Councillor Request Inquiry
34-2018

INFORMATION REQUEST - At the June 5th Council meeting, I made a request for updated financial information on the Bremner Area project. In the response, I was advised there is no information updated information since the Financial Impact Analysis of March 2016. Follow up questions:

How about the on-site infrastructure costs and the total infrastructure costs? That is, the $3.3 billion of on-site costs and how that is broken down into water, waste water, storm water, and roads; and the total infrastructure costs of $4,494,720,000 and how that is broken down.
RESPONSE: Once the offsite infrastructure alignments have been confirmed, onsite design costs can be finalized.

When are the updated on-site and off-site costs expected? What are the design parameters for the area?
RESPONSE: Once a water alignment has been finalized with EPCOR and interchange locations finalized with Alberta Transportation, we can finalize the costs. As AT is currently modelling the traffic impacts, we anticipate the alignments being finalized in the fall 2018.

The design parameters for this area are based on best practices in planning and engineering sources from North American/ Canadian cities and relevant organizations including:
- The Smart Growth Manual;
- The Walkable City;
- TOD Guidelines from cities such as Edmonton, Calgary and Ottawa;
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide;
- NACTO Urban Bike Design Guide;
- NACTO Transit Street Design Guide;
- ITE Application - NATCO Transit Street Design Guide;
- 880 Cities;
- Transportation Association of Canada (TAC) Briefing Complete Streets: Policy And Practice In Canada January 2015;
- Latest available draft of update to TAC Guidelines;
- City of Edmonton, City of Calgary and Alberta Transportation province-wide bicycle design manual;
- Complete Streets Canada;
- Nation Complete Streets Coalition;
- Calgary Complete Streets;
- Edmonton Complete Streets (currently being updated);
- Proposed walkability strategy for Edmonton;
- Step Forward Calgary;
- City of Edmonton – Low Impact Development Best Management Practices; and
- ALIDP (Alberta Low Impact Development Partnership).
- Urban Reserve Area Cumulative Risk Assessment Study
- Strathcona County Design and Construction Standards;
- Alberta Transportation related functional plans and transportation studies for the area.

If there is no draft estimate of costs since March of 2016, what are the financial parameters being used to design this city of 85,000 people?

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RESPONSE: Mobycon and SMA (financial consultants) are working on the Financial Baseline Modelling. This exercise began in Phase I of the Bremner Area Project. This involved background review as well as discussion with staff and stakeholders regarding their typical operations and maintenance costs.

The model must support distinction between land use to be able to separate each future ASP and distinguish between residential and non-residential development. This information was integrated into the risk-based infrastructure model (RIMS) that SMA will use for the analysis.

We are now in Phase 2 of the project where the Financial Viability Analysis will focus on completing and refining the model structure and validating assumptions. Until the alignments for offsite water, sewer and arterial roads are finalized with EPCOR and AT, we are unable to complete populating the base model. Once the alignments are finalized, the draft concept plan can be finalized, and the initial baseline model will can be fully populated, validated and verified based on the draft ACP, building on the model foundations and design which were developed in Phase I and early Phase II. Scenario exploration can now start. The scenarios will include timing, infrastructure, land use mix, population and density for the overall ACP and each ASP.

In the Financial Viability Assessment (FVA), is Alberta Transportation expected to comment on the assumption that it will provide the financial support for roads, interchanges, flyovers, and the like?
RESONSE: Yes

Will the FVA contain the feasibility analysis information on Strathcona County and the developer's ability to finance the development, and the assumption under the FIA that the developer would front end all hard infrastructure?
RESPONSE: Yes

The ACP is expected in December. Has this date changed?
RESPONSE: Yes – Alberta Transportation has indicated they require an additional 2 – 4 months minimum to model the interchanges. As their timeline has been adjusted, our timeline in all likelihood will need to be adjusted as well (depending on the outcome of the alignments). The original timeline estimated completion of the draft plan for December but as indicated at the May 15, 2018 Priorities Committee Meeting, this timeline is contingent on government agency approvals. A March 2019 date is likely more realistic given the delay from AT.

Who decided to increase the population by 57 per cent to 85,000? How specifically was the public consulted on that?
The estimated population is based on the initial draft ACP which incorporates the new EMRB density target of 40du/nrha mandated by the province. When the Bremner Growth Management Strategy was endorsed by Council in 2016, the previous CRB Growth Plan was in place. At that time, the Bremner area was to accommodate a density target of only 35du/nrha. Given the density change at the regional level – the density in the Bremner Area was required to be adjusted accordingly to comply with the updated EMRB growth plan. Using this new 40du/nrha increased the population in the plan area to approximately 85,000.

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We are only in Phase 2 of the project and the plan and population are in draft concept only. It is through Phase 2 public engagement where we can obtain feedback on this population along with comments and concerns related to the draft concept plan.

As the Bremner ACP will require Council and EMRB approval, ultimately Council and the EMRB would need to approve the estimated population when considering the ACP.

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