

**THE CITY OF EDMONTON**  
**BYLAW 19820**  
**CITY OF EDMONTON CAPITAL CITY DOWNTOWN COMMUNITY**  
**REVITALIZATION LEVY BYLAW AMENDMENT No. 1**

WHEREAS Edmonton City Council passed Bylaw 16521 in 2013 in order to create a community revitalization levy area; and

Section 5(1) of the *City of Edmonton Capital City Downtown Community Revitalization Levy Regulation*, AR 141/2013 (the “Regulation”) indicates that a community revitalization levy bylaw must contain all of the information in a community revitalization plan; and

Section 5(2) of the Regulation indicates that a community revitalization levy bylaw may be amended; and

Edmonton City Council wishes to amend the community revitalization plan and bylaw to add additional catalyst projects and update the information in the plan and bylaw;

Edmonton City Council enacts:

1. Bylaw 16521, City of Edmonton Capital City Downtown Community Revitalization Levy Bylaw, is amended by this bylaw.
2. Schedule “A” is deleted and replaced with Schedule “A” attached to this Bylaw.
3. This bylaw comes into force when approved by the lieutenant governor in council in accordance with Section 5(2) of the Regulation.

READ a first time this	31st day of August	, A. D. 2021;
READ a second time this	31st day of August	, A. D. 2021;
READ a third time this	31st day of August	, A. D. 2021;
SIGNED and PASSED this	31st day of August	, A. D. 2021.

THE CITY OF EDMONTON

  
\_\_\_\_\_  
MAYOR

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

The logo for the City of Edmonton, featuring the word "Edmonton" in a white, sans-serif font on a black rectangular background.

# Capital City Downtown Community Revitalization Levy Plan

(2021 Amended version)

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## EXECUTIVE SUMMARY

This report outlines the Capital City Downtown Community Revitalization Levy Plan (CRL Plan) for Edmonton's downtown community. The CRL Plan area includes approximately half of Edmonton's Downtown neighbourhood and two small areas within the Central McDougall and McCauley neighbourhoods. In total, the CRL Plan area is comprised of 135.0 ha of land (52 blocks). In 2013 when the CRL Plan was adopted, 52% of the Plan area was underdeveloped with 32% vacant and 20% underdeveloped. The CRL Plan provides a funding mechanism for the award-winning Capital City Downtown Plan (CCDPlan) (Bylaw 15200, approved by Council in July 2010). The CRL Plan has and will continue to aid in the revitalization of the downtown core. The goal of the CRL Plan is to: contribute to the creation of a sustainable, vibrant, well designed, and accessible community; improve the quality of life for existing residents, workers, and visitors; and attract new residents and businesses to the area.

## 2021 AMENDMENT

The CRL came into effect on January 1, 2015. Since then the catalyst projects funded by the CRL that are completed and underway have helped trigger a major surge in private investment in the CRL area. To date, the CRL Catalyst Projects have spurred more than \$4 billion in new development that is completed or under construction.

Despite the rapid pace of development, further investment in Catalyst Projects is required. Approximately 39% of the Plan area remains vacant or underdeveloped. Strategic investments in public infrastructure are still needed to 'unlock' the development potential. Additionally, the COVID-19 pandemic has severely impacted Downtown, as most Downtown workers shifted to working from home, post-secondary institutions moved to remote learning, festivals and events were cancelled, and public health orders restricted the operation of businesses. Catalyst Projects that create attractive, safe, vibrant public spaces, and support private investment are more important than ever as Downtown recovers from the pandemic.

The 2021 amendment to this Plan is a response to current opportunities and market conditions. It clarifies the intent and scope of some of the Catalyst Projects enabling the City to respond to the challenges and opportunities being faced in 2021 and onwards. Highlights of these changes include:

1. Addition of the 103A Avenue Pedway as a separate Catalyst Project. This Pedway was previously a component of the Edmonton Downtown Academic and Cultural Centre (EDACC) Catalyst Project. Including the Pedway as a separate Catalyst Project allows it to proceed on its own, apart from EDACC. Constructing the Pedway is required to facilitate redevelopment of the Station Lands site.
2. Updated phasing of the Catalyst Projects to reflect what has happened since 2015 and is planned in future budget cycles.
3. Refinements to project descriptions of the Catalyst Projects "Green and Walkable Downtown", "River Valley Promenades", and "Downtown Incentive Program". These modifications clarify the intent of the projects and add flexibility to adapt each project to ever changing market conditions.
4. Revised the Financial sections to reflect actual and projected revenues and expenses as of 2021.

## CAPITAL CITY DOWNTOWN COMMUNITY REVITALIZATION LEVY PLAN

The Capital City Downtown Community Revitalization Levy Plan leverages the value of properties in the CRL Plan area to raise funds to update public infrastructure and redevelop property within the CRL Plan area boundaries. Existing and extensive public infrastructure, as well as a sustainable funding source that does not create a significant tax burden on the citizens of Edmonton, are required to encourage both private and public sector development in the area. This financing mechanism is designed to provide up to 20 years of stable funding.

On April 16, 2014, the Lieutenant Governor in Council approved the bylaw passed by Council (Bylaw 16521) to authorize the creation of the Capital City Downtown Community Revitalization Levy.

The baseline assessment for properties in the Plan area was set as of December 31, 2014. 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 used to pay off expenditures, including any borrowings, incurred by the City of Edmonton for capital infrastructure projects in the revitalized CRL Plan area. The levy is not an additional tax on property owners. Rather, it is a levy based on the incremental difference between the assessed property values in the baseline year and subsequent years for a maximum of 20 years or until all costs have been fully repaid.

The CRL Plan is required for Edmonton's Downtown to fund investment in new infrastructure, amenities, and increased service capacity needed to attract and support a growing population. The development community has demonstrated interest in the Downtown but land speculation, high construction costs, and the need for significant investments in infrastructure are still deterrents to proceeding with some major projects. Given the high costs of infrastructure investments, a coordinated approach to infrastructure redevelopment through the implementation of a series of catalyst projects and creation of amenities for the Downtown needs to continue. The CRL Plan is helping to address these issues.

## 1.0 PLAN OBJECTIVES

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

The objectives of this CRL Plan are:

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

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

**Quality and Design** – Set a high standard of design within the Downtown by implementing public realm plans for important streets and special places. Focus on strategic public improvements that reinforce the special identity of each downtown character area. Through these measures, the CRL Plan is helping to raise the expectations for excellence in the design of downtown buildings and public places.

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

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

## 2.0 CATALYST PROJECT LIST

The revenues generated by the levy are being used to fund Catalyst Projects, both infrastructure and amenities, within the CRL Plan area. These projects reflect Council's emerging priorities, opportunities to leverage private development and the Catalyst Projects outlined by the CCDPlan.

As of 2021, four projects of the Catalyst Projects originally identified are fully complete, six are in progress or partially complete and three have not yet been initiated. The following table identifies the projects, and their status as of 2021:

**Table 1: Catalyst Projects Status as of 2021**

<b>Project</b>	<b>Status 2021</b>
Arena Building	<b>Complete</b>
Arena Related Public Infrastructure	<b>Complete</b>
Downtown Arena Community Rink	<b>Complete</b>
105 St/102 Ave Park (Alex Decoteau Park)	<b>Complete</b>
Warehouse Campus Neighbourhood Central Park	<b>In Progress</b>
Jasper Avenue New Vision + Underground Infrastructure	<b>In Progress</b>
Green and Walkable Downtown	<b>In Progress</b>
River Valley Promenades	<b>In Progress</b>
Projects in the Civic Precinct	<b>In Progress</b>
Downtown Stormwater Drainage Servicing	<b>Partially Complete</b>
Edmonton Downtown Academic and Cultural Centre	<b>Not initiated</b>
Central Warehouse Housing Incentive Program	<b>Not initiated</b>
103A Avenue Pedway	<b>New</b>

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

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

Subsequent to the approval of the CCDPlan in 2010, additional priority projects emerged and were included in this CRL Plan. These projects were added based on their ability to:

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



**PHASING OF THE CATALYST PROJECTS**

The list of Catalyst Projects, their order, and phasing is based on the impact each project will have on Downtown revitalization and the following criteria that were in effect in 2013 when the CRL Plan was first approved by Council and are in effect in 2021.

*Alignment with Strategic Plans*

The project is aligned with the City of Edmonton’s Vision and Strategic Plans:

**Table 2: City of Edmonton Strategic Plans**

<b>Strategic Plans</b>	
<b>2013</b>	<b>2021</b>
City of Edmonton Strategic Plan 2009-2018 -The Way Ahead	ConnectEdmonton: Edmonton’s Strategic Plan 2019-2028  City Plan (approved 2020) - Economic Action Plan (approved 2021)
City of Edmonton Transportation Plan - The Way We Move	
City of Edmonton Municipal Development Plan -The Way We Grow	
City of Edmonton Environmental Strategic Plan - The Way We Green	
City of Edmonton’s People Plan - The Way We Live	
City of Edmonton’s Economic Development Plan - The Way We Prosper	

*Alignment with CCDPlan Goals*

*More People Living, Working and Playing Downtown*

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

*Enhance the Neighbourhoods of Downtown*

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

*Strengthen the Linkages Downtown*

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

### *Alignment with Future Projects*

#### *Aligned with Current Projects*

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

#### *Synergy with Emerging Projects*

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

#### *Synergy with Adjacent Projects*

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

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

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

#### *Sequence*

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

## **MOVING FORWARD**

To date \$544 million of capital projects have been approved with funding from the Capital City Downtown Community Revitalization Levy. Additional spending for Catalyst Projects may be recommended for City Council budget approval subject to CRL financial capacity. All funds collected through The Capital City Downtown Community Revitalization Levy are accounted for separately in a Capital City Downtown Community Revitalization Fund. The CRL is estimated to generate between \$761 million and \$879 million over 20 years.

### 3.0 THE NEED FOR A CRL

The Capital City Downtown Community Revitalization Levy Plan has enabled the City to implement the Capital City Downtown Plan. The actual and projected revenues generated by the CRL Plan have funded catalyst projects that are completed and in progress and will be used to fund planned projects. These projects would not have been advanced without the CRL Plan funding.

At the time the CRL Plan was developed in 2013 Edmonton's Downtown had a number of challenges in achieving the attributes of a great city. Some parts of the downtown had seen redevelopment stemming from the 1997 Downtown Plan and economic growth while the larger area of the downtown core remained unchanged. The challenges that led to the need for the CRL Plan included:

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

The CRL Plan was needed because the Downtown had not received the level of investment for new infrastructure, amenities, and capacity of services needed to attract and support a growing population. The development community had expressed interest in the Downtown, however, developers cited land speculation, high construction costs, and significant infrastructure investment requirements as a deterrent to proceeding with some major projects. Many of the infrastructure investments were costly and could not be undertaken in a piecemeal way. A coordinated approach to infrastructure redevelopment and the provision of amenities was required.

The CRL Plan was and still is needed to improve the quality of life for existing residents and to attract new residents and businesses to the area. The social, environmental and economic benefits expected as a result of the public sector investment outlined in this Plan are being realized. Most importantly, the intent of this CRL Plan to revitalize the Downtown, creating a **Sustainable, Vibrant, Well Designed, and Accessible** community has not changed since 2013.

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

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

- More people living, working and playing Downtown;
- Enhanced neighbourhoods,
- Stronger linkages throughout Downtown,
- Increase the activity and vibrancy of Downtown,
- Encourage spin-off development opportunities; and,
- Create a timely opportunity to capitalize on public-private development.

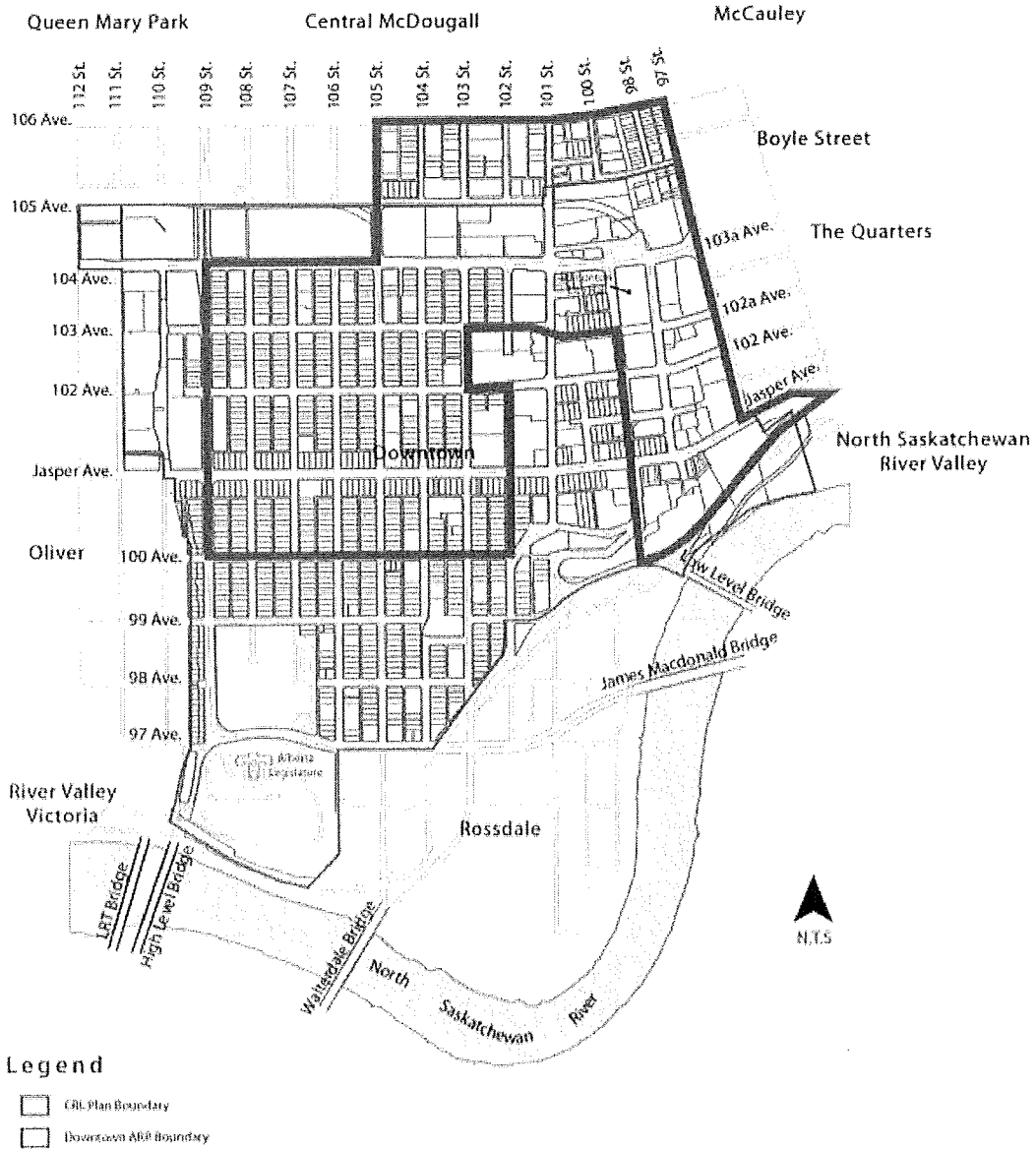
The need for a CRL still remains in 2021. Despite the rapid pace of development, continued investment in Catalyst Projects is required. Large sections of the CRL area remain vacant or underdeveloped, and strategic infrastructure investments are needed to 'unlock' the development potential. Additionally, the COVID-19 pandemic has severely impacted the Downtown, as most Downtown workers have been working from home, post-secondary institutions have moved to remote learning, festivals and events have been cancelled, and public health orders have restricted the operation of many businesses. Catalyst Projects that create attractive, safe, vibrant public spaces, and support private investment are more important than ever as Downtown recovers from the pandemic.

## 4.0 LEGAL BOUNDARY DESCRIPTION

The CRL area is comprised of lands within the area delineated in Figure 1. The area may be described as follows:

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

Figure 1: CRL Plan Boundary



## 5.0 LEGISLATIVE CONTEXT

### 5.1 MUNICIPAL GOVERNMENT ACT

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

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

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

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

The Lieutenant Governor in Council enacted the City of Edmonton Capital City Downtown Community Revitalization Levy Regulation, Alberta Regulation 141/2013, on July 25, 2013.

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

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

On April 16, 2014, the Lieutenant Governor in Council approved the Capital City Downtown Community Revitalization Levy Plan (Bylaw 16521). In accordance with the Regulation, the CRL Bylaw will terminate on the earliest of the following:

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

## 6.0 ALIGNMENT WITH EXISTING POLICY

### 6.1 PROVINCIAL LAND USE POLICIES

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

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

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

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

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

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

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

### 6.2 CITY OF EDMONTON AND REGIONAL PLANS AND POLICIES

The Capital City Downtown CRL Plan was approved by City Council in 2013, based on the policies that were in force at that time. As of 2021, several of the plans and policies originally listed in this section have been updated or replaced.

Table 3 lists the Plans and Policies that were in effect in 2013, and identifies if that Plan or Policy has been replaced as of 2021.

Implementation of individual Catalyst Projects will consider all relevant policies in effect at time of project delivery.



Table 3: Plans and Policies

<b>Plans and Policies in Effect in 2013</b>	<b>Plans and Policies in Effect in 2021</b>
Capital Region Growth Plan: Growing Forward	Edmonton Metropolitan Region Growth Plan: <i>Re-imagine. Plan. Build.</i>
City of Edmonton Strategic Plan - The Way Ahead (2009-2018)	ConnectEdmonton: Edmonton's Strategic Plan 2019-2028
City of Edmonton Municipal Development Plan - The Way We Grow (Bylaw 15100)	Edmonton City Plan (Charter Bylaw 20000)
Edmonton's Transportation Master Plan - The Way We Move	
Edmonton's Environmental Strategic Plan - The Way We Green	
Capital City Downtown Area Redevelopment Plan (Bylaw 15200)	Capital City Downtown Area Redevelopment Plan (as amended)
Boyle Street/McCauley Area Redevelopment Plan (Bylaw 10704)	Boyle Street/McCauley Area Redevelopment Plan (as amended)
Central McDougall/Queen Mary Park Area Redevelopment Plan (Bylaw 11648)	Central McDougall/Queen Mary Park Area Redevelopment Plan (as amended)
City of Edmonton Zoning Bylaw (Bylaw 12800)	City of Edmonton Zoning Bylaw (Bylaw 12800)
Edmonton Urban Parks Management Plan (2006-2016)	Breathe: Edmonton's Green Network Strategy
North Saskatchewan River Valley Area Redevelopment Plan (Bylaw 7188)	North Saskatchewan River Valley Area Redevelopment Plan (as amended)
Louise McKinney Riverfront Park Master Plan (1997)	Louise McKinney Riverfront Park Master Plan (1997)
Ribbon of Green Master Plan (1992)	Ribbon of Green Master Plan (1992)
City of Edmonton Environmental Policy (C512)	City of Edmonton Environmental Policy (C512)
Percent for Art to Provide and Encourage Art in Public Areas (C458C)	Percent for Art to Provide and Encourage Art in Public Areas (C458C)
Policy to Encourage the Designation and Rehabilitation of Municipal Historic Resources in Edmonton (C450B)	Policy to Encourage the Designation and Rehabilitation of Municipal Historic Resources in Edmonton (C450B)

## 7.0 EXISTING CONDITIONS

### 7.1 SOCIAL CONDITIONS

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

#### 7.1.1 Population

The 2016 Census reports a Downtown population of 11,555, which is an increase of 6% from 10,920 in 2011. However, a majority (62%) of the population who responded to the Municipal Census is between 25-54 years of age. There are only 285 people under the age of 14 living in the Downtown area. There are just over 1300 people over the age of 65. More than 47% of the Downtown population has never been married. This data suggests that the Downtown is not seen as a desirable place to live for families, children, and seniors.

#### 7.1.2 Housing

The 2016 Federal Census identified 7,160 occupied private dwellings in downtown. 80.4% of occupied dwelling units are in apartment buildings of 5 or more stories.

The 2016 Federal Census data indicates that 26% of private dwellings are owner occupied while 74% are renter occupied within the Downtown.

#### 7.1.3 Homelessness

As of June 2021, Homeward Trust Edmonton identified 2,406 individuals currently experiencing homelessness in Edmonton, which is an increase from 2,174 in 2012. Specific numbers are not available for the CRL Plan area.

Edmonton has a number of not-for-profit organizations that work to address homelessness, many of which are located in or just outside the CRL Plan area, including the Bissell Centre, Boyle Street Community Services, Hope Mission, Herb Jamieson Centre, George Spady Centre, Women's Emergency Accommodation Centre, and the Salvation Army.

#### 7.1.4 Crime

The Edmonton Police Service's Neighbourhood Crime Map identified 1,317 occurrences of eight selected crimes in the Downtown in 2020. This is a decrease from 1,458 in 2019, although this decrease needs to be considered in the context of an overall decrease in activity in Downtown in 2020 due to the pandemic. The perception of crime in the downtown is a serious issue and any measures to increase actual and perceived safety is supported and may be achieved through some of the catalyst projects.

The number of occurrences, and rate of occurrences is higher than the average across the City.

## 7.2 ECONOMIC CONDITIONS

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

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

### 7.2.1 Household Income

The 2016 Federal Census shows that the average household income in Downtown is \$92,768, compared to \$94,447 for the City of Edmonton as a whole.

### 7.2.2 Employment

There is limited data available on employment and the labour force. The 2016 Federal Census found that 5.2% of the population over the age of 15 living Downtown is unemployed, which is lower than the City average of 8.8%.

The 2016 Federal Census found that 64,865 people worked in Downtown Edmonton. The most common occupations among those working Downtown are:

- Business, Finance and Administration (34%);
- Natural and Applied Sciences and related occupations (15%),
- Education, Law and Social, Community and Government Services (14%), and
- Sales and Service (14%).

### 7.2.3 Property Assessment and Taxes

In 2013, the total taxable assessment within the CRL Plan Boundary for residential properties was \$685 million and \$3.01 billion for non-residential properties. Property tax revenues generated within the CRL area in 2012 totaled approximately \$49.1 million with \$3.6 million coming from residential properties and \$45.5 million coming from non-residential properties.

In 2021 the total taxable assessment within the CRL Plan Boundary for residential properties is \$1.52 billion and \$3.18 billion for non-residential properties. General municipal property tax revenues generated from within the CRL area in 2021 total approximately \$44.2 million (with \$5.0 million coming from residential properties and \$39.2 million coming from non-residential properties), and CRL revenue of \$29.1 million (with \$8.4 million coming from residential properties and \$20.7 million coming from non-residential properties, taking into account the Arena Tax Agreement).

## 7.3 LAND USES IN THE CRL AREA

### 7.3.1 Area Development Plans

The development intended for the CRL area is articulated in three separate Area Redevelopment Plans (as of 2021):

- Capital City Downtown Area Redevelopment Plan (Bylaw 15200)
- The Boyle Street / McCauley ARP (Bylaw 10704)
- The Central McDougall / Queen Mary Park ARP (Bylaw 11648)

As these Plans may be amended from time to time or superceded by new District Plans, their content is not duplicated here. For further detail on these Plans, please contact the City of Edmonton or visit

[https://www.edmonton.ca/city\\_government/urban\\_planning\\_and\\_design/plans-in-effect](https://www.edmonton.ca/city_government/urban_planning_and_design/plans-in-effect).

### 7.3.2 Zoning

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

CCA – CORE COMMERCIAL ARTS ZONE

CMU – COMMERCIAL MIXED-USE ZONE

HA – HERITAGE AREA ZONE

JAMSC – JASPER AVENUE MAIN STREET COMMERCIAL

UW – URBAN WAREHOUSE ZONE

AED - ARENA AND ENTERTAINMENT DISTRICT

AP – PUBLIC PARKS

A – METROPOLITAN RECREATION

DC1 – DIRECT DEVELOPMENT CONTROL PROVISION

DC2 – SITE SPECIFIC DEVELOPMENT CONTROL PROVISION

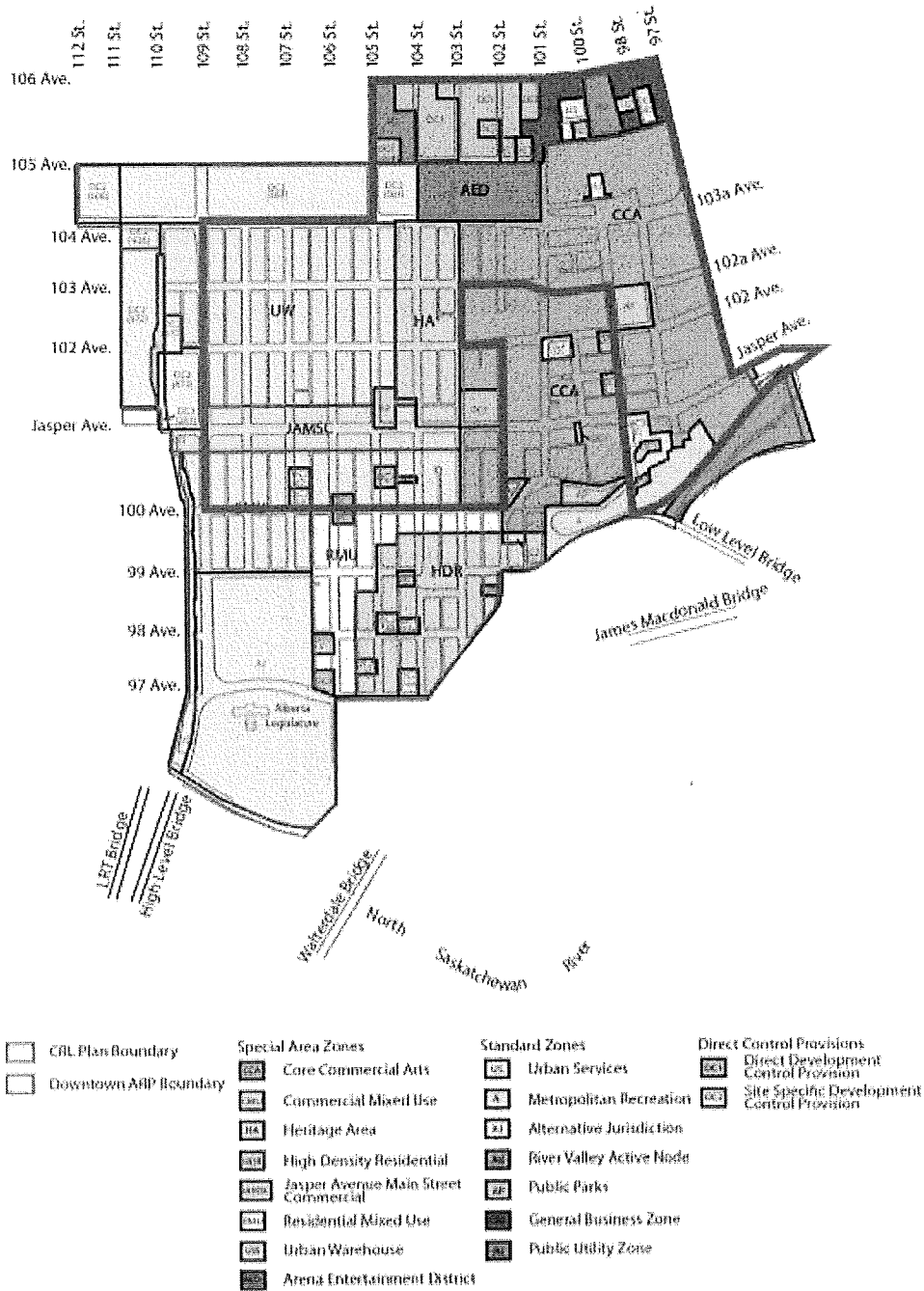
AJ – ALTERNATIVE JURISDICTION

CB2 – GENERAL BUSINESS ZONE

US – URBAN SERVICES ZONE

PU – PUBLIC UTILITY ZONE

Figure 2 - Approved Land Uses (Zoning) in the CRL area as of 2013



Note: Land use zones are subject to change based on City Council decisions. Details of up-to-date zoning regulations are available in the Edmonton Zoning Bylaw (No. 12800).

## 7.4 DEVELOPMENT CONDITIONS

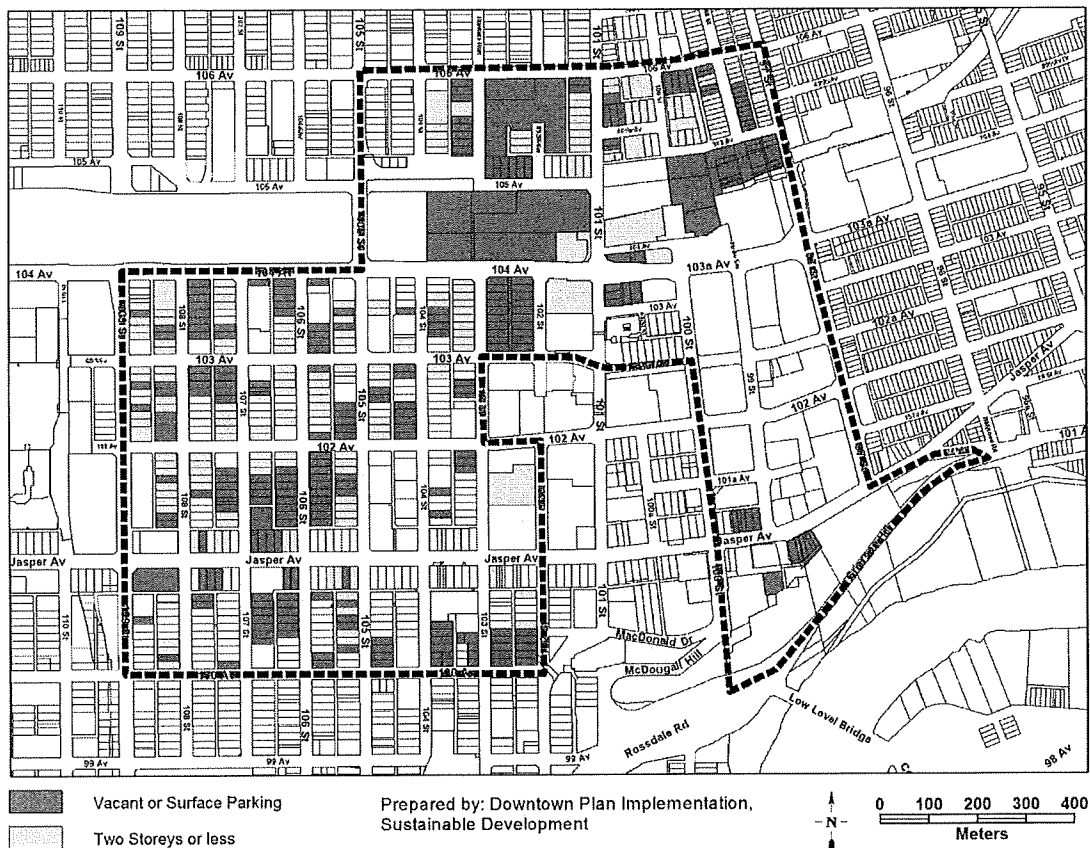
### 7.4.1 Existing Land Uses

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

The CRL Plan area is comprised of 135.0 ha of land, which is approximately 52 blocks. The area has a substantial number of vacant lots, most of which are currently used as surface parking lots and present excellent development opportunities. When the CRL Plan was first approved in 2013, 32% of the land within the CRL boundary was vacant or surface parking (excluding streets, avenues, laneways, etc.). An additional 20% of the land area was under-developed with 2-storeys or less; a density much lower than land use designations permit.

Significant development activity occurred between 2013 and 2021. As of 2021, 23% of the land within the CRL boundary is vacant or surface parking, and an additional 16% is under-developed with two storeys or less. One quarter of the vacant or under-developed land has been developed since 2013.

Figure 3: Vacant or Under-developed land as of 2013



### 7.4.2 Development Activity

Both downtown as a whole and the CRL area specifically have had a few active developments and development inquiries since the beginning of the CRL in 2015. Below is a brief overview of both recent development activity as well as development projects that are proposed, approved, or permitted and immediately pending.

#### Residential:

- Nearly 2,000 residential units have been completed in the CRL area since 2015.
- Development permits have been issued for seven additional residential developments which would include more than 2,800 residential units.

#### Office & Institutional:

- Since 2015, more than 1.1 million square feet of office space has been completed or is under construction as of 2021 in the CRL area. Adding the square footage of the Enbridge Tower which is located outside the CRL boundary results in the most new office construction Downtown in nearly 40 years.
- Major institutional developments completed in the CRL area since 2015 include the Royal Alberta Museum and Norquest College's Singhmar Centre for Learning. An expansion to the Winspear Centre is also under construction as of 2021.
- Rogers Place was completed in 2016 and since opening, it has attracted as many as 3 million visits per year to the CRL Area.

#### Retail:

- More than 260,000 square feet of new retail space has been completed or is under construction in the CRL area since 2015.
- Development permits have been issued for six projects which include a retail component and together would deliver an additional 125,000 square feet of retail space.

## 7.5 DEVELOPMENT POTENTIAL

In 2013, market conditions were a key factor in determining the development opportunities in the Downtown. While municipal policies and planning principles have guided development in the area, market conditions ultimately determined how much and how fast development actually occurred.

### 7.5.1 Residential Market Conditions

In 2013, Downtown housing starts had begun to recover from the previous four slow years. There were on average, 386 starts per year Downtown since 2000, however the five years preceding 2013 recorded far less.

Residential absorption averaged 290 units per year between 2000 and 2013 in Downtown Edmonton, however a majority of these units were absorbed in the first half of the decade. There was significant approved development capacity, and in the CRL area there were approximately 3,200 units at various stages of the approval process.

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

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

Approximately 2,000 residential units have been built since 2013 which is an average of 333 units per year. This is consistent with the original expectations for the CRL Plan. Despite this progress, downtown has been negatively and disproportionately impacted by COVID-19. Since the pandemic began, fewer people are visiting downtown to work, shop, study, and attend festivals. Almost all the usual drivers of activity have been affected; up to 60,000 office workers are working from home; roughly 35,000 post-secondary students transitioned to online learning and are no longer coming to their downtown campuses; conferences, performances and events have been cancelled or conducted virtually. With fewer people downtown, restaurants, personal services and retail businesses have closed.

The impacts of the pandemic underscored the need to focus efforts on encouraging more residential development in the downtown.

### 7.5.2 Commercial Development Potential

In 2013, retail and service commercial spending per capita across Alberta remained generally robust and had increased at an annual average rate of 4% between 2003 and 2013. In contrast the annual inflation had not exceeded 2.75% during the same time period. Growth in retail spending in excess of inflation over time can result in the slow but steady increase in the amount of retail space supportable per capita.

In 2013, the combination of downtown residential population growth, spurred by the CRL spending, and future demand for 'regionally oriented' retail space in the Downtown core was expected to support over 2.8 million square feet of net new retail floor area across Downtown over 30 years. Over 1.6 million square feet of this new space would be supported by Downtown residents with the balance sustained by spending generated in other areas of the City and beyond.

More than 260,000 square feet of new retail space has been completed or is under construction in the CRL area since 2015. Development permits have been issued for six projects which include a retail component and together would deliver an additional 125,000 square feet of retail space.

As of 2021, retail development has not progressed as quickly as originally expected in 2013. Overall economic conditions and competition from online shopping and other regional shopping destinations have created a challenging environment for Downtown retail.



### 7.5.3 Office Development Potential

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

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

As of 2021 more than 1.1 million square feet of office space has been completed or is under construction in the CRL area since 2013. Add to this number the square footage for the Enbridge Tower located outside the CRL boundary and the total comes to 1.6 million square feet and represents the most new office construction Downtown in nearly 40 years.

As of 2021 development of office space has been achieved based on 2013 projections.

## 7.6 HERITAGE RESOURCES

The preservation of the Downtown's historic resources is administered through the use of the Register of Heritage Resources and through the City's Policy to Encourage the Designation and Rehabilitation of Municipal Historic Resources (Policy C450B). The CCDPlan emphasizes the need to enrich the City through the preservation and integration of historic buildings, art, sites of cultural relevance and significant views to make a memorable impact on both visitors and residents.

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

A list of heritage resources can be found on the following page.

### **GOAL – HISTORIC PRESERVATION**

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

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

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

Other Key CCDPlan Policy References: CCDPlan Policies 13.2 – 13.8

## Heritage Resources in or adjacent to the Downtown:

- |  |  |  |
|--|--|--|
| 1. H.V. Shaw Building (MHR)                    | 30. Birks Building                       | 60. Land Title Building                              |
| 2. Metals Building (MHR)                       | 31. Pomerleau Residence*                 | 61. Massey Ferguson Building                         |
| 3. Armstrong Building (PHR+MHR)                | 32. Looby Block                          | 62. Northwest Utilities Building                     |
| 4. Jasper Block (MHR)                          | 33. First Presbyterian Church (PHR)      | 63. Oliver Building                                  |
| 5. Arlington Apartments* (PHR+MHR)             | 34. John W. Ross Residence (MHR)         | 64. Paramount Theatre                                |
| 6. Land Registration Office (PHR)              | 35. Administration Building              | 65. The Edmonton Separate School Board               |
| 7. Parkview Apartments & Foote Residence (MHR) | 36. Federal Public Building              | 66. Toronto Dominion Bank                            |
| 8. MacDonald Building (PHR+MHR)                | 37. Alberta Legislature Building (PHR)   | 67. Land Title Building                              |
| 9. Canadian Consolidated Rubber Company (MHR)  | 38. Mercer Warehouse                     | 68. Immigration Hall (MHR)                           |
| 10. Phillips Building (MHR)                    | 39. Horne & Pitfield Building            | 69. Edmonton Cenotaph                                |
| 11. Churchill Wire Centre (MHR)                | 40. Revillon Building & Annex            | 70. Alberta Government Building (10302 - 107 Street) |
| 12. Lodge Hotel (MHR)                          | 41. McKenney Building                    | 71. Stovel Block (MHR)                               |
| 13. Brighton Block (MHR)                       | 42. HBC Warehouse (Beaver House)         |  |
| 14. Gem Theatre* (MHR)                         | 43. Great West Saddlery Building         |  |
| 15. Goodridge Building (MHR)                   | 44. Moser & Ryder Block                  |  |
| 16. McLeod Building (PHR+MHR)                  | 45. Kelley Ramsey Block                  |  |
| 17. Imperial Bank of Canada (MHR)              | 46. Hub Hotel                            |  |
| 18. MacDonald Hotel (MHR)                      | 47. Canadian Bank of Commerce            |  |
| 19. Union Bank of Canada (MHR)                 | 48. McDougall Methodist Church           |  |
| 20. Hudson's Bay Building (MHR)                | 49. Salvation Army Citadel               |  |
| 21. John Deere Co. Ltd.                        | 50. Masonic Temple                       |  |
| 22. International Harvester Co. / Dorchester   | 51. Garlepy Mansion & Rosary Hall        |  |
| 23. Western suppliers Ltd.                     | 52. J.C. McDougall Residence             |  |
| 24. International Harvester Building           | 53. John Stocks Residence                |  |
| 25. MacCosham Building                         | 54. McKay Avenue Public school (PHR+MHR) |  |
| 26. El Mirador apartments*                     | 55. Canada Permanent building (PHR+MHR)  |  |
| 27. Maclean Block                              | 56. Ross Block (The Boardwalk)           |  |
| 28. Balmoral Block*                            | 57. Edmonton (1881) School (PHR)         |  |
| 29. Howard & McBride Funeral Parlour *         | 58. Baker Clinic                         |  |
|  | 59. First Church Baptist                 |  |

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

## 8.0 THE CATALYST APPROACH

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

The City has identified the need for investment in the Downtown that stimulates residential growth, links neighbourhoods together, enhances the local community and strengthens the city's urban core, providing an asset for all Edmontonians to enjoy and be proud of.

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

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

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

### THE CASE FOR INVESTMENT

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

A healthy Downtown with a vibrant property market benefits the entire City by generating significant revenues for the City's budget. The Downtown in 2010 generated almost 10% of all property tax revenue in the City (in less than 1% of its area). That still holds true in 2021.

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

### WHY THE CATALYST APPROACH

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

Public realm investment has been shown to result in increased assessed values, property and business tax revenue, and private sector investment. Edmonton’s experience with the 1997 Downtown housing grants was specifically cited as creating new revenue streams that quickly paid off the grant while creating new city revenue in perpetuity. Building on this success the Capital City Downtown Plan had carefully selected projects to yield the maximum possible return through well timed and well placed public investment.

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

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

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

### Catalyst Project LINKAGES

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

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

In order to address the 32% of land that is currently vacant or used for parking as well as the additional 20% of under-developed land within the Downtown (as of 2013), the Catalyst Projects such as the Arena Building and the Arena related infrastructure were expected to increase the number of people working and playing downtown, spur retail and residential development, and enhance the vibrancy of Downtown. The Warehouse Campus park development and Jasper Avenue improvements work to directly spur residential development. In addition, improvements to the LRT system, bicycle routes and pedestrian routes help people get around the Downtown as well as attract more people to come Downtown.

### *Enhance the Neighbourhoods of Downtown*

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

### *Strengthen the Linkages Downtown*

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

Each of the Catalyst Projects will encourage some level of revitalization in the Downtown.

## 9.0 CATALYST PROJECT DESCRIPTIONS

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

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

In addition to the projects outlined by the CCDPlan, a few new Catalyst Projects, namely the projects in the Civic Precinct and the Edmonton Downtown Academic and Cultural Centre, and the 103A Avenue Pedway have arisen as timely opportunities to catalyze development in an area of Downtown that consist mostly of vacant land, surface parking lots and underdeveloped properties. These Catalyst Projects focus investment where it will do the most good in supporting private investment and enhancing the vibrancy and economic well-being of Downtown.

This section provides a summary of each of the Catalyst Projects that are or will be funded by this CRL Plan. Each summary includes a section explaining the current status of each project as of 2021.

The Catalyst Projects are:

- Arena Building
- Arena Related Public Infrastructure
- Downtown Arena Community Rink
- Green and Walkable Downtown
- Downtown Stormwater Drainage Servicing
- Jasper Avenue New Vision + Underground Infrastructure
- Projects in the Civic Precinct
- River Valley Promenades
- 105 St / 102 Ave Park (Alex Decoteau Park)
- Downtown Incentive Program
- Warehouse Campus Neighbourhood Central Park
- Edmonton Downtown Academic and Cultural Centre
- 103A Avenue Pedway

## 9.1 Downtown Arena Building

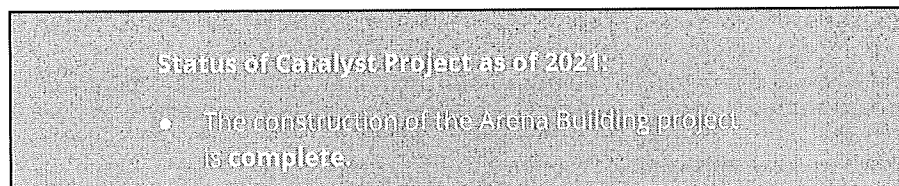
As a part of a large-scale development opportunity along the north edge of Downtown, the downtown arena building project was proposed because Rexall Place, home to a range of cultural and sporting events, required modernization or replacement. At the time it was currently one of the oldest and smallest facilities in the national Hockey League (NHL). It required significant investment to bring it in line with current NHL standards. Building the new arena in a more central location had the potential to bring benefits to the team, the neighbourhood, and the City.

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

*Key CCDPlan Policy References:*

*8.10 Edmonton's Premiere Arts, Culture, Sports and Entertainment Centre*

*CC 3.5 Potential for a Sports and Entertainment District*



## 9.2 Arena Related Public Infrastructure

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

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

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

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

- Create safe and inviting places that recognize and promote visual linkages to other defining elements and to adjacent properties and neighbourhoods.



- Utilize crime prevention through environmental design (CPTED) techniques.
- Have an integrated approach to urban design.
- Encourage design excellence in architecture.
- Integrate with future projects such as the LRT Integration, Green and Walkable Streets, etc.

The Arena Related Public Infrastructure project encompassed four infrastructure investments:

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

*Key CCDPlan Policy References:*

*8.10 Edmonton's Premiere Arts, Culture, Sports and Entertainment Centre*

*CC 3.5 Potential for a Sports and Entertainment District*

**Status of Catalyst Project as of 2021:**

- The construction of the Arena Related Public Infrastructure project is **complete**.

### 9.3 Downtown Arena Community Rink

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

*Key CCDPlan Policy References:*

*8.10 Edmonton's Premiere Arts, Culture, Sports and Entertainment Centre*

*CC 3.5 Potential for a Sports and Entertainment District*

**Status of Catalyst Project as of 2021:**

- The construction of the Downtown Arena Community Rink project is **complete**.

## 9.4 Green and Walkable Downtown

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

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

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

Parks and public spaces also form a critical part of the public realm and Downtown pedestrian network. They can offer convenient routes, places of respite and green infrastructure. The 2020 Downtown Public Places Plan emphasizes the important role parks and public spaces play in Downtown connectivity, and encourages improvements that enhance the interfaces between sidewalks and public spaces and initiatives that will help create a network of connected, attractive pedestrian corridors between these public spaces. Therefore acquisition of or improvements to public spaces that advance the objectives of the Green and Walkable Downtown Catalyst Project may be considered for CRL funding.

The objective of the Green and Walkable project is to create places that integrate pedestrian, motor vehicle and parking functions with a greater emphasis on pedestrian orientation. It seeks to enhance the attractiveness, connectivity, and appropriate transportation function of each street in the downtown by adding wider sidewalks, trees, wayfinding, high quality lighting, landscaping, decorative paving, street furnishings, monuments, art, cultural assets (e.g. replacement of Harbin Gate), and other tactical placemaking interventions that support vibrancy for all ages, all abilities, and all seasons.

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

### Partnerships

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

### High Profile Bikeway System

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

### Wayfinding

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

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

### Open Space Acquisition

The downtown core lacks many attractive green and open spaces for informal and formal gathering. Those that exist could benefit from better connectivity to its adjacent properties to allow more active edge opportunities. Where opportunities exist, open space acquisition or partnerships that facilitate greater setback, park or plaza opportunities for greening or pedestrian activation networks will be explored. This will also enable a greater pedestrian and green network to be developed in time throughout the core and reinforce connections to surrounding neighbourhoods and the River valley.

## THREE KEY COMPONENTS OF A GREEN AND WALKABLE DOWNTOWN

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

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

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

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

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

## 2. PUBLIC REALM PLANS FOR SELECTED STREETS

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

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

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

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

## PRIORITIZING AND PHASING OF STREETSCAPE IMPROVEMENTS

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

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

*Key CCDPlan Policy Reference:**16.3 Continuous and Highly Visible Bicycle Routes**5.2 Unifying Characteristics within Downtown Neighbourhoods**1.2 Urban Forest**10.7 Alternative Uses for Downtown Alleys**JA 1.11 Investigate the Development of Back Alleys**10.4 Urban Design Framework for Downtown Streets***Status of Catalyst Project as of 2021:**

- The construction of streetscaping adjacent to the Arena on 104 Avenue and 104 Street is **complete**.
- The construction of streetscaping on public sidewalks adjacent to Ice District Developments is **partially complete**. This is funded in part by the CRL through a cost-sharing arrangement.
- Completion of a Downtown Streetscape Typology and Manual to inform streetscape design – ensure designs are cohesive, functional, and maintainable.
- Streetscape improvements to 97 Street from Jasper Avenue to 102 Avenue are under construction.
- Pedestrian wayfinding signs have been installed on Downtown sidewalks and pedways.
- Streetscape design for 103 Ave is in progress and preparation for delivery is underway.
- Streetscape design for 107 Street is in progress and preparation for delivery is underway.
- Streetscape design for 106 Street is in progress and preparation for delivery is underway.
- Additional projects will be identified based on the criteria above.

## 9.5 Downtown Stormwater Drainage Servicing

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

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

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

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

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

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

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

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

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

According to the 2009 and 2012 studies, the existing sewer system was generally constructed in the early 1900's with some rehabilitation work done in the late 1990's to address hydraulic and structural deficiencies. The studies concluded that there is insufficient capacity in the existing lateral combined sewer system with the level of services less than 1:2 year rainfall event. With the potential for significant population increases in the Downtown over the long term, the resulting redevelopment will generate much higher flows than

currently exists. In turn, the risk of flooding in the area and combined sewer overflow (CSO) to the North Saskatchewan River will greatly increase because the existing combined sewer system is unable to handle the increased flows.

The proposed servicing concept recommends partial sewer separation and lateral sewer improvements for the area. The servicing concept proposes to install a 2340mm diameter storm tunnel along 105 Street from 100 Avenue to the existing 2775mm diameter storm trunk on 111 Avenue. Two new 2340mm diameter storm tunnels sewers along 102 Avenue and 100 Avenue and one new 1200mm diameter storm sewer along 109 Street are also proposed. These storm tunnels will be connected to the 105 Street storm tunnel which will provide partial sewer separation for the north and south of Jasper Avenue areas respectively. The existing storm lateral sewers and any proposed new storm lateral sewers would then be connected to the new storm trunk sewers. The exact diameter and precise location of the pipes are subject to further engineering studies and analysis. The 105 Street storm tunnel will also provide the needed storm outlet for North Edge Redevelopment Area and Central McDougall neighbourhood's opportunistic sewer separation works. The recommended servicing scheme is shown in Figure 4.

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

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

In 2017, Edmonton's drainage infrastructure and services were transferred to EPCOR Drainage. Any drainage infrastructure funded by the CRL will remain a City of Edmonton asset, and will not be transferred to EPCOR Drainage until any borrowings are fully repaid.

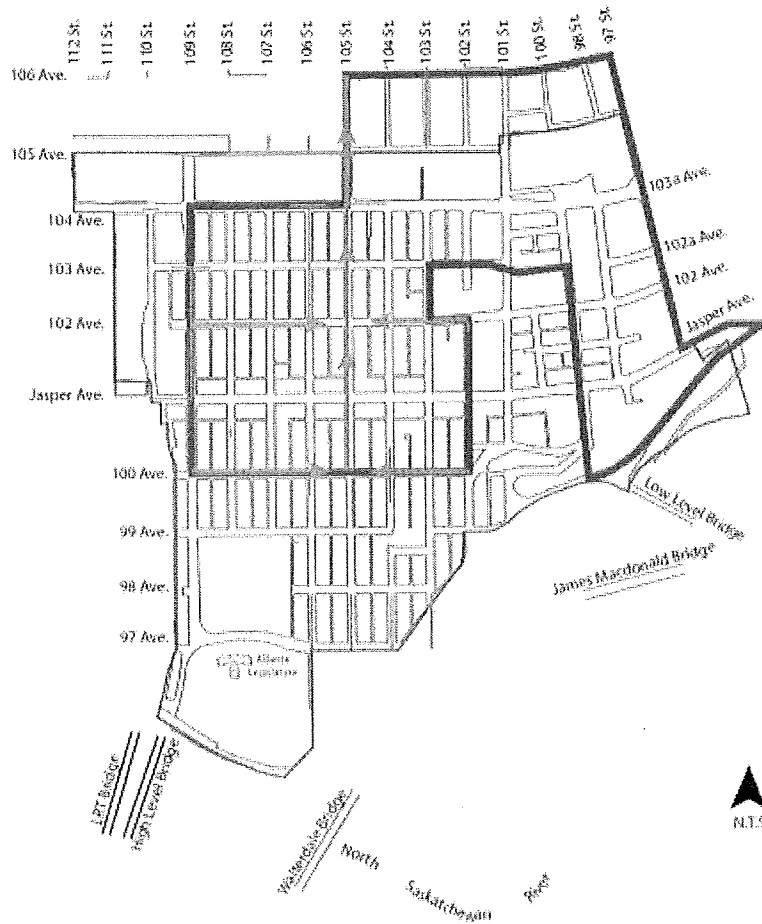
Drainage infrastructure funded by the CRL may be delivered by EPCOR, the City of Edmonton or by a third party (e.g. a developer) provided it is consistent with the Downtown Stormwater Servicing Concept.

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

#### Status of Catalyst Project as of 2021:

- Construction of the large diameter storm tunnel under 105 Street, 105 Avenue, and 107 Street, from 100 Avenue to 111 Avenue is complete. Portions of this project that benefited areas outside the CRL boundary were not funded by the CRL.
- Construction of additional phases will be subject to servicing needs.

Figure 4: Proposed Downtown Stormwater Drainage Servicing Concept (2013)



**Legend**

- Proposed Storm Trunk
- - - Proposed Lateral Sewer Upgrades



## 9.6 Jasper Avenue New Vision + Underground Infrastructure Allowance

The Jasper Avenue Catalyst project includes the implementation of the urban design recommendations of the 2011 Jasper Avenue New Vision report to create an attractive and distinctive streetscape as a catalyst for Downtown rejuvenation. Streetscape and below-grade infrastructure repairs will be undertaken in several phases along Jasper Avenue from 96 Street to 100 Street, and 102 Street to 109 Street.

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

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

The project includes major alterations to the right-of-way, involving narrowing the roadway while expanding the width of the sidewalks. It will also include streetscape improvements such as high quality street furniture, pedestrian scale lighting, transit shelters, street trees, landscaping, information kiosks and improved paving materials. As required, this project may also include repairs to infrastructure located underneath Jasper Avenue (e.g., LRT Stations, Pedways, Edmonton Convention Centre).

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

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

### Status of Catalyst Project as of 2021:

- Streetscaping from 97 Street to 100 Street is under construction, with anticipated completion in 2022.
- Concept design has been completed for Jasper Avenue from 102 Street to 109 Street.
- Further design and construction of streetscape improvements between 102 and 109 Street will take place in the future, subject to Council approval and coordination with other capital projects and private development.

### 9.7 Projects in the Civic Precinct

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

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

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

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

*Key CCDPlan Policy Reference:*

*CC 2.1 Concentration of Arts, Institutional and Parks Uses*

*CC 2.5 High Quality Design of the Public Realm*

#### Status of Catalyst Project as of 2021:

As of 2021, CRL funding has been committed to:

- Improvements to Centennial Plaza (south of the Stanley A. Milner Library) including additional seating, lighting, trees, and higher quality paving; and
- Additional streetscape improvements to 101A Avenue (Judith Padua Way from 99 Street to 100 Street).

**Future** Projects may include, but are not limited to:

- Improved street furniture throughout the Civic Precinct;
- Streetscape improvements including trees, high quality paving, pedestrian lighting, street furniture with an emphasis on upgrades to 99 Street and 102a Avenue; and
- Streetscape improvements including trees, high quality paving, pedestrian lighting, and street furniture on 99 Street from 101A Avenue to 102 Avenue, as well as from the City Hall parkade entrance to 103A Avenue.

## 9.8 River Valley Promenades

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

The River Valley Promenades project will complete the top-of-bank Heritage Trail Promenade through Downtown Edmonton. This project will construct a new section of the promenade from 100 Street to 96 Street including a pedestrian bridge across McDougall Hill. It may also include an improved pedestrian connection to Louise McKinney Park or other reasonable linkages that increase or reinforce greater connections between the River Valley and the City core, especially if tied to another Catalyst project. This project will create a feature attraction for the Downtown, improve access to the River Valley for Downtown residents, provide opportunities for outdoor recreation and active transportation, and celebrate Downtown's unique position overlooking the river valley.

*Key CCDPlan Policy References:*

*11.15 River Valley Promenades*

*15.5 River Valley Connections*

### Status of Catalyst Project as of 2021:

- Design of a pedestrian bridge across McDougall Hill is being initiated, following a feasibility study which confirmed a crossing in the area is feasible.
- Other components of this project may be funded in the future subject to Council approval.

## 9.9 105th Street / 102nd Avenue Park

Alex Decoteau Park opened in 2017 and is located at the northwest corner of 105 Street and 102 Avenue. The 0.35 hectare park offers Downtown residents, employees and visitors a green space that provides a number of functions, including an off-leash dog area, a community garden, a water feature, public art, and a range of grass and hard surfaced areas that can accommodate small gatherings.

*Key CCDPlan Policy References:*

*11.11 A Central Park in the Warehouse Campus Neighbourhood*

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

### Status of Catalyst Project as of 2021:

- Construction of Alex Decoteau Park (previously 105 Street/102 Avenue Park) is complete.

### 9.10 Downtown Incentive Program

The Downtown Incentive Program's objective is to help stimulate and incentivize the redevelopment of the largely underdeveloped areas or targeted areas to attract more residents or desirable development that support activation and vibrancy downtown.. This may be achieved through the construction of housing or through other business incentive programs.

The program would offer developers a financial incentive for development within the Downtown Area. The incentive could apply to both new construction and conversions. The incentive may be targeted toward a particular building form (e.g. medium-density), use (e.g. street-level retail), or housing type (e.g. student or artist housing) based on market conditions or identified need. The details of the program requirements will be developed prior to launching the program and would be subject to Council approval.

The CCDPlan included a Central Warehouse Housing Incentive Program as a Catalyst Project, which was tailored to medium density developments within the Central Warehouse Area and units with two-or-more bedrooms. The original CRL Plan reflected this design for the program. However, as market conditions change and policy priorities have evolved in the intervening years, this incentive program has been revised to allow greater flexibility in designing a development incentive program.

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

#### Status of Catalyst Project as of 2021:

- The Downtown Incentive Program has not been initiated.

### 9.11 Warehouse Campus Neighbourhood Central Park

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

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

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

The Park will be a significant amenity to stimulate residential development and a strategic intervention that transforms the Warehouse Campus Neighbourhood and Downtown Edmonton as a whole.

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

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

*Key CCDPlan Policy Reference:*

*11.11 A Central Park in the Warehouse Campus Neighbourhood*

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

#### Status of Catalyst Project as of 2021:

- The City of Edmonton has secured 1.47 hectares of land in the Warehouse Campus Neighbourhood, funded by the CRI. Acquisition of additional lands for the Park will be considered on an opportunity basis and will be subject to City Council budget approval.
- Design for the park is underway.

### 9.12 Edmonton Downtown Academic and Cultural Centre (Galleria)

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

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

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

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

#### Status of Catalyst Project as of 2021:

- The City of Edmonton signed a Memorandum of Understanding with the Galleria Foundation in 2016.
- In 2018, the Galleria Foundation announced that the project would be suspended.

### 9.13 103A Avenue Pedway

One component of the Edmonton Downtown Academic and Cultural Centre site is also known as Station Lands, which has a separate proposed plan to develop six towers with residential and commercial uses.

The Station Lands project is an opportunity to transform a prominent site in Downtown that has been undeveloped for decades. It would advance the Capital City Downtown Plan's goals to create a sustainable, vibrant, accessible, and well-designed community, as well as preserve and strengthen the role of City Centre.

EPCOR Tower was developed on the site in 2012 but the remainder of the site is still undeveloped. The proposed plan seeks to open up attractive pedestrian linkages between and through the site to better connect Chinatown and Downtown. In order to advance with an initial \$180 million investment (and potentially up to \$840 million), the developer requires the construction of a Pedway from Churchill LRT Station to the Station Lands site, with a potential connection to the Royal Alberta Museum. It should be noted that a pedway at this location was first conceived as an element of the Galleria Project. The pedway would also potentially enable expansion of the Downtown District Energy System.

Other elements of the project, including multiple publicly accessible amenity areas on and around the site and improvements to pedestrian and cyclist facilities along 105 Avenue would be funded as part of the Green and Walkable Downtown project.

#### Status of Catalyst Project as of 2021:

- This is a new project in 2021. Previously, a Pedway in this location was planned as part of the Edmonton Downtown Academic and Cultural Centre. It is being added as a separate project to provide clarity and underline its importance to accelerating redevelopment of this part of the CRL Area.

## 10.0 PLAN RISKS

### 10.1 ECONOMIC ASSUMPTIONS

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

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

### 10.2 COST ESCALATIONS

Catalyst Project costs are based on best estimates at this time and are subject to change. An escalation factor has been applied to all construction cost estimates for the Catalyst Projects based on the 2020 Municipal Price Index forecast provided by the City's Office of Chief Economist.

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



## 11.0 REDEVELOPMENT PHASING

Implementation of the Capital City Downtown Catalyst Projects is being done in a phased approach in order to maximize the catalyst effect and to minimize traffic disruption. As of 2021, some projects are complete, some projects are partially complete or in design, and some projects have not been initiated. Table 4 identifies the current status of each project. Further information about the status of each project as of 2021 are included in the description of each project.

**Table 4: Detailed Status of Catalyst Projects as of 2021**

<b>Project</b>	<b>Status as of 2021</b>	<b>Notes</b>
Arena Building, Arena Related Public Infrastructure, Downtown Arena Community Ring	<b>Complete</b>	
105 St/102 Ave Park (Alex Decoteau Park)	<b>Complete</b>	
Warehouse Campus Neighbourhood Central Park	<b>In Progress</b>	Land acquisition is largely complete and design is underway.
Jasper Avenue New Vision + Underground Infrastructure	<b>In Progress</b>	Construction of the phase between 97 Street and 100 Street is in progress. Concept design has been completed for the remaining sections of the Avenue.
Green and Walkable Downtown	<b>In Progress</b>	Construction is complete in Arena and Ice District area. Construction is underway on 97 Street improvements. Design is underway on a number of street segments, including 103 Avenue, 99 Street, 106 Street, 107 Street.
River Valley Promenades	<b>In Progress</b>	Design is beginning for a pedestrian bridge across McDougall Hill.
Projects in the Civic Precinct	<b>In Progress</b>	Design is nearing completion for improvements to Centennial Plaza and 101a Avenue (Judy Padua Way)
Downtown Stormwater Drainage Servicing	<b>Partially Complete</b>	Construction is complete for the initial major storm trunk under 105 Street.
Edmonton Downtown Academic and Cultural Centre	<b>Not initiated</b>	
Downtown Incentive Program	<b>Not initiated</b>	
103A Avenue Pedway	<b>New Project</b>	Recommended for inclusion at the June 22, 2021 City Council meeting.

**Phasing of Remaining Projects:**

The timeline for implementation of the remaining projects will depend upon the amount of Community Revitalization Levy revenues actually realized, as well as careful coordination of construction activity Downtown to minimize negative impacts. In addition, Council has the discretion to reprioritize projects.

Table 5 shows tentative phasing of the remaining Catalyst projects as of 2021:

**Table 5: Phasing of Remaining Catalyst Projects**

<b>Capital Budget Cycle</b>	<b>Projects</b>
2019-2022	<ul style="list-style-type: none"> <li>● Warehouse Campus Neighbourhood Central Park</li> <li>● Jasper Avenue New Vision</li> <li>● River Valley Promenades</li> <li>● Projects in the Civic Precinct</li> <li>● 103A Avenue Pedway</li> <li>● Green and Walkable Downtown</li> </ul>
2023-2026	<ul style="list-style-type: none"> <li>● Green and Walkable Downtown</li> <li>● Jasper Avenue New Vision (design)</li> <li>● Downtown Stormwater Drainage Servicing</li> </ul>
2027-2030 2031-2034	<ul style="list-style-type: none"> <li>● Jasper Avenue New Vision (construction)</li> <li>● Green and Walkable Downtown</li> <li>● Downtown Stormwater Drainage Servicing</li> <li>● Downtown Incentive Program</li> <li>● River Valley Promenades</li> <li>● Projects In the Civic Precinct</li> <li>● Edmonton Downtown Academic and Cultural Centre*</li> </ul>

\*The Edmonton Downtown Academic and Cultural Centre is contingent upon a third party proceeding with the development.

## 12.0 REDEVELOPMENT IMPACTS AND PROPOSED MITIGATION MEASURES

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

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

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

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

## 13.0 ROLE OF THE PRIVATE SECTOR

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

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

## 14.0 THE COMMUNITY REVITALIZATION LEVY

The Community Revitalization Levy (CRL) is the funding source for the proposed Downtown CRL Area Plan where the City can dedicate future property tax revenue in a specific area to pay for a new public facility or new infrastructure. This source of financing was made available by a 2005 amendment to Part 10 Division 4.1 of the Municipal Government Act, R.S.A. 2000, c. M-26 (MGA). This legislation provides a mechanism whereby the baseline assessment for the properties 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 costs of redevelopment projects for up to 20 years.

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

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

- On March 5, 2013, City Council approved the Community Revitalization Levy area.
- On May 8, 2013, City Council approved a list of catalyst projects to form the basis of the Capital City Downtown Community Revitalization Levy.
- The Province of Alberta approved the boundary, parameters, and framework in the City of Edmonton Capital City Downtown Community Revitalization Levy Regulation, A.R. 141/2013 on July 25, 2013.
- On September 17, 2013, City Council approved the City of Edmonton Capital City Downtown Community Revitalization Levy Bylaw 16521.
- On April 16, 2014, the City of Edmonton Capital City Downtown Community Revitalization Levy Bylaw 16521 was approved by the province by Order in Council 151/2014.
- Passage of a community revitalization levy rate bylaw on an annual basis.
- On June 22, 2021 City Council directed Administration to update to the Edmonton Capital City Downtown Community Revitalization Levy Bylaw 16521 to include the 103A Avenue pedway catalyst project and minor amendments.
- Passage of the amended City of Edmonton Capital City Downtown Community Revitalization Levy by City Council.
- Application to and approval of the amended City of Edmonton Capital City Downtown Community Revitalization Levy by the Lieutenant Governor in Council

- The CRL amounts are accounted for in a separate fund, including interest earned on any investment arising from the CRL, as outlined in the approved CRL Regulation.

After the full repayment of the CRL borrowings or the expiry of 20 years, all of the property tax revenues in the Plan area will flow to the Province for education purposes and to the City for general municipal purposes.

## 15.0 FINANCIAL ASSUMPTIONS

The Capital City Downtown Plan Community Revitalization Levy will cover a period of 20 years (2015-2034) and is based on a number of key assumptions. These assumptions are a critical component in development of the low, medium, and high financial scenarios. As with any attempt to forecast the future there are inherent risks in the assumptions that have been made. The assumptions are provided below:

### 15.1 COST ESTIMATES AND ESCALATION PROVISIONS

Costs provided in this plan reflect expenses actually incurred, or budgets approved by City Council as of August 2021.

Redevelopment costs included in the Plan for projects not yet approved are based on high level estimates as of 2021 and are subject to change. Estimated project costs include cost escalations based on the economic forecast assumptions provided by the City of Edmonton's Office of the Chief Economist and will change based on the timing of project implementation and economic conditions.

### 15.2 DEBT

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

### 15.3 INTEREST RATES

The projected interest rates used for borrowings in 2021 and later are consistent with City of Edmonton projections, as follows:

<u>Term</u>	<u>2021-2034</u>
10 year	1.84% to 3.59%
5 year	1.30% to 3.30%

### 15.4 INVESTMENT INCOME

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

### 15.5 TIMELINE

The City of Edmonton started collecting the Community Revitalization Levy in 2015 (the year following approval of the Community Revitalization Levy Bylaw by the Province of Alberta). The Community Revitalization Levy will be in effect until 2034 or when all borrowings and expenditures are repaid or recovered, whichever is earliest.

## 16.0 PLAN COSTS

Redevelopment of the Capital City Downtown Community Revitalization Plan Levy has been done in a phased approach. It is anticipated that completed, in progress and planned Catalyst Projects will be covered by the Community Revitalization Levy.

### 16.1 COSTS INCURRED OR APPROVED AS OF 2021

Each Catalyst Project requires City Council budget approval before it can advance. Since the approval of the CRL, the City has invested in multiple Catalyst Projects. These projects were prioritized based on Council priorities, project sequencing, and anticipated impact.

Table 6: Catalyst Project Funding Approved as of 2021

Project	CRL Funding (\$millions)
Downtown Arena	\$265.1*
Stormwater Drainage Servicing (105 Street)	38.9
105 Street/102 Avenue (Alex Decoteau) Park	2.3
Green and Walkable Downtown	25.1
Jasper Avenue New Vision	30.5
Projects in the Civic Precinct (Centennial Plaza)	11.9
Warehouse Campus Neighbourhood Central Park	36.0
2019-2022 CRL Design Composite Green and Walkable Downtown Warehouse Campus Neighbourhood Central Park River Valley Promenades (McDougall Bridge) Jasper Avenue New Vision - deferred	9.7
2019-2022 CRL Delivery Composite Green and Walkable Downtown Warehouse Campus Neighbourhood Central Park Jasper Avenue New Vision	98.2**
103A Avenue Pedway	26.5
<b>Total:</b>	<b>\$544.2</b>

*Notes for Table 6:*

*Budget amounts are current as of July 2021*

*Projects may have funding from other sources that is not reflected in this table.*

*\*\$230.5 million in direct CRL funding, plus CRL is funding \$34.6 million originally intended to be covered by parking revenues.*

*\*\* An estimated \$18.5 million is not eligible for borrowing.*



## 16.2 UNFUNDED PROJECTS AS OF 2021

Several Catalyst Projects have not been initiated, or are only partially complete. These projects are important for supporting the continued redevelopment of the CRL area, but have not progressed as of 2021, either due to construction phasing, immediate need, revenue availability, or market conditions. City Council may approve funding for these projects in future budgets.

These projects have not been scoped in detail. The cost estimates in Table 7 are intended to provide an order of magnitude level of the potential costs. Timing and implementation of projects will depend on the amount of funds available from the Community Revitalization Levy.

**Table 7: Estimated Costs of Unfunded Projects**

Unfunded Projects	Estimated Costs
Jasper Avenue New Vision Green and Walkable Downtown Projects in the Civic Precinct River Valley Promenades Downtown Stormwater Drainage Servicing Edmonton Downtown Academic and Cultural Centre* Downtown Incentive Program	\$139 million

*Notes for Table 7:*

*\*The Edmonton Downtown Academic and Cultural Centre is contingent upon a third party proceeding with the development.*

*A cost escalation estimate has been included for remaining projects based on their anticipated implementation timeline.*

*These costs include estimates for items such as art contributions, incentives, and other operating activities for which the City is not able to borrow. These costs will be covered mainly by the CRL revenues on a pay as you go basis or other sources as required.*

## 16.3 PROJECT OFFICE COSTS

Administrative and project management costs associated with implementation of the CRL Plan may be funded by CRL Revenues and are considered in the financial analysis. This includes City of Edmonton staff, project management, operating costs, marketing and communications costs, external consultants, and other ancillary costs associated with implementation of the Plan.

## 17.0 PLAN REVENUES

### 17.1 COMMUNITY REVITALIZATION LEVIES

The Community Revitalization Levy is applied to all properties located in the Capital City Downtown Community Revitalization Levy area. The Community Revitalization Levy Bylaw was approved by the Province in 2014, therefore the 2014 Assessment roll forms the baseline assessment. Starting in 2015 and continuing until 2034 the levy will be applied to the incremental assessed value of properties within the Capital City Downtown Community Revitalization Levy boundary.

As of 2021, the Low, medium, and high scenarios for the Community Revitalization Levy show estimated potential revenues from tax lift ranging from \$761 million to \$879 million over 20 years (2015-2034) (Table 8).

**Table 8: Low, Medium, and High Revenue Scenarios**

Scenario	Estimated CRL Revenue over 20 Years
Low	\$761 million
Medium	\$807 million
High	\$879 million

#### 17.1.1 Low Revenue Scenario

The low scenario projection for the Community Revitalization Levy is based on approximately \$2.04 billion in incremental growth in the residential assessment base plus \$1.71 billion in incremental growth in non-residential assessment (excluding the Arena).

Key assumptions in the low scenario as of 2021 (Table 8) are decreases in market value assessment of 2.0% to 10.0% from 2022-2024 (varying by property class) followed by an increase in market value assessment of 2.0% per year through 2034 and new development of 2,080,000 square feet of net new commercial space (retail, office, hotel casino), and 3,720,000 square feet of residential space as well as parkade development. These figures do not include the Arena (Rogers Place).

**Table 9: Low Revenue Scenario Estimate (\$millions)**

	2015-2019 (Actual)	2020-2024 (Actual & Projected)	2025-2029 (Projected)	2030-2034 (Projected)	Total
CRL Revenue	\$65.4	\$162.4	\$238.7	\$295.0	\$761

#### 17.1.2 Medium Revenue Scenario

The medium scenario projection for the Community Revitalization Levy is based on approximately \$2.4 billion in incremental growth in the residential assessment base plus \$1.86 billion in incremental growth in non-residential developments.

Key assumptions in the medium scenario (Table 9) are decreases in market value assessment of between 2.0% and 5.0% in 2022-2023 (varying by property class) followed by annual increases of 3.0% for the remaining years, as well as new development of 2,080,000 square feet of net new commercial space (retail, office, hotel casino), 3,720,000 square feet of residential space as well as parkade development. These figures do not include the Arena (Rogers Place)

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

**Table 10: Medium Revenue Scenario Estimate (\$millions)**

	<b>2015-2019 (Actual)</b>	<b>2020-2024 (Actual &amp; Projected)</b>	<b>2025-2029 (Projected)</b>	<b>2030-2034 (Projected)</b>	<b>Total</b>
CRL Revenue	\$65.4	\$165.2	\$252.4	\$324.0	\$807

### 17.1.3 High Revenue Scenario

The high scenario projection for the Community Revitalization Levy is based on approximately \$2.65 billion in incremental growth in the residential assessment base plus \$2.18 billion in incremental growth in non-residential developments.

Key assumptions in the high scenario (Table 10) are an increases in market value assessment of 0% to 7% cumulatively for 2022-23, and 3.0% for the remaining years, as well as new development of 2,620,000 square feet of net new commercial space (retail, office, hotel casino), 3,720,000 square feet of residential space as well as parkade development. These figures do not include the Arena (Rogers Place).

**Table 11: High Revenue Scenario Estimate (\$millions)**

	<b>2015-2019 (Actual)</b>	<b>2020-2024 (Actual &amp; Projected)</b>	<b>2025-2029 (Projected)</b>	<b>2030-2034 (Projected)</b>	<b>Total</b>
CRL Revenue	\$65.4	\$170.9	\$278.8	\$364.3	\$879

## 17.2 GENERAL MUNICIPAL REVENUES

Under all three (Low, Medium and High) revenue scenarios as presented under section 16.0, the Community Revitalization Levy generated over 20 years is sufficient to cover the full costs related to projects approved as of 2021 including borrowing costs. In the event that revenues fall short of the expenditures in any given year, the shortfall would be covered by other funding sources which will be repaid back by the CRL revenue in future years over the CRL period

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

### 17.3 OTHER REVENUE SOURCES

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

## 18.0 PROJECTED BORROWINGS AND REPAYMENT

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

The costs of borrowing associated with this Plan consist of interest charges associated with borrowing. The costs of borrowing are estimated based on actual borrowing costs for borrowing initiated between 2014 and 2021, and estimated borrowing costs for projects with approved funding, and potential future projects. Debt drawings will be made to match actual capital expenditures and minimize interest costs.

#### 18.1.1 Borrowing for Projects with Approved Funding

Borrowings initiated between 2014 and 2020 had amortized repayment terms that include principal and interest payments over 20 year terms, and interest rates between 2.133% and 3.406%. Beginning in 2020, borrowings have 10 or 15 year terms with interest rates between 1.228% and 2.332%. It is assumed that borrowings initiated in 2021 and later years will have 5 or 10 year terms.

At the end of 2020, \$355 million has been borrowed in order to implement the Catalyst Projects. The total borrowing costs associated with these projects will be \$464 million.

Projects for which funding has been approved, but borrowing will begin in 2021 or later, have a combined principal amount of \$171 million. The total principal and interest costs associated with these projects is estimated to be \$195 million.

The actual and anticipated amounts, timing, and terms of borrowing for projects with approved funding is described in Table 12.

Based on the three revenue scenarios the total principal and interest costs for these projects would be repaid by 2034, the last year of the CRL.

#### 18.1.2 Borrowing for Unfunded Projects

The timing for implementation of the remaining projects that are unfunded as of 2021 depends on a number of factors, including but not limited to, City Council budget approval, CRL revenue actually realized, and coordination with other construction in the area. The timing of borrowing for the remaining projects is subject to change. As of 2021, it is assumed that implementation of the remaining Catalyst Projects will be completed in 2030. Therefore borrowings would continue to be issued each year through 2030 as required, although as noted, this is subject to change.

Based on 2021 assumptions, the amounts, timing, and terms of the borrowings related to the remaining Capital City Downtown Community Revitalization Levy Catalyst Projects which do not currently have budget approval are listed on Table 12.

Table 12: Amount, Terms and Timing of Borrowing for Catalyst Projects

(\$ Millions)	Term(s)	Principal
Borrowing - Initiated in 2020 or prior <i>Downtown Arena</i> <i>Arena Related Public Infrastructure</i> <i>Downtown Arena Community Rink</i> <i>Jasper Avenue New Vision</i> <i>Warehouse Campus Neighbourhood</i> <i>Central Park</i> <i>105 Street/102 Avenue Park</i> <i>Downtown Stormwater Drainage Servicing</i> <i>Green and Walkable Downtown</i> <i>Projects in the Civic Precinct</i>	10-20 years	\$355
Projected Borrowing - Projects with <u>Approved Funding (2021-2025)</u> <i>Green and Walkable Downtown</i> <i>Jasper Avenue New Vision</i> <i>Warehouse Campus Neighbourhood</i> <i>Central Park</i> <i>103A Avenue Pedway</i> <i>Projects in the Civic Precinct</i>	10 years	\$171
Projected Borrowing - 2023-2026 Budget Cycle ( <u>Unfunded Projects</u> ) <i>Green and Walkable Downtown</i> <i>Jasper Avenue New Vision</i> <i>Downtown Stormwater Drainage Servicing</i>	5-10 years	\$28
Projected Borrowing - 2027-2030 Budget Cycle, 2031-2034 Budget Cycle ( <u>Unfunded Projects</u> ) <i>Green and Walkable Downtown</i> <i>Jasper Avenue New Vision</i> <i>Downtown Stormwater Drainage Servicing</i> <i>River Valley Promenades</i> <i>Projects in the Civic Precinct</i> <i>Edmonton Downtown Academic and Cultural Centre*</i>	5-10 years	\$95
Total		\$123

\*The Edmonton Downtown Academic and Cultural Centre is contingent upon a third party proceeding with the development.

### 18.1.3 Total Estimated Borrowing Costs

The total estimated costs of borrowing are shown in Table 14. The Low Scenario refers to the borrowing costs associated with the projects with approved funding (listed in Table 6). The High Scenario includes the Low Scenario, plus costs associated with remaining unfunded projects (listed in Table 7).

Table 13: Total Estimated Borrowing Costs

	Low (projects with approved funding only)	High (all projects)
Principal	\$526M	\$649M
Interest	\$134M	\$148M
Total:	\$660M	\$797M

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

The \$526 million in borrowing approved under this plan as of 2021, and the \$123 million in future borrowing proposed by this plan is within the borrowing limits of both the Municipal Government Act and the City of Edmonton's Debt Management Fiscal Policy (DMFP) C203C.

The City's total debt as at December 31, 2020 and projected to 2039 were well within the debt servicing limits of both the MGA and the DMFP. The borrowings projected to 2039 included the CRL projects with approved funding at December 31, 2020. Adding the 103A Avenue Pedway and remaining unfunded projects does not materially impact the City's debt capacity.

### 18.3 SOURCE OF FINANCING

The City borrows almost exclusively through the Government of Alberta's Treasury Board and Finance (TBF), formerly known as Alberta Capital Finance Authority (ACFA). It is assumed that all of the borrowings for the Catalyst Projects will be done through the TBF.

## 19.0 CRL RESERVE/FUNDING SHORTFALL

### 19.1 CRL Reserve

Debt servicing expenses associated with the Catalyst Projects exceeded annual CRL revenues in the initial years of the CRL, resulting in a temporary shortfall. To handle this temporary shortfall, the City of Edmonton has created a reserve for the CRL which accumulated a negative position each year that expenses exceeded revenues. The reserve will be repaid when annual CRL revenues exceed annual expenditures, which occurred in 2019 and 2020. Temporary funding shortfalls are currently projected to occur again in 2023 and 2024. It is anticipated that these shortfalls will be covered by the CRL reserve. As of 2021, no tax levy increases are planned to cover any temporary shortfalls.

If the CRL progresses as planned and reserves are fully repaid, a positive reserve balance will accumulate.

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

### 19.2 Funding Shortfall

If market value assessments do not increase and/or new developments do not occur as planned, lower revenues will be realized from the Community Revitalization Levy. In the event that CRL revenues over 20 years are insufficient to repay borrowings associated with this plan, the CRL Reserve will be in a negative position at the end of the CRL period in 2034. Ongoing municipal tax revenues generated within the CRL area will be applied to fully repay the reserve and then be released for general municipal purposes.



## 20.0 COMMUNITY REVITALIZATION LEVY FUND

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

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

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