

# CAPITAL PROFILE REPORT

PROFILE NAME:	<b>STREETSCAPE IMPROVEMENTS (97 ST: JASPER AVE TO 102 AVE)</b>	<b>FUNDED</b>
PROFILE NUMBER:	<b>19-20-5001</b>	<b>PROFILE STAGE: Approved</b>
DEPARTMENT:	<b>Integrated Infrastructure Services</b>	<b>PROFILE TYPE: Standalone</b>
LEAD BRANCH:	<b>Infrastructure Delivery</b>	LEAD MANAGER: <b>Brian Latte</b>
PROGRAM NAME:		PARTNER MANAGER: <b>Paul Ross</b>
PARTNER:	<b>Economic &amp; Environmental Sustainability</b>	ESTIMATED START: <b>June, 2019</b>
BUDGET CYCLE:	<b>2019-2022</b>	ESTIMATED COMPLETION: <b>December, 2022</b>

<b>Service Category:</b>	<b>Roads</b>	<b>Major Initiative:</b>	
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<b>GROWTH</b>	<b>RENEWAL</b>	<b>PREVIOUSLY APPROVED:</b>	<b>8,815</b>
<b>100</b>		<b>BUDGET REQUEST:</b>	<b>-</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>8,815</b>

## PROFILE DESCRIPTION

This profile is for the detailed design and construction of streetscape improvements on 97 Street, from Jasper Avenue to 102 Avenue. These improvements are being implemented in advance of the New Harbin Gate installation on 97 Street, just north of Jasper Avenue. The construction of these improvements will be done in parallel with streetscape work on Jasper Avenue, from 97 Street to 100 Street ( Jasper Avenue New Vision Project, Phase 2). The project will feature streetscape improvements to 97 Street including wider sidewalks, quality materials, attractive street furnishings and lighting, trees, significant enhanced landscaping, and public art and an appropriate landing space for the new Harbin Gate. The streetscape work will be designed following the Downtown Streetscape Typology, and will enhance and add to the area, especially the commercial opportunities as well as around the New Harbin Gate. Construction will begin in 2021, and will last for one construction season.

## PROFILE BACKGROUND

The existing streetscape of 97 Street is dated and in need of improvement. The west side was constructed to match previous streetscape work on Jasper Avenue, and the east side features no enhanced pedestrian realm. The current cross-section favours a wide roadway and median, which does not reflect Council's vision of Downtown as pedestrian-friendly and vibrant. In advance of the New Harbin Gate installation on 97 Street, the current project team for the Jasper Avenue New Vision project reviewed the existing corridor and saw opportunity for improvements and featuring the New Harbin Gate. Any potential streetscape work on 97 Street must be implemented before the New Harbin Gate is installed, including electrical work for lighting and gate foundation work.

## PROFILE JUSTIFICATION

97 Street is one of Edmonton's' early historic main streets (Namayo Ave) and formed part of the core of the original downtown. The small scale buildings and units on the east side have languished for decades alongside what is arguably an oversized road. Significant public investments are now being made in the Quarters to revitalize the neighbourhood. 97 Street is unique as it retains a contiguous frontage of commercial units, which makes investments in small businesses significantly easier and manageable than new build requirements. However the perception of 97 Street is not positive and enhancements to the public realm will likely make a significant difference over time, as demonstrated on 104 Street.

The New Harbin Gate is also a key component to this project. The original gate had to be removed from its location on 102 Ave as part of the LRT construction. The local community and the City of Harbin (China) agreed the best location for a new gate would be on 97 Street close to Jasper Avenue as this would honour the original location of Chinatown (where Canada Place is located).

As the Jasper Avenue New Vision project included the 97 Street intersection, it made sense to explore how the gate could be incorporated and how 97 Street could be re-imagined at the same time. This project offers the opportunity to create is an attractive, pedestrian-oriented, and vibrant corridor through the heart of the City and give the New Harbin Gate significant prominence, likely to make it more of a downtown feature than it was previously. The opportunities here are greater than other streets due to the wide carriageway, which means greater landscaping and pedestrian space could be developed as pocket green spaces, patio spaces, treed boulevards, etc. It will also feature enhanced pedestrian safety improvements at the intersections, especially 101A Avenue.

With an improved streetscape and the New Harbin Gate (not part of this profile), this project is expected to spark interest, investment and improve street-level vibrancy as it will likely become a downtown open space destination in time. It will also improve pedestrian access and investment into the Quarters and the recently completed Armature streetscape on 96 Street and the Valley Line LRT on 102 Avenue.

This aligns with the intent of the Quarters Urban Design plan to enhance investment into the neighbourhood, enhance 97 Street crossings and the City's commitment to Harbin to put the gate back up. The projects also falls under the Downtown Plan and Capital City Downtown Community Revitalization Levy Plan as one of the key catalyst projects, Green and Walkable Downtown. This calls for street and public realm improvements that create a highly walkable, landscaped and connected pedestrian focused network. The enhanced pedestrian activity, greenery, commercial and cultural activity and transit use all support Council's four strategic goals.

## STRATEGIC ALIGNMENT

This project contributes to Council's strategic goals of Healthy City, Urban Places, and Regional Prosperity. The 97 Street project contributes toward transforming the 97 Street corridor north of Jasper Avenue into a walkable corridor that accommodates space for people to walk and linger. The wider pedestrian realm will also accommodate space for communities and citizens to gather in support of business and cultural events and will ultimately house the City's new Harbin Gate.

## ALTERNATIVES CONSIDERED

Administration considered multiple options for the configuration of 97 Street and the New Harbin Gate, including narrowing, widening, and using the existing cross-section of 97 Street. Ultimately the project team decided on a 4 lane cross section of 97 Street, narrowing the traffic lanes and expanding the pedestrian realm. This would also better facilitate the New Harbin Gate span and give it landmark prominence at the location that the Community and Harbin desired.

## COST BENEFITS

- Higher quality public realm+cultural attraction
- Greater pedestrian safety+universal accessibility
- Attracts private sector investment and viability of street-level retail/patios
- Improve connections between major destinations:Shaw Conference Centre, Canada Place,The Quarters and Downtown hotels
- Increased property values
- Increased tree canopy, soft landscaping, potential LID and more public open space added downtown
- Enhanced Civic Pride

## KEY RISKS & MITIGATING STRATEGY

Risks associated with this project include coordination with utility agencies, coordination with TransEd Valley Line LRT construction work at 102 Avenue, and potential short-term disruption to traffic and local businesses. There is also a risk of New Harbin Gate design changes affecting the streetscape. Mitigation strategies include ensuring adequate contingencies in project budgets, early involvement of utility agencies in the design process, close working relationship with Harbin's design team, development of a proactive communication plan, and incorporating 'lessons learned' from the previous downtown streetscape projects.

## RESOURCES

Project Management will be provided by Integrated Infrastructure Services. External consultants will be retained to provide design, engineering, and other services as appropriate.

## CONCLUSIONS AND RECOMMENDATIONS

Recommend proceeding with detailed design and construction of streetscape.

## CHANGES TO APPROVED PROFILE

2019 Fall SCBA (3.3.18B): CRL Funding in the amount of \$1.968M required for 19-20-5001 Streetscape Improvements (97 St: Jasper Ave to 102 Ave) to cover foundation and engineering costs in relation to the Harbin Gate installation, in addition to higher than expected bids for improvements to 97 Street. Funds to come from UFCSD profiles 11-17-0407 and 15-74-4109.

# CAPITAL PROFILE REPORT

PROFILE NAME: **Streetscape Improvements (97 St: Jasper Ave to 102 Ave)**

**FUNDED**

PROFILE NUMBER: **19-20-5001**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Delivery**

## CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2019 Cap Council	-	2,314	346	5,879	277	-	-	-	-	-	-	8,815
	<b>Current Approved Budget</b>	-	<b>2,314</b>	<b>346</b>	<b>5,879</b>	<b>277</b>	-	-	-	-	-	-	<b>8,815</b>
Approved Funding Sources													
	Debt CRL Downtown	-	1,157	173	2,939	138	-	-	-	-	-	-	4,408
	Debt CRL Quarters	-	1,157	173	2,939	138	-	-	-	-	-	-	4,408
	<b>Current Approved Funding Sources</b>	-	<b>2,314</b>	<b>346</b>	<b>5,879</b>	<b>277</b>	-	-	-	-	-	-	<b>8,815</b>

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	2,314	346	5,879	277	-	-	-	-	-	-	8,815
Requested Funding Source													
	Debt CRL Downtown	-	1,157	173	2,939	138	-	-	-	-	-	-	4,408
	Debt CRL Quarters	-	1,157	173	2,939	138	-	-	-	-	-	-	4,408
	<b>Requested Funding Source</b>	-	<b>2,314</b>	<b>346</b>	<b>5,879</b>	<b>277</b>	-	-	-	-	-	-	<b>8,815</b>

## CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Construction	-	1,968	-	5,599	143	-	-	-	-	-	-	7,710
	Contingency	-	16	16	280	13	-	-	-	-	-	-	326
	Design	-	329	329	-	-	-	-	-	-	-	-	659
	Percent for Art	-	-	-	-	120	-	-	-	-	-	-	120
	<b>Total</b>	-	<b>2,314</b>	<b>346</b>	<b>5,879</b>	<b>277</b>	-	-	-	-	-	-	<b>8,815</b>

## 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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-