably-sized units for family occupancy. It is intended that affordable units will be interspersed throughout the development and will be visually indistinguishable from market-priced units.

Existing City policy differentiates between “affordable” and “social” housing. Social housing is targeted for occupancy by very low income households, many in receipt of government income supports, through provision of deep and on-going government operating subsidies.

Affordable housing requires closer to market-priced rents and ownership costs.

The City of Edmonton defines affordable housing as “rental or ownership housing that is built by the private, co-operative, non-profit and public sectors, and is provided for occupancy to households who meet the following three conditions:

1. *the household earns less than the median income for their household type,*
2. *the household has a housing affordability need (pay more than 30% of their income on housing);*
3. *the household is capable of independent living, without a need for support services.”*

Affordable units will comprise 20% of the total of the residential units, will be interspersed throughout the development and will be visually indistinguishable from market-priced units. To ensure that 20% 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 20% requirement will remain whether the units are rentals or ownership.



(Photo Courtesy of Habitat for Humanity)

57/93

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## 8.0 COST SUMMARY

The following is a brief summary of the Project Costs in 2011 dollars. A more detailed description is provided in Section 17.0 PLAN COSTS. The budget has been updated to reflect the most current information at the time of writing.

*Table 5: Total Project Costs*

COMPONENT	2011 \$
Land Acquisition and Remediation	\$8,500,000
Underground services, internal roads, site development	\$5,840,000
Parks, landscaping, additional streetscaping	\$9,985,000
CN Safety Wall	\$6,270,000
Spartan Park Relocation	\$2,820,000
TOD Housing Grant	\$685,000
General, printing & advertising	\$150,000
<b>Total</b>	<b>\$34,250,000</b>

59/93

46

## 9.0 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. The implementation of the Plan will ultimately result in adding new residential and non-residential assessment value over the 20-year period.

As stated previously, the CRL which will be applied to the increased assessment values will provide a dedicated source of financing to enable expedited replacement and refurbishment of the aging infrastructure of the Station Pointe Area. This goal can be accomplished without a general tax increase to all citizens of Edmonton as the CRL is designed to have no impact on the City's operating budget (other than the regular maintenance costs associated with new investment in infrastructure and the directing of the incremental increase over the base year of the general municipal tax portion towards the CRL rather than to general tax levy) 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 Edmonton City Council's six ten-year strategic goals (2009 to 2018) as part of the City of Edmonton Strategic Plan - *The Way Ahead*. These goals establish targets and progress measures in several key areas, many of which are impacted by this revitalization project.

### 9.1 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 to minimize the footprint of the development. This is based around a transit oriented development with close proximity to an LRT station. A reduction in parking requirements is being provided through the Direct Development Control Provisions of the *Zoning Bylaw* for some use classes to encourage the use of public transit.

The regeneration and intensification of the Plan will result in better use of existing infrastructure, buildings and services, and enhanced sustainability. Higher densities will also reduce growth and infrastructure pressures on the City's periphery while contributing to a reduction in traffic congestion.

The Plan also includes the installation of an irrigation system in the village square and along the centre median of the road to test the water efficiencies of using a mechanized system. It is anticipated that water usage will be reduced while promoting healthier vegetation. If proven successful, this system may be expanded to other areas of the City.

The Plan also provides an opportunity to remediate environmentally contaminated privately owned sites located in the area and bring them into productive uses. Furthermore, the call for development proposals highlight the desire for projects that would bring innovation to sustainable buildings, whether it is in the form of LEED or Built Green features.



## 9.2 Improve Edmonton's Livability

**Ten-Year Strategic Goal:** Edmonton is one of Canada's most liveable 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 citizen's in the city's vision and directions.

### 9.2.1 Vibrant Communities

The Belvedere Redevelopment Plan is one of the first major neighbourhoods within the City of Edmonton that will see a focused effort on redevelopment. Included in the redevelopment will be public art, a village square serving as a venue for activities and celebrations, a linear park development, and wider sidewalks that promote pedestrian traffic.

### 9.2.2 Inclusive Communities

The development of affordable and attainable housing units, along with easy access to LRT and regular bus transit, are intended to 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 and reduce the sense of isolation.



### 9.2.3 Safe Communities

The development will be oriented such that there are clear sight lines from within the buildings. Public space will be designed using high quality durable materials to facilitate the ease of maintenance over time and enhance people's pride of ownership. The improved streetscape and the increased pedestrian traffic would 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.



#### 9.2.4 Diverse Communities

The Plan includes a mixed land use of commercial and residential developments. This configuration provides the opportunity to some who may wish to work and live in the same vicinity.

The Plan allows for townhouses, medium- and high-rise living, with a variety of sizes of units and amenities to foster a diversity of housing. With the emphasis on Public Transportation and on the affordability of the units, the Station Pointe redevelopment will be ideal for students through to empty nesters. The LRT system will provide ready access to most of the major hospital and shopping facilities and post-secondary schools by 2014 as the already existing north / south legs of the LRT will be augmented by the new NAIT leg.

There will be the opportunity to have rental units as well as owned units existing next to each other. Affordable units will comprise 20% of the total of the residential units, will be interspersed throughout the development and will be visually indistinguishable from market-priced units. To ensure that 20% 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 20% requirement will remain whether the units are rentals or ownership.

### 9.3 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.

This Plan promotes a mix of land uses and mandates high density residential development designed around a central market square and a linear park system, which will encourage social interaction and help foster a vibrant, active community.

This development signals a shift in thinking in the City of Edmonton towards a sustainable community model that maximizes the use of land for both residential and commercial. This development is a prototypical transit oriented development and will serve as an example for many projects that could be undertaken to transform Edmonton's urban form.

### 9.4 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 area's urban design creates a high-density pedestrian friendly neighborhood in close proximity to the existing Belvedere LRT Station. Parking requirements for the area have been relaxed to encourage public transit ridership. In this way, the Plan furthers the goal of encouraging affordable and sustainable transportation.

Along with utilizing the existing LRT line the Plan also calls for the widening of Fort Road. This improvement will increase capacity for this important gateway into the City of Edmonton. It is also projected that this area will become increasingly important as investment continues northeast of the City on several refineries and upgraders to support the oil industry in Alberta.

The creation of a high density pedestrian friendly neighbourhood near an existing LRT station is anticipated to bolster LRT ridership, and this neighborhood coupled with the current expansion plans

for the LRT system makes this development an important step in shifting Edmonton's transportation mindset from predominantly private to greater use of public transportation, particularly the LRT.

## 9.5 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 Fort Road area will create new economic possibilities in an area that has been void of new business for several years. This part of Edmonton was once a thriving area that relied heavily on the meat packing industry. When that industry left the neighborhood, the economic potential deteriorated as well. This Plan will return potential to the area with the creation of new commercial space in close proximity to residential areas and a transportation hub.

With the expansion of Fort Road, the area will become an important economic link to the development that is proposed in the Industrial Heartland and will undoubtedly create alternative opportunities for the area. In maintaining Edmonton's position as the Gateway to the North, the Fort Road area of the City will increase in its economic importance.

## 9.6 Ensure Edmonton's Financial Sustainability

**Ten-Year Strategic Goal:** Edmonton is financially sustainable with involvement from the Province and through regionalization, in developing the revenue resources required to support its plans and provide the infrastructure and services citizens need.

Edmonton secures a prosperous future through the development and maintenance of its economic vitality, diversity, and sustainability.

The Plan essentially represents a partnership between City and Province in providing a financial mechanism that will oversee the transformation of an underutilized and underdeveloped area into a vibrant high density, transit-oriented community. It will also provide over 1,000 much needed housing units, and, importantly, mandates 20% of the future housing stock as affordable. Adding these housing units within Northeast Edmonton will positively impact the City's ability to attract and retain much needed skilled and unskilled labour to sustain the growth within the economic Heartland.

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 Station Pointe evolves 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.

## 10.0 PLAN RISKS

### 10.1 Economic Climate

It is recognized that economies and real estate markets are cyclical, and exhibit periods of boom and bust. Development projections must be cognizant of that reality. Until recently, the real estate market was appreciating at an unprecedented rate. However, the slowdown in the U.S. housing market has led to a more conservative lending climate that is adversely impacting the Canadian real estate investment as well. Although the residential real estate market in Edmonton is likewise affected, it is anticipated that the market correction will be short term in duration, as the economic fundamentals for the Edmonton region remain strong. The long term economic outlook for Edmonton is favourable.

Optimistic and conservative case scenarios were developed by reviewing historical development activity. Specifically, comparable projects built during economic periods that were both robust (optimistic case) and weak (conservative case) were researched in order to estimate achievable densities, built-form, and absorption timeframes. The mid case scenario represents the most likely projected outcome taking into account all known and anticipated factors.

### 10.2 Cost Escalations

Costs for the Fort Road project are anticipated to remain relatively near budget predictions. There are several factors with this project that work towards a stable financial plan. Firstly the majority of the contracts are currently tendered and costs have for the most part been accounted for, the only major contracts that have not been agreed upon are for completing the linear park landscaping, the multi-use trail, the pocket parks and entrance features and the Village Square developments.

With the majority of the costs already accounted for, combined with the conservative land sales predictions, cost escalation should not be a substantial problem with this development. While there is a risk in development and cost escalation, we expect the probability of that risk materializing to be very low. However, if that does occur, Council may be asked to approve an amendment to the Borrowing Bylaw to exceed the current limit of \$34.25 Million. As indicated, this is an unlikely outcome, and the expected result would be that total repayment of the project would move closer to the 20-year CRL limit or perhaps slightly exceed the life of the CRL in a conservative case scenario.

As discussed in greater detail under Section 17.0, in the unlikely event that all CRL costs are not recovered within the 20-year period, the City of Edmonton has taken alternative financing sources into consideration.

#### 10.2.1 Environmental Standards

The Station Pointe properties were environmentally cleaned in 2007 and 2008 to the standards of the day for the type of developments that fit within the new approved land use classifications. In January 2009 the Alberta Environmental Standards were changed, which required new testing and may yet require some additional remediation. Possible additional environmental costs are anticipated to be well less than \$1 million. This issue cost the project a one year delay in construction timing.

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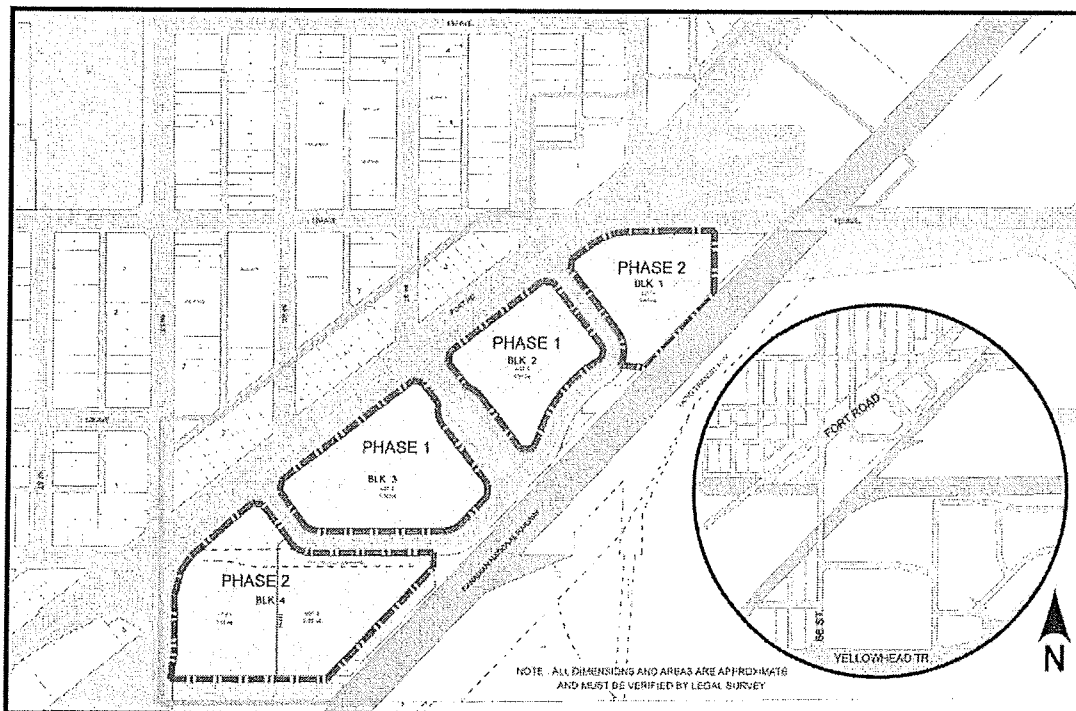
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## 11.0 REDEVELOPMENT PHASING

The *Fort Road Urban Design Plan* identified two broad phases for anticipated build-out of its development sites, as shown in *Figure 19: Station Pointe Phasing Plan*. Phase 1 corresponded with development of Areas B and C (see Figure 7). Phase 2 which are areas A, D and E, were still being used for civic purposes and were not as immediately available.

The civic uses associated with Phase 2 lands, parking for LRT (area A) and the Spartan Park baseball diamond (areas D and E) have been phased out allowing development to also occur on these sites immediately.

*Figure 19: Station Pointe Phasing Plan*



The timeline anticipated for implementation has been identified as the following.

2008

- Building demolition completed on City owned properties
- Complete environmental remediation of contaminated land in 2008 (prior to the January 2009 amendment to the *Alberta Environmental Enhancement and Protection Act*)
- Roadway closures
- Fort Road construction commenced in 2008 for Northbound lanes and 2009 for Southbound lanes, after completion of utility relocation
- Streetscape design completed

- Begin Spartan Park relocation construction
- Request for Proposals from developers completed with no formal submissions received; however negotiations have resulted in the approved sale of Parcel B (in 2009) and continue for the sale of the balance of the sites
- Relocation of existing Fort Road utilities (water, power, Shaw Cable, sewers, natural gas, traffic signals)
- Internal servicing and roadway construction
- Spartan Park maintained to accommodate the 2008 World Junior Baseball Tournament
- Detailed design of village square, linear park and multi-use trail

## 2009

- Fort Road construction commenced in 2008 for Northbound lanes and 2009 for Southbound lanes, after completion of utility relocation
- Completion of the replacement baseball facility for the relocation of Spartan Park
- Revised Environmental Regulations required additional testing and a new remediation plan which resulted in a significant delay of initiating construction of residential and commercial developments
- Initiate public space improvements

## 2010

- Construction of CN barrier wall and initiating the linear park, and interface along CN rail line was planned for 2010, however the Province's Revised Environmental Regulations caused this to be postponed until 2011
- Completion of landscaping in the medians of the Fort Road widening
- Official move of baseball operations from existing Spartan Park to the new Montrose baseball facility
- Initial construction of residential and commercial development was anticipated in 2010, due to the Revised Environmental Regulations this construction is now anticipated to begin in late 2011 or in 2012

## 2011

- Construction of the CN barrier wall
- Removal of dirt stockpile on area C and placed in CN barrier wall to allow dirt to properly settle prior to landscaping being completed on it in 2012

## 2012

- Completion of the landscaping along the CN barrier wall
- Completion of the Village Square and linear park
- New residential and commercial development under construction with presales of units

## 12.0 REDEVELOPMENT IMPACTS AND PROPOSED MITIGATION MEASURES

The Plan will bring significant residential, commercial and institutional development that will have a positive impact. The revitalization of the area will eventually increase the number of permanent residents and visitors in the area. It will increase both the supply of market rate housing and needed affordable/attainable housing in Edmonton. New businesses will also create employment opportunities in the area that could alleviate the employment and economic problems faced by some of the existing residents. Finally, enhanced amenities such as the linear park, quality streetscape, local shopping areas and the village square will increase social interaction by attracting new residents and visitors, thus mitigating social exclusion and crime.

It is anticipated that in addition to the cost of purchasing the vacant development sites, that the developers of the five Station Pointe sites will invest up to an estimated \$400 million in 2011 dollars in developing these five sites. This estimate is based on the developers estimated cost for a complete build out for the first sold site divided by the maximum number of residential units allowable on this site. This value per residential unit was then applied to the total number of the residential units available for the entire Station Pointe development. The first development is proposed to be developing within one unit of the maximum number of residential units available for the site and it is focused on achieving a high quality sustainable development.

The above noted value per residential unit includes the costs for constructing commercial space, landscaping, underground parking and amenity areas.

The City will have spent approximately \$34.25 million in purchasing, environmentally cleaning, providing servicing and redeveloping the Station Pointe area.



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## 13.0 ROLE OF THE PRIVATE SECTOR

The Plan stipulates that the City of Edmonton will provide the basic infrastructure necessary to make the Fort Road Urban Design Plan an attractive investment opportunity for the private sector. This includes providing underground servicing, streetscape improvements, landscape plans, roadway construction and upgrades, and subdivision of sale lands. In addition, a Transit-Oriented Housing Program Grant will be provided to encourage the construction of the first 100 housing units built in each of Area B and C at a grant of \$ 3,500 per unit. The total private investment in residential and commercial development of the Station Pointe lands is estimated to be up to \$400 Million in 2011 dollars.

Aside from realizing the mix of land uses necessary for revitalization, the private sector will be responsible for setting the standard, tone and character for the balance of development parcels within the Fort Road Urban Design Plan area. All Concept Plans submitted must comply with the DC1 Zoning for the parcel, indicate how the development will meet the 20% affordable housing component, and what level of sustainable development is achieved by the development under the Leadership in Energy and Environmental Design (LEED) rating system, and/or the Built Green Multi-Storey and Residential Pilot Program. Also, the private sector will continue to remit standard development charges to the City as it would in any other community.



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## PART II - FINANCE

### 14.0 THE COMMUNITY REVITALIZATION LEVY

The Community Revitalization Levy (CRL) is the ultimate financing source for the proposed Belvedere Community Revitalization Levy Area Plan. This financing source was made possible by a 2005 amendment to Part 10 Division 4.1 of the *Municipal Government Act*, R.S.A. 2000, c. M-26 (MGA). This enabling legislating provided a mechanism whereby the baseline assessment for the properties within the Plan area will be frozen as at December 31 of the year the CRL Bylaw is approved by the Province. Thereafter, any increase in the incremental value of the properties in the Plan area forms the CRL levy (both municipal and school), through which the capital investment made by the City of Edmonton in the project may be repaid. This levy is not an additional tax on property owners within the Plan area; rather it is dedicating the future amounts above the baseline for the repayment of the project for up to 20 years.

The general process relating to the establishment of the Belvedere CRL is outlined below:

1. Preparation and submission of the City of Edmonton Belvedere Community Revitalization Levy Regulation to the Province of Alberta.
2. Provincial approval of the CRL Regulation. The Province approved the Regulation by Order in Council 136/2010 on April 29, 2010.
3. Preparation and submission of the City of Edmonton Belvedere Community Revitalization Levy Area Plan, in accordance with the approved Regulation. This includes the projected redevelopment costs, debt servicing costs, and expected revenues resulting from the incremental assessment based on high, medium, and low scenarios.
4. Provincial approval of the CRL Plan.
5. Preparation and City Council approval of the City of Edmonton Belvedere Community Revitalization Levy Bylaw, including at least one public hearing.
6. Provincial approval of the CRL Bylaw prior to December 31, 2011.
7. The property assessments within the Plan area would be frozen on December 31 of the base year for a maximum of 20 years. This baseline property assessment amount will be subject to the normal municipal and education property tax rates and the resulting property taxes will continue to flow to the respective jurisdiction annually. Any increase in property assessments within the Plan area above the baseline will be subject to the CRL levy, the same amount that would have been paid had the properties not been subject to the CRL. The only difference is that instead of these taxes flowing to the Province for education purposes and to the City for general municipal purposes, the total amount has been designated towards the repayment of the redevelopment project.
8. The CRL amounts are accounted for in a separate fund, including interest earned on any investment arising from the CRL, as outlined in the approved CRL Regulation.
9. After the earlier of 20 years or the full repayment of the CRL redevelopment costs, all of the property tax revenues in the Plan area will then flow to the Province for education purposes and to the City for general municipal purposes.

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## 15.0 ADMINISTRATION OF THE COMMUNITY REVITALIZATION LEVY

The Belvedere Community Revitalization Levy will be administered by different functional areas of the City of Edmonton, as follows:

### **Sustainable Development Department:**

- Corporate Properties Branch will project manage the redevelopment of Station Pointe, including relocating Spartan Park, removal of all environmentally hazardous materials, constructing the new infrastructure for the redevelopment, and the design, marketing, and sales of the City's five DC1 land parcels.
- Land Enterprise, the land development arm of the branch, will be providing interim financing to cover the timing difference between when the debt servicing costs are incurred and the collection of the CRL revenues.

### **Financial Services Department:**

- Property Assessment and Taxation Branch will implement the application software needed to capture and report on the assessment baseline of the Plan area.
- The Branch will also manage the CRL assessment roll, the CRL levy, and the CRL rate bylaw for the 20 years that may be applicable to the project.
- Finance will be responsible for the tracking of all costs associated with the CRL project, including debenture issuance and repayments.
- Finance will also account for the collection and application of the CRL revenues and apply the funds against project costs. Interim financing from Land Enterprise will also be managed, including the calculation of opportunity costs incurred.
- Finance will provide final report of the CRL project, at the earlier of full repayment of project costs or 20 years.

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## 16.0 FINANCIAL ASSUMPTIONS

The Belvedere Community Revitalization Plan requires a significant up-front investment from the City of Edmonton. The Community Revitalization Levy provides a means by which this up-front investment may be recovered through a partnership between the Province and the City, up to a maximum period of 20 years. Therefore, the financial assumptions under which the Plan is prepared are critical to understanding the inherent risks associated with the project. Any material variation on the assumptions noted below may have an impact on the financial projections for the redevelopment project.

### 16.1 Baseline Assessment

Both Edmonton City Council and the Lieutenant Governor in Council may approve the Belvedere Community Revitalization Levy Bylaw as early as December 31, 2011. This means that the baseline assessment for the Plan area would be frozen as of that date and reflects the market value of properties effectively on July 1, 2010.

Edmonton's resale house prices peaked in June 2007. The single family residential resale market remained weak over the balance of 2007 and throughout 2008 with longer listing periods and falling prices. Residential housing prices began to stabilize in spring 2009 and through the summer 2009, a small seasonal lift in pricing was observed. From June of 2009 until June of 2010, there has been an increase in single family sales values of approximately 2.4%. The condo market has shown a slight decline over this time period. From June 2010 until June 2011 the average price of single family homes decreased from \$397,000 to \$384,000 (-3.27%) and condo units went from \$239,000 to \$225,000 (-5.86%). As the local economy strengthens, and it is expected to in 2012, prices are anticipated to rise at moderate but sustainable rates.

### 16.2 Development Assumptions and Absorption Rates - Station Pointe

The following assumptions were utilized to develop the financial model for the Belvedere CRL project.

#### Conservative Scenario

- 75% of the total maximum allowable density will be developed (total of 1,011 units)
- 9% of the total development will be row housing, 58% will be low-rise apartments, and 33% will be high rise apartments
- Owned: 100% for row housing, 80% for low rise apartments, and 90% for high rise apartments. Rented: 0% row housing, 20% low rise, and 10% high rise
- Absorption of 1.5 units per month for row housing, and 4 units per month for apartment units (i.e. both low rise and high rise)
- First low-rise product available in 2012 and first high rise product available in 2013.
- Build-out anticipated to occur between 2012 and 2031 (20 years)
- Commercial development will pace residential development and maximum build out anticipated to be 65,000 square feet



#### Mid Case Scenario

- 75% of the total maximum allowable density will be developed (total of 1,011 units)
- 9% of the total development will be row housing, 58% will be low-rise apartments, and 33% will be high-rise apartments
- Owned: 100% for row housing, 80% for low rise apartments, and 90% for high rise apartments. Rented: 0% row housing, 20% low rise, and 10% high rise
- Absorption of 2 units per month for row housing, and 5 units per month for apartment units (i.e. both low rise and high rise)
- First low-rise product available in 2012 and first high rise product available in 2013
- Build-out anticipated to occur between 2012 and 2029 (18 years)
- Commercial development will pace residential development and maximum build out anticipated to be 65,000 square feet

#### Optimistic Scenario

- 100% of the total maximum allowable density will be developed (total of 1,348 units)
- 9% of the total development will be row housing, 44% will be low-rise apartments, and 47% will be high-rise apartments
- Owned: 100% for row housing, 80% for low rise apartments, and 90% for high rise apartments. Rented: 0% row housing, 20% low rise, and 10% high rise
- Absorption of 3 units per month for row housing, and 8 units per month apartment units (i.e. both low rise and high rise)
- First low-rise product available in 2012 and first high rise product available in 2013
- Build-out anticipated to occur between 2012 and 2026 (14 years)
- Commercial development will pace residential development and maximum build out anticipated to be 84,000 square feet

### 16.3 Development Assumptions - Remainder of Boundary Area

CRL revenue projections have also been estimated for (1) Areas F and G located on the west side of Fort Road and (2) for other properties within the boundary area that have good potential for either

- (a) development,
- (b) redevelopment, or
- (c) expansion within the 20-year horizon.

These account for a relatively minor component of potential CRL revenue, between 5% and 8% for each.

Additionally, there is anticipated to be CRL revenue generated through the natural increase (long term) of assessments of existing, developed property within the boundary area. A relatively modest long term rate of appreciation of +2.5% per annum was assumed. CRL revenue from "natural increase" accounts for between 20% and 30% of total CRL revenue over the full 20-year period.

## 16.4 Debenture Debt

The City of Edmonton will finance the upfront cost of the project via debenture debt through the Alberta Capital Financing Authority (ACFA). Interim financing for the acquisition of land has been provided by Land Enterprise, the land development arm of the City of Edmonton. The five City-owned land parcels within Station Pointe are currently reflected as land inventory of Land Enterprise. With City Council's approval of the Borrowing Bylaw for the Belvedere CRL project, all costs incurred by Land Enterprise and the associated assets have been transferred (effective January 1, 2009) and will continue to accrue to the project at cost.

The debenture debt will be structured for a fixed term of 20 years, including equal principal and interest payments. ACFA does provide an alternative financing structure whereby the principal repayment may be deferred to a later period to better match the projected inflow of CRL revenues. However, such structured debt does carry a higher interest rate for the project, at a 25 bases-point premium. Given that Land Enterprise's primary function is land development activities, it typically has the capacity to carry the necessary cash flow and is able to lower the overall cost of the project by simply recovering the opportunity cost of capital at the City's investment rate, based upon a 4-year average return on the City of Edmonton's Money Market Fund, as provided in the Investment Committee Annual Report. The average return for 2006-2009 was 3.4% and is applied to financing provided by Land Enterprise in 2010. The average return for 2007-2010 was 2.8% and this rate has been used in the forecast model for financing provided by Land Enterprise in 2011 and beyond.

On June 15, 2009, a draw of \$11,327,170 (representing expenditures to December 31, 2008) was taken from ACFA at 4.855%. Another \$6,156,466 is planned for debenture issuance on September 16, 2011. For the purpose of the financial modelling, the 2011 draw is estimated at 4% and future draws, if required, are calculated at an assumed interest rate of 4.5% (at the time of this report in July 2011, the 20-year debenture rate was 3.791%).

## 16.5 Property Tax Rates

A fundamental assumption to any CRL Plan is the projection of property tax rates. Annually, the Provincial government set the tax rates for the education portion while City Council set the tax rates for the municipal portion of the property tax.

Property tax levy is calculated by multiplying the property market value assessment with the respective tax rates set by the two authorities. From a municipal perspective, the matter is further complicated because of the existence of two different assessment classes within residential properties, single family residential and other residential. While the proportionate amount of municipal property tax levied between residential and non-residential properties are maintained, there are shifts annually between taxes raised from single family residential versus other residential properties due to shifts in market valuation.

Over the past 10 years, the average total property tax increase has been 5.0%. More recently, over the past five years (2007-2011), the total change in taxes ranged from 2.7% to 8.2% annually, with the average being a 6.5% increase.

For the purpose of the CRL financial modelling, natural increase in assessment value has been assumed to be at 3% per year. In accordance with City of Edmonton's practices, market value appreciation has been assumed to be tax revenue neutral for the municipality as the City adjusts its tax rates to negate average market valuation impacts. Depending on the shifts between different the neighbourhoods within the City, this may or may not generate additional municipal tax revenues from the Belvedere CRL Area.

The conservative scenarios have used a municipal tax increase of 0% to provide a bookend of the worst possible financial scenario. The Mid Case and Optimistic Scenarios have both used an assumed municipal tax increase of 3% per year. Over the long term, these scenarios are likely more reflective of the cash flow projections.

An allowance has been made for education tax increases beyond the natural assessment increase. An estimate of 3% has been used.

### 16.6 Timeline

The Belvedere Community Revitalization Levy Bylaw is expected to be approved by both Edmonton City Council and by the Lieutenant Governor in Council on or before December 31, 2011. Accordingly, the 20-year time horizon for the CRL project is expected to run from 2012 to 2031.

## 17.0 PLAN COSTS

### 17.1 Estimated Project Costs

Project costs have been stated in 2011 dollars. The Belvedere Community Revitalization Levy Area Plan is comprised of seven key components, as follows:

**Table 6: Estimated Project Costs within the Belvedere Community Revitalization Levy Area Plan**

	Estimated Net Costs
<u>Land Acquisition and Remediation</u>	\$8,500,000
<p>To facilitate the redevelopment of the Plan area, the City of Edmonton has acquired land, applied and received zoning amendments that created five DC1 parcels. The five parcels total 12.92 acres. The City of Edmonton has carried out soils remediation on contaminated sites and has offered these parcels for sale. The maximum built-form under the Zoning Bylaw will provide up to 1,348 units of residential housing, comprising 9% townhouses, 54% low rise apartments, and 37% high rise apartments. In addition, a maximum of 87,188 square feet of commercial space can be developed.</p> <p>The City of Edmonton has also acquired an additional parcel of land and developed it into a park and ride for the Belvedere LRT Station, which is intricately associated with this development. Costs associated with this park and ride is entirely separate from the Community Revitalization Levy.</p>	
<u>Underground Services, Internal Roads, Site Development</u>	\$5,840,000
<p>The redevelopment project provided an opportunity for the City of Edmonton to upgrade its existing 1925 combined sewer system by separating the storm component from the sanitary component of the systems. This will advance the City's overall flood prevention plan.</p> <p>The project also provided an opportunity to replace a 1925 small diameter water distribution system with new mains installed along Fort Road and provides fire protection at 300 litres/second.</p> <p>Power, gas, telephone, and cable TV have been replaced with buried services in the redevelopment area. This will enhance safety as well as the aesthetics of the urban village.</p> <p>As prime developer of the area, the City of Edmonton is responsible for the construction of internal roads prior to transfer of developable land parcels to the successful purchasers/developers of the five parcels.</p>	

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<u>Parks, Landscaping, Additional Streetscaping</u>	\$9,985,000
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Public parks, open space, and multi-use trails are one of the major foundations of an urban village design. Accordingly, 3.14 acres have been provided for parks and open space within the Plan area for the use of residents and visitors.

A linear "greenway" park is proposed along the eastern boundary to provide a green buffer between the proposed residential uses and the CN/LRT right of way. A village square is proposed in the centre of the Plan area to serve as a focal point and landmark for residents and visitors. The square, along with the medians in the centre of the roadway, will be maintained with the use of an underground irrigation system to reduce overall water usage, enhance the health of the vegetation, as well as reduce safety concerns associated with maintenance along a busy traffic area.

The project also includes enhanced streetscape along Fort Road and on local streets. The proposal includes public art, landscaping, ornamental vegetation, street furnishings, decorative concrete treatments, enhanced pedestrian level lighting, themed signage, and a widened sidewalk to promote the walkability of the area.

Gateway features are proposed for the main Village Square and respectively at the north and south ends of the Station Pointe development, to provide distinctive landmarks that embrace the history of the region and enhance the appearance of new development.

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<u>CN Safety Wall</u>	\$6,270,000
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On June 27, 2007 Executive Committee approved the drafting of an amendment to Zoning Bylaw 12800 addressing residential development on lands adjacent to railway rights-of-way, which has resulted in the need to construct a barrier wall and have minimum setbacks for residential construction. This safety wall will form part of the linear "greenway" park that will enhance the aesthetics in addition to serving as a multi-use trail linking different parts of the overall development.

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<u>Spartan Park Relocation</u>	\$2,820,000
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The proposed redevelopment of the Plan area includes the relocation of Spartan Park baseball facility from its current location in the Plan area to the Montrose Community, adjacent to the Belvedere Community. The relocation is the result of extensive negotiations with stakeholders, resulting in additional housing units, parks and open space within the Plan area while providing a better location and better parking for the baseball diamond users.

The timing of the relocation is being undertaken to accommodate the requirements of the 2008 World Junior Baseball Championship. The new diamond was operational in 2010.

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Transit Oriented Development Housing Grant	\$685,000
General Printing, Advertising, Marketing Costs	\$150,000
Total Expenditures	\$34,250,000
<b>Total Estimated Cost for CRL Purposes</b>	<b>\$34,250,000</b>

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The Belvedere Community Revitalization Levy Area Plan cost expectations are expected to be completed over a five-year period, with the majority of the core infrastructure costs incurred in 2008/2009 while the CN safety barrier wall and the parks development will be constructed in 2011 and 2012.

## 17.2 Other Costs

Administrative and project management costs associated with the Belvedere Plan have been considered in the financial analysis and include project management, operating costs, rent, marketing, and estimates for service level agreements which may be entered into with certain City departments or other external consultants.

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## 18.0 PLAN REVENUES

### 18.1 Cash Flow Projections

The City of Edmonton has purchased various parcels of land in the Belvedere Community Revitalization Area Plan over the past number of years, originally through Land Enterprise. With initial approval of the redevelopment concept by City Council in 2006, Land Enterprise proceeded with the active acquisition of the remaining required land parcels. Upon the approval of the overall capital budget for the Belvedere Community Revitalization Levy Area Plan (April, 2008) and the associated debenture borrowing bylaw, all costs incurred by Land Enterprise and the associated assets have been transferred (effective January 1, 2009) and will continue to be transferred to the project at cost. It is at this point that the capital project will take shape under the CRL structure.

The City of Edmonton anticipates that the total costs for the project will be incurred over 2008-2012. The approved budget for the project of \$34,250,000 will be financed through a combination of Land Enterprise working capital and debenture issuance over a 20-year term, with periodic drawings throughout 2009 to 2012. Through a regular amortizing debenture, the annual principal and debt repayment will exceed the projected CRL revenues in early years. This shortfall will be bridge-financed by Land Enterprise, without budget impact to the City of Edmonton's tax levy requirement. The bridge-financing is expected to be repaid by CRL revenue as it becomes available, along with interest representing the opportunity cost of the City of Edmonton's investment in short term capital.

In addition to the conservative, mid-case and optimistic "absorption rate" assumptions are the land sales and debenture borrowing assumptions. Under the conservative scenario, it is assumed that the five City parcels will only collectively receive total proceeds of \$5.2 million, over a 5-year term. Since this scenario has already been achieved through the negotiated sale of Parcel B, it truly is the most conservative scenario and Administration expects that the actual results will be better.

Under the optimistic scenario, the return from the five City parcels is estimated at \$22.5 million, based on 2011 market conditions, again, realized over a 5-year period. Under the mid-case scenario, the return from the five City parcels is estimated at \$18.4 million. Varying proceeds from land sales and debenture borrowing requirements are reflected in the different scenarios below.

Table 7 summarizes nine financial scenarios, depending upon absorption rates and proceeds from land sales. In all cases, the debenture rate of 4.855% (actual) was used for the first debenture draw in 2009, and 4.0% for the second expected draw in September 2011. The interim financing rate of 3.4% was used for cash flow accessed in 2010, and 2.8% for future years. These amounts are taken from the City's Investment Committee Annual Report and are reflective of the prior 4-year average return earned on its short term investments via the Money Market Fund.

Another key assumption used in the model relates to property tax rates. In all scenarios, the education tax rate is assumed to be an increase of 3% annually. For municipal property tax, the five scenarios with either low sales proceeds and/or slow absorption use an assumption of 0% tax increase for the next 20 years. While this is not likely, this does provide a bookend for the worst financial scenario. The mid case and optimistic scenarios do use an assumed municipal tax increase of 3% per year, same as the assumption for the education tax rates.



**Table 7: Cash Flow Projection Scenarios**

Absorption Rate	Conservative	Mid Case	Optimistic
<b>Sale proceeds of \$5.2 million</b>			
Debenture borrowing required over 2009-2012	\$17,483,637	\$17,483,637	\$17,483,637
Projected interest and interim financing costs over term	\$12,411,971	\$12,116,050	\$11,500,581
Year in which CRL revenue is greater than or equal to annual debt servicing	Year 7 (2018)	Year 6 (2017)	Year 5 (2016)
Year in which project is repaid	Year 19 (2030)	Year 18 (2029)	Year 16 (2027)
<b>Sale proceeds of \$18.4 million</b>			
Debenture borrowing required over 2009-2012	\$17,483,637	\$17,483,637	\$17,483,637
Projected interest and interim financing costs over term	\$10,008,301	\$9,847,430	\$9,751,683
Year in which CRL revenue is greater than or equal to annual debt servicing	Year 7 (2018)	Year 6 (2017)	Year 5 (2016)
Year in which CRL revenue repaid	Year 16 (2027)	Year 13 (2024)	Year 12 (2023)
<b>Sale proceeds of \$22.5 million</b>			
Debenture borrowing required over 2009-2012	\$17,483,637	\$17,483,637	\$17,483,637
Projected interest and interim financing costs over term	\$9,622,804	\$9,605,236	\$9,586,221
Year in which CRL revenue is greater than or equal to annual debt servicing	Year 7 (2018)	Year 6 (2017)	Year 5 (2016)
Year in which CRL revenue repaid	Year 14 (2025)	Year 12 (2023)	Year 11 (2022)

Given the current climate, the three highlighted boxes represent the most likely scenarios.

After the CRL levy is extinguished, Station Pointe is anticipated to generate ongoing annual municipal property tax in the \$2 to \$6 million range.

## 18.2 Community Revitalization Levies

The Community Revitalization Levy is to be imposed on all properties located in the Plan area. Assuming that the Province approves the Plan in 2011, the 2011 Assessment Roll will form the baseline assessment. The Levy will then be applied to the incremental assessed value starting with the 2011 Assessment Notice and continue for 20 years thereafter or until all costs have been paid.

The CRL will be levied and collected in accordance with the process outlined in Section 14. The Community Revitalization Levy is estimated to generate between \$48 million and \$84 million dollars over 20 years (over baseline) as summarized in the following table.

*Table 8: Estimated Community Revitalization Levy*

SCENARIO	ESTIMATED Property Tax Generated Over 20 Years	ESTIMATED CRL Required
Conservative	\$48 million	\$45 million
Mid-case	\$68 million	\$26 million
Optimistic	\$84 million	\$23 million

The conservative scenario projections for CRL over the 20-year period represent approximately \$793 million in incremental growth in the assessment base at the end of the 20-year period. At the mid case scenario, this translates to approximately \$818 million while the optimistic scenario represents \$951 million of new assessments.

### 18.3 Land Dispositions

Approximately 12.92 acres of City-owned land are available for sale for development in the Plan area. This land is located exclusively in the southeast portion of the Plan area, east of Fort Road and between 66<sup>th</sup> Street and 129<sup>th</sup> Avenue, with this portion of the CRL area being known as Station Pointe. The revenue from these land dispositions will be applied against the outstanding expenses associated with the CRL.

### 18.4 Cost Recoveries

The infrastructure improvements are comprised of five components as follows:

- Underground utilities;
- Road improvements and site development;
- Sidewalk & streetscape;
- Parks & open space (including relocating Spartan Park and public art); and
- CN Barrier Wall.

Cost estimates for the infrastructure improvements are provided in Section 17 of the Plan. This section identifies the costs that can be recovered through the sale of development land to developers and costs that would ultimately be CRL funded. While certain improvements may be front-ended and constructed through the Plan area redevelopment, it is intended that, aside from extraordinary infrastructure costs, developer costs in the Plan area would be similar to those in other city areas.

#### 18.4.1 CRL Funded Costs

An extraordinary infrastructure cost is the widening of Fort Road from four to six lanes and the addition of a central landscaped median. A second extraordinary cost is the construction of a safety barrier wall. The City is paying the costs of widening Fort Road from four to six lanes as well as usual streetscaping costs associated with this widening and is not charging these costs back to the CRL. Extra improvements to the Fort Road streetscaping beyond "usual" streetscaping costs, along with the cost of the CN safety barrier wall, are CRL costs.

As a general principal any upgrades to the main sanitary sewer trunk system are anticipated to be financed through the rate base. Storm water runoff is generally not related to increased population and density and as such upgrades to storm sewer facilities are considered a CRL cost. The storm water system costs include the wetland that will be constructed to improve storm water quality.

Typically developers fund the cost of new local roads with the City being the developer and builder of new local roads associated with the 12.92 acres of resale lands in the Station Pointe area. Therefore, the costs for the road, sidewalk and utility improvements associated with the Station Pointe area will be borne by the CRL.

#### 18.4.2 Developer Costs and CRL Cost Recovery

As the infrastructure developer the City would recover some of the infrastructure costs through the resale of the five development sites at Station Pointe. Any difference between the actual redevelopment costs and the amount recovered through sales revenue would remain a CRL cost.

The purchasers of the five Station Pointe redevelopment sites will be responsible for the cost of new sidewalks, street trees, lighting and street furniture adjacent to their developments to the required standard.

#### 18.4.3 Other Revenue Sources

Other revenue sources such as Provincial or Federal grant programs will be used where available.

Interest income on positive cash balance, if any, is another source of funds available to the Plan area.

## 19.0 PROJECTED BORROWINGS AND REPAYMENT

### 19.1 Amount of Borrowing in Each Scenario

In the financial analysis undertaken it has been assumed that regular amortizing debt is to be used for all other borrowings. The final borrowing terms and structuring of the debt will be tailored to the timing of each project and may result in a more customized structured debt product.

In order to bridge the cash flow needs of the Plan area and the funds available in the first few years prior to sufficient CRL amounts being generated, Land Enterprise will provide bridge financing for the difference between the CRL revenue and the actual debenture debt payment. In later years, when the CRL revenues exceed the actual debenture debt payment, the excess will be used to repay Land Enterprise.

In order to bridge the cash flow needs of the Plan area and the funds available in the first few years prior to sufficient CRL amounts being generated, start-up funding accumulating to \$11,327,170 over a 5-year period has been provided at no cost to the project. On January 1, 2009, any amounts bridged by Land Enterprise will incur interest at the City of Edmonton's investment rates. The opportunity cost of capital for interim financing was based upon 3.4% for cash flow accessed in 2010, and 2.8% for future years. These amounts are taken from the City's Investment Committee Annual Report and are reflective of the prior 4-year average return earned on its short term investments via the Money Market Fund. This is a reasonable representation of the City's normal short-term return on investment.

When funds from the CRL revenue exceed the annual debenture payments, the excess will be used to repay the bridge financing. Depending on the different factors included in the various scenarios, interim bridge financing costs can range between \$1 million and \$4 million.

### 19.2 Timing

The first borrowing occurred effectively as of January 1, 2009 and borrowing will continue on an as needed basis for the redevelopment project.

### 19.3 Impact of CRL Borrowings on the City of Edmonton's Debt Capacity

The following is a summary of the City's Total Debt Limit and Debt Service Limit at the end of 2009.

**Table 9: Debt Limit and Debt Service Limit**

	In \$(000's)		
	2010 Actual	CRL Project	After Project
Total Debt Limit	3,673,502		3,673,502
Total Debt Limit per Regulation	1,840,233	17,484	1,857,717
Percentage Used	50.1%		50.6%
Total Debt Service Limit per Regulation	642,863		642,863
Total Debt Service	172,625	1,342	173,967
Percentage Used	26.9%		27.1%

### 19.4 Source

The majority of borrowings will take place through Alberta Capital Finance Authority.

## 20.0 SHORTFALL FUNDING

If a situation were to arise where insufficient revenues were generated from the sale of the Station Pointe redevelopment land and the Community Revitalization Levy, general tax revenues would be a backstop to fund any borrowing costs that remain.

In all nine scenarios evaluated in Section 18, the project will be fully recovered between 10 and 19 years, depending on which of the scenarios bears out. Should unexpected events occur causing a shortfall in recovery within the 20 years, dedicating additional municipal portion of the property tax from Station Pointe would be used to cover any outstanding expenses.

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## APPENDIX: DEFINITIONS

Where possible, the terms used in this Plan match definitions used in the *Municipal Government Act*, the City of Edmonton Belvedere Community Revitalization Levy Regulation, the City of Edmonton Zoning Bylaw No. 12800 and applicable statutory plans.

**“Affordable Housing”** is defined by the City of Edmonton as rental or ownership housing that is built by the private, co-operative, non-profit and public sectors, and is provided for occupancy to households who meet the following three conditions: 1.) the household earns less than the median income for their household type, 2.) the household has a housing affordability need (pay more than 30% of their income on housing); 3.) the household is capable of independent living, without a need for support services;

**“Multi-Use Trail”** is a trail which can accommodate a variety of non-motorized users and wheelchairs / scooters for assisted travel for recreation and transportation purposes;

**“Multi-Use Trail Corridor”** is an open space right-of-way with a desirable minimum width of 10 metres through which a multi-use trail could be constructed;

**“Non-market Housing”** means housing which receives some government funding in order to support individuals or families who cannot afford to pay market rent. Subsidization mechanisms may include rent supplement programs, government owned or financed housing projects and units or projects developed by non-profit, co-operatives, and other benevolent agencies;

**“Plan Area”** means the area within the Belvedere Community Revitalization Levy Area Plan;

**“Station Pointe”** means that portion of the Belvedere Community Revitalization Levy Area Plan that is located east of Fort Road and between 66<sup>th</sup> Street and 129<sup>th</sup> Avenue. The Station Pointe area is where the City has purchased land, environmentally remediated it, developed the utilities, road and landscaping infrastructure, constructed the CN Barrier Wall to protect it, and is in the process of reselling 12.92 acres of redevelopment land.

**“Streetscape”** means all the elements that make up the physical environment of a street and define its character. This includes paving, trees, lighting, building type, style, setback, pedestrian amenities, street furniture, etc.

**“Transit-oriented”** means the element of urban form of residential development, land use and design that make transit more accessible and efficient to use as a primary method of transportation.



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