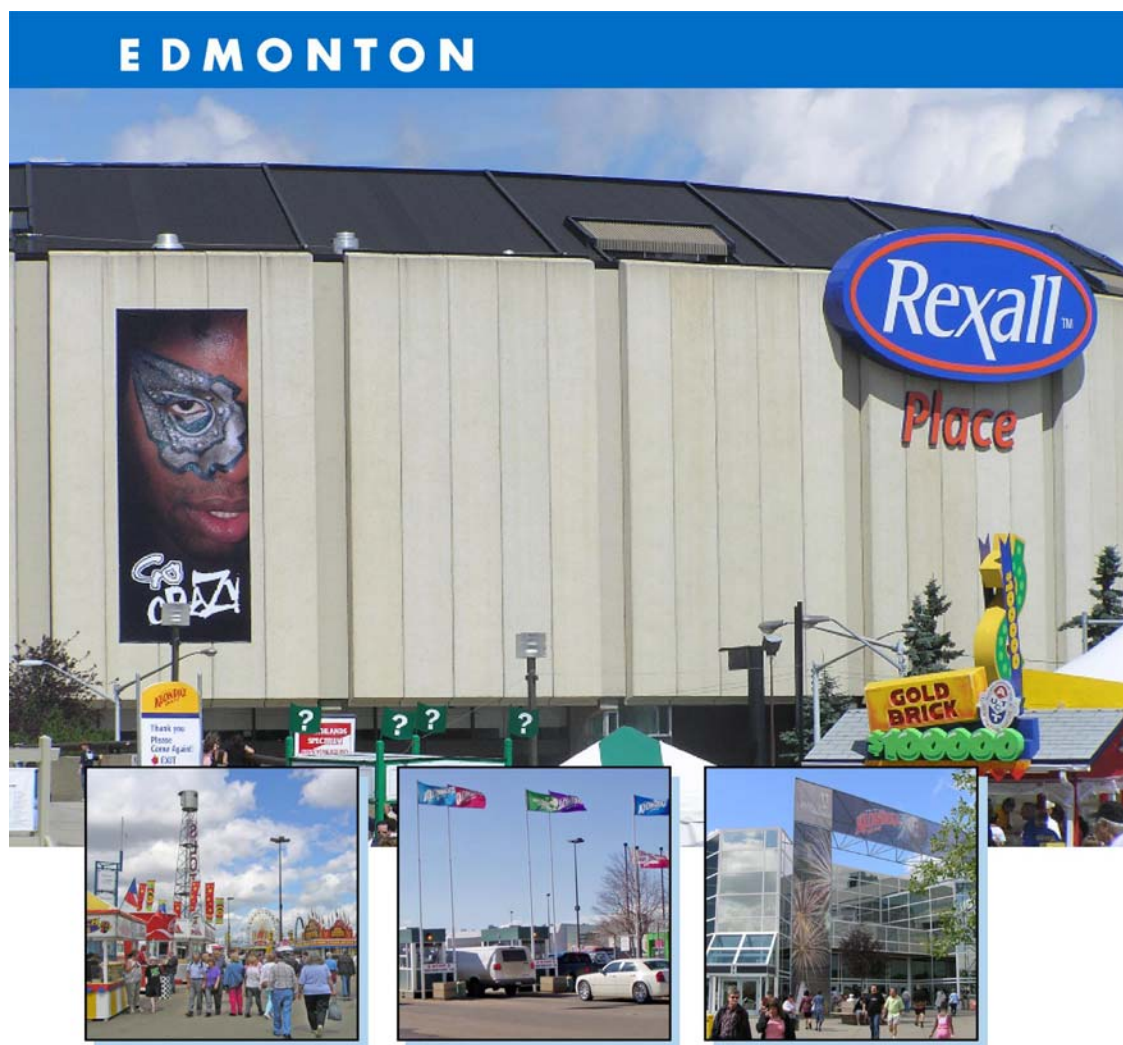


Northlands Area Redevelopment Plan Review – November 2005



 **NORTHLANDS**
Area Redevelopment
Plan Review

November 2005



Northlands Area Redevelopment Plan Review – November 2005

Table of Contents

A. Introduction.....	5
1. Purpose.....	5
2. Geographic scope.....	5
3. Process	5
B. Background	8
1. Northlands Park and surrounding areas	8
2. 1990 ARP.....	8
3. 1998 review.....	10
4. Development at and near Northlands Park since 1990	11
5. Northlands Park's Facility Master Plan	11
C. Action Implementation Status – 2005	13
1. Summary	13
2. Actions achieved.....	13
3. Actions in progress	15
4. Actions not achieved.....	16
D. Status of Major Planning Issues	17
1. Expansion of Northlands Park site / community protection	17
2. Northlands Park event parking / traffic.....	19
3. Borden Park	23
4. Image and appeal of Northlands Park site	26
E. Northlands ARP Monitoring	28
1. ARP reviews	28
2. Annual progress updates.....	28
3. Budget submissions	28
4. Review of Northlands Park budgets and master plans.....	29
F. Conclusions.....	30
1. ARP generally successful	30
2. ARP's work not finished.....	30
3. ARP issues still relevant	30
4. Safety and security	31
5. Noise	31
6. Facility Master Plan	31
7. Residential parking program.....	32
8. Off-site parking lots	32

Northlands Area Redevelopment Plan Review – November 2005

9. Transit promotion.....	32
10. Walkability.....	32
11. Borden Park	32
12. Urban design	33
G. Recommendations	34
1. Retain the Northlands ARP intact.....	34
2. Take steps to improve implementation	34
3. Consider revisions to the ARP at the next review	35
Appendix 1 Northlands-related ARP Bylaws	36
Appendix 2 Northlands ARP General Concept.....	37
Appendix 3 Action Implementation Status	38
Appendix 4 Northlands Park Facility Master Plan.....	39
Appendix 5 Photos	40
Map 1 Plan Review Boundaries.....	6
Map 2 Northlands Park and Surrounding Areas	9
Map 3 Zoning in Northlands Park Area.....	14
Map 4 Borden Park Expansion Property Ownership Map	25

Northlands Area Redevelopment Plan Review – November 2005

A. Introduction**1. Purpose**

This report is the second review of the 1990 Northlands Area Redevelopment Plan (ARP). The Northlands ARP directs the Planning and Development Department to regularly review progress on the plan's implementation to ensure that it remains a relevant guide to land use and development for the plan area. The ARP was first reviewed in 1998.

This report assesses implementation of the Northlands ARP to date and makes recommendations intended to help achieve the overall goal of the plan:

“It is the goal of the Northlands ARP to facilitate the continued operations of Edmonton Northlands as a major exhibition and recreation facility servicing Edmonton and Northern Alberta while preserving the viability and quality of life of surrounding residential communities.”

2. Geographic scope

The 1985 terms of reference for the Northlands ARP defined a study area that extended into the boundaries of the adjacent Stadium Station and Montrose Santa Rosa ARPs. Accordingly, adoption of the Northlands ARP in 1990 was accompanied by related amendments to these two plans. In 1994, a new lease agreement between the City and Peter Pocklington, then-owner of the Edmonton Oilers, resulted in amendments to the Coliseum Station and Montrose Santa Rosa ARPs to allow surface parking for Rexall Place events.

The 1998 review of the Northlands ARP treated portions of the Stadium Station, Montrose Santa Rosa and Coliseum Station ARPs as integrally related to the Northlands ARP and included their boundaries within the review. The present review has likewise included these areas. The boundaries of the Northlands ARP and of the related portions of the adjacent ARPS are shown on Map 1.

A list of bylaws related to the Northlands ARP and relevant amendments to the adjacent ARPs is contained in Appendix 1.

3. Process

On May 25, 2004, City Council passed the following motion:

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MAP 1

Plan Review Boundaries



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Northlands Area Redevelopment Plan Review – November 2005

“That Administration prepare a report for Executive Committee on the plans to review the Northlands Area Redevelopment Plan.”

A July 7, 2004 Planning and Development Department report concluded that the timing is appropriate for another review of the Northlands ARP. Terms of reference for the project were prepared early in 2005.

The project consisted of three steps:

- reviewing the implementation status of actions identified in the Northlands ARP and the related adjacent ARPs;
- reviewing the status of the four major planning issues identified in the Northlands ARP – expansion of Northlands Park/community protection, Northland Park event parking/traffic, Borden Park and image and appeal of Northlands Park site – in consultation with representatives of stakeholder groups; and
- developing recommendations about the Northlands ARP for City Council’s consideration.

Recommendations prepared by the Planning and Development Department were presented at a public meeting held at the Bellevue Community League Hall on June 16, 2005. Feedback obtained at the meeting was used to help refine the recommendations that are now being presented to City Council in this report.

Organizations consulted during the Northlands ARP review process

- Northlands Park
- Alberta Avenue Community League
- Bellevue Community League
- Eastwood Community League
- Highlands Community League
- Montrose Community League
- Parkdale/Cromdale Community League
- Alberta Avenue Business Association
- Fort Road Business Association
- Canadian National Railway
- Transportation and Streets Department
- Edmonton Transit
- Community Services Department
- Corporate Services Department
- Asset Management and Public Works Department

Northlands Area Redevelopment Plan Review – November 2005

B. Background

1. *Northlands Park and surrounding areas*

Northlands Park is a triangular site in inner northeast Edmonton. It is bounded by the LRT corridor to the west, Wayne Gretzky Drive to the east and Borden Park and 113 Avenue to the south. Its northern limit is defined by 120 Avenue.

Northlands Park is the only dedicated, permanent site for large indoor / outdoor exhibitions and horse racing in Edmonton. Its signature buildings are Rexall Place, the Northlands AgriCom, the Spectrum and the Sportex. Other facilities on the site are the race track, horse barns, an administration building, a maintenance compound and surface parking areas, some of which accommodate carnival activities during Klondike Days.

The City-defined neighbourhood of Edmonton Northlands covers a majority of Northlands Park south of 118 Avenue. Surrounding neighbourhoods are Eastwood and Parkdale (to the west), Cromdale and Virginia Park (to the south) and Bellevue and Montrose (to the east).

A variety of land uses surround Northlands Park. Housing, especially single family dwellings, predominates. Commercial land uses stretch west on 118 Avenue, sit immediately east of Rexall Place and occupy the corner of 112 Avenue and 82 Street. The 20 hectare Borden Park lies between Northlands Park and 112 Avenue. Various surface parking lots are located near the northern portion of Northlands Park. See Map 2 for the location of the areas and improvements discussed in this section.

Northlands Park timeline

- 1879: Edmonton Agricultural Society established
- 1898: EAS renamed Edmonton Industrial Exhibition Association
- 1900: EIEA acquires Rosedale Flats site
- 1908: EIEA renamed Edmonton Exhibition Association
- 1910: EEA moves to present site beside East End (later Borden) Park. Draining/filling of Kirkness Lake begins
- 1950: concrete racetrack grandstand opens
- 1962: EEA exhibition assumes the Klondike Days theme
- 1963: Sportex opens
- 1974: Coliseum (Rexall Place) opens
- 1979: EEA renamed Edmonton Northlands
- 1984: AgriCom opens
- 1995: Edmonton Northlands renamed Northlands Park

2. *1990 ARP*

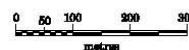
The Northlands ARP was prepared to guide development at Northlands Park over an expected fifteen year period and to reduce conflicts between Northlands Park and surrounding neighbourhoods. The ARP addresses four key planning issues:

- expansion of Northlands Park site / community protection;

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MAP 2

Northlands Park and Surrounding Area



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- Northlands Park event parking / traffic;
- Borden Park; and
- image and appeal of Northlands Park site.

The ARP accommodates Northlands Park's development aspirations by designating two areas – West Bellevue and North Cromdale – for Northlands Park expansion. The ARP establishes objectives for the core Northlands site and for these expansion areas, policies intended to achieve the objectives and action items intended to implement the policies. The policies and related action items address such things as permitted land uses, zoning, urban design, landscaping, site access, internal circulation, transit use, policing and public consultation.

The Northlands ARP also includes a plan monitoring section and redevelopment guidelines to which development officers are to have regard when processing development permit applications.

The ARP's general development concept is shown in Appendix 2.

Northlands ASP structure

Introduction, Goal

Major Planning Issues, Land Use Principles, Land Use Concept, Areas of Change

Existing Northlands site

- Objectives, Policies, Actions

West Bellevue expansion area

- Objectives, Policies, Actions

North Cromdale expansion area

- Objectives, Policies, Actions

Northlands ARP monitoring

- Objectives, Policies

Redevelopment guidelines

3. 1998 review

The 1998 review of the Northlands ARP evaluated implementation of the plan's policies. Table 1 summarizes the 1998 implementation status of the action items listed in the ARP and in the associated amendments to adjacent ARPs. For a complete list of the various actions, please refer to Appendix 3.

Table 1 1998 status of action items

<u>Area</u>	<u>Achieved</u>	<u>In progress</u>	<u>Not achieved</u>	<u>Total</u>
Core Northlands Park site	2	6	3	11
West Bellevue	1	5	2	8
North Cromdale	0	3	5	8
Stadium Station amendment	1	0	8	9
Montrose Santa Rosa amendment	4	0	2	6
Coliseum Station amendment	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	9	14	20	43

Northlands Area Redevelopment Plan Review – November 2005

The 1998 review also assessed the status of the four major planning issues. The 1998 review did not recommend changes to the Northlands ARP or to the related adjacent ARPs.

4. Development at and near Northlands Park since 1990

After City Council's approval of the Northlands ARP in 1990, facility development at Northlands Park consisted primarily of renovations to existing buildings. Then-Edmonton Oilers owner Peter Pocklington arranged financial assistance from the three levels of government to upgrade the Northlands Coliseum (now Rexall Place) in 1994. Northlands Park renovated the racetrack grandstand into the Spectrum in 1995.

During the 1990s construction progressed on completing Capilano Drive (now Wayne Gretzky Drive) north to Yellowhead Trail and Fort Road. Remaining portions of the Burns property, which the City had acquired for Capilano Drive construction, and the former Mount Lawn water and sanitation yards were leased to the Edmonton Oilers for event parking in 1994. Capilano Drive was completed in 1996.

Throughout the 1990s and into the new millennium Northlands Park continued acquiring and clearing properties within its designated West Bellevue and North Cromdale expansion areas. It extended its maintenance yard south to 113 Avenue just east of the LRT corridor but was not able to complete its expansion in North Cromdale because two residential lots on the west side of 79 Street remain in private ownership. In West Bellevue, however, Northlands Park completed its acquisitions, received rezoning and road closure approvals from City Council in 2004 and commenced development of a \$7 million parking lot in June 2005.

Other notable developments at Northlands Park are the demolition, in 2001 and 2003 respectively, of the Golden Garter and Silver Slipper buildings.

5. Northlands Park's Facility Master Plan

In 1991, after the adoption of the Northlands ARP, Northlands Park prepared a General Development Plan to guide its physical development strategies. Since then, ideas about the development of Northlands Park have changed as new opportunities and challenges have emerged. A new Facility Master Plan was endorsed by the Northlands Park board in February 2004. This document, whose conceptual site plan is reproduced in Appendix 4, calls for development that includes the following:

- the West Bellevue parking lot constructed in 2005;
- demolition of the Sportex and Northlands Park administration building to allow for the construction of a large exposition centre fronting 118 Avenue and Wayne Gretzky Drive east of the AgriCom;
- possible extension of the racetrack from five furlongs (5/8 mile) to seven furlongs (7/8 mile);
- an agricultural pavilion building;

Northlands Area Redevelopment Plan Review – November 2005

- a country music stage east of the Spectrum;
- parking to replace the bus loop south of the Spectrum;
- a reconfigured Bonanza Park; and
- new horse barns southwest of the race track.

Northlands Area Redevelopment Plan Review – November 2005

C. Action Implementation Status – 2005

1. Summary

Table 2 summarizes the current implementation status of the action items listed in the ARP and in the related adjacent ARPs. It also includes a row indicating the change by implementation category since the 1998 review. Nine more actions have been achieved and two more are in progress relative to 1998. Please refer to Appendix 3 for a complete list of the various actions and their implementation status in 1998 and 2005.

Table 2 2005 status of action items

<u>Area</u>	<u>Achieved</u>	<u>In progress</u>	<u>Not achieved</u>	<u>Total</u>
Core Northlands Park site	4	6	1	11
West Bellevue	6	2	0	8
North Cromdale	0	4	4	8
Stadium Station amendment	3	3	3	9
Montrose Santa Rosa amendment	4	1	1	6
Coliseum Station amendment	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	18	16	9	43
Change from 1998	+9	+2	-11	0

2. Actions achieved

Some of the actions that have been achieved relate to rezoning land as called for in the Northlands ARP. For example, the West Bellevue expansion area was rezoned to (US) Urban Services Zone and (DC2) Site Specific Development Control Provision in 2004 as called for in the ARP. See Northlands-area zoning in Map 3.

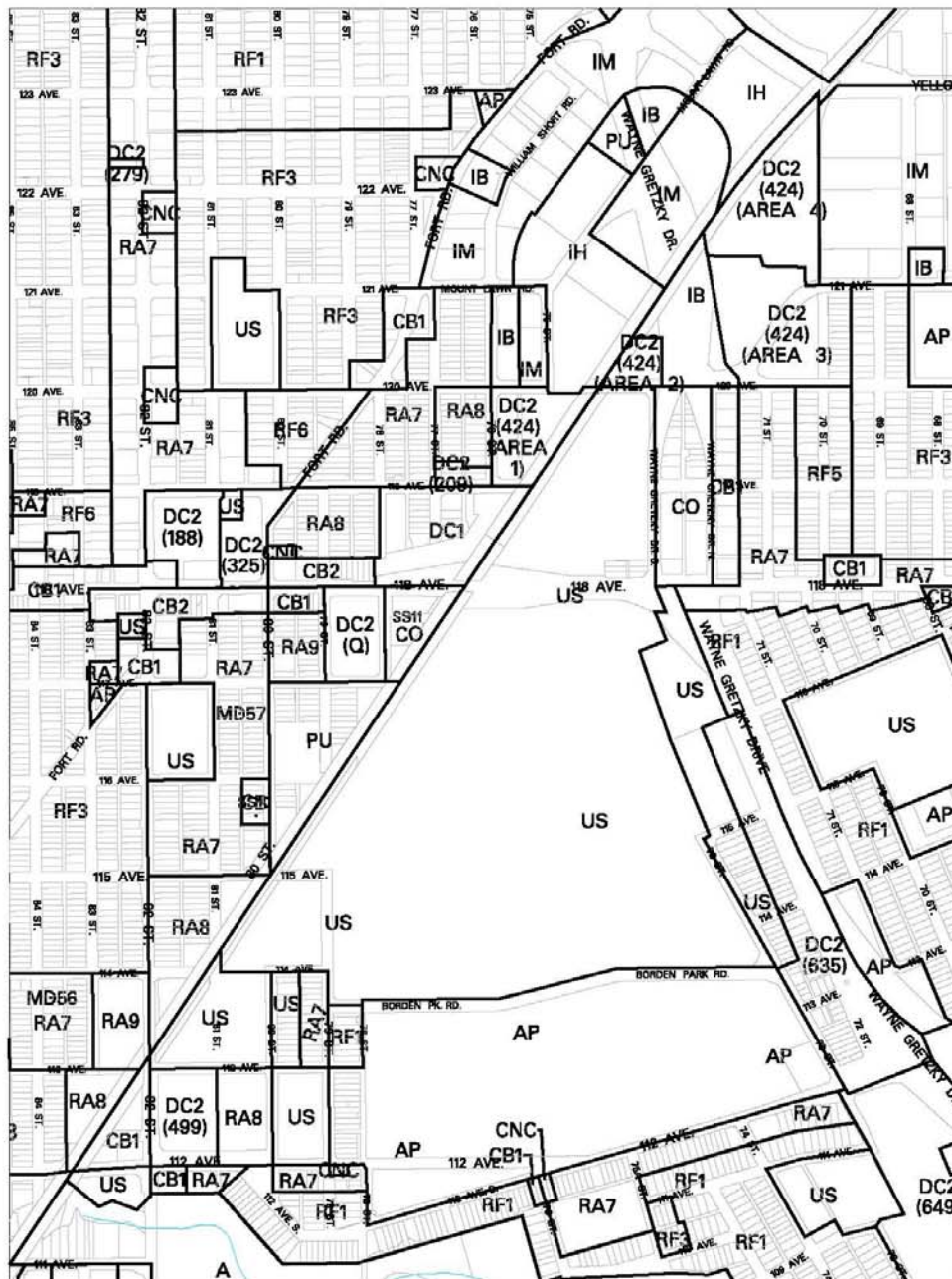
The Edmonton Police Service and Northlands Park continue to liaise regarding policing during major events at Northlands Park. Every year Northlands Park pays the Edmonton Police Service to have officers on site during Klondike Days.

Most of the other actions achieved relate to traffic and parking issues. The demolition of the Silver Slipper, Golden Garter and other small buildings north of Borden Park Road has resulted in additional parking on the core Northlands Park site. Northlands Park's success in assembling and clearing the West Bellevue area for the parking lot constructed in 2005 (see Photos 1 and 2 in Appendix 5) has resulted in the achievement of other actions.

Northlands Area Redevelopment Plan Review – November 2005

MAP 3

Zoning in Northlands Park Area



AP Zoning Label
 ——— Zoning Line

0 50 100 200 300
 metres

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In the Stadium Station ARP, actions achieved related to transportation issues: retaining pedestrian crossings on 112 Avenue, providing residential parking ban signs on residential streets and eliminating 79 Street as a truck route. This last action was achieved by an amendment to the Traffic Bylaw in 2004.

In the Montrose Santa Rosa ARP, the block immediately east of Rexall Place has been zoned (CO) Commercial Office Zone and developed with commercial uses complementary to those at Northlands Park. The southern portion of the Burns site has been developed for interim surface parking associated with Rexall Place (see Photo 3 in Appendix 5). Transportation actions related to the completion of Wayne Gretzky Drive have also been achieved.

Finally, the action related to converting the Mount Lawn works yard into Rexall Place parking adjacent to the Coliseum LRT station was achieved (see Photo 4 in Appendix 5).

3. *Actions in progress*

Most of the actions for the core Northlands Park area are in progress. Some of the parking added to the core of the Northlands site due to building demolition has been adequately buffered and landscaped; some has not. Northlands Park's efforts to buffer and screen its entire site has only partially been achieved. It has landscaped the edge of its North Cromdale expansion area (see Photos 5, 6, and 7 in Appendix 5) and has animated the southern edge of the horse barns along Borden Park Road with decorative banners (see Photo 8 in Appendix 5) but has not enhanced its Borden Park Road edge further east with additional trees or a grassed buffer (see Photos 9 and 10 in Appendix 5).

A key action in progress is improving the entrances and gates to Northlands Park. Construction of the parking lot in West Bellevue includes a new access gate on 73 Street. The gate will feature four ticket booths and a promenade-style pedestrian entrance. The existing entrance gate at 116 Avenue is also being enhanced with the addition of a fourth ticket booth. (Photo 11 in Appendix 5 shows the 116 Avenue gate with its existing three booths.) These gate improvements will facilitate access to and egress from the Northlands site during major events.

Some attempts to promote transit ridership to events at Northlands Park have been made, but a concerted effort to increased transit use remains unrealized.

Rezoning to US in the North Cromdale area is another action that is in progress and occurs as properties are acquired by Northlands Park. As Map 3 shows, most of the area west of 79 Street north of 113 Avenue has been rezoned to (US) Urban Services Zone. The block between 113 and 114 Avenues west of 79 Street has not been rezoned to US because of its two remaining occupied residences (see Photo 12 in Appendix 5).

Lots on the east side of 79 Street south of 113 Avenue have been rezoned to (AP) Public Parks Zone for Borden Park expansion (see Map 3) but only some of them have been acquired by the City. See Photo 13 in Appendix 5.

Northlands Area Redevelopment Plan Review – November 2005

Actions relating to urban design in the LRT corridor are in progress. A detailed urban design review of the corridor adjacent to Northlands Park has not been conducted, but this year Transportation and Streets has extended a multi-use trail within the corridor from Commonwealth Stadium to 117 Avenue. See Photo 14 in Appendix 5.

Other actions that are in progress and that, because of their nature, will not be listed as “achieved” for the life of the plan are reviewing development proposals within the three Northlands ARP sub-areas for conformity with the redevelopment guidelines contained in the ARP.

4. *Actions not achieved*

To make it more comfortable for people take the LRT to Northlands Park, the Northlands ARP calls for “environmental improvements” to protect pedestrians between the Coliseum LRT station and major buildings at Northlands. Northlands Park’s Facility Master Plan embraces the notion of climate-enclosed connections between the station, Rexall Place and the Northlands AgriCom, but these have not yet been constructed.

Several actions relating to the interface between North Cromdale and Borden Park have not been achieved. Rezoning to DC2 for a Northlands Park parking lot east of 79 Street and south of Borden Park Road has not occurred even though all of the necessary land is in City ownership (see Photo 15 in Appendix 5). The roadway modifications at 79 Street and Borden Park Road associated with this parking lot construction have accordingly also not been done. Northlands Park’s lease on the Borden Park parking lots has not been terminated. Finally, the planned expansion of Borden Park westward to 79 Street south of 113 Avenue has also not proceeded.

The Montrose Santa Rosa ARP calls for the City to aggressively proceed with the development of medium density housing on the triangular portion of the Burns lot between 120 and 121 Avenues. The 1994 decision to allow this site to be used on an interim basis for Northlands event parking has delayed the achievement of this action.

Northlands Area Redevelopment Plan Review – November 2005

D. Status of Major Planning Issues

As explained above, the Northlands ARP identifies four major planning issues with origins in community input. This section of the report builds on the action implementation status described in the previous section and the community input received during the ARP review process to analyze each of these issues in turn.

1. Expansion of Northlands Park site / community protection**West Bellevue**

The most noticeable expansion has occurred on the east side of the Northlands site. The approximately 95 residentially-zoned properties that existed in West Bellevue in 1990 were replaced this year by a 1,977 stall parking lot. As can be seen in Map 3, the western portion of the parking lot is zoned (US) Urban Services Zone and thus can be used for Klondike Days and other events. The eastern portion of the parking lot is zoned with a (DC2) Site Specific Development Control Provision that limits its use to parking accessory to Northlands Park. This complies with a policy in the Northlands ARP to keep all uses except parking away from Borden Park and the residential areas of Bellevue and Virginia Park in order to reduce the impact of Northlands events on these areas.

North Cromdale

Since 1998 Northlands Park has expanded its maintenance compound in North Cromdale to include the blockface on the east side of 80 Street between 113 and 114 Avenue. Completion of this expansion awaits acquisition of the two remaining houses on the west side of 79 Street. Photo 16 in Appendix 5 shows the Northlands Park fence that has been erected in the laneway behind the two houses.

Northlands Park has not expanded its site east of 79 Street between Borden Park Road and 113 Avenue to develop the parking lot identified in the ARP. This is in part because the City of Edmonton has not acquired all the properties east of 79 Street between 112 and 113 Avenues for Borden Park expansion. Until the City expands Borden Park, there is little motivation for Northlands Park to construct its parking lot and terminate the existing parking agreement that allows it to use the parking lots in Border Park.

During the ARP review process, no community concerns about Northlands Park expanding into North Cromdale were expressed to the Planning and Development Department. This is likely because the expansion has largely been completed and most of the remaining residential properties in the vicinity are separated from the expansion area by the LRT corridor and 112 Avenue.

Northlands Area Redevelopment Plan Review – November 2005

Safety and security

A more general community protection issue that arose during the ARP review was safety and security. Representatives of area business and community groups and individual citizens expressed real concern about crime in the Northlands Park area: crime in general and crime specifically associated with major events at Northlands Park. They said that criminal activity not only reduces their quality of life and business vitality but detracts from the experience of visitors to Northlands Park.

Edmonton Police Service crime statistics appear to bear out concerns about increasing crime. As can be seen in Table 3, between 1994 and 2004 crime increased more at Northlands and in three adjacent neighbourhoods (Cromdale, Eastwood and Montrose) than it did city-wide.

Table 3 Crime Statistics, 1994 - 2004

	<u>Change in violent crime</u>	<u>Change in property crime</u>	<u>Change in total criminal code offenses</u>	<u>Total criminal code offenses in 2004</u>
Bellevue	-25%	+16%	-10%	161
Cromdale	+4%	+84%	+48%	435
Eastwood	+59%	+26%	+34%	1,846
Montrose	-21%	+27%	+32%	802
Northlands	+163%	+116%	+148%	144
Parkdale	-33%	+20%	+7%	847
Virginia Park	+57%	-2%	-1%	80
City-wide	-6%	+22%	+19%	93,421

Data source: Edmonton Police Service, 2005

As mentioned in section C(2) of this report, Northlands Park pays for Edmonton Police Service officers to police its site during Klondike Days. A more holistic, coordinated effort to address security in the Northlands area, however, is lacking.

Community representatives pointed to a similar example of coordination that is by all accounts successful. Members of communities around Commonwealth Stadium meet regularly with representatives of various City of Edmonton departments to address parking and other issues. A forum already exists that could be used as the basis of a similar multi-stakeholder effort in the Northlands Park vicinity: at least twice a year Northlands Park convenes “Northlands Neighbours” meetings that include representatives of surrounding community leagues and business associations. If representatives of Edmonton Transit Security, Bylaw Enforcement and the Edmonton Police Service were included in these meetings, all the stakeholders with concerns about crime could communicate directly with each other and together develop plans to address matters of safety and security.

Northlands Area Redevelopment Plan Review – November 2005

Edmonton Transit Security has said that participating in such meetings would be consistent with the results of the 2004 review of transit security, which concluded that community outreach is one of the most effective security strategies available to a transit system. The City's Director of Bylaw Enforcement is also supportive of sending a representative to such meetings.

Noise

Noise is a concern to some people who live near Northlands Park. Noise is an accepted aspect of life in a city, and residents living near Northlands recognize that living near a major regional exhibition and entertainment complex means that they will experience some noise. There is some concern, however, that noise during major events such as Klondike Days goes beyond acceptable levels.

Noise associated with Northlands Park is of two varieties. The first is noise from on-site activities (e.g. Klondike Days rides, outdoor performances). Although Northlands Park has a standing exemption from the City's Noise Bylaw during Klondike Days, it appears to be acting responsibly regarding noise. In 2004, the City of Edmonton received no noise complaints regarding Northlands Park. In 2005, Northlands Park scheduled relatively quiet acts (adult hypnotists) in a tent located at the southern edge of its site for the late-night time slot on six of the ten evenings of Klondike Days. Northlands Park also conducted noise monitoring during Klondike Days to assess its impact on surrounding areas.

The second noise issue is off-site noise from Northlands patrons. Much of this noise is from Klondike Days patrons returning to vehicles parked in residential areas: yelling, door slamming, tires screeching, etc. Off-site noise of this sort is not the direct responsibility of Northlands Park and relates to the effectiveness of the Northlands-area residential parking program as opposed to the Northlands ARP.

A potential noise issue related to the ARP is the country music stage included in Northlands Park's Facility Master Plan. An outdoor music stage could probably be approved under the Zoning Bylaw's Exhibition and Convention Centres use class, a discretionary use in the US zoning that applies to the majority of the Northlands site. The discretionary nature of the use would empower a City development officer to ask Northlands Park to submit a noise mitigation study with the development permit application and not approve the permit unless satisfied that the stage's noise impact on surrounding residential areas was minimal. Currently the ARP does not specifically mention noise, talking more generally about community impacts.

2. *Northlands Park event parking / traffic*

Traffic and parking associated with events at Northlands Park was a key issue when the Northlands ARP was originally prepared and remains of lively interest to nearby residents today. Some traffic and parking issues have been satisfactorily addressed in the 15 years since the ARP was approved but various community concerns about traffic and parking remain.

Northlands Area Redevelopment Plan Review – November 2005

Roadway changes

Some community concerns relate to the circulation of vehicles heading to and departing from Northlands events. Citizens asked that congestion on Wayne Gretzky Drive be reduced through improvements to the 116 Avenue intersection and Northlands Park's 116 Avenue gate. The addition of a fourth ticket kiosk at the 116 Avenue gate as part of this year's West Bellevue parking lot construction will reduce line-ups before major events. The Transportation and Streets Department has developed a concept plan to improve the adjacent intersection as part of the currently unfunded project to upgrade Wayne Gretzky Drive between Capilano Bridge and 120 Avenue.

The new four kiosk gate on 73 Street was also of concern to people, both relating to the possibility of vehicles trying to enter the gate backing up on 73 Street and affecting access to Borden Park Road and the impact on 112 Avenue of vehicles leaving the gate at the end of events. As explained in the September 12, 2005, Transportation and Streets Department report 2005TS4262, improvements to 73 Street and to the 112 Avenue / 73 Street and 112 Avenue / Wayne Gretzky Drive intersections will be required as a condition of future development at Northlands Park to ensure that such traffic issues are addressed.

Improvements to the 112 Avenue / 79 Street intersection will also be triggered by development at the Northlands site, the Cromdale School site or both.

During the ARP review process, concerns were also expressed about reduced accessibility as a result of the closure of 115 Avenue and 79 Street in the southwest portion of the Northlands Park site.¹ Northlands Park has not finalized its plans for this portion of its site, but is considering the feasibility of maintaining pedestrian / bicycle access through the road closure area.

Roadway changes may also occur on Borden Park Road. The ARP calls for the west end of Borden Park Road to be realigned to provide a continuous flow as it joins 79 Street. The trolley bus infrastructure along Borden Park Road would also have to be changed (likely lengthened) if Northlands Park replaces the existing bus loop south of the Spectrum with parking, as shown in the Facility Master Plan.

Residential parking program

Questions remain about certain aspects of the Northlands-area residential parking program, which restricts parking in various neighbourhoods around Northlands Park. While the program generally appears to be working well, there are concerns about evening and weekend parking during Klondike Days.² Some Virginia Park residents have asked if a two-level parking program

¹ On May 25, 2004, City Council approved the L-shaped closure of 115 Avenue east of the LRT corridor and 79 Street north of 114 Avenue, roads which had separated Northlands Park's maintenance compound from the core of its site. The road closure was consistent with the Northlands ARP, which identifies 115 Avenue and 79 Street as service entrances to Northlands Park.

² Parking restrictions on some streets effectively end at 4:00 p.m. (1 hour parking until 5:00 p.m.) and on others at 8:00 p.m. (2 hour parking until 10:00 p.m.).

Northlands Area Redevelopment Plan Review – November 2005

could be implemented: a program that continues the existing year-round restrictions and adds additional restrictions during Klondike Days. Transportation and Streets is arranging to meet with Virginia Park residents to determine if there is general support for such changes.

Northlands parking lots

Northlands Park's new 1,977 stall parking lot in West Bellevue is the most significant change in parking supply since the adoption of the Northlands ARP in 1990. The parking lot increases Northlands Park's parking supply to approximately 8,604 stalls (6,519 on-site and 2,085 off-site), which does not include several hundred privately-owned parking stalls in the immediate vicinity. A traffic and parking assessment prepared for Northlands Park by Bunt & Associates indicates that on-site parking could fall slightly to 6,365 stalls once the development contemplated in Northlands Park's Facility Master Plan is completed. Assuming no change in off-site parking, this would result in Northlands Park control over 8,450 stalls.

Stampede Park in Calgary is comparable to Northlands Park in having a major arena (Pengrowth Saddledome), horse race track, exhibition building (Roundup Centre), fairgrounds and excellent LRT access. There are currently about 2,300 parking stalls at Stampede Park with an additional 1,100 at the Saddledome, for a total of about 3,400. The City of Calgary expects between 5,000 and 6,000 stalls at and around Stampede Park when its planned expansion is completed – about 2,500 to 3,500 less than the Bunt study forecasts for Northlands Park.

As can be seen in Table 4, Northlands Park's existing parking ratio – the number of stalls relative to the seating capacity of major facilities – is currently 0.19 considering only the stalls on-site and 0.25 factoring in all the stalls operated by Northlands Park.³ Completion of Facility Master Plan development would result in ratios of 0.15 and 0.20 respectively.

Table 4 Parking Ratios at Northlands Park

	<u>Facility Capacity</u>	<u>On-site Stalls</u>	<u>On-site Parking Ratio</u>	<u>Overall Stalls</u>	<u>Overall Parking Ratio</u>
Existing	34,500	6,519	0.19	8,604	0.25
Possible future	42,300	6,365	0.15	8,450	0.20

Data source: *Northlands Park Traffic and Parking Study*, Bunt & Associates, July 2005

These parking ratios are higher than the levels recommended by a source quoted in the Bunt study: "Stadiums within central business districts and/or in close proximity to public transit

³ A ratio of 0.25 – one stall for every four seats – is what the Zoning Bylaw requires of large suburban religious assemblies.

Northlands Area Redevelopment Plan Review – November 2005

provide one parking space for every 7 to 16 seats.”⁴ One stall for every 7 to 16 seats translates to a parking ratio of ranging from a high of 0.14 to a low of 0.06.

Higher parking ratios would increase the attractiveness of driving to Northlands Park. Increased amounts of parking would not reduce spillover parking in adjacent neighbourhoods if the Northlands-area residential parking program is already effectively addressing this issue.

Off-site parking lots

The four off-site parking lots controlled by Northlands Park deserve new attention now that the new 1,977 on-site lot has been completed. The four lots are the Borden Park west lot (780 stalls), the Borden Park east lot (300 stalls), the Mount Lawn lot (435 stalls) and the Burns lot (570 stalls).

The Northlands ARP commits the City to terminate Northlands Park’s lease of the two parking lots in Borden Park upon completion of the planned Northlands parking lot east of 79 Street and south of Borden Park Road. This would increase Northlands Park’s on-site parking by approximately 250 stalls and reduce its off-site parking by 1,080. This change would be consistent with Borden Park’s (AP) Public Parks zoning, in which non-accessory parking is neither a permitted nor a discretionary use.

As mentioned in section C(4) of this report, the Montrose Santa Rosa ARP states that the City is to “develop and implement an aggressive strategy” to develop medium density housing, appropriately buffered or bermed from nearby industrial land uses, on the Burns lot south of 121 Avenue. This strategy was delayed when in 1994 City Council agreed to allow “interim parking” for Rexall Place events on the Burns lot, but was not revoked. Constructing housing on this site would address Montrose resident concerns about the impact of parking and the decline of families in the neighbourhood and would be consistent with several Smart Choices directions: transit oriented development, residential infill and redevelopment of underutilized commercial / industrial lands. It would also affect Edmonton Transit’s park and ride operations. Edmonton Transit currently uses the Burns lot for park and ride during Edmonton Eskimo games, Heritage Days and other major events. If the Burns lot were to be redeveloped, an alternative park and ride location would have to be secured. A mutually beneficial arrangement whereby Edmonton Transit used on-site Northlands Park parking areas for park and ride when not required for Northlands events is one possibility.

Northlands Park’s fourth off-site parking area is the former Mount Lawn water and sanitation yards, west of the LRT corridor in the Eastwood neighbourhood and immediately north of the Coliseum LRT station. When the Coliseum Station ARP was originally approved in 1983, the Mount Lawn yards, along with other properties south of 119 Avenue and east of 78 Street (including the bus loop), were designated as the linchpin of the ARP’s transit-oriented concept. This site was planned for a medium to high rise residential / commercial mixed use development that incorporated bus transfer and park and ride functions. The recession already upon the

⁴ *Parking for Institutions and Special Events*, Edward M. Whitlock, P.E., The ENO Foundation for Transportation Inc. Westport, Connecticut, 1982.

Northlands Area Redevelopment Plan Review – November 2005

Edmonton economy by 1983 meant that this development did not proceed. Over a decade later, in 1994, the Coliseum Station ARP was amended to designate the Mount Lawn yards for surface parking for Rexall Place events.

Community and business representatives in the 118 Avenue corridor support an alternate use for the Mount Lawn property. In the face of crime rates in the Eastwood neighbourhood that have risen higher or fallen less than city-wide rates in the last decade, these representatives call for new investment to help revitalize the area. Determining a viable alternative use for the Mount Lawn lot would be an ideal activity for the development and rehabilitation working committee established as part of the community leadership structure for implementing the Avenue Initiative revitalization strategy, approved by City Council on November 15, 2005.

Eliminating Northlands Park's off-site parking could leave it approximately 6,615 stalls upon completion of its Facility Master Plan (the 6,365 stalls identified in Table 4 plus 250 in the planned parking lot east of 79 Street and south of Borden Park Road). Given the planned facility capacity of 42,300, this would result in a parking ratio of 0.16.

Increasing transit use

During the ARP review process, community representatives emphasized the importance of public transit. They said that increasing transit use to Northlands would reduce automobile traffic and the associated impacts.

Reducing parking supply is one way to encourage people to travel to Northlands Park by transit. Better transit marketing is another approach. Northlands Park took a step in this direction when its 2005 Klondike Days web site encouraged patrons to use transit.

A bigger step would involve including transit fare into the price of event tickets. Edmonton Transit could work with Northlands Park to develop a combined event / transit ticket program that could be offered to event organizers who saw it as a marketing advantage. Having an established program would increase the uptake combined event / transit tickets compared to the existing situation whereby unique arrangements are negotiated with each event organizer that approaches Edmonton Transit.

Northlands Park has expressed a willingness to work with the City on innovative approaches to promote transit use and discussions have been initiated with the Edmonton Oilers regarding combined event / transit tickets. Edmonton Transit estimates that adding \$1 to the price of an Edmonton Oilers ticket (a 2.5% increase to the price of a \$40 ticket) would be sufficient to cover its additional service costs for such an arrangement.

3. *Borden Park*

The third major issue addressed by the Northlands ARP relates to Borden Park. Citizens who participated in the ARP review process had concerns about the age and upkeep of the park's

Northlands Area Redevelopment Plan Review – November 2005

1950s-era facilities, including the Borden Park outdoor pool. They expressed some apprehension about the personal safety of park users. They also expressed concern about Northlands Park's use of the Borden Park parking lots.

Borden Park expansion

The Stadium Station ARP includes plans to expand Borden Park west to 79 Street between 112 and 113 Avenues. If the City moves ahead with this expansion, the gravel parking lot on the western edge of the park would be affected. This would likely trigger resolution of the previously-mentioned issue regarding the planned Northlands Park parking lot east of 79 Street and south of Borden Park Road.

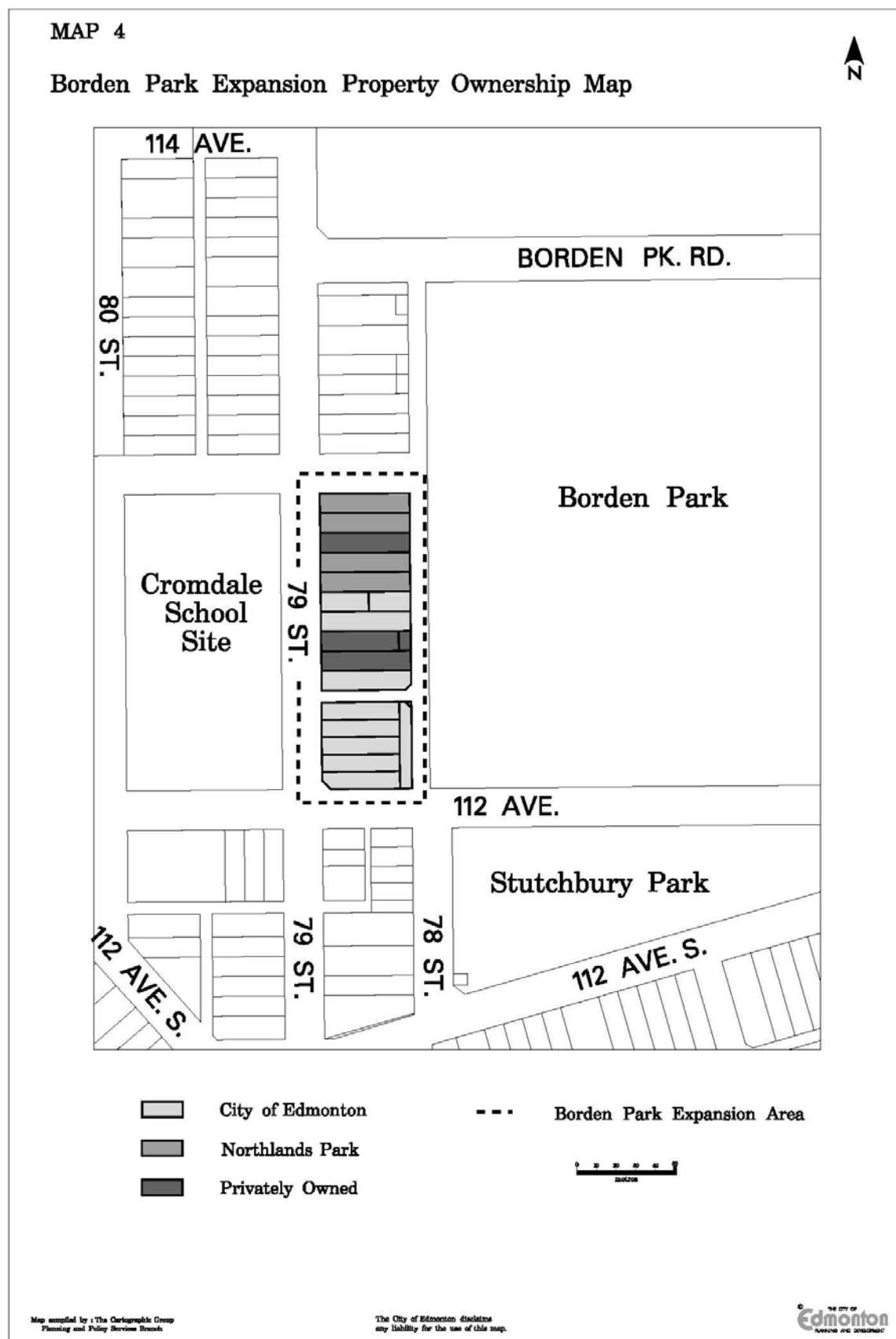
The Borden Park expansion cannot proceed until the City acquires all the properties east of 79 Street. Of the 17 properties between 112 and 113 Avenues, nine are owned by the City, four are owned by Northlands Park and four are privately owned (see Map 4).

Community Services is exploring acquisition of the private properties east of 79 Street and has entered into discussions with Capital Health (which purchased the Cromdale School site in 2005) and Northlands Park regarding the development of a shared use parking lot. In these discussions, Community Services is looking for alternatives that would maximize community benefit and minimize the cost to the taxpayer.

Borden Park revitalization

In addition to these discussions, Community Services has been collecting background information about Borden Park and doing preliminary citizen consultation about park

Northlands Area Redevelopment Plan Review – November 2005



Northlands Area Redevelopment Plan Review – November 2005

improvements. A meeting was held on July 4, 2005 at which community representatives expressed likes and dislikes and made recommendations for changes. These recommendations are expected to be used to conduct a more comprehensive community needs assessment regarding Borden Park revitalization.

4. *Image and appeal of Northlands Park site*

The image and aesthetic appeal of the Northlands Park site is the fourth key issue addressed by the Northlands ARP. A number of ARP policies relate to landscaping, screening, gateways, pedestrian connections and other elements of good urban design. This work is clearly ongoing. Most of the actions identified in the ARP that are “in progress” relate to this issue.

Citizens who participated in the ARP review process agreed that this issue remains important. They said that a major regional exhibition and recreation facility should be held to a high aesthetic standard, especially one surrounded by predominantly low density residential neighbourhoods. This is consistent with the ARP, which calls for design improvements that contribute to “the overall desired image of Northlands as a first class exhibition and recreation complex.”

City efforts

The City is taking steps to improve urban design in the Northlands area. This year’s construction of a multi-use trail within the LRT corridor is a key design improvement. The Planning and Development Department has initiated a streetscape enhancement study for the portion of 118 Avenue between 78 Street and Wayne Gretzky Drive. The comprehensive urban design review of the LRT corridor called for in the Northlands ARP would build on these efforts.

Northlands Park efforts

Northlands Park has shown some leadership regarding design. Its West Bellevue parking lot construction includes both a multi-use trail adjacent to Wayne Gretzky Drive that will be publicly accessible at all times and a pedestrian promenade along the 73 Street alignment, leading towards the site of the proposed exposition centre. Between 112 Avenue and Borden Park Road, the promenade is a 3 m wide concrete walk; north of Borden Park Road it broadens to become an approximately 6 m wide patterned concrete walk with rolled curbs, solar-powered lighted bollards (to separate pedestrians from the adjacent vehicle traffic and aid with way-finding at night) and street trees spaced approximately 11 m apart from each other.

Some residents involved in the ARP review process were frustrated that Northlands Park did not preserve the mature trees within the centre of West Bellevue in its parking lot construction this year. They felt that Northlands Park passed up opportunities to improve the aesthetics of the parking lot out of a desire to maximize the number of parking stalls.

Northlands Area Redevelopment Plan Review – November 2005

Connections

People living near Northlands Park have high expectations regarding pedestrian circulation in the area.⁵ People who participated in the ARP review process emphasized the importance of having attractive options for getting through and around the Northlands site on foot or by bicycle, though they recognized that routes through the site would not be available during major Northlands events like Klondike Days. Providing additional multi-use trail and sidewalk connections from surrounding areas to major destinations – including Northlands facilities, the Coliseum LRT station and Borden Park – will take on increased importance as the 115 Avenue / 79 Street road closure is finalized and is consistent with statements in the Northlands ARP about pedestrian linkages.

Landscaping

As part of its West Bellevue parking lot construction, Northlands Park is adding extensive plantings and removing a chain link fence on its Wayne Gretzky Drive edge. Improved landscaping on Northlands Park's southern edge would soften the appearance of the surface parking stalls north of Borden Park Road and potentially make Northlands Park more open and inviting for nearby residents year-round.

Gravel parking lots

The off-site parking lots operated by Northlands Park are outside the Northlands ARP boundary but deserve to be mentioned on the topic of urban design. The Borden Park west, Mount Lawn and Burns parking lots are gravel surfaced, relatively unimproved lots that do not contribute to aesthetics near Northlands. The Borden Park lot is expected to be improved when the park is expanded west to 79 Street. The Mount Lawn and Burns lots are screened from adjacent residences but are otherwise open and visible. If the lots are to be retained for parking, improving their aesthetics would benefit the neighbourhoods in which they are located and would contribute to the image and appeal of the Northlands area.

⁵ Interest in walkability likely stems in part to two community charrettes held in 2005 in neighbourhoods near Northlands – one in Highlands and Bellevue; the other along 118 Avenue between Northlands and NAIT – featuring walkability expert Dan Burden.

Northlands Area Redevelopment Plan Review – November 2005

E. Northlands ARP Monitoring

In addition to identifying policies and actions intended to address the four key planning issues discussed in Section D, the Northlands ARP contains policies for monitoring to ensure that the ARP remains a relevant guide to development at Northlands over time. The four monitoring policies are discussed below.

1. *ARP reviews*

The first monitoring policy is that the Planning and Development Department will conduct a review of the Northlands ARP every five years. Due to City reorganizations and staff workloads the five-year standard has not been achieved. The first review of the ARP was conducted in 1998, eight years after the ARP was adopted. The 2005 review was done seven years after the first. Nevertheless the policy of regularly reviewing the ARP is a good one. The reviews bring fresh attention to ARP policies and actions and give the City, Northlands Park and surrounding residents and business owners an opportunity to revisit the assumptions on which they are based.

2. *Annual progress updates*

For each action identified in the Northlands ARP, one or more responsible parties is identified, generally Northlands Park and various City departments. The second monitoring policy states that the various responsible parties are to provide the Planning and Development Department with an annual update regarding the status of the actions assigned to them. In recent years annual updates have not been prepared.

During the ARP review process, community league and business association representatives asked to be included in regular reporting on issues related to the Northlands ARP. While appreciative of the formal ARP reviews, their desire was to sustain progress on issues identified in the ARP between the reviews instead of seeing attention to them fade over five or more years. Providing community representatives annual updates about ARP implementation would provide impetus to City departments and Northlands Park to more effectively track and report on actions assigned to them. The Planning and Development Department could provide such updates at “Northlands Neighbours” meetings regularly organized by Northlands Park.

3. *Budget submissions*

The third monitoring policy is that action items with budget implications will be included in annual budget submissions by the responsible parties. More effective annual tracking of actions assigned to the responsible parties and more regular community scrutiny of these actions would help ensure that necessary budget submissions relative to actions identified in the ARP are made.

Northlands Area Redevelopment Plan Review – November 2005

4. *Review of Northlands Park budgets and master plans*

The City owns the Northlands site and leases it to Northlands Park. Under the Master Agreement between the City and Northlands Park, Northlands Park is required to submit each of its annual capital budgets and any long term master plans to the City for its information. After receiving a Northlands Park capital budget submission, the City Manager⁶ or his delegate can veto, through a written objection submitted to Northlands Park within 90 days of receiving the budget, new construction exceeding a cost of \$250,000 and alterations of existing facilities valued at more than \$750,000.

The final monitoring policy in the ARP is that Northlands Park capital budgets and long term master plans will go to the Planning and Development Department and the Finance Branch for review prior to City Council receiving them as information.

In recent years Northlands Park has been submitting its capital budgets directly to the Finance Branch, which has summarized them in information reports to City Council.⁷ These reports have not advised Council about the desirability of Northlands capital expenditures because the Finance Branch lacks the context of the land use and development plans for the site. The Finance Branch has agreed to coordinate its future reports on Northlands Park's capital budgets with the Planning and Development Department in order to determine whether budget-dependent actions identified in the Northlands ARP are being included in Northlands Park's capital budgets. Improved interdepartmental coordination will ensure that the annual budget reports serve the function contemplated in the ARP.⁸

According to the City Clerk's Office, Northlands Park's 2004 Facilities Master Plan has not been formally presented to City Council. Although five members of City Council are on the board of Northlands Park and Northlands Park thoroughly publicized its Master Plan in the spring of 2005, Council has not received comments about the Master Plan from the planners and urban designers in the Planning and Development Department as specified in the ARP.

⁶ Section 12(k) of Bylaw 12005, The City Administration Bylaw, authorizes the City Manager to "approve and enter into all documents, consents, approvals, acknowledgements and certificates required for or incidental to any agreement, contract, settlement, tender or investment."

⁷ Northlands Park's 2005 capital budget, for example, was summarized in the April 21, 2005 Corporate Services Department report 2005COF041.

⁸ In addition to the Planning and Development Department, a copy of Northlands Park's annual capital budget should go to the Asset Management and Public Works Department. Staff in the Leasing and Property Management section need to be aware of planned capital improvements due to the maintenance, development, demolition and construction requirements in Section 8 of the Northlands Site Lease, Section 11 of the Master Agreement and the provisions of the 2004 Operating Support Agreement.

Northlands Area Redevelopment Plan Review – November 2005

F. Conclusions

The 2005 review of the Northlands ARP gives rise to the following conclusions.

1. *ARP generally successful*

The Northlands Area Redevelopment Plan was originally prepared to define a growth boundary for Northlands Park and address community concerns after many years of anxiety about Northlands expansion. In this respect the ARP has been a success. Northlands Park has respected its boundaries and has recently prepared a Facility Master Plan for its site that shows it continuing to respect the boundaries for many years to come. Northlands Park has also made an effort to maintain good relations with its neighbours. Community representatives involved in the ARP review process said that they are more positive about Northlands Park than they have been in the past.

2. *ARP's work not finished*

More of the actions identified in the Northlands ARP and in associated amendments to adjacent ARPs have been achieved or are in progress than were in 1998, but a number of actions remain outstanding. This is primarily due to the fact that Northlands Park is only now proceeding with some of the development plans on which the ARP was premised. The redevelopment of West Bellevue is now substantially complete, but other major projects contemplated in the ARP have not yet proceeded. Final redevelopment in North Cromdale and associated changes to Borden Park await completion of land acquisition. The planned exposition centre and associated urban design improvements are not expected to be completed until 2008 if construction commences in 2006. Other projects, such as the urban design review of the LRT corridor, still need to be initiated. The work conceived for the Northlands ARP when it was adopted in 1990 is clearly not completed.

3. *ARP issues still relevant*

The four major issues addressed in the plan – expansion of Northlands Park site / community protection, Northlands Park event parking / traffic, Borden Park and image and appeal of Northlands Park site – are still of active concern to Northlands Park, community and business groups near Northlands and individual residents. The focus of attention for each issue has evolved to some extent since 1990. Regarding community protection, for example, now that almost all of the residences within the ARP boundaries are gone, no one is expressing concern about losing their home to Northlands Park. Instead, residents outside Northlands Park's boundaries are concerned with such things as noise, crime and traffic and parking impacts.

Northlands Area Redevelopment Plan Review – November 2005

4. *Safety and security*

In the face of increasing crime at Northlands and in some of the surrounding neighbourhoods and increasing public attention to this crime,⁹ there is a need for a more coordinated effort to address crime. Crime is a complex and challenging problem to tackle, involving issues that go far beyond the land use matters that area redevelopment plans generally address. The “Northlands Neighbours” meetings referred to in section D(1) of this report would be an excellent forum for discussing issues related to safety and security and jointly coming up with action plans to address them.

5. *Noise*

The City’s Noise Bylaw, not the Northlands ARP, is the appropriate tool for addressing concerns about noise generated on the Northlands site. Bylaw enforcement officers can respond to individual noise complaints. The standing exemption to the Noise Bylaw during Klondike Days can be reconsidered if Northlands Park disregards valid community concerns about noise.

A residential parking program that more effectively controlled Klondike Days parking would likely reduce the prevalence of noise and other disturbance that Northlands Park patrons generate within surrounding residential areas.

The Northlands ARP would, however, be the appropriate means to establish policy direction regarding the potential noise impact of the outdoor music stage included in Northlands Park’s Facility Master Plan.

6. *Facility Master Plan*

Since Northlands Park’s Facility Master Plan has not been formally reported to City Council, as is the direction of the Northlands ARP, the Planning and Development Department will do so in the near future. A report on the Master Plan will allow Council to receive an independent analysis of the urban design concept in the Master Plan, the impacts of the proposed facilities and the expected municipal benefits and costs. It will allow Council to learn how Northlands Park’s plans compare to those for similar exhibition facilities in other cities, such as Stampede Park in Calgary and Hastings Park in Vancouver. Finally, it will assess the fit between the Master Plan and the ARP and identify if any potential amendments are needed to accommodate Northlands Park’s aspirations including recent considerations to extend the racetrack from five to seven furlongs.

⁹ “Local violence city-wide concern”, *Edmonton Journal* editorial, October 4, 2005.

Northlands Area Redevelopment Plan Review – November 2005

7. *Residential parking program*

The Northlands Parking Program appears to adequately restrict spillover parking associated with most events at Northlands Park. Construction of the new Northlands parking lot provides an opportunity for the City to revisit the program and potentially make changes that further restrict Klondike Days parking within Virginia Park and other neighbourhoods around Northlands.

8. *Off-site parking lots*

Northlands Park currently operates two and a half times as much parking as is available at the Stampede Park / Saddledome complex in Calgary (8,604 stalls vs. 3,400 stalls). The amount of parking may undermine the ARP objective to maximize Northlands Park patrons' use of transit. Removing the off-site gravel-surfaced parking lots from Northlands Park's inventory would promote transit use and – especially for the Burns and Mount Lawn lots – potentially contribute to the revitalization of surrounding neighbourhoods.

9. *Transit promotion*

Northlands Park's excellent accessibility by public transit makes it an ideal location for innovative measures to promote public transit, such as combined event / transit tickets. Because the site also has convenient automobile accessibility from many parts of the city and abundant parking, leadership and real commitment would be required from the City, Northlands Park and the Edmonton Oilers to successfully implement such transit promotion measures.

10. *Walkability*

Walkability is a prime development criterion in the Smart Choices era. Pedestrian movement is addressed in a variety of policies in the Northlands ARP. Ensuring that opportunities for people to walk and cycle through and around the Northlands site are considered as development continues at Northlands Park would address community desires for the site to be more useful and attractive to them year-round.

11. *Borden Park*

Borden Park, a key community amenity for the mature neighbourhoods northeast of downtown, is in want of fresh City attention. Some of the outstanding actions identified in the Northlands ARP are dependent on the expansion of the park called for in the Stadium Station ARP. The Community Services Department's efforts to resolve property issues regarding the expansion and to conduct a needs assessment regarding the park point to the preparation of a master plan for revitalization of the park.

Northlands Area Redevelopment Plan Review – November 2005

12. Urban design

Some good progress to raise the aesthetic standard of the Northlands area has been made since the Northlands ARP was adopted. Continued urban design efforts by Northlands Park and the City would help maintain the desirability of the Northlands site and enhance the quality of life of surrounding residents.

Northlands Area Redevelopment Plan Review – November 2005

G. Recommendations

Based on the conclusions in section F, the Planning and Development Department recommends the following.

1. *Retain the Northlands ARP intact*

To provide the time for the objectives of the Northlands ARP to be substantially achieved, the ARP should be retained in its existing form as opposed to being repealed¹⁰ or rewritten.

2. *Take steps to improve implementation*

While the Planning and Development Department recommends that the ARP should be retained as is, its review of the ARP has identified a number of actions that should be taken in the immediate future to improve implementation of the ARP's policies and actions. These actions include the following:

- The Planning and Development Department will report back to City Council on Northlands Park's Facility Master Plan, addressing its fit with the ARP and any consequent need to amend the ARP or other City policies, directions and guidelines or to enter into discussions with Northlands Park about its development aspirations.
- The Planning and Development Department will attend "Northlands Neighbours" meetings at least annually to provide Northlands ARP updates to community and business representatives in attendance. In addition to helping to sustain work on actions specified in the Northlands ARP and related adjacent ARPs, these updates will allow for increased public awareness of issues relating to development at Northlands Park and improved opportunities for citizen involvement in these issues.
- Northlands Park will, through its "Northlands Neighbours" meetings, discuss implementation of a coordinated effort to address safety and security matters involving community and business representatives, the Edmonton Police Services, Edmonton Transit Security and other relevant groups.
- Edmonton Transit will work with Northlands Park and the Edmonton Oilers to develop incentives for transit usage.
- The Community Services Department will continue work regarding acquisition of properties needed for the westward expansion and revitalization of Borden Park.

¹⁰ When it was adopted in 1990, the ARP was seen as requiring 15 years to achieve its objectives: "the intent of this Plan," the ARP's goal statement states, "is to guide development and Northlands site expansion in the Plan Area over 15 years..." A statutory plan such as an area redevelopment plan, however, does not legally lapse because its text envisions a specific life span. To repeal an ARP, Council must hold a public hearing and pass a bylaw of repeal with three readings.

Northlands Area Redevelopment Plan Review – November 2005

- The Planning and Development Department will submit a request for funding as part of the 2007 budget to conduct a detailed urban design study of the LRT corridor adjacent to Northlands Park.
- The Planning and Development Department, in association with the Asset Management and Public Works and Transportation and Streets Departments, will work with Northlands Park and nearby community and business groups regarding future uses for the Mount Lawn and Burns parking lots.

3. *Consider revisions to the ARP at the next review*

Northlands Park's current development aspirations could be largely realized by 2010. The next review of the Northlands ARP may be the appropriate time to consider revisions to the plan – a new era of planning for this major exhibition and entertainment complex.

Northlands Area Redevelopment Plan Review – November 2005

Appendix 1 Northlands-related ARP Bylaws

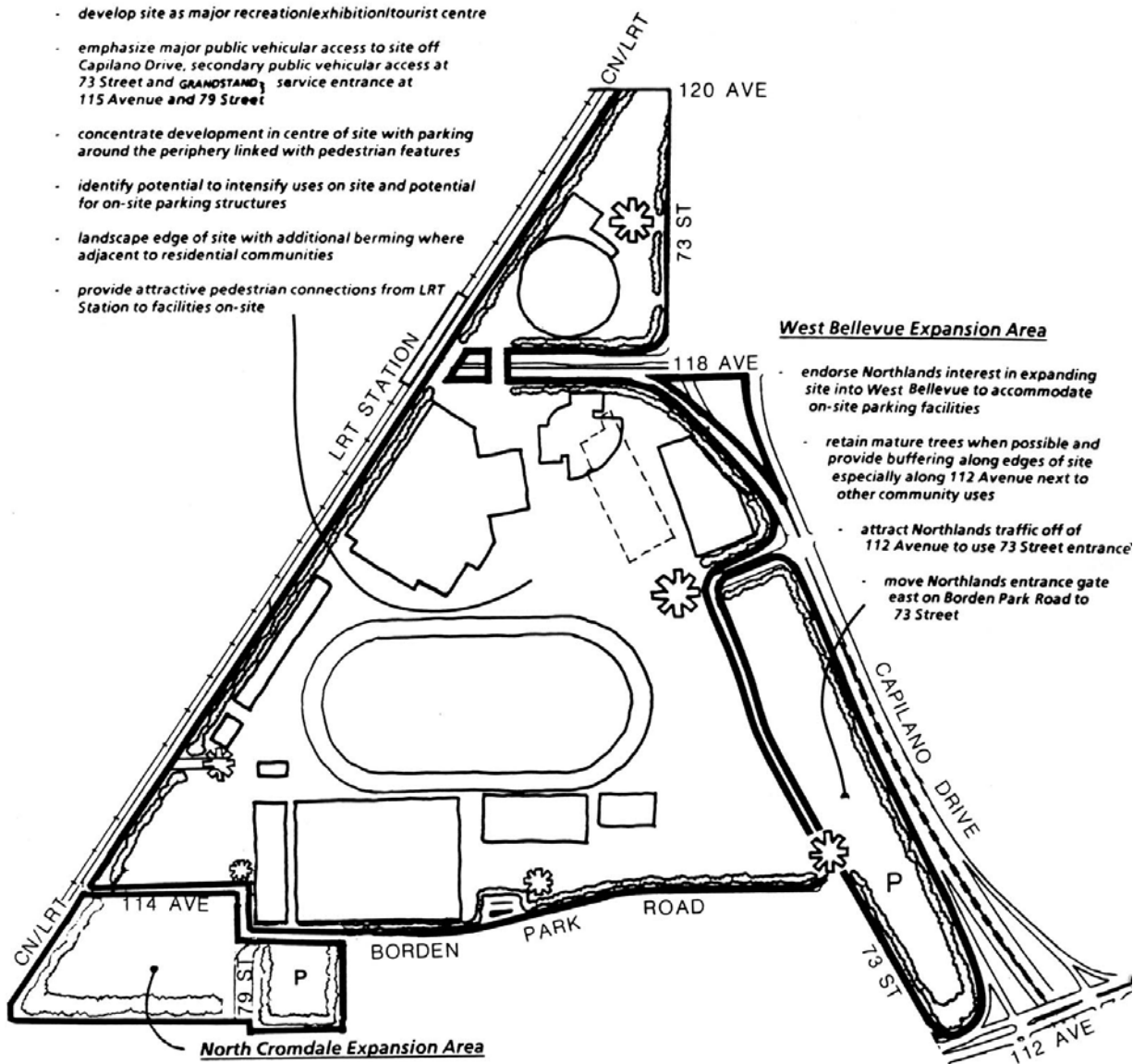
Bylaw	Plan	Purpose	Council Approval Date
9259	Northlands ARP	Adoption of plan	April 10, 1990
9257	Stadium Station ARP	Amendment required because of Northlands ARP adoption	April 10, 1990
9258	Montrose Santa Rosa ARP	Amendment required because of Northlands ARP adoption	April 10, 1990
10824	Coliseum Station ARP	Amendment required to allow parking lot for Rexall Place	August 15, 1994
10825	Montrose Santa Rosa ARP	Amendment required to allow interim parking for Rexall Place on south portion of Burns lot	August 15, 1994
11314	Montrose Santa Rosa ARP	Amendment required to allow interim parking for Rexall Place on entire Burns lot	November 18, 1996
12925	Northlands ARP	Amendment regarding plan amendment process	January 9, 2002

Northlands Area Redevelopment Plan Review – November 2005

Appendix 2 Northlands ARP General Concept

Edmonton Northlands Site

- develop site as major recreation/exhibition/tourist centre
- emphasize major public vehicular access to site off Capilano Drive, secondary public vehicular access at 73 Street and GRANDSTAND service entrance at 115 Avenue and 79 Street
- concentrate development in centre of site with parking around the periphery linked with pedestrian features
- identify potential to intensify uses on site and potential for on-site parking structures
- landscape edge of site with additional berming where adjacent to residential communities
- provide attractive pedestrian connections from LRT Station to facilities on-site

West Bellevue Expansion Area

- endorse Northlands interest in expanding site into West Bellevue to accommodate on-site parking facilities
- retain mature trees when possible and provide buffering along edges of site especially along 112 Avenue next to other community uses
- attract Northlands traffic off of 112 Avenue to use 73 Street entrance
- move Northlands entrance gate east on Borden Park Road to 73 Street

North Cromdale Expansion Area

- endorse Northlands interest in expanding site into this area north of 113 Avenue to accommodate on-site parking, storage and horse exercise uses
- retain mature trees when possible and provide buffering along edges of site and parking lot especially along 113 Avenue next to other community uses
- attract Northlands traffic off of 112 Avenue to use 79 Street
- sign and landscape parking lot

↑
N
NOT TO SCALE

Northlands Area Redevelopment Plan Review – November 2005

Appendix 3 Action Implementation Status

#	ARP area	Summary of action	1998 status	2005 status
1	Core Northlands site	Keep core Northlands site zoned US	Achieved	Achieved
2	Core Northlands site	Seek conformity to relevant redevelopment guidelines	In progress	In progress
3	Core Northlands site	Designate new parking lots on periphery	In progress	Achieved
4	Core Northlands site	Design parking areas with landscaping and buffering	In progress	In progress
5	Core Northlands site	Improve public gateways and pedestrian entrances	Not achieved	In progress
6	Core Northlands site	Move Northlands directional traffic sign on 112 Ave	Achieved	Achieved
7	Core Northlands site	Buffer and screen entire edge of Northlands site	In progress	In progress
8	Core Northlands site	Conduct detailed urban design review of LRT corridor	Not achieved	In progress
9	Core Northlands site	Provide pedestrian links to LRT station and bus stops	Not achieved	Not achieved
10	Core Northlands site	Determine measures to promote transit ridership to events	In progress	In progress
11	Core Northlands site	Continue to police Northlands and neighbouring areas	In progress	Achieved
12	West Bellevue	Meet with Northlands re. West Bellevue transition	In progress	Achieved
13	West Bellevue	Designate parking lots in West Bellevue	In progress	Achieved
14	West Bellevue	Seek conformity to relevant redevelopment guidelines	In progress	In progress
15	West Bellevue	Zone new parking areas DC2	In progress	Achieved
16	West Bellevue	Zone areas for other exhibition uses US	In progress	Achieved
17	West Bellevue	Move Northlands directional sign to 116 Ave	Not achieved	Achieved
18	West Bellevue	Improve public gateways and pedestrian entrances	Not achieved	In progress
19	West Bellevue	Determine improvements to 116 Ave entrance/bike route	Achieved	Achieved
20	North Cromdale	Meet with Northlands re. North Cromdale expansion	In progress	In progress
21	North Cromdale	Seek conformity to relevant redevelopment guidelines	In progress	In progress
22	North Cromdale	Designate parking lots in North Cromdale	Not achieved	Not achieved
23	North Cromdale	Develop new parking lot/terminate parking lot agreement	Not achieved	Not achieved
24	North Cromdale	Zone expansion area west of 79 St US	In progress	In progress
25	North Cromdale	Zone new parking lot DC2	Not achieved	Not achieved
26	North Cromdale	Improve 79 St and Borden Park Road	Not achieved	Not achieved
27	North Cromdale	Conduct detailed urban design review of LRT corridor	Not achieved	In progress
28	Stadium Station ARP	Zone Borden Park expansion AP and acquire lots	Not achieved	In progress
29	Stadium Station ARP	Meet with community to determine Borden Park priorities	Not achieved	In progress
30	Stadium Station ARP	Assess need for SW parking lot in Borden Park	Not achieved	Not achieved
31	Stadium Station ARP	Landscape/sign SW corner of Borden Park	Not achieved	Not achieved
32	Stadium Station ARP	Retain pedestrian crossings on 112 Ave	Achieved	Achieved
33	Stadium Station ARP	Improve 112 Ave/79 St intersection	Not achieved	Not achieved
34	Stadium Station ARP	Provide residential parking ban signs	Not achieved	Achieved
35	Stadium Station ARP	Eliminate 79 St as truck route	Not achieved	Achieved
36	Stadium Station ARP	Conduct detailed urban design review of LRT corridor	Not achieved	In progress
37	Montrose ARP	Allow commercial uses between 72 and 73 St	Achieved	Achieved
38	Montrose ARP	Zone north portion of Burns site for industrial uses	Not achieved	In progress
39	Montrose ARP	Develop medium density housing east of 121 Ave	Not achieved	Not achieved
40	Montrose ARP	Consider north portion of Burns site for baseball facility	Achieved	Achieved
41	Montrose ARP	Allow interim parking on Burns site	Achieved	Achieved
42	Montrose ARP	Construct Wayne Gretzky Drive improvements	Achieved	Achieved
43	Coliseum Station ARP	Designate Mount Lawn yard for parking	Achieved	Achieved

Northlands Area Redevelopment Plan Review – November 2005

Appendix 4 Northlands Park Facility Master Plan



Northlands Area Redevelopment Plan Review – November 2005

Appendix 5 Photos



Photo 1 New Northlands Park parking lot looking north from Borden Park Road



Photo 2 New Northlands Park parking lot looking south from 116 Avenue

Northlands Area Redevelopment Plan Review – November 2005



Photo 3 Interim Rexall Place parking on south portion of Burns site in Montrose



Photo 4 Mount Lawn parking lot in Eastwood

Northlands Area Redevelopment Plan Review – November 2005



Photo 5 Landscaping (fence, trees and shrubs) along LRT corridor north of 113 Avenue



Photo 6 Northlands Park sign and landscaping at 113 Avenue and 82 Street

Northlands Area Redevelopment Plan Review – November 2005



Photo 7 Landscaping on north side of 113 Avenue east of 82 Street



Photo 8 South edge of horse barns adjacent to Borden Park Road

Northlands Area Redevelopment Plan Review – November 2005



Photo 9 South edge of Northlands site east of Spectrum



Photo 10 South edge of Northlands Park site along Borden Park Road

Northlands Area Redevelopment Plan Review – November 2005



Photo 11 Northlands Park entry gate at 116 Avenue



Photo 12 Two remaining houses on west side of 79 Street between 113 and 114 Avenues

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Photo 13 Houses west of Borden Park between 112 and 113 Avenue



Photo 14 New multi-use trail within LRT corridor north of 113 Avenue

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Photo 15 Designated location of Northlands Park parking lot south of Borden Park Road and east of 79 Street



Photo 16 Northlands Park fence in alley west of 79 Street between 113 and 114 Avenues