

CAPITAL PROFILE REPORT

PROFILE NAME: **103A AVENUE PEDWAY**
 PROFILE NUMBER: **21-50-9100**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **LRT Expansion and Renewal**
 PROGRAM NAME:
 PARTNER: **Economic Investment Services**
 BUDGET CYCLE: **2023-2026**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Bruce Ferguson
PARTNER MANAGER:	Jeff Chase
ESTIMATED START:	July, 2021
ESTIMATED COMPLETION:	December, 2025

Service Category:	Economic Development	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	26,500
100		BUDGET REQUEST:	4,500
		TOTAL PROFILE BUDGET:	31,000

PROFILE DESCRIPTION

This profile will fund planning, design and construction of an underground Pedway, connecting Churchill LRT Station with the "Station Lands" development site north of 104 Avenue, including a desired connection with the Royal Alberta Museum. The pedway will provide an accessible, convenient, and comfortable connection between a major urban redevelopment, a major museum, and the hub of Edmonton's LRT network. It will also facilitate future expansion of the Downtown District Energy System.

Project is not following the Capital Project Governance Policy, nor developed using Project Development and Delivery Model (PDDM). The estimated total cost of the project are based on concept level estimates not informed by planning or design.

The project will use the Pedway "shell" that was constructed north of 103a Avenue in 2016.

The project may include ancillary costs including, but not limited to: utility relocations, emergency egress structures, construction within the Royal Alberta Museum to accommodate the Pedway, etc.

The City of Edmonton will contribute up to \$26.5 million.

The terms of the City contribution were established at a high level in the June 14, 2021 Council Report UPE00548 and will be refined in subsequent agreements.

This project may be delivered by the City or by Qualico pending further discussion with Qualico and evaluation of options.

This project will be funded by the Downtown CRL. However, at the time of approval, (June 2021), this project is not eligible for funding through the CRL, as the 103a Avenue Pedway is not listed as a Catalyst Project. CRL funds will not be spent on this project unless the Capital City Downtown Community Revitalization Levy Bylaw and Plan is amended to allow it. This will require approval of City Council at a Public Hearing and the Lieutenant Governor in Council.

(UPDATED Feb 23, 2022): On January 26, 2022 the The Lieutenant Governor in Council approved the amendments to City of Edmonton Bylaw 16521, City of Edmonton Capital City Downtown Community Revitalization Levy Bylaw which included the addition of the 103A Avenue Pedway as a separate Catalyst Project. Bylaw 16521 was passed by City Council on August 31, 2021.

PROFILE BACKGROUND

Qualico is proposing a major development on the "Station Lands" site in the Downtown neighborhood. In order to support the viability of that development, Qualico has proposed that the City construct an underground Pedway from Churchill LRT Station to their lands. The City's contribution to this pedway would be a maximum of \$26.5 million.

In 2014, City Council approved funding to construct the 'shell' of a Pedway under part of the Royal Alberta Museum site, from the Station Lands Property, to the north edge of 103a Avenue. This was constructed in 2015-16.

PROFILE JUSTIFICATION

Qualico is developing a large site in Downtown known as Station Lands. Qualico has indicated that commitment for both public and publicly accessible infrastructure from the city is needed to de-risk their initial investment of \$184 million. One element of the City's contribution would be to complete an underground pedway in partnership with Qualico from Churchill LRT station to the Station Lands site.

The pedway project aligns with The City Plan direction to "design, build, maintain and operate public infrastructure to facilitate movement and universal accessibility in all seasons", by providing a convenient accessible connection between Churchill LRT Station, the Royal Alberta Museum, and a major mixed-use development (Station Lands).

Completion of the pedway would provide a way for future expansion of the Downtown District Energy system to include connections to Station Lands and other sites north of 103A Avenue. Qualico supports this expansion of the District Energy system and is willing to commit to accommodating it and continuing to explore the possibility to connect the development to the District Energy system.

The Capital City Downtown Plan and Winter City Design Guidelines urge caution and consideration of potential negative impacts before further expanding the pedway system. Further, construction of the pedway may impact the potential future street-level vibrancy of 103A Avenue. Though Administration does not generally support new pedway construction, the particulars of this site, potential district energy connection, development potential, and short-term impacts of job creation and economic impact need to be considered.

STRATEGIC ALIGNMENT

The project is aligned with City Plan direction to "preserve and strengthen the role of the City Centre" and partner with developers to deliver permanent infrastructure, and "facilitate movement and universal accessibility in all seasons".

ALTERNATIVES CONSIDERED

The alternative of not constructing the Pedway would make Qualico's investment in the Station Lands site unlikely, and would miss an opportunity to link a major development directly to the LRT. It would also miss an opportunity to facilitate the northward expansion of the Downtown District Energy System.

To ensure an attractive and walkable street level on 103a Avenue that supports vibrant street activity, this profile is recommended in conjunction with an amendment to Capital Profile CM-74-4100 "Downtown CRL" that will fund Green and Walkable streetscape improvements at ground level.

COST BENEFITS

Benefits:

- New pedway for the public to access both the RAM and Station Lands development
- Support public transit use
- Encourage redevelopment of Station Lands site, which will generate CRL Revenue
- Facilitate future expansion of the Downtown District Energy System

Costs:

- Maximum \$26.5 million City contribution
- Operating costs to be determined.

KEY RISKS & MITIGATING STRATEGY

CRL Plan amendment is not approved, either by City Council or the provincial government -> CRL funds will not be spent on the project until provincial approval is secured.

Costs for Pedway construction are higher than expected. Administration will work with Qualico to share alternative funding approaches such as a local improvement levy or grants for any cost increase component. Pedway development affects street level activity -> Administration recommends simultaneous investment in Green and Walkable streetscape and public realm improvements to create an inviting, attractive, and safe street level environment.

The estimated total cost of the project are based on concept level estimates. At PDDM Checkpoint 3, the project will return to Council for budget adjustment approval.

RESOURCES

Operating costs associated with the Pedway are unknown at this time. Responsibility for operating costs will be negotiated with Qualico and would be approved separately.

CONCLUSIONS AND RECOMMENDATIONS

Funding of up to \$26.5 million is provided for design and construction of the 103a Avenue Pedway. Spending from this profile is entirely conditional on Council and provincial approval of an amended Downtown CRL Bylaw which identifies the 103a Avenue Pedway as a Catalyst Project. Until those approvals take place, no CRL funding will be spent on this project.

CAPITAL PROFILE REPORT

PROFILE NAME: 103A Avenue Pedway

FUNDED

PROFILE NUMBER: 21-50-9100

PROFILE TYPE: **Standalone**

BRANCH: LRT Expansion and Renewal

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Capital Budget Adj (one-off)	100	1,000	6,400	18,000	1,000	-	-	-	-	-	-	26,500
	2021 Cap Carry Forward	-100	100	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	1,100	6,400	18,000	1,000	-	-	-	-	-	-	26,500
	Approved Funding Sources												
	Debt CRL Downtown	-	1,100	6,400	18,000	1,000	-	-	-	-	-	-	26,500
	Current Approved Funding Sources	-	1,100	6,400	18,000	1,000	-	-	-	-	-	-	26,500

BUDGET REQUEST	Budget Request	-	-	4,500	-	-	-	-	-	-	-	-	4,500
	Revised Funding Sources (if approved)												
	Local Improvements Prop. Share	-	-	4,500	-	-	-	-	-	-	-	-	4,500
	Requested Funding Source	-	-	4,500	-	-	-	-	-	-	-	-	4,500

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	1,100	10,900	18,000	1,000	-	-	-	-	-	-	31,000
	Requested Funding Source												
	Debt CRL Downtown	-	1,100	6,400	18,000	1,000	-	-	-	-	-	-	26,500
	Local Improvements Prop. Share	-	-	4,500	-	-	-	-	-	-	-	-	4,500
	Requested Funding Source	-	1,100	10,900	18,000	1,000	-	-	-	-	-	-	31,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total
		Construction	-	-	9,500	18,000	1,000	-	-	-	-	-	-
	Design	-	1,100	1,400	-	-	-	-	-	-	-	-	2,500
	Total	-	1,100	10,900	18,000	1,000	-	-	-	-	-	-	31,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-