

Updated Funding Strategy for the 170th Street Footbridge

Recommendation

That Executive Committee recommend to City Council:

1. That the May 27, 2021, Integrated Infrastructure Services report IIS00255, be received for information.
2. That Attachment 2 of the May 27, 2021, Integrated Infrastructure Services report IIS00255, remain private pursuant to sections 21 (disclosure harmful to intergovernmental relations), 24 (advice from officials), 25 (disclosure harmful to economic and other interests of a public body) and 27 (privileged information) of the *Freedom of Information and Protection of Privacy Act*.

Previous Council/Committee Action

At the December 9/11, 2021, City Council meeting, the following motion was passed:

That Administration provide a report on the updated funding strategy for the 170th Street Footbridge as part of the 2021 Spring Supplemental Capital Budget Adjustment.

Executive Summary

Administration continues to advance the new pedestrian bridge design across 170 Street NW, north of 87 Avenue NW. This project is driven by a need to restore a safe, grade separated, east-west pedestrian crossing across the busy 170 Street NW arterial roadway for adjacent communities and businesses while minimizing impacts to traffic flow along 170 Street NW.

The funding strategy outlined in this report highlights that a Local Improvement Bylaw will be brought forward and will include West Edmonton Mall, Alberta Health Services and the City of Edmonton as funding contributors for the construction of the new pedestrian bridge. A Local Improvement Bylaw and request for delivery funding of the 170 Street Pedestrian Bridge project will be brought forward for Council approval as part of the Spring 2021 Supplemental Capital Budget Adjustment.

Report

In 1985, through the development of West Edmonton Mall (WEM) on parcel 8882 170 Street NW, a requirement for a grade separated pedestrian bridge connecting the parcels on either side of 170 Street NW was part of the Development Agreement to be maintained by WEM. However, inspections completed by the City revealed the bridge was no longer structurally sound and was required to be removed or replaced in 2018.

It was the City's priority to restore pedestrian connectivity as soon as possible, as this bridge provided important east-west pedestrian connectivity across the busy 170 Street NW arterial roadway for adjacent communities and businesses. As a result, an interim at-grade crossing was constructed in 2019 on the south side of 90 Avenue NW to provide pedestrian connectivity until a new bridge is built. A concept planning study was also completed, identifying a recommended new bridge location, between 87 Avenue NW and the former pedestrian bridge location.

Through the Fall 2019 Supplemental Capital Budget Adjustment (SCBA), this project received funding to expand the project scope beyond concept design to preliminary and detailed design, anticipated to be completed in Q2 2021.

Project Funding Status

Administration recently completed the preliminary design of the new pedestrian bridge, presented in Attachment 1. The project has reached Checkpoint 3 of the Project Development and Delivery Model (PDDM), per the Capital Project Governance Policy C591. The delivery cost of the new pedestrian bridge is estimated at \$7.246 million (± 25 percent). The total project cost from PDDM Checkpoint 1 to Checkpoint 5 is estimated at \$7,999,500 (± 25 percent). The project continues to be refined through detailed design development.

Administration is of the view that both the Alberta Health Services (AHS) lands and the West Edmonton Mall (WEM) lands receive particular benefit from the replacement pedestrian bridge and that funding the bridge through a Local Improvement Bylaw would therefore be fair and appropriate. The AHS lands contain, on one parcel, the Misericordia Hospital, the CapitalCare Laurier House residence, the CapitalCare McConnell Place West residence, and the Villa Caritas residence. Residents at the CapitalCare Laurier House residence have actively sought the reconstruction of a new pedestrian bridge and have been vocal advocates for replacement. Following the removal of the bridge in 2018, residents of Laurier House commenced a letter-writing campaign and petition in support of having the bridge reconstructed. Many of the residents of the aforementioned facilities experience accessibility challenges and relied on the previous footbridge to safely access the stores, services and transit connections at WEM. The WEM lands, to the west, benefit from direct pedestrian connectivity to the Misericordia Hospital and the schools and residential communities to the east.

Budget/Financial Implications

The delivery cost (PDDM Checkpoint 3 to 5) of the new pedestrian bridge is estimated at \$7.246 million (±25 percent). With the funding strategy outlined as a tri-party Local Improvement Bylaw, Administration will proceed with the drafting of the Local Improvement Bylaw as follows.

Construction of the 170 Street Pedestrian Bridge to be financed by way of a Local Improvement Tax to be amortized over a period of 30 years. Based on this funding strategy, WEM and AHS will contribute no greater than one-third of the cost of the Local Improvement each, not to exceed a total contribution of \$2.0 million for either party. The City will fund the remainder of the construction costs - estimated at approximately \$3.246 million (±25 percent). A funding request will be brought forward as part of the Spring 2021 Supplemental Capital Budget Adjustment.

The Local Improvement Bylaw and new capital profile for the 170 Street Pedestrian Bridge project will be brought forward for Council approval as part of the Spring 2021 SCBA.

Legal Implications

Pursuant to sections 392 and 396 of the *Municipal Government Act*, the imposition of a Local Improvement Tax may be petitioned against by the owners liable to pay the tax. To stop a Local Improvement, a petition must be signed by (a) two-thirds of the owners liable to pay the tax, with the signatories amounting to (b) at least 50 percent of the assessed value of the properties assessed. City Policy C619, Local Improvements-Surface, does state that the City will choose not to proceed with a surface local improvement if a majority of owners (representing at least half of the value of assessments prepared under Part 9) petition against the local improvement within 30 days of the local improvement notice.

Additional information is provided in Attachment 2 (Private Attachment - Legal Considerations).

Corporate Outcomes and Performance Management

Corporate Outcome: The City of Edmonton has sustainable and accessible infrastructure			
Outcome	Measure	Result	Target
The City of Edmonton has sustainable and accessible infrastructure	Infrastructure Density (city's population divided by the total kilometres of infrastructure)	56.5 (2017)	Increase over previous year

Attachments

1. 170 Street Pedestrian Bridge Preliminary Design Plan
2. Private Attachment - Legal Considerations

Others Reviewing this Report

- G. Cebryk, Deputy City Manager, City Operations
- M. Persson, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services
- S. McCabe, Deputy City Manager, Urban Form and Corporate Strategic Development
- C. Owen, Deputy City Manager, Communications and Engagement
- K. Fallis-Howell, Acting City Solicitor