Edmonton City Centre Airport Redevelopment Project

Recycling Council of Alberta

October 14, 2010
Edmonton City Centre Airport Lands

Study Purpose

- Undertake an integrated impact assessment of the opportunities and challenges associated with the possible redevelopment of the ECCA Lands.

- Assessment included a review of the following impacts:
  - land use
  - market feasibility
  - transportation
  - servicing impacts
Edmonton City Centre Airport Lands Demonstration Plan
Edmonton City Centre Airport Lands

Demonstration Plan Elements

- Represents an opportunity to develop a Transit Oriented Concept consistent with achieving Council’s goals in “The Way Ahead”:
  - Range of high and medium density residential land uses within 400m of the LRT Station
  - Ground oriented MF units outside of the 10 minute walking distance from the LRT station
  - Accommodation for future LRT
  - Significant land for parkland, recreation and schools
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- Accommodates NAIT expansion
- General business and neighbourhood commercial uses
- Office, Institutional and Industrial uses
- No new arterial roadway development
- Stormwater management facilities
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- Potential development of 13,529 dwelling units with a corresponding population of 24,286 people
- Residential land absorption within 23 to 28 years (beginning in 2016)
- Potential for 378,800 SF of retail and service commercial uses
- Up to 100,000 SF of office land uses
- Development of a mixed use office/institutional/industrial sector adjacent to NAIT
- Remove limitations on building heights in the downtown and in other areas allowing for further land use intensification
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Transportation and Servicing Opportunities

- Greater flexibility and possible cost savings in LRT alignment options
- Increased potential for transit ridership along the NW line
- May expedite the completion of the NW LRT line
- Flexibility in options for upgrading of Yellowhead Trail to a free flow facility
- Pedestrian and bicycle linkages that benefit ECCA Lands and adjacent communities
- Alternative and innovative servicing options could be implemented
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Study Conclusions

- Represents a land use and transportation opportunity to implement Council’s Strategic Vision “The Way Ahead”
- No servicing constraints that would impact the possible redevelopment of the ECCA Lands were identified
- Positive role in the extension and utilization of the City’s LRT system
- Continued development of the Downtown sector as the primary employment and commercial node in the City
- Revitalization of adjacent neighbourhoods
- Future expansion of the NAIT Campus
Edmonton City Centre Airport Decision
July 8, 2009

- Phased Closure
- NAIT Expansion
- City to be the Developer
- International Design Competition
- Medevac Service Maintained
Edmonton City Centre Airport Lands Development Framework

- City will be the land developer, responsible for formal planning approvals and installation of physical and social infrastructure.
- Project will be managed with oversight through a formal Steering Committee which is to include outside expertise.
- While international expertise is being sought out, it is expected the local development and builder community will be the primary drivers of the build-out.
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- Preliminary development plans would consolidate existing 12 campuses at main campus/ECCA location
- Plan includes student housing, applied research park, centre for environmental sustainability
- NAIT to pursue LEED silver certification for building construction
- Major opportunity to integrate NAIT’s development plans and research & training programs with development on ECCA lands
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 reduced its ecological footprint, and empowers residents to pursue a range of sustainable lifestyle choices.
THE CHALLENGE

- Design Excellence
  - Empower People
  - Reduce Consumption

Offer Lifestyle Options
- Innovate
- Measure Achievements
WHAT MUST CHANGE?

• More densely populated residential neighbourhoods, green spaces, services and other activities situated close together;

• More efficient use of land and the reuse of existing industrial buildings;

• Expansion of green spaces and safeguarding of their recreational and biological value;

• Introduction of more greenery in buildings including vegetation growing on roofs, and open storm water management;

• Access to safe and secure homes with the ability of children to play outside in healthy and inspiring environments;
WHAT MUST CHANGE?

- An extended network of pedestrian and bicycle paths paired with readily accessible public transit;
- Reducing greenhouse gas emissions and the ecological footprint;
- More efficient energy consumption on a per person basis;
- Utilizing renewable energy including geothermal, solar, wind, hydro and biogas;
- Protecting the natural environment and maintaining biological diversity; and
THE MASTER PLAN

- Planning & Design
- Ecological Footprint
- Family Housing
- Infrastructure
- Open Space
- Technology
- History
THE MASTER PLAN

• Connect new neighborhoods with surrounding communities and incorporate pedestrian-oriented systems

• Create public parks, and set aside areas for conservation and restorative ecological initiatives

• Ensure a diversity of well-located local services that address local needs and provide employment opportunities.

• Create landmarks and memorable spaces

• Preserve and enhance buildings with historical significance

• Enhance the presence of the existing Aviation Museum

• Provide locations for public art to enhance the visual environment

• Accommodate the long-range requirements of NAIT
THE MASTER PLAN

- **HOUSING, CONSTRUCTION AND MAINTENANCE** includes the impacts of the construction industry, the building and maintenance of homes, and services relating to our homes.

- **HOME ENERGY** includes all gas and electricity consumption in the home.

- **TRANSPORT** impacts arise from fuel consumption, car ownership, public transport, flying and maintenance of the transport networks.

- **FOOD AND DRINK** includes food consumed at home or out at restaurants or other catering establishments.
THE MASTER PLAN

ECOLOGICAL FOOTPRINT (cont.)

- **CONSUMER GOODS** means any products we purchase, including durable large household objects such as furniture and appliances and smaller products such as newspapers, clothing and electronics.

- **GOVERNMENT AND BUSINESS SERVICES AND INFRASTRUCTURE** includes the administration of central and local government, plus services that they manage such as social services, waste management, and education.
THE MASTER PLAN

• Promote mixed-use development and achieve an overall density of 25 units per acre minimum (gross), equaling approximately 12,500 residential units (minimum).

• Utilize medium density street-oriented, walk-up building forms

• Allow for higher density development at LRT stops

• Create strong neighborhood environments

• Mix affordable housing with market-rate housing

• Handle the automobile in a manner that minimizes its visual and environmental impacts

Family Housing
THE MASTER PLAN

- Renewable Energy Plan
- Comprehensive Stormwater and Wastewater Plan
- Waste Management Plan
- Transportation Design Plan
THE MASTER PLAN

Open Space

- Create public parks, and set aside areas for conservation and restorative ecological initiatives.
- Create vegetated interconnected trails and bicycle paths
- Incorporate opportunities for NAIT educational initiatives
- Create community gardens/greenhouses
THE MASTER PLAN

- NAIT
- EPCOR
- University of Alberta
THE MASTER PLAN

- IDENTITY OPPORTUNITIES to re-use existing hangars as recreation facilities or other community facilities (e.g. farmers market).

- EXPLORE THE IDEA of a “mall of museums” that would acknowledge the historical significance of structures such as Hangers 8 and 11 that are on the Inventory of Historic Resources in Edmonton.
THE MASTER PLAN

• ACKNOWLEDGE THE HISTORY of the site through naming opportunities for thoroughfares, places and buildings that are associated with the past.
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- RFQ May 19, 2010 emphasized an understanding of the challenge, the quality and scope of design team’s resources, and evidence of creativity and innovation in community design and sustainability.

- 33 submissions from 7 different countries resulted in 5 teams being selected to participate in design competition phase, for which an honorarium will be paid.

- Teams from Canada, USA, UK, Sweden and the Netherlands selected.

- The selection process made through a committee which includes outside expertise with the preferred proponent being retained to undertake the master planning exercise.
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Timeline

- RFQ – May, 2010
- 5 finalists selected – August, 2010
- Runway 16/34 closed – August, 2010
- RFP – September, 2010
- RFP submissions received – January, 2011
- Selection of preferred respondent – February, 2011
- Master Plan completed by preferred respondent – February, 2012
Concrete from demolished runways and buildings can be reused as road base
Edmonton City Centre Airport Lands

- Reuse of existing buildings
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Low Impact Development (LID)

- Management of stormwater as close to its source as possible
- Includes practices such as green roofs, bioswales, permeable pavement, stormwater capture and reuse
Can you see the future?