



City of Edmonton

Report

City Centre Redevelopment
Area Redevelopment Plan

Consolidated May 2012



City Centre Area Redevelopment Plan

Office Consolidation May 2012

***Prepared by:
Current Planning Branch
Sustainable Development
City of Edmonton***

Bylaw 16033 was adopted by Council in May 2012. In May 2012, this document was consolidated by virtue of the incorporation of the following bylaws:

Bylaw 16033 Approved May 16, 2012 (to adopt the City Centre Airport ARP)

Editor's Note:

This is an office consolidation edition of the City Centre Airport ARP, Bylaw 16033, as approved by City Council on May 16, 2012.

For the sake of clarity, new maps and a standardised format were utilised in this Plan. All names of City departments have been standardised to reflect their present titles. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicised where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton
Sustainable Development

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1.0 Introduction

The City Centre Redevelopment site is a once-in-a-lifetime opportunity. On this site a new community in the heart of the city will bring Edmonton to the forefront of the world stage in sustainable community development.

The preparation of the City Centre ARP is based on Council's Vision and seven Master Plan Principles for the site, as approved March 10, 2010:

1.1 Vision

The site will be a home to 30,000 Edmontonians living, working and learning in a sustainable community that uses 100% renewable energy, is carbon neutral, significantly reduces its ecological footprint and empowers residents to pursue a range of sustainable lifestyle choices.

Master Plan Principles

- Planning and Design
- Ecological Footprint
- Infrastructure
- Family Housing
- Green Space
- Technology
- History

The principles seek to realize an innovative urbanism in which sustainability is truly a way of life, where citizens can engage with the community, where their physical and social well-being is fostered and where they can enjoy an eminently livable and sustainable environment. The City Centre Redevelopment site will be a model for urban renewal.

This document, the City Centre Area Redevelopment Plan (ARP), provides the foundation for the development of the planning process, and the ARP provides a summary of City Council's decisions regarding the site, the work undertaken to date and establishes a statutory framework for moving forward in the plan making process.

2.0 Administration

2.1 Purpose

The purpose of the City Centre Area Redevelopment Plan (ARP) is to provide a land use planning framework for the future redevelopment of the subject lands. The ARP is consistent with City Council's approved Vision and Master Plan Principles to create a world leading sustainable community.

The City's Municipal Development Plan (MDP) land use concept identifies this area of the City as an "Established Neighbourhood" in anticipation of the redevelopment of the airport; the ARP supports the MDP in this regard. In addition, the ARP has been prepared in conformance with Section 634 and 635 of the Municipal Government Act (MGA). The ARP describes the following:

- The objectives of the plan and how they are proposed to be achieved; and
- The proposed land uses for the redevelopment area.

In addition, the ARP will generally describe the proposed transportation network and utility servicing for the Plan area.

The MGA also requires that the ARP describe any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities or any other purposes that Council considers necessary. The land within the Plan area is all owned by the City of Edmonton, so no land acquisition is required. There are leaseholds throughout the Plan area that the City may need to acquire in the future for municipal use, schools, parks and recreation facilities.

2.2 Timeframe

It is anticipated that City Centre ARP lands will be redeveloped within a 25 – 30 year period through public and private sector initiatives. The first stages of the development are anticipated to begin in 2013 or 2014.

2.3 ARP Interpretation

The boundaries and locations of any symbols or areas shown on the ARP figures shall be interpreted as conceptual and are approximate including, but not limited to, parks, local road alignments and walkways, and will be verified at subsequent planning stage, unless otherwise specified in the document.

2.4 Monitoring

Text, policies, and figures contained within this ARP may be amended by Council to respond to planning and development issues and trends affecting development in the Plan area.

2.5 Amendments

Amendments to the City Centre ARP document involving text, objectives or mapping shall be completed in accordance with the Municipal Government Act, the Municipal Development Plan, and all other applicable City bylaws, policies and procedures.

3.0 Plan Context

The ARP has been prepared within the context of Edmonton’s statutory planning hierarchy, which provides guidance for the future land use designations of the City Centre redevelopment.

3.1 Location

The City Centre ARP applies to the lands shown on Figure 1: Location Plan and generally located within Plan 9220135, Block 6A, Lot 2 and Plan 9020277, Block 6B, Lot 1. The total gross area of the ARP is 217.1 hectares (ha). The lands are located in north central Edmonton, and are generally defined by:

- Yellowhead Trail to the north;
- Kingsway Avenue and Airport Road to the southwest;
- Princess Elizabeth Avenue to the southeast;
- 109 Street to the east; and
- 121 Street and a *Private Railway* right-of-way to the west.

Amended by Editor (May 2012)

Lands immediately north of the Plan area are governed by the Yellowhead Corridor ASP and designated as Municipal Airport. These lands are developed for industrial use. The lands north of the Yellowhead Trail are developed as the *Private Railway* Yards. The lands to the southwest and southeast are developed with the neighbourhoods of Inglewood, Prince Rupert and Spruce Avenue. The lands to the west of 121 Street and the *Private Railway*, and to the east of 109 Street are developed with the neighbourhoods of Prince Charles and Westwood, respectively.

3.2 Land Ownership

The ARP area is located on two parcels of land. Portions of the site are currently leased by aviation, commercial and industrial businesses. Current ownership is described below in Table 1: Land Ownership.

Table 1: Land Ownership

| Titled Owner | Legal Description | Area (ha) |
|------------------|-------------------------------|-----------|
| City of Edmonton | Plan 9220135, Block 6A, Lot 2 | 216.5 |
| City of Edmonton | Plan 9020277, Block 6B, Lot 1 | 0.6 |

Private leasehold interests exist on the subject lands including those for aviation uses. To ultimately fulfil the redevelopment of the subject lands, it is the City’s intention to acquire those aviation leaseholds for municipal use. Other non-aviation leaseholds will be acquired as necessary.

3.3 Site Context

3.3.1 Existing Site Development

The ARP lands are currently developed as, or characterized by:

- One currently operational runway;
- General aviation facilities, such as the air traffic control tower located along the southwest portion of the Plan area;
- Several non-aviation uses, such as a *Private* Business Centre, a *Private* Hotel and a *Provincial* Health Building are located in the western portion of the Plan area; and
- Community and institutional uses, such as a *school* and a *Police* Headquarters

Amended by Editor (May 2012)

located in the western portion of the Plan area.

3.3.2 Surrounding Development

The lands immediately surrounding the Plan area are developed with a range of commercial, residential, industrial, public service, community, educational and cultural land uses.

The lands directly north of the Plan area and south of Yellowhead Trail are developed with the *Private* industrial business.

Lands located southwest of the Plan area between Airport Road and Kingsway Avenue are developed with a range of uses including a *private hotel* and a *Provincial* Museum.

Lands along the eastern boundary of the Plan area and adjacent to 106 Street are developed with institutional, provincial and commercial uses

Five neighbourhoods are located within close proximity to the Plan area.

The Prince Charles neighbourhood is located to the west of the Plan area; west of 121 Street, south of Yellowhead Trail and north of 118 Avenue. A number of industrial uses are located directly adjacent to 121 Street and a range of commercial uses are located along 118 Avenue. The interior area of the Prince Charles neighbourhood is composed primarily of low density residential uses.

The Inglewood neighbourhood is located southwest of the Plan area; west of 121 Street, and south of 118 Avenue. This neighbourhood has a variety of commercial uses along the south side of 118 Avenue and a mixture of medium density residential and commercial uses along 124 Street. The interior of the neighbourhood is composed primarily of low density residential uses.

The Prince Rupert neighbourhood is located south of the Plan area; south of Kingsway Avenue and north of 111 Avenue. Commercial development such as a *Grocery Store, Retail, and Hotel and Conference Centre* are located directly south of Kingsway Avenue. The balance of the Prince Rupert neighbourhood is composed primarily of low and medium density residential uses.

The Spruce Avenue neighbourhood is located southeast of the Plan area; southeast of Princess Elizabeth Avenue. In the southwest corner of the neighbourhood, located directly east of 109 Street, is Kingsway Mall. Further east along the north side of 111 Avenue are the *two hospitals*. The northern portion of the neighbourhood consists of the main NAIT campus. Low and medium density residential uses along with educational and community uses, such as Spruce Avenue Elementary/Junior High School and the Spruce Avenue Community League, make up the interior of the neighbourhood.

The Westwood neighbourhood is located east of the Plan area, east side of 107 Street. The neighbourhood is composed primarily of low and medium density residential uses. Commercial uses are located at the south end of the neighbourhood, along the north side of 118 Avenue. The Westwood Community League and the NAIT Westwood Campus are located in the central portion of the neighbourhood.

*Amended by
Editor (May
2012)*

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2012)*


3.4 Transitional Uses

In 2009 Council voted to implement a phased closure of the Municipal Airport. Based on this, airport related uses will continue to operate on a portion or portions of the site until such a time as the phased closure of the Municipal Airport is complete and the lands are required to implement the redevelopment vision of this ARP.

FIGURE 1



LEGEND

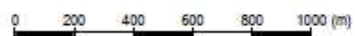
 City Centre Redevelopment Plan Area

City Centre

Area Redevelopment Plan

LOCATION PLAN

Scale 1:20,000



4.0 Policy Context

The City Centre ARP is the next step in the planning process to ultimately achieve Council's goal of redeveloping the City Centre Airport site.

In parallel to Council's activities with respect to the Plan area, significant policy, economic and demographic changes within the City and Capital Region were also occurring. Edmonton City Council and Administration initiated and implemented new land use and transportation statutory planning documents and initiatives to mitigate the impacts of the City's continued growth. The recognition of increasing economic, social, and environmental costs associated with existing land use and conventional development approaches have created a policy shift in the ways the City addresses land use and transportation planning.

The policy shift to integrate land use, transportation and public transit is evident in goals, objectives and policies contained in the City's documents *The Way Ahead* (Strategic Plan), *The Way We Grow* (Municipal Development Plan), *The Way We Move* (Transportation Master Plan), *The Way We Green* (Environmental Strategic Plan), and *The Way We Live* (Edmonton's People Plan).

The preparation of the ARP has been guided by Council's Vision and seven Master Plan Principles, the policies and principles of the Capital Region Growth Plan, *The Way Ahead*, *The Way We Grow*, *The Way We Move*, *The Way We Green*, and *The Way We Live*. Conformance to these plans is referenced in the following sections.

4.1 Capital Region Growth Plan

The Government of Alberta approved *Growing Forward*, the Capital Region Growth Plan and its Addenda, on March 31, 2010. At this level, the Growth Plan integrates population and employment projections, a Land Use Plan, an Intermunicipal Transit Network Plan, a geographic information services, a housing strategy and implementation plans:

The Land Use Plan of the Growth Plan and subsequent Addenda (October and December 2009) are based on a shared vision for the future of the Capital Region, best planning practices, and six core principles:

- Protect the Environment and Resources;
- Minimize Regional Footprint;
- Strengthen Communities;
- Increase Transportation Choice;
- Ensure Efficient Provision of Services; and
- Support Regional Economic Development.

Overall, the application of the Land Use Principles and Policies of the Growth Plan will result in a comprehensive, integrated approach to managing future growth and development across the Region, and will provide certainty to encourage new economic development and growth that will contribute to the prosperity of all member municipalities.

The statutory plans of member municipalities in the Capital Region must be consistent in the application of the Land Use Principles and Policies of the Growth Plan. To ensure this consistency, statutory plans, under specific conditions, are evaluated under the Regional Evaluation Framework (REF).

The ARP closely aligns with the Capital Region Growth Plan. The discussion below confirms how the ARP aligns with the Growth Plan Principles and Policies.

Core Principle I: Protect the Environment and Resources***Preserve and Protect the Environment***

Council's Master Plan Principle for Infrastructure sets the stage for the use of technologies that provide sustainable solutions for renewable energy, the reduction of carbon dioxide emissions, and the management of water, wastewater and solid waste. The City will seek to develop partnerships with EPCOR, the University of Alberta and NAIT to develop and adapt new technologies for these systems that will be incorporated throughout the redevelopment of the Plan area.

Minimize the Impact of Development on Regional Watershed and Airsheds

The objectives for the Park District specify that technologies such as Low Impact Development (LID) to reduce on-site retention of stormwater will be incorporated into the redevelopment of the Plan area. Methods to reduce the emissions, the ecological footprint and energy systems will also be explored.

Core Principle II: Minimize Regional Footprint***Identify, Protect and Prioritize Lands for Regional Infrastructure***

The Capital Region Growth Plan, through the Intermunicipal Transit Network Plan identifies the Northwest LRT route as an intermunicipal transit corridor. The ARP identifies and protects the 113A Street alignment for the Northwest LRT as approved by Council in July 2010 through the objectives for the Town Centre, and Technology and Research Districts and the Redevelopment Concept (Figure 2). In 2012 the City will be commencing the design phase of the Northwest LRT extension to refine the LRT fit within that corridor.

Concentrate New Growth within Priority Growth Areas

The City Centre ARP is located within Priority Growth Area B. Objectives for each of the Town Centre, Technology and Research, and Agrihood Districts demonstrate how they will achieve the Growth Plan density targets.

Support Expansion of Medium and Higher Density Residential Housing Forms

The objective of the City Centre ARP focuses on family housing needs through a range of medium density residential development including townhouses, stacked townhouses and four to six storey apartment buildings. High density residential development, in the form of towers is also envisioned in strategic locations to achieve a range of housing options.

Core Principle III: Strengthen Communities***Create Inclusive Communities***

The character and identity of each of the four Districts establishes the necessary elements to create inclusive communities. Intrinsic to the ARP is the full integration of land use and transit. This is achieved not only by providing the necessary densities to support the future Northwest LRT, but also by providing a mix of land uses including open space, multi-use trails, commercial, employment and education opportunities.

Support Healthy Communities

The built form and street network will be at a scale to promote walkability and give priority to active modes of transportation. The Park District, green corridors and multi-use trails will provide connections to community nodes within the Plan area, the City's existing multi-use trail network and future LRT stations. Land use proposed within the Town Centre provides an opportunity for a health care precinct where cross-generational fitness and wellness will be fostered.

Support Public Transit

The Northwest LRT is essential to achieving Council's Vision and Seven Master Plan Principles for the City Centre ARP. As a result, the objectives of the ARP establish that residential densities and employment opportunities will be provided in proximity to future LRT stations to support ridership levels. The Redevelopment Concept (Section 7.0) also establishes objectives for each District to ensure access, through active modes of transportation, to public transit.

Support Innovative and Affordable Housing Options

Of Council's Master Plan Principles, Family Housing establishes the foundation for which 20% of the units must be affordable for both owner and rental tenure. Affordable housing will be mixed with market-rate housing throughout the Plan area.

Core Principle IV: Increase Transportation Choice

Integrate Transportation Systems with Land Use

The redevelopment concept aligns with regional transportation goals by protecting the Northwest LRT corridor which is designated as an intermunicipal transit route. Further, the objectives of the City Centre Redevelopment ARP describe land uses and densities to support an inclusive community that integrates with transportation and transit systems.

Support the Expansion of Transit Service in Various Forms

The redevelopment of the Plan area in accordance with Council's Seven Master Plan Principles and the objectives of the redevelopment concept will support the expansion of the LRT from NAIT to the city limits. Densities, a mix of land uses and connectivity will support the LRT by providing the groundwork to support ridership.

Core Principle V: Ensure Efficient Provision of Services

Design Integrated Physical Infrastructure within the Region

The objectives of the ARP identify and protect the intermunicipal transit corridor for the Northwest LRT from NAIT to the City limits. The future Northwest LRT route will serve St. Albert from a future park and ride facility at the City's limits. Within this site, the design of the LRT system will reflect the pedestrian friendly principles of a walkable community.

Maximize Utilization of Existing Infrastructure

The Plan area has access to available trunk systems for both stormwater and wastewater servicing. Council's Master Plan Principle for Infrastructure outlines that systems to treat water, wastewater and solid waste will incorporate innovative technologies to reduce runoff, the production of waste and energy, and treat stormwater.

Core Principle VI: Support Regional Economic Development

Ensure a Supply of Land to Sustain a Variety of Economic Development Activities

In order to achieve an inclusive and complete community, objectives for the Technology and Research District and the Town Centre District describe a wide range of economic development opportunities. Provisions to support the expansion of NAIT, and office, retail, and learning institutions are included in the objectives for the Technology and Research District. The redevelopment concept for the Town Centre District incorporates objectives to support a mixed use retail strip, as well as office and NAIT uses.

Attract and Retain Individuals and Families with a Diverse Range of Skills to the Capital Region to Satisfy the Region's Economic Development Goals

The wide variety of commercial, institutional and other land uses will contribute to the ability of the Capital Region to attract and create jobs that demand a range of skills. The recreational, educational and cultural amenities described in the Redevelopment Concept (Section 7.0) will also draw a diverse range of people to the community.

Support Regional Prosperity

The City Centre ARP works towards the common vision for the Capital Region by providing the necessary residential densities and range of land uses that will support the future Northwest LRT intermunicipal transit route. The Plan area is an appropriate location to support economic development opportunities that will benefit the Capital Region.

Position the Capital Region Competitively on the World Stage

Council's Vision and Seven Master Plan Principles provide the foundation to build a community that is vibrant, inclusive and a world-leading example of a sustainable community. Council's actions and the objectives of the ARP will create a community with high quality social, educational, recreational and cultural amenities to attract and retain a diverse range of people.

4.2 The Way Ahead

The Way Ahead is the City's ten-year corporate strategic plan that was first completed in 2009 and updated in 2011. The Plan states a vision for Edmonton in 2040 as well as six ten-year strategic goals that provides focus for the future vision.

Directional plans for four of the six ten-year goals have been completed and approved by Council. The purpose of the directional plans is to state the strategic goals, objectives and actions that will ultimately achieve the six goals outlined in The Way Ahead. The completed directional plans are:

- The Way We Grow;
- The Way We Move;
- The Way We Green; and
- The Way We Live.

The two remaining plans, The Way We Prosper and The Way We Finance, will be completed in 2012. The Way Ahead was updated in 2011 to reflect the specific outcomes, measures and targets for the goals where directional plans have been approved.

Below is a discussion as to how the ARP addresses the strategic goals of the completed directional plans, and therefore the six goals of The Way Ahead.

4.3 The Way We Grow

The Municipal Development Plan (MDP), "The Way We Grow," was approved in May 2010, and is the City's strategic growth and development plan. Through the MDP, the City of Edmonton will shape the City's urban form and direct the development and implementation of more detailed plans. Some of the MDP's strategic goals to shape urban form include: linking land development with infrastructure investment; integrating transit and land use planning; ensuring that all neighbourhoods are served by recreational and social facilities; supporting conservation and adaptive reuse of historic resources; and, adopting an ecological network approach to land use planning. Specifically, Policy 3.2.1.5 of the MDP addresses these goals and provides direction for future development of the Plan area:

"Develop the Edmonton City Centre Airport lands over time to create a complete and sustainable residential and business community that is transit oriented, through the provision of mixed use, medium to higher density residential, business and institutional uses."

The ARP addresses the strategic goals of the MDP and this policy by: accommodating the development of transit-oriented, residential and employment neighbourhoods with densities that will support ridership on the future Northwest LRT route; incorporating universally accessible design and age friendly design; providing outdoor public spaces and parks and a comprehensive network of walkable streets, trails and pathways; offering a wide variety of housing choice to residents; creating a public realm network that is deeply connected to the historic legacy of the site; and providing opportunities for urban agricultural.

4.4 The Way We Move

The Transportation Master Plan (TMP) “The Way We Move” was adopted through Bylaw by Council in September 2009. It provides direction for transportation decision-making through its strategic goals, objectives and actions. The strategic goals of the Way We Move establish a transportation system and land use pattern that support one another to optimize the use of transportation infrastructure and support efficient, sustainable, compact and vibrant neighbourhoods.

The full integration of public transit and land use is intrinsic to the ARP. The ARP objectives build on the opportunity of the approved Northwest LRT route through the eastern portion of the plan area. The ARP establishes the objectives necessary to ensure a variety of land uses and densities that will support the LRT and reflect Council’s Vision for a compact urban community.

A multi-use trail system will link key activity nodes within the Plan area and existing multi-use trails in surrounding neighbourhoods. This, in combination with a street structure that gives priority to public transit and active modes of transportation will link into the existing fabric of surrounding neighbourhoods, and achieve a walkable, transit-friendly neighbourhood for future residents, supporting the strategic goals of The Way We Move.

4.5 The Way We Green

The Environmental Strategic Plan “The Way We Green”, was approved by Council in July 2011. It contains strategic goals, objectives and actions aimed at making Edmonton a sustainable and resilient city. It guides city decision-making on environmental challenges including healthy ecosystems (land, water, and air), energy and climate, food and solid waste.

The Way We Green is about connecting people to nature and identifying strategic actions to protect, preserve and restore ecosystems and increase biodiversity, conserve water resources and promote efficient use of these resources, promote a high standard of ecological design for stormwater facilities, design energy efficient built environments, promote use of energy efficient transportation modes, increase the use of renewable resources, promote carbon neutrality, increase access to local food, and reduce solid waste.

The ARP addresses the Way We Green objectives by providing wetlands, urban forests, agricultural lands, parks and green corridors for recreation and educational benefits to restore and increase biodiversity in the Plan area; and through its objectives to create a compact built environment (including buildings, roads, and infrastructure) that minimizes energy consumption, is carbon neutral and is consistent with Council’s Vision.

The ARP also establishes objectives for native aspen parkland to be restored within the Plan area and a system of multi-use trails to be provided to link into the City’s existing

multi-use trail network in surrounding neighbourhoods.

4.6 The Way We Live

The Way We Live was adopted by Council in July 2010 and sets direction, establishes priorities, and guides decisions about current and future people services. People services include essential services for daily living (e.g. water quality, emergency services and public transit), as well as those that add to the quality of life (e.g. recreation, leisure, wellness and social programs). The Way We Live connects how people services contribute to citizens' sense of health, well-being and belonging.

The Way We Live is about connecting people to their neighbours, community, natural and built environments. The objectives of the ARP aim to implement the goals of The Way We Live through land use, access to public transit, passive and active recreation opportunities.

4.7 The Way We Prosper

The Way We Prosper is a comprehensive economic development strategy for the city. The development of the Way We Prosper began in the Fall of 2011 and is expected to be completed in the Fall of 2012. As a strategic plan, it will help set direction, guide decisions and align the priorities for transforming Edmonton's economic future with a focus of diversifying Edmonton's economy.

There are five outcomes (approved by City Council in March 2011) envisioned for the economic development strategy:

- The City supports a competitive business climate and delivers business friendly services.
- The City facilitates the development of established businesses and sectors.
- The City supports the development of high potential sectors.
- The City attracts talent and investment making it nationally and internationally competitive.
- The City is an effective participant in regional partnerships and collaboration.

The redevelopment of the Plan area will provide opportunities to diversify Edmonton's economy by providing opportunities for retail and office development. Further, the ARP accommodates the expansion of NAIT into the Plan area supporting an existing institution in Edmonton that will continue to attract talent and investment to the city.

4.8 The Way We Finance

The Way We Finance is the City's financial sustainability plan. It is currently under development and is expected to be approved by Council in 2012. Achieving financial sustainability is one of the six strategic goals stated in the Way Ahead.

The Way We Finance will consist of three major components:

- A financial governance network.
- Financial policies and strategies that facilitate resource planning and decision-making across the City.
- A ten year long-range financial plan that provides guidance for operating and capital budgets.

The redevelopment of the Plan area provides financial opportunities for the City. The cost of developing land in a mature area is significantly less than meeting growth demand by extending services and infrastructure to new suburban areas. The City will generate land development and property tax income from the full redevelopment of the Plan area.

5.0 Public Involvement

Consistent with Policy C513 – City of Edmonton’s Public Involvement Policy, meetings with landowners and stakeholders have been on-going since January 2009 regarding the City Centre Redevelopment lands. A summary of these activities is provided below.

- **January 9 – 19, 2009: Preparation of the Public Involvement Plan** – The City’s external consultant’s, Dialogue Partners, conducted a series of interviews with a wide range of people from many different communities, perspectives and viewpoints regarding the existing and future use of land in the Plan area. People were given the opportunity to download the interview questions, and send their responses by email to the City of Edmonton.
- **February – May, 2009: Citizen Advisory Group** – This group consisted of stakeholders who had a range of perspectives about the redevelopment of the Plan area. The group met to develop the public involvement plan and to guide the external consultant’s implementation of the public involvement plan.
- **April 15 – 18, 2009: Workbook Training for Community Groups** – The external consultant trained approximately 20 groups to facilitate their own conversations with neighbours, friends, and organizations. The groups used a support workbook to facilitate contributions to the public input project regarding the existing and future use of land in the Plan area.
- **April – May, 2009: Community Conversation Workbooks** – Posted online in early April for workshops or independent review and submission in May. More than 500 individual worksheets were submitted to the external consultant for review and incorporation into a summary report.
- **April 4, 2009: Community Conversation Forum** – The City of Edmonton hosted approximately 150 people for a day-long workshop to discuss possibilities and challenges of existing and future land uses in the Plan area.
- **April – May, 2009: Online Forum** – A project website was dedicated to compiling information, discussion, and polling Edmontonians on the redevelopment of the Plan area. The website included discussion forums, background reports, surveys and a library of resources.
- **May 1 – 15, 2009: Self-guided Tours of the Plan Area and “Photo Voice” Submissions** – Between 60 and 80 individuals or groups submitted images depicting land use elements they like or want to avoid through the redevelopment of the Plan area.
- **May 23, 2009: Engagement Review Workshop** – Brought citizens together for a full day workshop to review the public input received to date, and to refine the possibilities and challenges for different approaches for the redevelopment of the Plan area.
- **May 27, 28, 30, 2009: Open Houses** gave Edmontonians an opportunity to comment on options developed at the engagement workshop and other public sessions. The Open House included information panels and images outlining the possibilities and challenges for the redevelopment of the Plan area. Participants were able to “vote” on each option using computerized voting devices (keypad polling) at each Open House.
- **March 2010: City Council approves the Vision and Master Principles for the**

redevelopment of the City Centre lands; which set the foundation for an international competition. Thirty-three international submissions were sent to the City in response to a Request for Qualifications. Five finalists, from Europe and North America, were selected in August 2010 to submit their proposals for this redevelopment.

- **February – March 2011: Request for Proposals – Final Five Team Submissions** – Conceptual designs and videos from the five teams were displayed on the project website and at public information sessions at City Hall and in the community. These submissions, which included eight display boards and a five minute video, represented each teams' vision for redeveloping the lands. The submissions were based on the Master Plan Principles approved by City Council. During this two-week period, the City asked citizens to provide observations on the design concepts and videos. Citizen observations were considered by the Selection Committee.
- On June 22, Perkins + Will were endorsed by City Council to lead the transformation of the site. On August 31, 2011 the City signed a contract with Perkins + Will to carry out the master plan.

5.1 Consultations Specific to the City Centre ARP

Most recently the City of Edmonton engaged Edmontonians to build relationships and share best thinking about moving forward with the redevelopment of the site. A comprehensive consultation plan was developed to gather input on the conceptual design prepared by the Perkins + Will consulting team.

One of the key groups consulted on this conceptual design and other aspects of the plan was the Stakeholder Advisory Committee consisting of multiple neighborhoods, businesses and business associations, post-secondary institutions, and museums, who are directly affected by the redevelopment.

Participants from around the city attended three public workshops on October 11, 12, and 13, 2011 to offer input, advice and opinions on the Plan. As well, stakeholders who have an interest in specific areas of the development were consulted, for example those interested in park and open space development, environmentally sustainable innovations, arts and culture, social planning, housing and housing support services, newcomers and immigrants, business associations, builders and developers.

These public and key stakeholder discussion groups were held beginning on September 1, 2011 with approximately 300 stakeholders consulted to date.

The majority of participants in the consultations offered positive feedback, most notably expressing support for:

- Urban agriculture;
- Creating a carbon neutral and sustainable community;
- Innovative ways of increasing density;
- 'Business as unusual'—new ways of looking at planning, development and zoning that had typically been viewed as restrictive in the past; and
- Architectural guidelines that would ensure the beauty and functionality of the original design.
- A plan that would be economically viable.

Providing a medium density housing development with a mix of housing forms in proximity to the City's core was seen as an attractive alternative to life in the suburbs.

Participants urged the City to ensure the development was ‘family friendly’ in all aspects: housing, transportation, and amenities (including schools).

With respect to transportation participants embraced the idea of TOD and indicated that transit was the most important consideration for them and their families. People expressed great interest in living in a walkable community with lesser reliance on the automobile.

Urban agriculture was viewed as highly desirable and participants linked this to local economy and social enterprise opportunities. Small local businesses, green space and access to nature were seen as attractive. Arts, culture and museums were encouraged, and participants supported a design that would consciously link the aviation heritage of the Plan area into the design of a new community.

A sustainable community generated a great deal of excitement. Participants urged the City to put the appropriate guidelines and financial formulas in place to ensure that the vision of sustainability would be economically viable in addition to it being environmentally sustainable and providing high quality lifestyle opportunities.

6.0 Sustainable Development

In order to set the foundation for the City Centre Redevelopment and subsequent steps in the plan making process, Edmonton City Council established a Vision and Seven Master Plan Principles in March 2010. The Vision and Principles recognizes the City Centre Redevelopment as a world-class example of innovation in areas of density, community, family-oriented housing, affordability and environmentally sustainable housing.

6.1 Council's Vision

The ECCA lands will be home to 30,000 Edmontonians living, working and learning in a sustainable community that uses 100% renewable energy, is carbon neutral, significantly reduces its ecological footprint, and empowers residents to pursue a range of sustainable lifestyle choices.

6.2 Seven Master Plan Principles

Council's Seven Master Plan Principles were originally established as core values to evaluate proposals for the redevelopment of the Plan area. They now serve as the basis for this ARP and lay the groundwork for the next step in the plan making process.

Throughout the redevelopment of the Plan area, they will be used to determine whether expectations are being met and as criteria against which this can be measured.

The Council report detailing the Principles was approved by Council March 3, 2010.

Below is a summary of each of the Seven Master Plan Principles.

6.2.1 Planning and Design

The planning and design of the City Centre Redevelopment is to be based on exemplary place making, functional planning, architecture, landscape architecture and site engineering as the overarching principles that affect and define the settlement and its form. Planning, design, and engineering should focus on delivering the sustainability criteria for this family-oriented community. This will involve working with the landscape, the climate, the environs and the resources particular to this site.

Attendance numbers at local schools in surrounding neighbourhoods have been steadily in decline over the last number of years. Schools in surrounding neighbourhoods will be utilized for the needs of this community, to the extent possible, to ensure the long term viability and vibrancy of these schools as a hub for the surrounding established neighbourhoods. The school boards may require schools within the boundaries of this Plan to facilitate the provision of special curriculums and/or to meet demand.

6.2.2 Ecological Footprint

A sustainable place is one that is designed to make it possible and easy for residents to reduce their ecological footprint and reduce their carbon dioxide emissions by specified amounts while improving their quality of life. This is what will make this community truly exemplary, going beyond excellent examples that already exist elsewhere in the world. The effort to reduce emissions and ecological footprint will include construction, home energy, infrastructure and food.

6.2.3 Infrastructure

For the purpose of the Seven Master Plan Principles, infrastructure includes energy, water, transportation, waste management, technology, communications and education as

the cornerstones of sustainability.

The Plan area has access to available trunk systems for both stormwater and wastewater servicing. Stormwater systems in the Plan area will consider innovative systems to reduce runoff and pollutant loadings through engineered wetlands. Sewage discharge will also be reduced through the development of wastewater and potable water reuse technology in the context of sustainable development.

Waste management design is also integral to the sustainability of the redevelopment of the Plan area. Waste management will build on Edmonton's current successes.

An integral part of the City Centre ARP is the presence of the Northwest Light Rail Transit (LRT) route. This creates an opportunity to fully integrate land use and public transit. Council approved the Northwest LRT alignment along the 113A Street corridor through the Plan area in July 2010. In 2012 the City will be commencing the design phase of the Northwest LRT extension and determine how the LRT will best fit within that corridor.

The transportation system will be a multi-modal strategy rather than a vehicle centred approach. The street typologies, road layouts and mix of land uses will focus on creating walkable neighbourhoods and providing access to public transportation, nature, educational and commercial opportunities, and to the amenities within the surrounding neighbourhoods. To connect visitors and residents to the amenities within the surrounding neighbourhoods, the transportation and green space system within the Plan Area will focus on integrating this neighbourhood into the surrounding communities.

6.2.4 Family Housing (Liveability)

The City Centre Redevelopment will focus on family housing needs in a range of medium density housing types including townhouses, stacked townhouses and four to six storey residential buildings and some high-rises. Housing will accommodate a range of living style options and tenure preferences. In addition to families, the housing needs associated with NAIT and new households that will be attracted to the convenience of the LRT will also be addressed. Overall, built form will be predominately low-rise multi-family with opportunities for higher densities primarily adjacent to the LRT.

Housing design must contribute to a vibrant street life and offer mixed-use combinations (residential, retail and office) where appropriate. It is essential that family-oriented units have grade access to outdoor privacy areas and play space. Wherever possible, private entries should front directly on the street. At least 20% of the units must be affordable housing, both ownership and rental. Affordable housing will be mixed with market-rate housing throughout the community.

This will be a mixed use development which will provide opportunities for people to live, work, shop, educate and recreate within the boundaries of the neighbourhood.

6.2.5 Green Space

High value will be placed upon the creation of green spaces and their effectiveness in contributing to sustainability requirements. Green space will be fully integrated into the community and represent a network of high-quality green spaces, parks and corridors linked to school and playgrounds and opportunities for food production. A high proportion of the "outdoor amenity" areas should be green and green spaces should deliver wide environmental benefits.

6.2.6 Technology

New technologies are part of the search for sustainable solutions and range from solar panels to water treatment. These technologies may enable new solutions but may also impose requirements on the Master Plan whether as easements, dedicated land, or integration with other land uses or building forms.

The City will develop partnerships with utility agencies, educational institutions and others to share applied knowledge and experience to meet the sustainability challenges of the City Centre Redevelopment to develop leading edge building practices and forms.

NAIT has an integral role through the expansion of its campus on City Centre lands and its educational programs, research, and enterprise development in environmental sustainability.

6.2.7 History

There is a rich history attached to the Plan area and this must be embodied through each stage of the plan-making process that includes preservation, naming, interpretation, and designation. The repurposing of the hangars as recreational or other community facilities is an objective of this ARP.

FIGURE 2

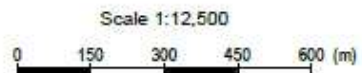


City Centre

LEGEND

-  District Boundary
-  Northwest LRT Route (with Station)

**Area Redevelopment Plan
REDEVELOPMENT CONCEPT**



7.0 Redevelopment Concept

The Plan area is organized into four distinct Districts, as shown on Figure 2: Redevelopment Concept. Each District has its own unique character and vibrancy. These include the Town Centre District; the Technology and Research District; the Agrihood District; and the Park District. The Town Centre, Technology and Research and Agrihood Districts will have walkable neighbourhoods, offer a wide variety of housing choice to residents, housing that is affordable and designed with a high level of livability. These Districts will be connected to transit, nature, and the larger community and its many amenities. The Park District will have a major green space, a hill and lake features.

The Redevelopment Concept is a preliminary representation of the proposed redevelopment for the Plan area at this point in time, and along with Council's Vision and seven Master Plan Principles, will provide the foundation for the second stage in the plan making process.

7.1 Town Centre District

Located in the southern portion of the Plan area and the heart of the site, the Town Centre District is the busy commercial hub, the prime shopping area, as well as an entertainment and cultural destination. Dense and urban in nature, it is comprised of compact blocks to facilitate walkability and to provide a high degree of flexibility for an intensive mix of uses.

The Town Centre District provides a wide variety of housing forms that integrates residents with a highly diverse mix of active uses.

Objectives:

1. Create a transit-oriented, residential and employment Town Centre that is the civic heart of the Plan area, is strategically placed along major arterials and is adjacent to Kingsway Mall to the southeast and NAIT to the east.
2. Achieve a residential density of approximately 190 units per net hectare in the approximately 14 ha of land within this District.
3. Accommodate a range of building heights to give a strong definition to the public realm and to frame key open spaces.
4. Create landmarks and an identity for the District by encouraging iconic new architectural forms, signalling the overarching role of the Town Centre as the commercial and cultural core of the Plan area.
5. Explore opportunities to extend the collection and interpretive material of the Aviation Museum into the public realm and ways to recognize historically significant structures.
6. Repurpose existing hangars for recreational, cultural or other community facilities to recognize the significant historical role of the Plan area, where appropriate.
7. Focus development around a mixed-use retail "High Street" where ground level retail and entertainment uses are combined with upper levels of office, residential and



NAIT uses. High Street will serve as the active corridor for the Plan area as well as provide a new retail and entertainment area for the City in the form of a walkable outdoor shopping street.

8. Attract new health services to the Town Centre that are intended to create jobs, provide a stimulus for health oriented office employment uses, and to support a complete community.
9. Provide an LRT station within a five minute walk of High Street allowing easy pedestrian access for residents, visitors and NAIT students alike.



7.2 Technology and Research District

This District is located along the eastern perimeter of the Plan area and straddles the approved Northwest LRT route. Taking full-advantage of the new LRT corridor, this District locates dense housing close to stations and along green corridors. The LRT will connect visitors and residents to neighbourhood amenities such as learning institutions, child care centres and other community facilities, and will create a complete and mixed-use community. Housing forms in the District will consist of low to medium rise buildings, ground oriented housing including townhomes to meet family housing needs, in addition to higher density residential buildings strategically located in proximity to the LRT.

The LRT, community parks and Northern Lights promenade along the former eastern runway are the distinguishing features of the Technology and Research District.

Objectives:

1. Provide LRT stations within approximately a five-minute walk for residents to transit. The proposed temporary LRT station adjacent to the existing NAIT campus allowing easy pedestrian access for residents, visitor
2. Provide medium to high density residential development with densities that will support ridership on the LRT line. Housing forms include family-oriented townhouses, stacked townhouses and low-rise apartments. Higher density residential buildings are to be located in proximity to new LRT stations.
3. Achieve a residential density of approximately 185 units per net hectare in the approximately 22 ha of land within this District.
4. Accommodate the long-range requirements of NAIT to expand its urban campus as an integrated part of the community.
5. Provide a number of varied economic development opportunities and non-residential land uses including local retail, office, and institutional (NAIT, child care, learning institutions).
6. Characterize and organize neighbourhoods around two major features – LRT ‘Nodes’ and green corridors. The Nodes are based around future LRT stations and provide a hub for each neighbourhood with neighbourhood convenience uses, and public plazas.
7. Provide open space for each neighbourhood with green corridors that intercept the LRT nodes. These corridors serve as a convenient access and function as a significant ecological corridor to the Park District and the lake with stormwater management channels.
8. The blocks in this area share generous internal courtyards and public access



connections and allow the majority of buildings and their occupants to be directly in contact with a variety of open spaces.



7.3 Park District

The Plan area has the opportunity to create a major destination park in the north of the city. The Park District restores the native eco-environment and connects to the City's existing multi-use trail system. This park is contained in the centre of the Plan area bounded by the runway axes and greenways that extend into the adjacent Districts.

The eastern boundary of the District, the east runway, is conceptualized as a series of outdoor rooms that form a chain of activity along a public promenade parallel to the lake's landscaped edge. The west runway is re-purposed as the central roadway spine for the Agrihood District.

'Furrows'- smaller scaled, more formal parks - intersect into the Agrihood District and are made up of gardens and recreational spaces. Stormwater management green corridors intersect the Technology and Research District and extend the green space into the neighbourhoods to the east.



Objectives:

1. Create a landmark destination park as a citywide amenity.
2. Preserve a portion of the Plan area for open space, restoring the native aspen parkland ecosystem.
3. Create multi-use trails that link activity nodes across runways and into the neighbouring community. Provide links from the site to the City's multi-use trail network.
4. Create open space that allow for large scale events and festivals.
5. Create a significant lake and wetland system for stormwater management, habitat and recreational purposes. The stormwater management plan will be developed to incorporate Low Impact Development best management practices, as appropriate.
6. Introduce stormwater management green corridors to connect the Park District to neighbourhoods to the east, collect stormwater, and provide small open spaces.
7. Create a program of green corridors to the west to promote urban agriculture and productive landscaping that supports local food production and reduces waste exportation.
8. Create dynamic spaces for public gathering.



7.4 Agrihood District

This District is located along the western portion of the Plan area and will accommodate medium and high density residential development in a range of housing typologies, including townhouses, and low, medium and highrise housing. Neighbourhood retail and service uses are distributed in local mixed-use nodes located adjacent to transit stops. This District is purposefully designed for residents to grow their own food.

The former diagonal runway is to be utilized as a transportation spine and community parks or 'furrows' are the two distinguishing features of the Agrihood District. The Park District is extended into the Agrihood District's fabric by the furrows into the neighborhoods providing for urban agriculture, recreation and productive landscape opportunities.

Objectives:

1. Provide a comfortable pedestrian scale and interaction with the Park District as well as urban agriculture opportunities such as community gardens and greenhouses where residents can grow their own produce.
2. Achieve a residential density of approximately 125 units per net hectare in the approximately 34 ha of land within this District.
3. Provide a variety of built form with a range from low-rise to the dominant mid-rise scale to some strategically located taller buildings marking the edge of the former diagonal runway.
4. Apply a climate-responsive built form with staggered blocks and windrows that break the dominant winds and allow for massing variation and sunlight access in internal courtyards.
5. Elevate the unique nature of this District and reinforce way-finding by including the existing Airport Control Tower with a number of landmarks and identity features.
6. The northwest / southeast runway will become the major transportation artery through this neighbourhood with appropriate transit along it.
7. As appropriate, based on discussions with each of the three school boards, there will be an opportunity for schools to be located in this area.





8.0 Future Work

This ARP provides the statutory framework to direct the next stage of the plan making process. The second stage of the process will provide the detailed policies necessary to achieve Council's Vision and Seven Master Plan Principles for the redevelopment of the Plan area. The following is required to complete this two-stage plan making process:

1. Present the ARP to City Council for First and Second Readings and Public Hearing on February 27, 2012; and for Third Reading after Capital Region Board approval.
2. Submit the ARP to the Capital Region Board for review in March 2012.
3. Prepare and provide the second stage Plan for the City Centre Redevelopment to Council for consideration in November 2012. The second stage Plan will be more detailed and include a description of the redevelopment concept; a servicing plan, development policies and may also include zoning provisions, design guidelines, a description of how improvements in municipal infrastructure will be facilitated; and a detailed development phasing of the Plan area.

9.0 Summary

This Area Redevelopment Plan is the next step towards realizing Edmonton's vision for this site as a global leader in sustainable city building.