

New Profiles Recommended for Funding

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| 18 | 21-40-9024 | NRP Recon - Calder | \$51.9 |
| 21 | 21-40-9023 | NRP/NARP Recon - Beaumaris Neighbourhood and Alleys | \$37.6 |
| 24 | 21-40-9025 | NRP Recon - Garneau | \$36.9 |
| 27 | 21-40-9026 | NRP Recon - Malmo Plains | \$25.1 |
| 30 | 21-40-9031 | Winterburn Industrial Road Upgrading | \$19.7 |
| 32 | 21-10-9008 | McArthur Supportive Housing | \$19.6 |
| 35 | 20-10-9002 | Terrace Heights Supportive Housing | \$17.7 |
| 38 | 21-10-9006 | Westmount Supportive Housing | \$17.6 |
| 41 | 21-24-9300 | Yellowhead Trail - Noise Attenuation System (97 Street -Fort Rd) | \$14.9 |
| 43 | 21-10-9104 | Centennial Plaza Redevelopment | \$13.7 |
| 46 | 21-10-9007 | King Edward Park Supportive Housing | \$12.6 |

Attachment #4

| | | | |
|----|------------|--|----------------|
| 49 | 20-10-9001 | Inglewood Supportive Housing | \$12.3 |
| 52 | 21-22-9400 | 51 Avenue - 86 Street to 99 Street, 99 Street to 111 Street | \$9.6 |
| 55 | 21-40-9027 | NARP Recon - North Glenora Alleys | \$9.3 |
| 58 | 21-22-9401 | Stony Plain Road Rehab - 184 St to 231 St. & 231 St. to AHDive | \$9.3 |
| 61 | 21-32-9100 | Confederation District Park Renewal | \$8.9 |
| 64 | 21-21-9100 | Capital Line Wood Tie Replacement (66 Street - 129 Ave) | \$8.8 |
| 67 | 21-25-9501 | Central LRT Station Escalator Renewal | \$8.2 |
| 70 | 21-25-9500 | Parsons Industrial Neighbourhood Renewal | \$8.2 |
| 72 | 21-30-9303 | Glengarry District Park Renewal | \$7.7 |
| 75 | 21-40-9030 | 99 Street - 34 Avenue to Whitemud Drive | \$6.6 |
| 77 | 21-10-9103 | Iron Works Building Rehabilitation Phase 1 | \$6.0 |
| 80 | 21-30-9302 | Urban Tree Canopy Expansion | \$5.4 |
| 82 | 21-40-9032 | Mistatim Industrial & Southeast Industrial Road Upgrading | \$5.1 |
| 84 | 21-30-9301 | Kinistinaw Park Phase II | \$2.5 |
| | | Total | \$688.8 |

CAPITAL PROFILE REPORT

| | | |
|-----------------|---|--|
| PROFILE NAME: | CRIMM - CAD-RMS INTEGRATION, MODERNIZATION AND MAXIMIZATION | RECOMMENDED |
| PROFILE NUMBER: | 21-60-1472 | PROFILE STAGE: Council Review |
| DEPARTMENT: | Boards & Commissions | PROFILE TYPE: Standalone |
| LEAD BRANCH: | Police Service | LEAD MANAGER: Chief ITO Ron Anderson |
| PROGRAM NAME: | | PARTNER MANAGER: Exec Director Sean Tout |
| PARTNER: | | ESTIMATED START: June, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: June, 2023 |

| | | | |
|-------------------|------------|-----------------------|-------|
| Service Category: | Protection | Major Initiative: | |
| GROWTH | RENEWAL | PREVIOUSLY APPROVED: | - |
| 100 | | BUDGET REQUEST: | 7,500 |
| | | TOTAL PROFILE BUDGET: | 7,500 |

PROFILE DESCRIPTION

The Computer Automated Dispatch (CAD) – Records Management System (RMS) Integration, Modernization and Maximization Program (CRIMM) Program was established to modernize EPS' records management processes and systems. The CRIMM Program will ensure that configuration and integration of the Hexagon Intergraph CAD, Niche RMS and intelligence solutions are maximized to create the most effective and unified operational, investigative and intelligence information platform.

The high-level CRIMM program scope includes:

- Upgrade EPS' Niche RMS (v5) application to the new Niche RMS Universal Application (v6).
- Decommission Gateway and I/Reporter (EPS custom applications) and provide direct Niche RMS access for all members.
- Establish Niche RMS as the single source of truth for investigative data.
- Eliminate as many EPS custom applications as possible, replacing them with core Niche RMS functionality. Applications that cannot be replaced will be interfaced to Niche RMS if their functionality is still required.

It is estimated that the budget requirement for this project is \$8.2 million. A budget transfer of \$5.3 million will be made from the Police IT - Application Sustainment profile and \$2.2 million from the operating budget for a total of \$7.5 million during 2021 Spring Supplemental Capital Budget Adjustment (SCBA). The source of the additional \$0.7 million will be confirmed during the future SCBA process.

PROFILE BACKGROUND

Policing agencies use Records Management Systems as their core policing systems. In 2006, EPS implemented Niche's RMS solution. At the time, available RMS' fell short of meeting EPS needs, so EPS developed custom applications to supplement Niche RMS. The enhancements are collectively referred to as the Edmonton Police Records and Occurrence System (EPROS). Today, members work outside of Niche RMS in custom applications such as I/Reporter and Gateway; Niche RMS is effectively used as a data repository. While this approach served EPS well for some time, Niche RMS has evolved considerably since 2006. Further, it has become increasingly challenging and costly to maintain and enhance EPS custom applications. The storage of investigative data is currently spread across the EPS CAD system, Niche RMS, file shares, storage devices and hard copy materials. The CRIMM Program was established to modernize EPS' records management processes and systems.

PROFILE JUSTIFICATION

The CRIMM Program will optimize the efficient and effective creation, receipt, collection, storage, preservation, access, maintenance, security/protection, dissemination, retention, disclosure and disposition of all EPS operational, investigative and intelligence records within the Niche RMS.

Overall organization-wide administrative burden will be reduced through a "collect once, collect correctly, use repeatedly" model that will ensure everyone in the organization has access to accurate, reliable and timely information when they need it, where they need it and how they need it.

Key CRIMM objectives include:

- Replace paper processes with digital processes including digital forms, workflows and tasks. Current analogue, handwritten reports that are physically transferred across the organization and ultimately digitized at the end of their lifecycle will be replaced with a managed digital process within the Niche RMS.
- Replace disparate repositories including network file shares, hard drives and external storage devices with the Niche RMS and Enterprise Content Management systems.
- Modernize call types and align with the Niche RMS current structure. Today, there are 34 event types in CAD and subtypes represent priorities. The latest CAD version supports up to 100 types and 9 subtypes for each with priority being handled separately.
- Simplify and reduce the cost of delivering RMS enhancements.
- Establish an evergreening approach to the Niche system.

CAPITAL PROFILE REPORT

STRATEGIC ALIGNMENT

This project is aligned with the 2020-2022 EPS Strategic Plan & supports Goal #3: Innovate and Advance which encourages a culture of innovation & advancement to use resources in an agile way.

This profile also supports the following Supporting Objective: Manage the Corporation for Our Community:

- Technology and Data – The City of Edmonton's technology and data are leveraged to enable quality decision-making and enhance innovative service delivery;
- Financial Management – The City of Edmonton's resilient financial position enables both current and long-term service delivery and growth.

ALTERNATIVES CONSIDERED

- Status Quo: Maintaining and enhancing the current customized solution is becoming increasingly costly and difficult. Investigative data are fragmented which diminishes investigative efficiency and effectiveness and creates analytics and reporting challenges. This option exposes EPS to legislative non-compliance risk.
- Upgrade Niche RMS Solution: This option would upgrade the current version of Niche RMS to the vendor's latest offering and replaces custom solutions with core Niche RMS functionality, putting EPS on a path of receiving regular vendor-developed updates.
- Migrate to an Alternate RMS Solution: EPS would migrate to an alternate RMS solution. However, outside of Niche RMS, only one solution is used extensively by Canadian Policing agencies. The timelines and costs associated with this option are less favorable compared to a Niche RMS upgrade.

In consideration of the timelines, costs and strategic fit, EPS has chosen to upgrade its Niche RMS solution.

COST BENEFITS

CRIMM will deliver the following benefits:

- Single source of truth
- Improves data quality & access to data
- Legislative compliance
- Improves officer & public safety & efficiency
- Standardized digital processes
- Investigative efficiency & effectiveness in managing criminal cases
- Reduces organizational risk of critical information
- Streamlines application support environment
- Data entry efficiencies
- RMS enhancements

KEY RISKS & MITIGATING STRATEGY

Risks and associated issues will be managed as follows:

Change Adoption: There is a risk there will be resistance to business process changes required to optimize Niche RMS operation.

- Develop comprehensive change management strategy
- Assign an experienced change management resource to the program

Technology Gaps: There is a risk that core Niche RMS functionality will not enable all critical custom applications to be replaced.

- Retain existing custom applications if required
- Table gaps with the vendor as potential core product enhancements

Data Quality: There is a risk that data quality issues will make data conversion more challenging than expected.

- Prepare, cleanup and align data before implementation
- Establish accountability for data quality at a senior level

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors. The EPS will use a mix of internal and external resources to implement the projects within this profile.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that:

- EPS' Niche RMS application be upgraded to the new Niche RMS Universal Application (v6).
- EPS custom records management applications be replaced with out of the box Niche RMS functionality.
- Direct access to Niche RMS be provided to all members, making Niche RMS the single source of truth for investigative data

Overall organization-wide administrative burden will be reduced through a "collect once, collect correctly, use repeatedly" model that will ensure everyone in the organization has access to accurate, reliable and timely information when they need it, where they need it and how they need it.

CAPITAL PROFILE REPORT

PROFILE NAME: **CRIMM - CAD-RMS Integration, Modernization and Maximization****RECOMMENDED**PROFILE NUMBER: **21-60-1472**PROFILE TYPE: **Standalone**BRANCH: **Police Service**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|--------------------|--------------------------|----------------|------|------|------|------|------|------|------|------|------|----------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | - | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | - | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 3,680 | 2,820 | 1,000 | - | - | - | - | - | - | - | 7,500 |
|-------------------|---------------------------------------|---|-------|-------|-------|---|---|---|---|---|---|---|-------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Pay-As-You-Go | - | 1,480 | 2,820 | 1,000 | - | - | - | - | - | - | - | 5,300 |
| | PAYG Capital Reserve - Police | - | 2,200 | - | - | - | - | - | - | - | - | - | 2,200 |
| | Requested Funding Source | - | 3,680 | 2,820 | 1,000 | - | - | - | - | - | - | - | 7,500 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 3,680 | 2,820 | 1,000 | - | - | - | - | - | - | - | 7,500 |
|---------------------------------------|-------------------------------|---|-------|-------|-------|---|---|---|---|---|---|---|-------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Pay-As-You-Go | - | 1,480 | 2,820 | 1,000 | - | - | - | - | - | - | - | 5,300 |
| | PAYG Capital Reserve - Police | - | 2,200 | - | - | - | - | - | - | - | - | - | 2,200 |
| | Requested Funding Source | - | 3,680 | 2,820 | 1,000 | - | - | - | - | - | - | - | 7,500 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|---------------------------------------|---------------|----------------|-------|-------|-------|------|------|------|------|------|------|----------------|-------|
| | Technology | - | 3,680 | 2,820 | 1,000 | - | - | - | - | - | - | - | 7,500 |
| | Total | - | 3,680 | 2,820 | 1,000 | - | - | - | - | - | - | - | 7,500 |
| | | | | | | | | | | | | | |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: **EPS ENTERPRISE COMMONS**
 PROFILE NUMBER: **21-60-1471**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Police Service**
 PROGRAM NAME:
 PARTNER: **Police Service**
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

| | |
|-----------------------|------------------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Chief ITO Ron Anderson |
| PARTNER MANAGER: | Supt Warren Driechel |
| ESTIMATED START: | June, 2021 |
| ESTIMATED COMPLETION: | December, 2022 |

Service Category:**Major Initiative:**

| |
|---------------|
| GROWTH |
| 100 |

| |
|----------------|
| RENEWAL |
| |

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:**5,200****TOTAL PROFILE BUDGET:****5,200****PROFILE DESCRIPTION**

The Enterprise Systems Transformation Program (ESTP) City of Edmonton (COE) business case outlined the case for transitioning from the City's aging, overly complex and expensive customized enterprise technology systems to a single, modernized technology system that spans the City's core enterprise functions. The program name was subsequently changed to Enterprise Commons (EC).

This profile is for Edmonton Police Service (EPS) portion of Enterprise Commons (EC) Program and includes the following projects:

- Human Resources (HR)
- Finance
- Supply Chain Management (SCM)
- EC Backend – integrations to EPS systems, security, decommissioning of legacy EPS applications.

It is estimated that the budget requirement for this project is \$7.4 million. Cost estimates are based on requirements and timelines known at the time of preparation of this business case and costs may change based on the implementation timeline driven by the City. A budget transfer of \$5.2 million will be made from EPS operating budget during 2021 Spring Supplemental Capital Budget Adjustment (SCBA). EPS is committed to funding the project in full and additional funds will be identified in the future.

PROFILE BACKGROUND

City Council approved the ESTP – Project Delivery and Business Case and approved the total funding of \$63.5 million for the project (19-18-1904 Enterprise Systems Transformation Program) in the Fall of 2019 and Spring of 2020.

On June 1, 2020, the COE kicked off EC. EC is intended to address impending support issues with SAP and PeopleSoft. Other COE objectives include:

- Simplify how the city works with respect to core administrative services (Finance, Human Resources (HR) and Supply Chain Management (SCM)).
- Standardize systems and align processes accordingly.
- Minimize customization to reduce the costs of upgrading, maintaining and supporting enterprise systems.
- Adopting best practices for Finance, HR and SCM functions as well as enterprise asset management and workflow practices.

While provisions for EPS costs were not included in the City's budget or EPS' budget, EC represents a transformational opportunity for EPS.

PROFILE JUSTIFICATION

In addition to COE objectives, and addressing PeopleSoft and SAP technology obsolescence issues, EC also represents an opportunity for EPS to transform core processes in HR, Finance and SCM, including:

- Transitioning from manual, paper-based processes to digital processes.
- Digital transformation will afford EPS opportunities to measure and manage processes in a manner that is not possible today.
- Eliminating Computer Aided Resource Management (CARM) related operational risk.
- Improved data accuracy.

STRATEGIC ALIGNMENT

This project is aligned with 2020-2022 EPS Strategic Plan and supports Goal #3: Innovate and Advance which encourages a culture of innovation and advancement to use resources in an agile way.

This profile supports the following Supporting Objective: Manage the Corporation for Our Community:

- Technology and Data – The City of Edmonton's technology and data are leveraged to enable quality decision-making and enhance innovative service delivery;
- Financial Management – The City of Edmonton's resilient financial position enables both current and long-term service delivery and growth.

CAPITAL PROFILE REPORT

ALTERNATIVES CONSIDERED

Four transformation options were evaluated as part of COE business case:

- Status Quo
- Core Homogenous ERP
- SAP Cloud First
- Best of Breed

Based on findings from the assessment of the four options and in conjunction with strategic, financial and risk factors, the City went with Option 2 - selection and implementation of a core homogenous cloud ERP solution that spans the City's core functions while standardizing processes based on technology and industry standards.

EC is a COE initiative and EPS is following the option that the COE has chosen.

COST BENEFITS

EC will address technology obsolescence issues at EPS. In addition, replacing PeopleSoft and SAP with modern technologies creates a foundation for delivering other benefits, including:

- Automation of manual processes;
- Improved security;
- Standardization of processes;
- Better decision making;
- Improved data quality; and,
- Reduced operational risk.

KEY RISKS & MITIGATING STRATEGY

Risks and associated issues will be managed as follows:

Governance: Low alignment with the other transformation initiatives with overlapping scope to the EC initiatives:

- Develop stakeholder engagement strategy to ensure alignment across the organization
- Develop key messages to support scope of EC initiatives

Change Adoption: Slow adoption or rejection of new solution and processes related to EC:

- Clearly define key performance indicators to measure the rate of adoption
- Develop comprehensive change management plan, including key messages and training to ensure organizational buy-in for EC

Data: Inconsistent data quality between in-scope systems could impact functionality:

- Prepare, cleanup and align master data before implementation

RESOURCES

All procurement activities were undertaken by the COE prior to EC being kicked off on June 1, 2020. No EPS procurement activities are anticipated. EPS is following the COE implementation plan.

All EPS costs represent personnel costs of contractors and employees seconded to this project.

CONCLUSIONS AND RECOMMENDATIONS

Conclusion: EPS will follow the COE implementation plan of EC. This implementation will bring automation and process efficiencies, reduce risk and increase productivity. All EPS business areas are impacted by the results of this initiative.

Recommendation: Approve reallocation of EPS operating budget to fund this project in order to ensure the completion of the program and the realization of its benefits.

CAPITAL PROFILE REPORT

PROFILE NAME: **EPS Enterprise Commons**PROFILE NUMBER: **21-60-1471**BRANCH: **Police Service****RECOMMENDED**PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|--------------------|--------------------------|----------------|------|------|------|------|------|------|------|------|------|----------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | - | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | - | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 3,600 | 1,600 | - | - | - | - | - | - | - | - | 5,200 |
|-------------------|---------------------------------------|---|-------|-------|---|---|---|---|---|---|---|---|-------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | PAYG Capital Reserve - Police | - | 3,600 | 1,600 | - | - | - | - | - | - | - | - | 5,200 |
| | Requested Funding Source | - | 3,600 | 1,600 | - | - | - | - | - | - | - | - | 5,200 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 3,600 | 1,600 | - | - | - | - | - | - | - | - | 5,200 |
|---------------------------------------|-------------------------------|---|-------|-------|---|---|---|---|---|---|---|---|-------|
| | Requested Funding Source | | | | | | | | | | | | |
| | PAYG Capital Reserve - Police | - | 3,600 | 1,600 | - | - | - | - | - | - | - | - | 5,200 |
| | Requested Funding Source | - | 3,600 | 1,600 | - | - | - | - | - | - | - | - | 5,200 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|---------------------------------------|---------------|----------------|-------|-------|------|------|------|------|------|------|------|----------------|-------|
| | Technology | - | 3,600 | 1,600 | - | - | - | - | - | - | - | - | 5,200 |
| | Total | - | 3,600 | 1,600 | - | - | - | - | - | - | - | - | 5,200 |
| | | | | | | | | | | | | | |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: **KESWICK WEST PARK DEVELOPMENT**
 PROFILE NUMBER: **21-30-9305**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Building Great Neighbourhoods**
 PROGRAM NAME:
 PARTNER: **Infrastructure Planning & Design**
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

| | |
|-----------------------|-------------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Craig Walbaum |
| PARTNER MANAGER: | Pascale Ladouceur |
| ESTIMATED START: | June, 2021 |
| ESTIMATED COMPLETION: | December, 2023 |

Service Category: **Parks**

Major Initiative:

| |
|---------------|
| GROWTH |
| 100 |

| |
|----------------|
| RENEWAL |
| |

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

3,369

TOTAL PROFILE BUDGET:

3,369

PROFILE DESCRIPTION

This profile provides funding for the delivery of the Keswick West Park Development project. This project will complete base level development for the school/park site, which includes installation of utilities, grade/level/seed requirements, sportsfields, site furnishings, and tree planting/landscaping. Project delivery will ensure that the site is ready to accommodate construction of an Edmonton Public School Board elementary/junior high school, in accordance with the City's obligations under the Joint Use Agreement. Neighbourhood level park amenities, including sportsfields and passive open space, will be provided for the community.

PROFILE BACKGROUND

This project was not identified for develop and delivery in the 2019-2022 Capital Budget, and was identified in Q2/2020 as a priority for school completion and opening in Fall, 2022. Project development was funded through Open Space: Planning and Design Growth profile CM-30-3030. Planning and design is complete.

PROFILE JUSTIFICATION

Under the Joint Use Agreement, the City is responsible for the assembly and base level development of school/park sites. This site has been approved for school funding and has been identified as a priority for school construction. Alberta Infrastructure is managing school design/construction through a P3 partnership, with school opening planned for September, 2022. Base level park development must be complete by mid 2022 to ensure the site is ready for school opening.

STRATEGIC ALIGNMENT

The development of the Keswick West Park site will advance the City's priorities of developing new community school/park sites, and support the City Plan's goal of A Community of Communities, by providing the supporting open space infrastructure to encourage future population growth. The development of new park amenities aligns with the City's Open Space Policy and Breathe Strategy to maximize benefit of open spaces by providing multifunctional parks.

ALTERNATIVES CONSIDERED

The project is not advanced for delivery, leading to an undeveloped school/park site, and resulting in the City not meeting its obligations under the Joint Use Agreement.

COST BENEFITS

Completed school/park development to meet school/community needs.

KEY RISKS & MITIGATING STRATEGY

The key risk if delivery is not completed as planned is that the City does not meet it's obligations to deliver base level park development to support school/park development, in accordance with the Joint Use Agreement with School Boards. Construction funding, accurate scoping and scheduling, and continued stakeholder communication and engagement, in conjunction with the Project Development and Delivery Model, will allow for the completion of park development to City standards and stakeholder expectations.

RESOURCES

The project will be managed by Integrated Infrastructure Services. External design consultants and construction contractors will be retained following Corporate Procurement procedures to complete the delivery of the project.

CONCLUSIONS AND RECOMMENDATIONS

Community parks are of significant importance to Edmontonians and experience high usage by citizens and students of adjacent school sites. It is recommended that this standalone profile request is fully funded in order to complete construction of the Keswick West school/park site in accordance with the project schedule to meet the scheduled school opening in September, 2022. Completion of the delivery of this school/park site will allow the City to meet it's obligations under the Joint Use Agreement.

CAPITAL PROFILE REPORT

PROFILE NAME: **Keswick West Park Development**
 PROFILE NUMBER: **21-30-9305**
 BRANCH: **Building Great Neighbourhoods**

RECOMMENDED

PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 541 | 2,728 | 100 | - | - | - | - | - | - | - | 3,369 |
|----------------|---------------------------------------|---|-----|-------|-----|---|---|---|---|---|---|---|-------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Federal Gas Tax Fund | - | 300 | 2,728 | 100 | - | - | - | - | - | - | - | 3,128 |
| | Pay-As-You-Go | - | 241 | - | - | - | - | - | - | - | - | - | 241 |
| | Requested Funding Source | - | 541 | 2,728 | 100 | - | - | - | - | - | - | - | 3,369 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 541 | 2,728 | 100 | - | - | - | - | - | - | - | 3,369 |
|------------------------------|------------------------------|---|-----|-------|-----|---|---|---|---|---|---|---|-------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Federal Gas Tax Fund | - | 300 | 2,728 | 100 | - | - | - | - | - | - | - | 3,128 |
| | Pay-As-You-Go | - | 241 | - | - | - | - | - | - | - | - | - | 241 |
| | Requested Funding Source | - | 541 | 2,728 | 100 | - | - | - | - | - | - | - | 3,369 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|---------------|-------------|------|-------|------|------|------|------|------|------|------|-------------|-------|
| | Construction | - | 441 | 2,728 | 100 | - | - | - | - | - | - | - | 3,269 |
| | Design | - | 100 | - | - | - | - | - | - | - | - | - | 100 |
| | Total | - | 541 | 2,728 | 100 | - | - | - | - | - | - | - | 3,369 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: **KESWICK EAST PARK DEVELOPMENT**
 PROFILE NUMBER: **21-30-9304**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Building Great Neighbourhoods**
 PROGRAM NAME:
 PARTNER: **Infrastructure Planning & Design**
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

| | |
|-----------------------|-------------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Craig Walbaum |
| PARTNER MANAGER: | Pascale Ladouceur |
| ESTIMATED START: | June, 2021 |
| ESTIMATED COMPLETION: | December, 2023 |

Service Category: **Parks**Major Initiative: **Great Neighbourhoods**

| | |
|---------------|----------------|
| GROWTH | RENEWAL |
| 100 | |

| | |
|-----------------------|-------|
| PREVIOUSLY APPROVED: | - |
| BUDGET REQUEST: | 2,487 |
| TOTAL PROFILE BUDGET: | 2,487 |

PROFILE DESCRIPTION

This profile provides funding for the delivery of the Keswick East Park Development project. This project will complete base level development for the school/park site, which includes installation of utilities, grade/level/seed requirements, sportsfields, site furnishings, and tree planting/landscaping. Project delivery will ensure that the site is ready to accommodate construction of an Edmonton Catholic School Board elementary/junior high school, in accordance with the City's obligations under the Joint Use Agreement. Neighbourhood level park amenities, including sportsfields and passive open space, will be provided for the community.

PROFILE BACKGROUND

This project was not identified for develop and delivery in the 2019-2022 Capital Budget, and was identified in Q2/2020 as a priority for school completion and opening in Fall, 2022. Project development was funded through Open Space: Planning and Design Growth profile CM-30-3030. Planning and design is complete.

PROFILE JUSTIFICATION

Under the Joint Use Agreement, the City is responsible for the assembly and base level development of school/park sites. This site has been approved for school funding and has been identified as a priority for school construction. Alberta Infrastructure is managing school design/construction through a P3 partnership, with school opening planned for September, 2022. Base level park development must be complete by mid 2022 to ensure the site is ready for school opening.

STRATEGIC ALIGNMENT

The development of the Keswick East Park site will advance the City's priorities of developing new community school/park sites, and support the City Plan's goal of A Community of Communities, by providing the supporting open space infrastructure to encourage future population growth. The development of new park amenities aligns with the City's Open Space Policy and Breathe Strategy to maximize benefit of open spaces by providing multifunctional parks.

ALTERNATIVES CONSIDERED

The project is not advanced for delivery, leading to an undeveloped school/park site, and resulting in the City not meeting its obligations under the Joint Use Agreement.

COST BENEFITS

Completed school/park development to meet school/community needs.

KEY RISKS & MITIGATING STRATEGY

The key risk if delivery is not completed as planned is that the City does not meet it's obligations to deliver base level park development to support school/park development, in accordance with the Joint Use Agreement with School Boards. Construction funding, accurate scoping and scheduling, and continued stakeholder communication and engagement, in conjunction with the Project Development and Delivery Model, will allow for the completion of park development to City standards and stakeholder expectations.

RESOURCES

The project will be managed by Integrated Infrastructure Services. External design consultants and construction contractors will be retained following Corporate Procurement procedures to complete the delivery of the project.

CONCLUSIONS AND RECOMMENDATIONS

Community parks are of significant importance to Edmontonians and experience high usage by citizens and students of adjacent school sites. It is recommended that this standalone profile request is fully funded in order to complete construction of the Keswick East school/park site in accordance with the project schedule to meet the scheduled school opening in September, 2022. Completion of the delivery of this school/park site will allow the City to meet it's obligations under the Joint Use Agreement.

CAPITAL PROFILE REPORT

PROFILE NAME: **Keswick East Park Development**
 PROFILE NUMBER: **21-30-9304**
 BRANCH: **Building Great Neighbourhoods**

RECOMMENDED

PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | - | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | - | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | |
|----------------|---------------------------------------|---|-----|-------|-----|---|---|---|---|---|---|---|-------|
| BUDGET REQUEST | Budget Request | - | 482 | 1,905 | 100 | - | - | - | - | - | - | - | 2,487 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Federal Gas Tax Fund | - | 245 | 1,905 | 100 | - | - | - | - | - | - | - | 2,250 |
| | Pay-As-You-Go | - | 237 | - | - | - | - | - | - | - | - | - | 237 |
| | Requested Funding Source | - | 482 | 1,905 | 100 | - | - | - | - | - | - | - | 2,487 |

| | | | | | | | | | | | | | |
|------------------------------|------------------------------|---|-----|-------|-----|---|---|---|---|---|---|---|-------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 482 | 1,905 | 100 | - | - | - | - | - | - | - | 2,487 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Federal Gas Tax Fund | - | 245 | 1,905 | 100 | - | - | - | - | - | - | - | 2,250 |
| | Pay-As-You-Go | - | 237 | - | - | - | - | - | - | - | - | - | 237 |
| | Requested Funding Source | - | 482 | 1,905 | 100 | - | - | - | - | - | - | - | 2,487 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|---------------|-------------|------|-------|------|------|------|------|------|------|------|-------------|-------|
| | Construction | - | 382 | 1,905 | 100 | - | - | - | - | - | - | - | 2,387 |
| | Design | - | 100 | - | - | - | - | - | - | - | - | - | 100 |
| | Total | - | 482 | 1,905 | 100 | - | - | - | - | - | - | - | 2,487 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORTPROFILE NAME: **YELLOWHEAD TRAIL - 156 STREET TO ST ALBERT TRAIL****RECOMMENDED**PROFILE NUMBER: **21-20-9301****PROFILE STAGE:** Council ReviewDEPARTMENT: **Integrated Infrastructure Services****PROFILE TYPE:** StandaloneLEAD BRANCH: **Infrastructure Delivery**LEAD MANAGER: **Jason Meliefste**

PROGRAM NAME:

PARTNER MANAGER: **Pascale Ladouceur**PARTNER: **Infrastructure Planning & Design**ESTIMATED START: **June, 2021**BUDGET CYCLE: **2019-2022**ESTIMATED COMPLETION: **December, 2023****Service Category:** Roads**Major Initiative:** Yellowhead Freeway**GROWTH**
100**RENEWAL****PREVIOUSLY APPROVED:**

-

BUDGET REQUEST:

177,634

TOTAL PROFILE BUDGET:

177,634

PROFILE DESCRIPTION

This profile supports the delivery phases of a single project (Yellowhead Trail 156 Street to St Albert Trail) that has reached Checkpoint 4 of the Project Development and Delivery Model (PDDM) on the Yellowhead Trail Freeway Conversion Program.

Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr.

The Yellowhead Trail: 156 Street to St Albert Trail project includes the removal of direct access to and from Yellowhead Trail at 149 Street, 143 Street and 142 Street. Access to adjacent business is maintained through the 156 Street or St. Albert Trail interchanges and the new 2 lane, one-way service roads constructed on the north and south sides of Yellowhead Trail. Additionally the scope of the project includes improvement to the drainage system along with a construction of a surge pond, and improved vertical clearances under the St Albert Trail interchange.

PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

PROFILE JUSTIFICATION

To adhere with the PDDM, this stand-alone profile will fund project delivery (detail design and construction) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget, reducing the risk of cost overruns, schedule issues, and other issues.

STRATEGIC ALIGNMENT

This profile aligns with the council goals of Urban Shift, Energy and Climate and Open & Effective Government.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

COST BENEFITS

PDDM provides better information to the City Council to make capital investment decisions:

A structured process to evaluate readiness, scope and prioritization.

Increased confidence around budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities.

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives and policies.

CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: Yellowhead Trail - 156 Street to St Albert Trail

RECOMMENDED

PROFILE NUMBER: 21-20-9301

PROFILE TYPE: Standalone

BRANCH: Infrastructure Delivery

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | |
|----------------|---------------------------------------|---|--------|--------|--------|---|---|---|---|---|---|---|---------|
| BUDGET REQUEST | Budget Request | - | 69,000 | 54,000 | 54,634 | - | - | - | - | - | - | - | 177,634 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Federal Bldg Canada Fund | - | 9,880 | 16,903 | 17,284 | - | - | - | - | - | - | - | 44,067 |
| | Provincial BCF - matching | - | - | - | 17,284 | - | - | - | - | - | - | - | 17,284 |
| | Tax-Supported Debt | - | 59,120 | 37,097 | 20,067 | - | - | - | - | - | - | - | 116,284 |
| | Requested Funding Source | - | 69,000 | 54,000 | 54,634 | - | - | - | - | - | - | - | 177,634 |

| | | | | | | | | | | | | | |
|------------------------------|------------------------------|---|--------|--------|--------|---|---|---|---|---|---|---|---------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 69,000 | 54,000 | 54,634 | - | - | - | - | - | - | - | 177,634 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Federal Bldg Canada Fund | - | 9,880 | 16,903 | 17,284 | - | - | - | - | - | - | - | 44,067 |
| | Provincial BCF - matching | - | - | - | 17,284 | - | - | - | - | - | - | - | 17,284 |
| | Tax-Supported Debt | - | 59,120 | 37,097 | 20,067 | - | - | - | - | - | - | - | 116,284 |
| | Requested Funding Source | - | 69,000 | 54,000 | 54,634 | - | - | - | - | - | - | - | 177,634 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|---------------|-------------|--------|--------|--------|------|------|------|------|------|------|-------------|---------|
| | Construction | - | 20,700 | 47,520 | 49,171 | - | - | - | - | - | - | - | 117,391 |
| | Design | - | 8,970 | 3,240 | 2,732 | - | - | - | - | - | - | - | 14,942 |
| | Land | - | 39,330 | 3,240 | 2,732 | - | - | - | - | - | - | - | 45,302 |
| | Total | - | 69,000 | 54,000 | 54,634 | - | - | - | - | - | - | - | 177,634 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: YELLOWHEAD TRAIL - FORT ROAD WIDENING
PROFILE NUMBER: 21-20-9302
DEPARTMENT: Integrated Infrastructure Services
LEAD BRANCH: Infrastructure Delivery
PROGRAM NAME:
PARTNER: Infrastructure Planning & Design
BUDGET CYCLE: 2019-2022

RECOMMENDED

| | |
|------------------------------|-------------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Jason Meliefste |
| PARTNER MANAGER: | Pascale Ladouceur |
| ESTIMATED START: | June, 2021 |
| ESTIMATED COMPLETION: | December, 2023 |

Service Category: Roads**Major Initiative:** Yellowhead Freeway

| | |
|---------------|----------------|
| GROWTH | RENEWAL |
| 100 | |

| | |
|------------------------------|---------|
| PREVIOUSLY APPROVED: | - |
| BUDGET REQUEST: | 117,398 |
| TOTAL PROFILE BUDGET: | 117,398 |

PROFILE DESCRIPTION

This profile supports the delivery phases of a single project (Yellowhead Trail Fort Road Widening) that has reached Checkpoint 4 of the Project Development and Delivery Model (PDDM) on the Yellowhead Trail Freeway Conversion Program.

Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr.

The Fort Road Widening project includes the widening of Fort Road to a 6 lane cross section between Yellowhead Trail and 66 Street, and the construction of a new industrial collector (125 Avenue) connecting 61 Street to 71 Street. Scope of the work also includes temporary rail structures required to facilitate the twinning of the existing CN underpass, surface and underground storm water facilities, and improved pedestrian connectivity in the area.

PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

PROFILE JUSTIFICATION

To adhere with the PDDM, this stand-alone profile will fund project delivery (detail design and construction) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget, reducing the risk of cost overruns, schedule issues, and other issues.

STRATEGIC ALIGNMENT

This profile aligns with the council goals of Urban Shift, Energy and Climate and Open & Effective Government.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

COST BENEFITS

PDDM provides better information to the City Council to make capital investment decisions:
 A structured process to evaluate readiness, scope and prioritization.
 Increased confidence around budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities.

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives and policies.

CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: Yellowhead Trail - Fort Road Widening

PROFILE NUMBER: 21-20-9302

BRANCH: Infrastructure Delivery

RECOMMENDED

PROFILE TYPE: Standalone

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | - | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | - | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | |
|----------------|---------------------------------------|---|--------|--------|--------|---|---|---|---|---|---|---|---------|
| BUDGET REQUEST | Budget Request | - | 55,169 | 31,360 | 30,869 | - | - | - | - | - | - | - | 117,398 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Federal Bldg Canada Fund | - | 15,248 | 9,973 | 10,279 | - | - | - | - | - | - | - | 35,501 |
| | Provincial BCF - matching | - | - | - | 10,279 | - | - | - | - | - | - | - | 10,279 |
| | Tax-Supported Debt | - | 39,921 | 21,387 | 10,310 | - | - | - | - | - | - | - | 71,618 |
| | Requested Funding Source | - | 55,169 | 31,360 | 30,869 | - | - | - | - | - | - | - | 117,398 |

| | | | | | | | | | | | | | |
|------------------------------|------------------------------|---|--------|--------|--------|---|---|---|---|---|---|---|---------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 55,169 | 31,360 | 30,869 | - | - | - | - | - | - | - | 117,398 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Federal Bldg Canada Fund | - | 15,248 | 9,973 | 10,279 | - | - | - | - | - | - | - | 35,501 |
| | Provincial BCF - matching | - | - | - | 10,279 | - | - | - | - | - | - | - | 10,279 |
| | Tax-Supported Debt | - | 39,921 | 21,387 | 10,310 | - | - | - | - | - | - | - | 71,618 |
| | Requested Funding Source | - | 55,169 | 31,360 | 30,869 | - | - | - | - | - | - | - | 117,398 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|---------------|-------------|--------|--------|--------|------|------|------|------|------|------|-------------|---------|
| | Construction | - | 39,998 | 29,949 | 30,869 | - | - | - | - | - | - | - | 100,816 |
| | Design | - | 5,793 | - | - | - | - | - | - | - | - | - | 5,793 |
| | Land | - | 9,379 | 1,411 | - | - | - | - | - | - | - | - | 10,790 |
| | Total | - | 55,169 | 31,360 | 30,869 | - | - | - | - | - | - | - | 117,398 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORTPROFILE NAME: **NRP RECON - CALDER****RECOMMENDED**PROFILE NUMBER: **21-40-9024****PROFILE STAGE:** Council ReviewDEPARTMENT: **Integrated Infrastructure Services****PROFILE TYPE:** StandaloneLEAD BRANCH: **Building Great Neighbourhoods**LEAD MANAGER: **Craig Walbaum**

PROGRAM NAME:

PARTNER MANAGER: **Gord Cebryk**PARTNER: **Parks & Roads Services**ESTIMATED START: **June, 2021**BUDGET CYCLE: **2019-2022**ESTIMATED COMPLETION: **December, 2024****Service Category:** Neighbourhood Renewal**Major Initiative:** Great Neighbourhoods**GROWTH****RENEWAL**

5

95

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

51,900

TOTAL PROFILE BUDGET:

51,900

PROFILE DESCRIPTION

Neighbourhood Renewal provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks in existing local and collector roadways and related work for signals and streetlighting rehab/upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements.

Partnering with other City programs or initiatives which bring value to the neighbourhood's overall livability have also been identified to leverage opportunities and efficiencies found with Neighbourhood Renewal. This could include improvements to park and open spaces, commercial areas public realm enhancements, and community traffic management and other social or economic uplift initiatives.

PROFILE BACKGROUND

The Neighbourhood Renewal Program (NRP) outlines a cost-effective, long-term strategic approach to address renewal and rebuilding of roads, sidewalks, and signals and streetlights needs in existing neighbourhoods.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model. Utilization of a balanced approach of various capital improvement techniques (reconstruction, overlay, microsurfacing) to maximize asset value and asset life.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Do Nothing/Unfunded: No renewal work occurs allowing further deterioration that increases maintenance costs and the risk of asset failure. Significant operating funding will be expended and will provide a poor level of service. If the asset fails, there will be severe/complete loss of service and will require costly emergency repairs to reinstate service.

Band Aid/Triage: Simple renewal is completed, even if more extensive renewal is required, until funding is available. Overall cost/benefit analysis demonstrates that this option will be a higher cost and provide a lower overall level of service compared to a timely administered program.

Reconstruction First/Worse Only: The City's Investment Model and cost benefit analysis showed that effectively combining reconstruction, rehabilitation, and preventative maintenance, the program allows more improvements within 25 years, whereas a reconstruction-only program would take many more years to complete at a higher cost.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing/maximizing service life of aging infrastructure in neighbourhoods and achieving long-term cost savings through reinvestment strategies to increase service levels.

Intangible benefits: enhancing the attractiveness of neighbourhoods, offering more active modes options and improved lighting to enhance livability, health, and safety for residents.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing/maximizing service life of aging infrastructure in neighbourhoods and achieving long-term cost savings through reinvestment strategies to increase service levels.

Intangible benefits: enhancing the attractiveness of neighbourhoods, offering more active modes options and improved lighting to enhance livability, health, and safety for residents.

RESOURCES

External contractors (via tender process) will be used to complete development and delivery. Long term construction contracts for Neighbourhood Reconstruction projects will be coordinated with utility stakeholders and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

With neighbourhood local and collector roads being an integral part of the City's transportation network that provides access to residents, businesses and industries, an effective neighbourhood renewal strategy is needed to ensure the City meets its goals for sustainable and accessible infrastructure. Reconstruction is required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, and increase service level and customer satisfaction.

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP Recon - Calder**PROFILE NUMBER: **21-40-9024**BRANCH: **Building Great Neighbourhoods****RECOMMENDED**PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | - | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | - | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | |
|----------------|---------------------------------------|---|--------|--------|--------|-------|---|---|---|---|---|---|--------|
| BUDGET REQUEST | Budget Request | - | 10,491 | 19,362 | 18,047 | 4,000 | - | - | - | - | - | - | 51,900 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Local Improvements Prop. Share | - | 684 | 1,368 | 1,197 | 171 | - | - | - | - | - | - | 3,420 |
| | Neighborhood Renewal Reserve | - | 9,750 | 17,444 | 16,850 | 3,829 | - | - | - | - | - | - | 47,873 |
| | Pay-As-You-Go | - | 57 | 550 | - | - | - | - | - | - | - | - | 607 |
| | Requested Funding Source | - | 10,491 | 19,362 | 18,047 | 4,000 | - | - | - | - | - | - | 51,900 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|--------|--------|--------|-------|---|---|---|---|---|---|--------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 10,491 | 19,362 | 18,047 | 4,000 | - | - | - | - | - | - | 51,900 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Local Improvements Prop. Share | - | 684 | 1,368 | 1,197 | 171 | - | - | - | - | - | - | 3,420 |
| | Neighborhood Renewal Reserve | - | 9,750 | 17,444 | 16,850 | 3,829 | - | - | - | - | - | - | 47,873 |
| | Pay-As-You-Go | - | 57 | 550 | - | - | - | - | - | - | - | - | 607 |
| | Requested Funding Source | - | 10,491 | 19,362 | 18,047 | 4,000 | - | - | - | - | - | - | 51,900 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|---------------|-------------|--------|--------|--------|-------|------|------|------|------|------|-------------|--------|
| | Construction | - | 9,652 | 17,813 | 16,603 | - | - | - | - | - | - | - | 44,068 |
| | Contingency | - | - | - | - | 4,000 | - | - | - | - | - | - | 4,000 |
| | Design | - | 839 | 1,549 | 1,444 | - | - | - | - | - | - | - | 3,832 |
| | Total | - | 10,491 | 19,362 | 18,047 | 4,000 | - | - | - | - | - | - | 51,900 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

| | | |
|-----------------|---|--------------------------------------|
| PROFILE NAME: | NRP/NARP RECON - BEAUMARIS NEIGHBOURHOOD AND ALLEYS | RECOMMENDED |
| PROFILE NUMBER: | 21-40-9023 | PROFILE STAGE: Council Review |
| DEPARTMENT: | Integrated Infrastructure Services | PROFILE TYPE: Standalone |
| LEAD BRANCH: | Building Great Neighbourhoods | LEAD MANAGER: Craig Walbaum |
| PROGRAM NAME: | | PARTNER MANAGER: Gord Cebryk |
| PARTNER: | Parks & Roads Services | ESTIMATED START: June, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2024 |

| | | | |
|-------------------|-----------------------|-----------------------|----------------------|
| Service Category: | Neighbourhood Renewal | Major Initiative: | Great Neighbourhoods |
| GROWTH | RENEWAL | PREVIOUSLY APPROVED: | - |
| 5 | 95 | BUDGET REQUEST: | 37,600 |
| | | TOTAL PROFILE BUDGET: | 37,600 |

PROFILE DESCRIPTION

Neighbourhood Renewal provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks in existing local and collector roadways and related work for signals and streetlighting rehab/upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements.

Partnering with other City programs or initiatives which bring value to the neighbourhood's overall livability have also been identified to leverage opportunities and efficiencies found with Neighbourhood Renewal. This could include improvements to park and open spaces, commercial areas public realm enhancements, and community traffic management and other social or economic uplift initiatives.

PROFILE BACKGROUND

The Neighbourhood Renewal Program (NRP) outlines a cost-effective, long-term strategic approach to address renewal and rebuilding of roads, sidewalks, and signals and streetlights needs in existing neighbourhoods.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model. Utilization of a balanced approach of various capital improvement techniques (reconstruction, overlay, microsurfacing) to maximize asset value and asset life.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Do Nothing/Unfunded: No renewal work occurs allowing further deterioration that increases maintenance costs and the risk of asset failure. Significant operating funding will be expended and will provide a poor level of service. If the asset fails, there will be severe/complete loss of service and will require costly emergency repairs to reinstate service.

Band Aid/Triage: Simple renewal is completed, even if more extensive renewal is required, until funding is available. Overall cost/benefit analysis demonstrates that this option will be a higher cost and provide a lower overall level of service compared to a timely administered program.

Reconstruction First/Worse Only: The City's Investment Model and cost benefit analysis showed that effectively combining reconstruction, rehabilitation, and preventative maintenance, the program allows more improvements within 25 years, whereas a reconstruction-only program would take many more years to complete at a higher cost.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing/maximizing service life of aging infrastructure in neighbourhoods and achieving long-term cost savings through reinvestment strategies to increase service levels.

Intangible benefits: enhancing the attractiveness of neighbourhoods, offering more active modes options and improved lighting to enhance livability, health, and safety for residents.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Utility Coordination:

The major utilities in neighbourhoods (drainage, water, gas) may be challenged to coordinate their infrastructure work due to lack of resources, condition information, depth of utility lines or funding to meet the timelines of the neighbourhood renewal program. If no coordination is completed, the risk of utilities damaging newly renewed infrastructure increases.

Mitigation:

Discussions with utility representatives in 2 - 5 years before construction providing time for utilities to secure any necessary condition and renewal data, identify opportunities, resolve issues, and complete the utility work before neighbourhood renewal work is completed.

RESOURCES

External contractors (via tender process) will be used to complete development and delivery. Long term construction contracts for Neighbourhood Reconstruction projects will be coordinated with utility stakeholders and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

With neighbourhood local and collector roads being an integral part of the City's transportation network that provides access to residents, businesses and industries, an effective neighbourhood renewal strategy is needed to ensure the City meets its goals for sustainable and accessible infrastructure. Reconstruction is required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, and increase service level and customer satisfaction.

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP/NARP Recon - Beaumaris Neighbourhood and Alleys****RECOMMENDED**PROFILE NUMBER: **21-40-9023**PROFILE TYPE: **Standalone**BRANCH: **Building Great Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | |
|----------------|---------------------------------------|---|--------|--------|--------|-------|---|---|---|---|---|---|--------|
| BUDGET REQUEST | Budget Request | - | 11,798 | 11,150 | 11,150 | 3,502 | - | - | - | - | - | - | 37,600 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Local Improvements Prop. Share | - | 826 | 826 | 826 | - | - | - | - | - | - | - | 2,478 |
| | Munc Sustain. Initiative - MSI | - | 348 | - | - | - | - | - | - | - | - | - | 348 |
| | Neighborhood Renewal Reserve | - | 10,324 | 10,324 | 10,324 | 3,502 | - | - | - | - | - | - | 34,475 |
| | Pay-As-You-Go | - | 300 | - | - | - | - | - | - | - | - | - | 300 |
| | Requested Funding Source | - | 11,798 | 11,150 | 11,150 | 3,502 | - | - | - | - | - | - | 37,600 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|--------|--------|--------|-------|---|---|---|---|---|---|--------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 11,798 | 11,150 | 11,150 | 3,502 | - | - | - | - | - | - | 37,600 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Local Improvements Prop. Share | - | 826 | 826 | 826 | - | - | - | - | - | - | - | 2,478 |
| | Munc Sustain. Initiative - MSI | - | 348 | - | - | - | - | - | - | - | - | - | 348 |
| | Neighborhood Renewal Reserve | - | 10,324 | 10,324 | 10,324 | 3,502 | - | - | - | - | - | - | 34,475 |
| | Pay-As-You-Go | - | 300 | - | - | - | - | - | - | - | - | - | 300 |
| | Requested Funding Source | - | 11,798 | 11,150 | 11,150 | 3,502 | - | - | - | - | - | - | 37,600 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|--------------------|-------------|--------|--------|--------|-------|------|------|------|------|------|-------------|--------|
| | Construction | - | 10,854 | 10,258 | 10,258 | - | - | - | - | - | - | - | 31,370 |
| | Contingency | - | - | - | - | 3,467 | - | - | - | - | - | - | 3,467 |
| | Design | - | 944 | 892 | 892 | - | - | - | - | - | - | - | 2,728 |
| | Follow Up Warranty | - | - | - | - | 35 | - | - | - | - | - | - | 35 |
| | Total | - | 11,798 | 11,150 | 11,150 | 3,502 | - | - | - | - | - | - | 37,600 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORTPROFILE NAME: **NRP RECON - GARNEAU****RECOMMENDED**PROFILE NUMBER: **21-40-9025****PROFILE STAGE:** Council ReviewDEPARTMENT: **Integrated Infrastructure Services****PROFILE TYPE:** StandaloneLEAD BRANCH: **Building Great Neighbourhoods**LEAD MANAGER: **Craig Walbaum**

PROGRAM NAME:

PARTNER MANAGER: **Gord Cebryk**PARTNER: **Parks & Roads Services**ESTIMATED START: **June, 2021**BUDGET CYCLE: **2019-2022**ESTIMATED COMPLETION: **December, 2024****Service Category:** Neighbourhood Renewal**Major Initiative:** Great Neighbourhoods**GROWTH****RENEWAL**

5

95

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

36,900

TOTAL PROFILE BUDGET:

36,900

PROFILE DESCRIPTION

Neighbourhood Renewal provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks in existing local and collector roadways and related work for signals and streetlighting rehab/upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements.

Partnering with other City programs or initiatives which bring value to the neighbourhood's overall livability have also been identified to leverage opportunities and efficiencies found with Neighbourhood Renewal. This could include improvements to park and open spaces, commercial areas public realm enhancements, and community traffic management and other social or economic uplift initiatives.

PROFILE BACKGROUND

The Neighbourhood Renewal Program (NRP) outlines a cost-effective, long-term strategic approach to address renewal and rebuilding of roads, sidewalks, and signals and streetlights needs in existing neighbourhoods.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model. Utilization of a balanced approach of various capital improvement techniques (reconstruction, overlay, microsurfacing) to maximize asset value and asset life.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Do Nothing/Unfunded: No renewal work occurs allowing further deterioration that increases maintenance costs and the risk of asset failure. Significant operating funding will be expended and will provide a poor level of service. If the asset fails, there will be severe/complete loss of service and will require costly emergency repairs to reinstate service.

Band Aid/Triage: Simple renewal is completed, even if more extensive renewal is required, until funding is available. Overall cost/benefit analysis demonstrates that this option will be a higher cost and provide a lower overall level of service compared to a timely administered program.

Reconstruction First/Worse Only: The City's Investment Model and cost benefit analysis showed that effectively combining reconstruction, rehabilitation, and preventative maintenance, the program allows more improvements within 25 years, whereas a reconstruction-only program would take many more years to complete at a higher cost.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing/maximizing service life of aging infrastructure in neighbourhoods and achieving long-term cost savings through reinvestment strategies to increase service levels.

Intangible benefits: enhancing the attractiveness of neighbourhoods, offering more active modes options and improved lighting to enhance livability, health, and safety for residents.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Utility Coordination:

The major utilities in neighbourhoods (drainage, water, gas) may be challenged to coordinate their infrastructure work due to lack of resources, condition information, depth of utility lines or funding to meet the timelines of the neighbourhood renewal program. If no coordination is completed, the risk of utilities damaging newly renewed infrastructure increases.

Mitigation:

Discussions with utility representatives in 2 - 5 years before construction providing time for utilities to secure any necessary condition and renewal data, identify opportunities, resolve issues, and complete the utility work before neighbourhood renewal work is completed.

RESOURCES

External contractors (via tender process) will be used to complete development and delivery. Long term construction contracts for Neighbourhood Reconstruction projects will be coordinated with utility stakeholders and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

With neighbourhood local and collector roads being an integral part of the City's transportation network that provides access to residents, businesses and industries, an effective neighbourhood renewal strategy is needed to ensure the City meets its goals for sustainable and accessible infrastructure. Reconstruction is required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, and increase service level and customer satisfaction.

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP Recon - Garneau**PROFILE NUMBER: **21-40-9025**BRANCH: **Building Great Neighbourhoods****RECOMMENDED**PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 13,560 | 13,560 | 6,180 | 3,600 | - | - | - | - | - | - | 36,900 |
|----------------|---------------------------------------|---|--------|--------|-------|-------|---|---|---|---|---|---|--------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Local Improvements Prop. Share | - | 949 | 949 | 448 | - | - | - | - | - | - | - | 2,346 |
| | Neighborhood Renewal Reserve | - | 11,239 | 11,239 | 5,146 | 3,600 | - | - | - | - | - | - | 31,224 |
| | Pay-As-You-Go | - | 1,372 | 1,372 | 586 | - | - | - | - | - | - | - | 3,330 |
| | Requested Funding Source | - | 13,560 | 13,560 | 6,180 | 3,600 | - | - | - | - | - | - | 36,900 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 13,560 | 13,560 | 6,180 | 3,600 | - | - | - | - | - | - | 36,900 |
|------------------------------|--------------------------------|---|--------|--------|-------|-------|---|---|---|---|---|---|--------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Local Improvements Prop. Share | - | 949 | 949 | 448 | - | - | - | - | - | - | - | 2,346 |
| | Neighborhood Renewal Reserve | - | 11,239 | 11,239 | 5,146 | 3,600 | - | - | - | - | - | - | 31,224 |
| | Pay-As-You-Go | - | 1,372 | 1,372 | 586 | - | - | - | - | - | - | - | 3,330 |
| | Requested Funding Source | - | 13,560 | 13,560 | 6,180 | 3,600 | - | - | - | - | - | - | 36,900 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|--------------------|-------------|--------|--------|-------|-------|------|------|------|------|------|-------------|--------|
| | Construction | - | 12,475 | 12,475 | 5,686 | - | - | - | - | - | - | - | 30,636 |
| | Contingency | - | - | - | - | 3,564 | - | - | - | - | - | - | 3,564 |
| | Design | - | 1,085 | 1,085 | 494 | - | - | - | - | - | - | - | 2,664 |
| | Follow Up Warranty | - | - | - | - | 36 | - | - | - | - | - | - | 36 |
| | Total | - | 13,560 | 13,560 | 6,180 | 3,600 | - | - | - | - | - | - | 36,900 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORTPROFILE NAME: **NRP RECON - MALMO PLAINS****RECOMMENDED**PROFILE NUMBER: **21-40-9026****PROFILE STAGE:** Council ReviewDEPARTMENT: **Integrated Infrastructure Services****PROFILE TYPE:** StandaloneLEAD BRANCH: **Building Great Neighbourhoods**LEAD MANAGER: **Craig Walbaum**

PROGRAM NAME:

PARTNER MANAGER: **Gord Cebryk**PARTNER: **Parks & Roads Services**ESTIMATED START: **June, 2021**BUDGET CYCLE: **2019-2022**ESTIMATED COMPLETION: **December, 2023****Service Category:** Neighbourhood Renewal**Major Initiative:** Great Neighbourhoods**GROWTH****RENEWAL**

7

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PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

25,100

TOTAL PROFILE BUDGET:

25,100

PROFILE DESCRIPTION

Neighbourhood Renewal provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks in existing local and collector roadways and related work for signals and streetlighting rehab/upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements.

Partnering with other City programs or initiatives which bring value to the neighbourhood's overall livability have also been identified to leverage opportunities and efficiencies found with Neighbourhood Renewal. This could include improvements to park and open spaces, commercial areas public realm enhancements, and community traffic management and other social or economic uplift initiatives.

PROFILE BACKGROUND

The Neighbourhood Renewal Program (NRP) outlines a cost-effective, long-term strategic approach to address renewal and rebuilding of roads, sidewalks, and signals and streetlights needs in existing neighbourhoods.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model. Utilization of a balanced approach of various capital improvement techniques (reconstruction, overlay, microsurfacing) to maximize asset value and asset life.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Do Nothing/Unfunded: No renewal work occurs allowing further deterioration that increases maintenance costs and the risk of asset failure. Significant operating funding will be expended and will provide a poor level of service. If the asset fails, there will be severe/complete loss of service and will require costly emergency repairs to reinstate service.

Band Aid/Triage: Simple renewal is completed, even if more extensive renewal is required, until funding is available. Overall cost/benefit analysis demonstrates that this option will be a higher cost and provide a lower overall level of service compared to a timely administered program.

Reconstruction First/Worse Only: The City's Investment Model and cost benefit analysis showed that effectively combining reconstruction, rehabilitation, and preventative maintenance, the program allows more improvements within 25 years, whereas a reconstruction-only program would take many more years to complete at a higher cost.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing/maximizing service life of aging infrastructure in neighbourhoods and achieving long-term cost savings through reinvestment strategies to increase service levels.

Intangible benefits: enhancing the attractiveness of neighbourhoods, offering more active modes options and improved lighting to enhance livability, health, and safety for residents.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Utility Coordination:

The major utilities in neighbourhoods (drainage, water, gas) may be challenged to coordinate their infrastructure work due to lack of resources, condition information, depth of utility lines or funding to meet the timelines of the neighbourhood renewal program. If no coordination is completed, the risk of utilities damaging newly renewed infrastructure increases.

Mitigation:

Discussions with utility representatives in 2 - 5 years before construction providing time for utilities to secure any necessary condition and renewal data, identify opportunities, resolve issues, and complete the utility work before neighbourhood renewal work is completed.

RESOURCES

External contractors (via tender process) will be used to complete development and delivery. Long term construction contracts for Neighbourhood Reconstruction projects will be coordinated with utility stakeholders and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

With neighbourhood local and collector roads being an integral part of the City's transportation network that provides access to residents, businesses and industries, an effective neighbourhood renewal strategy is needed to ensure the City meets its goals for sustainable and accessible infrastructure. Reconstruction is required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, and increase service level and customer satisfaction.

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP Recon - Malmo Plains**PROFILE NUMBER: **21-40-9026**BRANCH: **Building Great Neighbourhoods****RECOMMENDED**PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 17,000 | 6,000 | 2,100 | - | - | - | - | - | - | - | 25,100 |
|----------------|---------------------------------------|---|--------|-------|-------|---|---|---|---|---|---|---|--------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Local Improvements Prop. Share | - | 1,236 | 444 | - | - | - | - | - | - | - | - | 1,680 |
| | Neighborhood Renewal Reserve | - | 15,444 | 5,556 | 2,100 | - | - | - | - | - | - | - | 23,100 |
| | Pay-As-You-Go | - | 320 | - | - | - | - | - | - | - | - | - | 320 |
| | Requested Funding Source | - | 17,000 | 6,000 | 2,100 | - | - | - | - | - | - | - | 25,100 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 17,000 | 6,000 | 2,100 | - | - | - | - | - | - | - | 25,100 |
|------------------------------|--------------------------------|---|--------|-------|-------|---|---|---|---|---|---|---|--------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Local Improvements Prop. Share | - | 1,236 | 444 | - | - | - | - | - | - | - | - | 1,680 |
| | Neighborhood Renewal Reserve | - | 15,444 | 5,556 | 2,100 | - | - | - | - | - | - | - | 23,100 |
| | Pay-As-You-Go | - | 320 | - | - | - | - | - | - | - | - | - | 320 |
| | Requested Funding Source | - | 17,000 | 6,000 | 2,100 | - | - | - | - | - | - | - | 25,100 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|--------------------|-------------|--------|-------|-------|------|------|------|------|------|------|-------------|--------|
| | Construction | - | 15,640 | 5,520 | - | - | - | - | - | - | - | - | 21,160 |
| | Contingency | - | - | - | 2,079 | - | - | - | - | - | - | - | 2,079 |
| | Design | - | 1,360 | 480 | - | - | - | - | - | - | - | - | 1,840 |
| | Follow Up Warranty | - | - | - | 21 | - | - | - | - | - | - | - | 21 |
| | Total | - | 17,000 | 6,000 | 2,100 | - | - | - | - | - | - | - | 25,100 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: **WINTERBURN INDUSTRIAL ROAD UPGRADING**
 PROFILE NUMBER: **21-40-9031**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Building Great Neighbourhoods**
 PROGRAM NAME:
 PARTNER: **Parks & Roads Services**
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

| | |
|-----------------------|----------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Craig Walbaum |
| PARTNER MANAGER: | Brian Simpson |
| ESTIMATED START: | June, 2021 |
| ESTIMATED COMPLETION: | December, 2023 |

Service Category: Roads

Major Initiative: Great Neighbourhoods

GROWTH**RENEWAL**

100

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

19,747

TOTAL PROFILE BUDGET:

19,747

PROFILE DESCRIPTION

The project consists of paving of oil and gravel roads and installing sanitary sewer and water mains in the Winterburn Industrial Neighbourhood.

PROFILE BACKGROUND

This is a new standale profile created for this particular neighbourhood which falls under the broader Municipal Program.

PROFILE JUSTIFICATION

A standalone profile is required for this project as the cost exceeds \$2M growth.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience.

ALTERNATIVES CONSIDERED

This project would not proceed without approval of a standalone profile.

COST BENEFITS

Project benefits include: a) preserving infrastructure valued by citizens and will improve safety for users; b) improved municipal road network supporting regional prosperity; as well, this infrastructure investment helps to attract, retain and support more industrial business; and c) facilitates the efficient movement of People and Goods which enhances competitiveness and positions the region to participate in future growth.

KEY RISKS & MITIGATING STRATEGY

Contractor agreements will be in place to minimize the City's risk during construction activity.

RESOURCES

The project will be delivered by Integrated Infrastructure Services utilizing primarily external resources.

CONCLUSIONS AND RECOMMENDATIONS

The approval of this profile will allow the City to complete the upgrading of roads in the Winterburn Industrial Neighbourhood with the financial support of the Municipal Stimulus Program.

CAPITAL PROFILE REPORT

PROFILE NAME: **Winterburn Industrial Road Upgrading****RECOMMENDED**PROFILE NUMBER: **21-40-9031**PROFILE TYPE: **Standalone**BRANCH: **Building Great Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | - | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | - | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | |
|----------------|---------------------------------------|---|--------|---|----|---|---|---|---|---|---|---|--------|
| BUDGET REQUEST | Budget Request | - | 19,730 | 5 | 12 | - | - | - | - | - | - | - | 19,747 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Local Improvements Prop. Share | - | 4,320 | - | - | - | - | - | - | - | - | - | 4,320 |
| | Municipal Stimulus Program | - | 15,273 | - | - | - | - | - | - | - | - | - | 15,273 |
| | Pay-As-You-Go | - | 136 | 5 | 12 | - | - | - | - | - | - | - | 153 |
| | Requested Funding Source | - | 19,730 | 5 | 12 | - | - | - | - | - | - | - | 19,747 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|--------|---|----|---|---|---|---|---|---|---|--------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 19,730 | 5 | 12 | - | - | - | - | - | - | - | 19,747 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Local Improvements Prop. Share | - | 4,320 | - | - | - | - | - | - | - | - | - | 4,320 |
| | Municipal Stimulus Program | - | 15,273 | - | - | - | - | - | - | - | - | - | 15,273 |
| | Pay-As-You-Go | - | 136 | 5 | 12 | - | - | - | - | - | - | - | 153 |
| | Requested Funding Source | - | 19,730 | 5 | 12 | - | - | - | - | - | - | - | 19,747 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|--------------------|-------------|--------|------|------|------|------|------|------|------|------|-------------|--------|
| | Construction | - | 19,075 | - | - | - | - | - | - | - | - | - | 19,075 |
| | Design | - | 655 | - | - | - | - | - | - | - | - | - | 655 |
| | Follow Up Warranty | - | - | 5 | 12 | - | - | - | - | - | - | - | 17 |
| | Total | - | 19,730 | 5 | 12 | - | - | - | - | - | - | - | 19,747 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: **MCARTHUR SUPPORTIVE HOUSING**
 PROFILE NUMBER: **21-10-9008**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER: **Social Development**
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

| | |
|-----------------------|-----------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Jason Meliefste |
| PARTNER MANAGER: | Jackie Foord |
| ESTIMATED START: | June, 2021 |
| ESTIMATED COMPLETION: | December, 2021 |

Service Category: Corporate Support
Major Initiative:

| |
|---------------|
| GROWTH |
| 100 |

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|----------------|
| RENEWAL |
| |

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:**19,564****TOTAL PROFILE BUDGET:****19,564**

PROFILE DESCRIPTION

This project is to design and construct a permanent 50 unit modular supportive housing development on 14125 - 137 Avenue NW, in McArthur Industrial. The project is targeted for completion and occupancy by December 31, 2021. The supportive housing model addresses homelessness by focusing primarily on housing — a person experiencing homelessness is moved off the streets and into a safe, appropriate housing option. Residents receive wraparound services (such as medical services and life skills) embedded in the housing. This profile is leveraging funding from other orders of government to support addressing the urgent housing needs of vulnerable Edmontonians.

PROFILE BACKGROUND

Affordable housing is fundamental to the physical, economic and social well-being of individuals and families and is a core component of diverse and inclusive communities. A Place to Call Home: Edmonton's Updated Plan to Prevent and End Homelessness (released in 2017) identifies the need for 900 supportive housing units by 2024. The City of Edmonton has established an Updated Affordable Housing Investment Plan to develop 600 of those supportive housing units by 2022, and an additional 300 units by 2024. Affordable housing is also identified in the EndPovertyEdmonton Road Map as a fundamental "game changer" in addressing poverty and foundational to ending homelessness.

This profile directly supports a number of strategies defined in the Plans, including acquiring and developing affordable housing units and dedicating land for affordable housing. The City and other orders of government have responded with funding to help address urgent housing needs of vulnerable Canadians, especially in the context of COVID-19, through the rapid construction of affordable housing.

PROFILE JUSTIFICATION

Significant unmet housing needs exist in Edmonton, over 48 000 households struggle to pay their rent each month. Ensuring an adequate supply of affordable housing is important to Edmonton's overall health and prosperity. This project supports a core component of the City's strategy related to affordable housing development and acquisition. This project will help achieve City Council's priority to increase the supply of permanent supportive housing and leverages other orders of government funding.

STRATEGIC ALIGNMENT

This profile supports "Healthy City" as it aids in Edmonton's evolution to a sustainable, healthy and compact city where citizens are healthy and fulfilled living in a safe and caring community with accessible and affordable housing options. The profile contributes to "Urban Places" as it assists in providing a greater range of housing, living and workplace choice. Also aids City Council's goal of "Regional Prosperity" by supporting City Council's approved A Place to Call Home: Edmonton's Updated Plan to Prevent and End Homelessness and the Updated Affordable Housing Investment Plan.

ALTERNATIVES CONSIDERED

Reduced opportunities to ensure local housing needs are met. Reduced ability to leverage funding from the other orders of government and partners. Re-purpose existing surplus school sites for any type of affordable housing development (amend Policy C583). Fund acquisition of new land through sale of existing surplus sites.

COST BENEFITS

- Increased ability to leverage City funds in conjunction with federal and provincial investments through programs such as the Municipal Stimulus Program, Rapid Housing Initiative, National Co-Investment Fund
- Achieving supportive housing targets of Edmonton's Updated Plan to Prevent and End Homelessness, that has positive impacts to a range of City services, including Edmonton Police and economic development

KEY RISKS & MITIGATING STRATEGY

Not funding this profile would reduce the City's ability to meet the affordable and supportive housing needs of vulnerable Edmontonians, and the agreements signed with other orders of government.

RESOURCES

The City of Edmonton seeks to purchase goods, services and construction fairly and based on best value. Whenever possible, consideration of environmentally sound products and services and in particular the utilization of post-consumer waste will be incorporated.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

The funding requested through this profile supports the City's ability to play a leadership role in addressing the urgent housing needs of vulnerable Edmontonian, especially in the context of COVID-19, through rapid construction of affordable housing.

CAPITAL PROFILE REPORT

PROFILE NAME: **McArthur Supportive Housing**PROFILE NUMBER: **21-10-9008**BRANCH: **Infrastructure Delivery****RECOMMENDED**PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 19,564 | - | - | - | - | - | - | - | - | - | 19,564 |
|----------------|---------------------------------------|---|--------|---|---|---|---|---|---|---|---|---|--------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Pay-As-You-Go | - | 7,568 | - | - | - | - | - | - | - | - | - | 7,568 |
| | Rapid Housing Initiative (Federal) | - | 11,996 | - | - | - | - | - | - | - | - | - | 11,996 |
| | Requested Funding Source | - | 19,564 | - | - | - | - | - | - | - | - | - | 19,564 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 19,564 | - | - | - | - | - | - | - | - | - | 19,564 |
|------------------------------|------------------------------------|---|--------|---|---|---|---|---|---|---|---|---|--------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Pay-As-You-Go | - | 7,568 | - | - | - | - | - | - | - | - | - | 7,568 |
| | Rapid Housing Initiative (Federal) | - | 11,996 | - | - | - | - | - | - | - | - | - | 11,996 |
| | Requested Funding Source | - | 19,564 | - | - | - | - | - | - | - | - | - | 19,564 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|---------------|-------------|--------|------|------|------|------|------|------|------|------|-------------|--------|
| | Construction | - | 14,632 | - | - | - | - | - | - | - | - | - | 14,632 |
| | Contingency | - | 2,940 | - | - | - | - | - | - | - | - | - | 2,940 |
| | Design | - | 1,736 | - | - | - | - | - | - | - | - | - | 1,736 |
| | Other Costs | - | 255 | - | - | - | - | - | - | - | - | - | 255 |
| | Total | - | 19,564 | - | - | - | - | - | - | - | - | - | 19,564 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: TERRACE HEIGHTS SUPPORTIVE HOUSING
PROFILE NUMBER: 21-10-9002
DEPARTMENT: Integrated Infrastructure Services
LEAD BRANCH: Infrastructure Delivery
PROGRAM NAME:
PARTNER: Social Development
BUDGET CYCLE: 2019-2022

RECOMMENDED

| | |
|------------------------------|-----------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Jason Meliefste |
| PARTNER MANAGER: | Jackie Foord |
| ESTIMATED START: | June, 2021 |
| ESTIMATED COMPLETION: | December, 2021 |

Service Category: Corporate Support**Major Initiative:**

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|---------------|
| GROWTH |
| 100 |

| |
|----------------|
| RENEWAL |
| |

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

17,668

TOTAL PROFILE BUDGET:

17,668

PROFILE DESCRIPTION

This project is to design and construct a permanent 46 unit modular supportive housing development on SE triangular corner of 6503 - 101 Avenue NW in Terrace Heights. The project is targeted for completion and occupancy by December 18, 2021. The supportive housing model addresses homelessness by focusing primarily on housing — a person experiencing or at risk of homelessness is moved into a safe, appropriate housing option. Residents receive wraparound services (such as medical services and life skills) embedded in the housing. This profile is leveraging funding from other orders of government to support addressing the urgent housing needs of vulnerable Edmontonians.

PROFILE BACKGROUND

Affordable housing is fundamental to the physical, economic and social well-being of individuals and families and is a core component of diverse and inclusive communities. A Place to Call Home: Edmonton's Updated Plan to Prevent and End Homelessness (released in 2017) identifies the need for 900 supportive housing units by 2024. The City of Edmonton has established an Updated Affordable Housing Investment Plan to develop 600 of those supportive housing units by 2022, and an additional 300 units by 2024. Affordable housing is also identified in the EndPovertyEdmonton Road Map as a fundamental "game changer" in addressing poverty and foundational to ending homelessness.

This profile directly supports a number of strategies defined in the Plans, including acquiring and developing affordable housing units and dedicating land for affordable housing. The City and other orders of government have responded with funding to help address urgent housing needs of vulnerable Canadians, especially in the context of COVID-19, through the rapid construction of affordable housing.

PROFILE JUSTIFICATION

Significant unmet housing needs exist in Edmonton, over 48 000 households struggle to pay their rent each month. Ensuring an adequate supply of affordable housing is important to Edmonton's overall health and prosperity. This project supports a core component of the City's strategy related to affordable housing development and acquisition. This project will help achieve City Council's priority to increase the supply of permanent supportive housing and leverages other orders of government funding.

STRATEGIC ALIGNMENT

This profile supports "Healthy City" as it aids in Edmonton's evolution to a sustainable, healthy and compact city where citizens are healthy and fulfilled living in a safe and caring community with accessible and affordable housing options. The profile contributes to "Urban Places" as it assists in providing a greater range of housing, living and work place choice. Also aids City Council's goal of "Regional Prosperity" by supporting City Council's approved A Place to Call Home: Edmonton's Updated Plan to Prevent and End Homelessness and the Updated Affordable Housing Investment Plan.

ALTERNATIVES CONSIDERED

Reduced opportunities to ensure local housing needs are met. Reduced ability to leverage funding from the other orders of government and partners. Re-purpose existing surplus school sites for any type of affordable housing development (amend Policy C583). Fund acquisition of new land through sale of existing surplus sites.

COST BENEFITS

- Increased ability to leverage City funds in conjunction with federal and provincial investments through programs such as the Municipal Stimulus Program, Rapid Housing Initiative, National Co-Investment Fund
- Achieving supportive housing targets of Edmonton's Updated Plan to Prevent and End Homelessness, that has positive impacts to a range of City services, including Edmonton Police and economic development

KEY RISKS & MITIGATING STRATEGY

Not funding this profile would reduce the City's ability to meet the affordable and supportive housing needs of vulnerable Edmontonians, and the agreements signed with other orders of government.

RESOURCES

The City of Edmonton seeks to purchase goods, services and construction fairly and based on best value. Whenever possible, consideration of environmentally sound products and services and in particular the utilization of post consumer waste will be incorporated.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

The funding requested through this profile supports the City's ability to play a leadership role in addressing the urgent housing needs of vulnerable Edmontonian, especially in the context of COVID-19, through rapid construction of affordable housing.

CAPITAL PROFILE REPORT

PROFILE NAME: **Terrace Heights Supportive Housing**PROFILE NUMBER: **21-10-9002**BRANCH: **Infrastructure Delivery****RECOMMENDED**PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 17,668 | - | - | - | - | - | - | - | - | - | 17,668 |
|----------------|---------------------------------------|---|--------|---|---|---|---|---|---|---|---|---|--------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Pay-As-You-Go | - | 10,225 | - | - | - | - | - | - | - | - | - | 10,225 |
| | Rapid Housing Initiative (Federal) | - | 7,443 | - | - | - | - | - | - | - | - | - | 7,443 |
| | Requested Funding Source | - | 17,668 | - | - | - | - | - | - | - | - | - | 17,668 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 17,668 | - | - | - | - | - | - | - | - | - | 17,668 |
|------------------------------|------------------------------------|---|--------|---|---|---|---|---|---|---|---|---|--------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Pay-As-You-Go | - | 10,225 | - | - | - | - | - | - | - | - | - | 10,225 |
| | Rapid Housing Initiative (Federal) | - | 7,443 | - | - | - | - | - | - | - | - | - | 7,443 |
| | Requested Funding Source | - | 17,668 | - | - | - | - | - | - | - | - | - | 17,668 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|---------------|-------------|--------|------|------|------|------|------|------|------|------|-------------|--------|
| | Construction | - | 13,363 | - | - | - | - | - | - | - | - | - | 13,363 |
| | Contingency | - | 2,707 | - | - | - | - | - | - | - | - | - | 2,707 |
| | Design | - | 1,515 | - | - | - | - | - | - | - | - | - | 1,515 |
| | Other Costs | - | 83 | - | - | - | - | - | - | - | - | - | 83 |
| | Total | - | 17,668 | - | - | - | - | - | - | - | - | - | 17,668 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: WESTMOUNT SUPPORTIVE HOUSING
PROFILE NUMBER: 21-10-9006
DEPARTMENT: Integrated Infrastructure Services
LEAD BRANCH: Infrastructure Delivery
PROGRAM NAME:
PARTNER: Social Development
BUDGET CYCLE: 2019-2022

RECOMMENDED

| | |
|------------------------------|-----------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Jason Meliefste |
| PARTNER MANAGER: | Jackie Foord |
| ESTIMATED START: | June, 2021 |
| ESTIMATED COMPLETION: | December, 2021 |

Service Category: Corporate Support

Major Initiative:

| |
|---------------|
| GROWTH |
| 100 |

| |
|----------------|
| RENEWAL |
| |

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

17,623

TOTAL PROFILE BUDGET:

17,623

PROFILE DESCRIPTION

This project is to design and construct a permanent 54 unit modular supportive housing development on 11039 - 130 Street NW in Westmount. The project is targeted for completion and occupancy by December 31, 2021. The supportive housing model addresses homelessness by focusing primarily on housing — a person experiencing or at risk of homelessness is moved into a safe, appropriate housing option. Residents receive wraparound services (such as medical services and life skills) embedded in the housing. This profile is leveraging funding from other orders of government to support addressing the urgent housing needs of vulnerable Edmontonians.

PROFILE BACKGROUND

Affordable housing is fundamental to the physical, economic and social well-being of individuals and families and is a core component of diverse and inclusive communities. A Place to Call Home: Edmonton's Updated Plan to Prevent and End Homelessness (released in 2017) identifies the need for 900 supportive housing units by 2024. The City of Edmonton has established an Updated Affordable Housing Investment Plan to develop 600 of those supportive housing units by 2022, and an additional 300 units by 2024. Affordable housing is also identified in the EndPovertyEdmonton Road Map as a fundamental "game changer" in addressing poverty and foundational to ending homelessness.

This profile directly supports a number of strategies defined in the Plans, including acquiring and developing affordable housing units and dedicating land for affordable housing. The City and other orders of government have responded with funding to help address urgent housing needs of vulnerable Canadians, especially in the context of COVID-19, through the rapid construction of affordable housing.

PROFILE JUSTIFICATION

Significant unmet housing needs exist in Edmonton, over 48 000 households struggle to pay their rent each month. Ensuring an adequate supply of affordable housing is important to Edmonton's overall health and prosperity. This project supports a core component of the City's strategy related to affordable housing development and acquisition. This project will help achieve City Council's priority to increase the supply of permanent supportive housing and leverages other orders of government funding.

STRATEGIC ALIGNMENT

This profile supports "Healthy City" as it aids in Edmonton's evolution to a sustainable, healthy and compact city where citizens are healthy and fulfilled living in a safe and caring community with accessible and affordable housing options. The profile contributes to "Urban Places" as it assists in providing a greater range of housing, living and workplace choice. Also aids City Council's goal of "Regional Prosperity" by supporting City Council's approved A Place to Call Home: Edmonton's Updated Plan to Prevent and End Homelessness and the Updated Affordable Housing Investment Plan.

ALTERNATIVES CONSIDERED

Reduced opportunities to ensure local housing needs are met. Reduced ability to leverage funding from the other orders of government and partners. Re-purpose existing surplus school sites for any type of affordable housing development (amend Policy C583). Fund acquisition of new land through sale of existing surplus sites.

COST BENEFITS

- Increased ability to leverage City funds in conjunction with federal and provincial investments through programs such as the Municipal Stimulus Program, Rapid Housing Initiative, National Co-Investment Fund
- Achieving supportive housing targets of Edmonton's Updated Plan to Prevent and End Homelessness, that has positive impacts on a range of City services, including Edmonton Police and economic development"

KEY RISKS & MITIGATING STRATEGY

Not funding this profile would reduce the City's ability to meet the affordable and supportive housing needs of vulnerable Edmontonians, and the agreements signed with other orders of government.

RESOURCES

The City of Edmonton seeks to purchase goods, services and construction fairly and based on best value. Whenever possible, consideration of environmentally sound products and services and in particular the utilization of post-consumer waste will be incorporated.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

The funding requested through this profile supports the City's ability to play a leadership role in addressing the urgent housing needs of vulnerable Edmontonian, especially in the context of COVID-19, through rapid construction of affordable housing.

CAPITAL PROFILE REPORT

PROFILE NAME: **Westmount Supportive Housing****RECOMMENDED**PROFILE NUMBER: **21-10-9006**PROFILE TYPE: **Standalone**BRANCH: **Infrastructure Delivery**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | - | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | - | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | |
|----------------|---------------------------------------|---|--------|---|---|---|---|---|---|---|---|---|--------|
| BUDGET REQUEST | Budget Request | - | 17,623 | - | - | - | - | - | - | - | - | - | 17,623 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Municipal Stimulus Program | - | 16,361 | - | - | - | - | - | - | - | - | - | 16,361 |
| | Pay-As-You-Go | - | 654 | - | - | - | - | - | - | - | - | - | 654 |
| | Rapid Housing Initiative (Federal) | - | 609 | - | - | - | - | - | - | - | - | - | 609 |
| | Requested Funding Source | - | 17,623 | - | - | - | - | - | - | - | - | - | 17,623 |

| | | | | | | | | | | | | | |
|------------------------------|------------------------------------|---|--------|---|---|---|---|---|---|---|---|---|--------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 17,623 | - | - | - | - | - | - | - | - | - | 17,623 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Municipal Stimulus Program | - | 16,361 | - | - | - | - | - | - | - | - | - | 16,361 |
| | Pay-As-You-Go | - | 654 | - | - | - | - | - | - | - | - | - | 654 |
| | Rapid Housing Initiative (Federal) | - | 609 | - | - | - | - | - | - | - | - | - | 609 |
| | Requested Funding Source | - | 17,623 | - | - | - | - | - | - | - | - | - | 17,623 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|---------------|-------------|--------|------|------|------|------|------|------|------|------|-------------|--------|
| | Construction | - | 13,643 | - | - | - | - | - | - | - | - | - | 13,643 |
| | Contingency | - | 2,718 | - | - | - | - | - | - | - | - | - | 2,718 |
| | Design | - | 1,114 | - | - | - | - | - | - | - | - | - | 1,114 |
| | Other Costs | - | 149 | - | - | - | - | - | - | - | - | - | 149 |
| | Total | - | 17,623 | - | - | - | - | - | - | - | - | - | 17,623 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

| | | |
|-----------------|--|--------------------------------------|
| PROFILE NAME: | YELLOWHEAD TRAIL - NOISE ATTENUATION SYSTEM (97 STREET -FORT RD) | RECOMMENDED |
| PROFILE NUMBER: | 21-24-9300 | PROFILE STAGE: Council Review |
| DEPARTMENT: | Integrated Infrastructure Services | PROFILE TYPE: Standalone |
| LEAD BRANCH: | Infrastructure Delivery | LEAD MANAGER: Jason Meliefste |
| PROGRAM NAME: | | PARTNER MANAGER: Pascale Ladouceur |
| PARTNER: | Infrastructure Planning & Design | ESTIMATED START: June, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2022 |

| | | | |
|-------------------|---------|-----------------------|--------|
| Service Category: | Roads | Major Initiative: | |
| GROWTH | RENEWAL | PREVIOUSLY APPROVED: | - |
| 20 | 80 | BUDGET REQUEST: | 14,915 |
| | | TOTAL PROFILE BUDGET: | 14,915 |

PROFILE DESCRIPTION

This profile supports the delivery phase of a single project (Yellowhead Trail - Noise Attenuation System between 97 Street and Fort Road) that has reached Checkpoint 4 of the Project Development and Delivery Module (PDDM) as part of the Bridge and Auxiliary Structure Renewal program.

PROFILE BACKGROUND

The Bridge and Auxiliary Structure Renewal program outlines a cost effective long term and strategic approach to address Edmonton's Infrastructure needs and the renewal of bridges, culverts, retaining walls, sound walls and traffic barriers. The project will provide the community with a welcoming, well-lit, sustainable community connection that can be enjoyed by citizens of all ages. The newly established corridor will quickly become a popular link in the City's Active Transportation Network.

PROFILE JUSTIFICATION

Auxiliary structures require renewal or replacement due to deterioration and upon reaching the end of the asset life. Maintaining access, public safety and maintaining urban form are key outcomes of the Bridge and Auxiliary Structure Renewal program.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

COST BENEFITS

PDDM provides better information to the City Council to make capital investment decisions: A structured process to evaluate readiness, scope and prioritization. Increased confidence around budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities.

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives and policies

CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail - Noise Attenuation System, in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: Yellowhead Trail - Noise Attenuation System (97 Street -Fort Rd)

RECOMMENDED

PROFILE NUMBER: 21-24-9300

PROFILE TYPE: Standalone

BRANCH: Infrastructure Delivery

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 7,750 | 7,165 | - | - | - | - | - | - | - | - | 14,915 |
|----------------|---------------------------------------|---|-------|-------|---|---|---|---|---|---|---|---|--------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 5,628 | 5,204 | - | - | - | - | - | - | - | - | 10,832 |
| | Pay-As-You-Go | - | 563 | 520 | - | - | - | - | - | - | - | - | 1,083 |
| | Tax-Supported Debt | - | 1,559 | 1,441 | - | - | - | - | - | - | - | - | 3,000 |
| | Requested Funding Source | - | 7,750 | 7,165 | - | - | - | - | - | - | - | - | 14,915 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 7,750 | 7,165 | - | - | - | - | - | - | - | - | 14,915 |
|------------------------------|--------------------------------|---|-------|-------|---|---|---|---|---|---|---|---|--------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 5,628 | 5,204 | - | - | - | - | - | - | - | - | 10,832 |
| | Pay-As-You-Go | - | 563 | 520 | - | - | - | - | - | - | - | - | 1,083 |
| | Tax-Supported Debt | - | 1,559 | 1,441 | - | - | - | - | - | - | - | - | 3,000 |
| | Requested Funding Source | - | 7,750 | 7,165 | - | - | - | - | - | - | - | - | 14,915 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|---------------|-------------|-------|-------|------|------|------|------|------|------|------|-------------|--------|
| | Construction | - | 5,968 | 7,165 | - | - | - | - | - | - | - | - | 13,133 |
| | Design | - | 1,782 | - | - | - | - | - | - | - | - | - | 1,782 |
| | Total | - | 7,750 | 7,165 | - | - | - | - | - | - | - | - | 14,915 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: **CENTENNIAL PLAZA RENEWAL**
 PROFILE NUMBER: **21-10-9104**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Building Great Neighbourhoods**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

PROFILE STAGE: **Council Review**
 PROFILE TYPE: **Standalone**
 LEAD MANAGER: **Craig Walbaum**
 PARTNER MANAGER:
 ESTIMATED START: **June, 2021**
 ESTIMATED COMPLETION: **October, 2023**

Service Category: Parks**Major Initiative:**

| GROWTH | RENEWAL |
|---------------|----------------|
| 87 | 13 |

| | |
|------------------------------|---------------|
| PREVIOUSLY APPROVED: | - |
| BUDGET REQUEST: | 13,703 |
| TOTAL PROFILE BUDGET: | 13,703 |

PROFILE DESCRIPTION

This capital profile is to complete the design and construction for the renewal of the Centennial Plaza project area. This project will redevelop the Centennial Plaza, the Post Office Clock Tower Plaza and Judy Padua Way. This includes adding new seating, tree and landscape planting, lighting, canopies, a child friendly percent for art piece and the addition of a new secure outdoor playspace licensed to the Edmonton Public Library. The outdoor amphitheatre and the existing statues will be removed. Additional renewal elements includes the replacement of the exterior cladding of the two stair and elevator pavilions, the two parkade entrance ramps, the replacement of the library parkade, road right of way waterproof membrane and parkade structure reinforcement upgrades to support new load requirements due to design.

This project will renew aging infrastructure and capitalize on the revitalization of the library itself. The improvements will enhance the attractiveness of the area, and improve the usability and vibrancy of the space, which is currently underutilized.

PROFILE BACKGROUND

The Project is located within the City of Edmonton's Civic Precinct. The Civic Precinct forms the heart of the Core Commercial Arts District and is the vibrant heart of Downtown's civic life. The 2013 Civic Precinct Master Plan noted that the Civic Precinct area faced a number of challenges preventing it from reaching its potential, and identified a number of improvements to the physical infrastructure in the Civic Precinct that could promote its vibrancy. When the Capital City Downtown Community Revitalization Levy Plan (Bylaw 16521) was approved in 2013, projects in the Civic Precinct was included as a Catalyst Project.

With the redevelopment of the Stanley A. Milner Library, there is an opportunity to leverage the impact of the new library by improving the public spaces around it, creating more attractive spaces for library events, informal gatherings and other festivals. Together with the City Hall Plaza renewal, and Valley Line LRT, the result will be a more attractive Civic Precinct at the heart of the City.

PROFILE JUSTIFICATION

The current Centennial Plaza is one that has developed in small stages over the last 60 years. It currently sits on top of the three level parkade structure that services the Stanley A. Milner Library and surrounding Civic Precinct. The project also includes the Post Office Clock Tower Plaza. Originally, the clock tower was a part of Edmonton's first post office and was considered an important landmark following Edmonton's incorporation as a City in 1904. The adjacent Judy Padua Way currently serves as a connector to the Westin Hotel's entry operations and back of house, as well as a drop off location for plaza access. It is considered to be a signature street within the Capital City Downtown Plan. As development happened over a number of stages, over different eras, the current plaza is characterized by an inconsistent palette both in material selection and in form. This project seeks to reconcile these disparate elements into a more cohesive whole.

Centennial Plaza has long been under-utilized relative to its prominent location in the Civic Precinct. An initial concept of Centennial Plaza was completed as part of the library renewal and upgrade project for the Edmonton Design Committee. With the renovations of the Stanley A. Milner Library completed, this has provided more opportunities for openness and movement between the Plaza and the library. Revitalization of the Plaza will leverage the investment in the library to create a more vibrant space, that will include child-friendly amenities which are lacking in this area of Downtown.

The library parkade, which extends underneath Centennial Plaza, 99 Street, and the adjacent sidewalks, requires repairs to its waterproofing system in the coming years. Those repairs will disturb the existing surface of Centennial Plaza and the adjacent areas. This has presented an opportunity for coordination, the waterproofing renewal and surface improvements can take place together, minimizing costs and disruption.

To prepare a design that re-envision the Centennial Plaza project area that includes renewal of existing infrastructure and identification of growth elements. The design will address current and future demands within the geographic boundaries of the project identified by meeting the four main goals including a space that is child-friendly, considers safety and security, embraces and remains vibrant through all seasons and supports the everyday life of visitors with a variety of ways to engage and gather.

STRATEGIC ALIGNMENT

Re-envisioning the Centennial Plaza project area will align the City's priorities by supporting the City Plan's goal of A ReBuildable City and A Community of Communities, by providing open space infrastructure to encourage healthy living and fosters wellbeing. The addition of informal and formal play spaces encourages intergenerational use and aligns with Child Friendly Edmonton. Additional seating, lighting, trees, and higher quality paving, as well as improvements to Judy Padua Way aligns with Green and Walkable Spaces vision.

CAPITAL PROFILE REPORT

ALTERNATIVES CONSIDERED

Various design alternatives have been explored through the Concept Design and Preliminary Design stages.

Alternatives include:

1. The project does not advance to delivery and the Plaza stays as it. Delaying the project would risk further water infiltration to the Westin Pedway and Library Parkade, the Plaza would continue to detract from the recently renovated Milner Library, continue to frustrate the Westin Hotel, perpetuate the absence of permanent child-friendly amenities, and fail to deliver on a commitment to provide secure outdoor play space for the Library's Daycare tenant.
2. Reducing scope to exclude Judy Padua Way which would be a missed opportunity to unite the two plazas through design, but would still require the waterproof membrane to be replaced over the pedestrian passageway, resulting in road repairs.

COST BENEFITS

Tangible Benefits

- Infrastructure renewal of Centennial Plaza, Judy Padua Way, Post Office Clock Plaza, and associated structures.
- Improved Accessibility.
- Increase to tree canopy and planted areas.

Intangible Benefits

- Improved perception of security.
- Updated aesthetics, improved aesthetic integration with Milner Library.
- A more functional, interesting, and appealing space, creating a better impression to Downtown visitors.

KEY RISKS & MITIGATING STRATEGY

A risk identification, analysis and mitigation framework has been applied to this project.

Key risks include:

1. The condition of the infrastructure below surface is unknown. Various studies were conducted, but the state of the structure will not be known until construction begins.
2. Adjacent projects construction may impact the project schedule. Coordination and good communication with project managers from the adjacent projects will support an integrated implementation plan and governance structure.

Construction funding, accurate scoping and scheduling, and continued stakeholder communication and engagement, in conjunction with the Project Development & Delivery Model, will allow for the completion of the plaza renewal to City standards and stakeholder expectations.

RESOURCES

IIS is providing project management, landscape architecture, architecture, and engineering services to support this project, supported by representatives from UFCSD, Parks and Roads Services, Civic Events, Real Estate, and the Edmonton Public Library.

CONCLUSIONS AND RECOMMENDATIONS

Conclusion

The Centennial Plaza project will renew and enhance a prominent public space in Downtown Edmonton that has languished in under-use for decades. The project will install child-friendly amenities, offer 4-season appeal, improve safety, accessibility, and functionality, while extending the lifespan of sensitive underground infrastructure.

The recommendation is to proceed with Detailed Design of Delivery of the Centennial Plaza Project, with a targeted completion of 2023.

CAPITAL PROFILE REPORT

PROFILE NAME: Centennial Plaza Renewal

PROFILE NUMBER: 21-10-9104

BRANCH: Building Great Neighbourhoods

RECOMMENDED

PROFILE TYPE: Standalone

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | |
|----------------|---------------------------------------|---|-------|--------|---|---|---|---|---|---|---|---|--------|
| BUDGET REQUEST | Budget Request | - | 2,340 | 11,363 | - | - | - | - | - | - | - | - | 13,703 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Corporate Tree Reserve | - | 60 | - | - | - | - | - | - | - | - | - | 60 |
| | Debt CRL Downtown | - | 1,200 | 10,694 | - | - | - | - | - | - | - | - | 11,894 |
| | Munc Sustain. Initiative - MSI | - | 1,064 | 112 | - | - | - | - | - | - | - | - | 1,176 |
| | Pay-As-You-Go | - | 16 | 557 | - | - | - | - | - | - | - | - | 572 |
| | Requested Funding Source | - | 2,340 | 11,363 | - | - | - | - | - | - | - | - | 13,703 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|-------|--------|---|---|---|---|---|---|---|---|--------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 2,340 | 11,363 | - | - | - | - | - | - | - | - | 13,703 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Corporate Tree Reserve | - | 60 | - | - | - | - | - | - | - | - | - | 60 |
| | Debt CRL Downtown | - | 1,200 | 10,694 | - | - | - | - | - | - | - | - | 11,894 |
| | Munc Sustain. Initiative - MSI | - | 1,064 | 112 | - | - | - | - | - | - | - | - | 1,176 |
| | Pay-As-You-Go | - | 16 | 557 | - | - | - | - | - | - | - | - | 572 |
| | Requested Funding Source | - | 2,340 | 11,363 | - | - | - | - | - | - | - | - | 13,703 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|---------------|-------------|-------|--------|------|------|------|------|------|------|------|-------------|--------|
| | Construction | - | 1,404 | 9,090 | - | - | - | - | - | - | - | - | 10,494 |
| | Design | - | 936 | 2,273 | - | - | - | - | - | - | - | - | 3,209 |
| | Total | - | 2,340 | 11,363 | - | - | - | - | - | - | - | - | 13,703 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: KING EDWARD PARK SUPPORTIVE HOUSING
PROFILE NUMBER: 21-10-9007
DEPARTMENT: Integrated Infrastructure Services
LEAD BRANCH: Infrastructure Delivery
PROGRAM NAME:
PARTNER: Social Development
BUDGET CYCLE: 2019-2022

RECOMMENDED

| | |
|------------------------------|-----------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Jason Meliefste |
| PARTNER MANAGER: | Jackie Foord |
| ESTIMATED START: | June, 2021 |
| ESTIMATED COMPLETION: | December, 2021 |

Service Category: Corporate Support**Major Initiative:****GROWTH****RENEWAL**

100

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

12,625

TOTAL PROFILE BUDGET:

12,625

PROFILE DESCRIPTION

This project is to design and construct a permanent 30 unit modular supportive housing development on the southwest corner of 82 Avenue and 93 Street, in King Edward Park. The project is targeted for completion and occupancy by December 31, 2021. The supportive housing model addresses homelessness by focusing primarily on housing — a person experiencing homelessness is moved off the streets and into a safe, appropriate housing option. Residents receive wraparound services (such as medical services and life skills) embedded in the housing. This profile is leveraging funding from other orders of government to support addressing the urgent housing needs of vulnerable Edmontonians.

PROFILE BACKGROUND

Affordable housing is fundamental to the physical, economic and social well-being of individuals and families and is a core component of diverse and inclusive communities. A Place to Call Home: Edmonton's Updated Plan to Prevent and End Homelessness (released in 2017) identifies the need for 900 supportive housing units by 2024. The City of Edmonton has established an Updated Affordable Housing Investment Plan to develop 600 of those supportive housing units by 2022, and an additional 300 units by 2024. Affordable housing is also identified in the EndPovertyEdmonton Road Map as a fundamental "game changer" in addressing poverty and foundational to ending homelessness.

This profile directly supports a number of strategies defined in the Plans, including acquiring and developing affordable housing units and dedicating land for affordable housing. The City and other orders of government have responded with funding to help address urgent housing needs of vulnerable Canadians, especially in the context of COVID-19, through the rapid construction of affordable housing.

PROFILE JUSTIFICATION

Significant unmet housing needs exist in Edmonton, over 48 000 households struggle to pay their rent each month. Ensuring an adequate supply of affordable housing is important to Edmonton's overall health and prosperity. This project supports a core component of the City's strategy related to affordable housing development and acquisition. This project will help achieve City Council's priority to increase the supply of permanent supportive housing and leverages other orders of government funding.

STRATEGIC ALIGNMENT

This profile supports "Healthy City" as it aids in Edmonton's evolution to a sustainable, healthy and compact city where citizens are healthy and fulfilled living in a safe and caring community with accessible and affordable housing options. The profile contributes to "Urban Places" as it assists in providing a greater range of housing, living and workplace choice. Also aids City Council's goal of "Regional Prosperity" by supporting City Council's approved A Place to Call Home: Edmonton's Updated Plan to Prevent and End Homelessness and the Updated Affordable Housing Investment Plan.

ALTERNATIVES CONSIDERED

Reduced opportunities to ensure local housing needs are met. Reduced ability to leverage funding from the other orders of government and partners. Re-purpose existing surplus school sites for any type of affordable housing development (amend Policy C583). Fund acquisition of new land through sale of existing surplus sites.

COST BENEFITS

- Increased ability to leverage City funds in conjunction with federal and provincial investments through programs such as the Municipal Stimulus Program, Rapid Housing Initiative, National Co-Investment Fund
- Achieving supportive housing targets of Edmonton's Updated Plan to Prevent and End Homelessness, that has positive impacts to a range of City services, including Edmonton Police and economic development

KEY RISKS & MITIGATING STRATEGY

Not funding this profile would reduce the City's ability to meet the affordable and supportive housing needs of vulnerable Edmontonians, and the agreements signed with other orders of government.

RESOURCES

The City of Edmonton seeks to purchase goods, services and construction fairly and based on best value. Whenever possible, consideration of environmentally sound products and services and in particular the utilization of post-consumer waste will be incorporated.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

The funding requested through this profile supports the City's ability to play a leadership role in addressing the urgent housing needs of vulnerable Edmontonian, especially in the context of COVID-19, through rapid construction of affordable housing.

CAPITAL PROFILE REPORT

PROFILE NAME: **King Edward Park Supportive Housing**PROFILE NUMBER: **21-10-9007**BRANCH: **Infrastructure Delivery****RECOMMENDED**PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 12,625 | - | - | - | - | - | - | - | - | - | 12,625 |
|----------------|---------------------------------------|---|--------|---|---|---|---|---|---|---|---|---|--------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Pay-As-You-Go | - | 3,583 | - | - | - | - | - | - | - | - | - | 3,583 |
| | Rapid Housing Initiative (Federal) | - | 9,042 | - | - | - | - | - | - | - | - | - | 9,042 |
| | Requested Funding Source | - | 12,625 | - | - | - | - | - | - | - | - | - | 12,625 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 12,625 | - | - | - | - | - | - | - | - | - | 12,625 |
|------------------------------|------------------------------------|---|--------|---|---|---|---|---|---|---|---|---|--------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Pay-As-You-Go | - | 3,583 | - | - | - | - | - | - | - | - | - | 3,583 |
| | Rapid Housing Initiative (Federal) | - | 9,042 | - | - | - | - | - | - | - | - | - | 9,042 |
| | Requested Funding Source | - | 12,625 | - | - | - | - | - | - | - | - | - | 12,625 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|---------------|-------------|--------|------|------|------|------|------|------|------|------|-------------|--------|
| | Construction | - | 9,433 | - | - | - | - | - | - | - | - | - | 9,433 |
| | Contingency | - | 1,895 | - | - | - | - | - | - | - | - | - | 1,895 |
| | Design | - | 1,141 | - | - | - | - | - | - | - | - | - | 1,141 |
| | Other Costs | - | 155 | - | - | - | - | - | - | - | - | - | 155 |
| | Total | - | 12,625 | - | - | - | - | - | - | - | - | - | 12,625 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: **INGLEWOOD SUPPORTIVE HOUSING**
 PROFILE NUMBER: **21-10-9001**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER: **Social Development**
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

PROFILE STAGE: **Council Review**
 PROFILE TYPE: **Standalone**
 LEAD MANAGER: **Jason Meliefste**
 PARTNER MANAGER: **Jackie Foord**
 ESTIMATED START: **June, 2021**
 ESTIMATED COMPLETION: **December, 2021**

Service Category: Corporate Support**Major Initiative:**

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:**12,346****TOTAL PROFILE BUDGET:****12,346****PROFILE DESCRIPTION**

This project is to design and construct a permanent 30 unit modular supportive housing development on 12312 - 112 Avenue NW in Inglewood. The project is targeted for completion and occupancy by December 31, 2021. The supportive housing model addresses homelessness by focusing primarily on housing — a person experiencing or at risk of homelessness is moved into a safe, appropriate housing option. Residents receive wraparound services (such as medical services and life skills) embedded in the housing. This profile is leveraging funding from other orders of government to support addressing the urgent housing needs of vulnerable Edmontonians.

PROFILE BACKGROUND

Affordable housing is fundamental to the physical, economic and social well-being of individuals and families and is a core component of diverse and inclusive communities. A Place to Call Home: Edmonton's Updated Plan to Prevent and End Homelessness (released in 2017) identifies the need for 900 supportive housing units by 2024. The City of Edmonton has established an Updated Affordable Housing Investment Plan to develop 600 of those supportive housing units by 2022, and an additional 300 units by 2024. Affordable housing is also identified in the EndPovertyEdmonton Road Map as a fundamental "game changer" in addressing poverty and foundational to ending homelessness.

This profile directly supports a number of strategies defined in the Plans, including acquiring and developing affordable housing units and dedicating land for affordable housing. The City and other orders of government have responded with funding to help address urgent housing needs of vulnerable Canadians, especially in the context of COVID-19, through the rapid construction of affordable housing.

PROFILE JUSTIFICATION

Significant unmet housing needs exist in Edmonton, over 48 000 households struggle to pay their rent each month. Ensuring an adequate supply of affordable housing is important to Edmonton's overall health and prosperity. This project supports a core component of the City's strategy related to affordable housing development and acquisition. This project will help achieve City Council's priority to increase the supply of permanent supportive housing and leverages other orders of government funding.

STRATEGIC ALIGNMENT

This profile supports "Healthy City" as it aids in Edmonton's evolution to a sustainable, healthy and compact city where citizens are healthy and fulfilled living in a safe and caring community with accessible and affordable housing options. The profile contributes to "Urban Places" as it assists in providing a greater range of housing, living and work place choice. Also aids City Council's goal of "Regional Prosperity" by supporting City Council's approved A Place to Call Home: Edmonton's Updated Plan to Prevent and End Homelessness and the Updated Affordable Housing Investment Plan.

ALTERNATIVES CONSIDERED

Reduced opportunities to ensure local housing needs are met. Reduced ability to leverage funding from the other orders of government and partners. Re-purpose existing surplus school sites for any type of affordable housing development (amend Policy C583). Fund acquisition of new land through sale of existing surplus sites.

COST BENEFITS

- Increased ability to leverage City funds in conjunction with federal and provincial investments through programs such as the Municipal Stimulus Program, Rapid Housing Initiative, National Co-Investment Fund.
- Achieving supportive housing targets of Edmonton's Updated Plan to Prevent and End Homelessness, that has positive impacts to a range of City services, including Edmonton Police and economic development.

KEY RISKS & MITIGATING STRATEGY

Not funding this profile would reduce the City's ability to meet the affordable and supportive housing needs of vulnerable Edmontonians, and the agreements signed with other orders of government.

RESOURCES

The City of Edmonton seeks to purchase goods, services and construction fairly and based on best value. Whenever possible, consideration of environmentally sound products and services and in particular the utilization of post consumer waste will be incorporated.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

The funding requested through this profile supports the City's ability to play a leadership role in addressing the urgent housing needs of vulnerable Edmontonian, especially in the context of COVID-19, through rapid construction of affordable housing.

CAPITAL PROFILE REPORT

PROFILE NAME: **Inglewood Supportive Housing**PROFILE NUMBER: **21-10-9001**BRANCH: **Infrastructure Delivery****RECOMMENDED**PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 12,346 | - | - | - | - | - | - | - | - | - | 12,346 |
|----------------|---------------------------------------|---|--------|---|---|---|---|---|---|---|---|---|--------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Pay-As-You-Go | - | 6,365 | - | - | - | - | - | - | - | - | - | 6,365 |
| | Rapid Housing Initiative (Federal) | - | 5,981 | - | - | - | - | - | - | - | - | - | 5,981 |
| | Requested Funding Source | - | 12,346 | - | - | - | - | - | - | - | - | - | 12,346 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 12,346 | - | - | - | - | - | - | - | - | - | 12,346 |
|------------------------------|------------------------------------|---|--------|---|---|---|---|---|---|---|---|---|--------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Pay-As-You-Go | - | 6,365 | - | - | - | - | - | - | - | - | - | 6,365 |
| | Rapid Housing Initiative (Federal) | - | 5,981 | - | - | - | - | - | - | - | - | - | 5,981 |
| | Requested Funding Source | - | 12,346 | - | - | - | - | - | - | - | - | - | 12,346 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|---------------|-------------|--------|------|------|------|------|------|------|------|------|-------------|--------|
| | Construction | - | 9,213 | - | - | - | - | - | - | - | - | - | 9,213 |
| | Contingency | - | 1,860 | - | - | - | - | - | - | - | - | - | 1,860 |
| | Design | - | 1,212 | - | - | - | - | - | - | - | - | - | 1,212 |
| | Other Costs | - | 61 | - | - | - | - | - | - | - | - | - | 61 |
| | Total | - | 12,346 | - | - | - | - | - | - | - | - | - | 12,346 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

| | | |
|-----------------|---|--------------------------------------|
| PROFILE NAME: | 51 AVENUE - 86 STREET TO 99 STREET, 99 STREET TO 111 STREET | RECOMMENDED |
| PROFILE NUMBER: | 21-22-9400 | PROFILE STAGE: Council Review |
| DEPARTMENT: | Integrated Infrastructure Services | PROFILE TYPE: Standalone |
| LEAD BRANCH: | Infrastructure Delivery | LEAD MANAGER: Jason Meliefste |
| PROGRAM NAME: | | PARTNER MANAGER: Pascale Ladouceur |
| PARTNER: | Infrastructure Planning & Design | ESTIMATED START: June, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2021 |

| | | | |
|-------------------|---------|-----------------------|-------|
| Service Category: | Roads | Major Initiative: | |
| GROWTH | RENEWAL | PREVIOUSLY APPROVED: | - |
| 19 | 81 | BUDGET REQUEST: | 9,558 |
| | | TOTAL PROFILE BUDGET: | 9,558 |

PROFILE DESCRIPTION

To create a renewal profile rehabilitation of 51 Avenue (86 Street to 99 Street) as the value is over \$5 M. Funds to be drawn from CM-22-0000, source of funding is MSP.

Scope include:

- Calgary Trail / 51 Avenue right turn improvement at SW corner.
- 97 Street intersection improvements.
- Rebuilding the right turn islands at a number of intersections to a high entry angle "Aussie" right turn design.
- Construct new sidewalk on the north side of 51 Avenue
- Roadway paving of 51 Avenue between 99 Street and 111 Street.

PROFILE BACKGROUND

51 Avenue has been identified for rehabilitation due to the poor condition of the roadway surface, curbs and sidewalks within the corridor. 51 Avenue is a designated truck route within the project area and is a high load corridor between 86 Street and 93 Street. 51 Avenue is currently and will continue to be a bus route with the 2021 bus network redesign. Average weekday traffic through the project area is between 16,000 and 23,000 (2013-2018). The roadway features multiple accesses to the industrial / commercial lots and either side of the roadway. The westbound to southbound right turn movement at Calgary Trail and 51 Avenue will be reconstructed to a high entry angle "Aussie" right turn due to the number of Follow Too Closely collisions and the geometry of the Calgary Trail auxiliary lane and accesses along Calgary Trail.

PROFILE JUSTIFICATION

Carry out preventative renewal measures to ensure and maintain the safety of road users.

Carry out preventative renewal measures before the condition of the roadways requires more costly major reconstruction.

STRATEGIC ALIGNMENT

Aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Rehabilitation of 51 Avenue (86 Street to 99 Street) and paving of 51 Avenue (99 Street to 111 Street) are planned due to the current poor condition of the roadway. To 'do nothing' will allow:

- Further deterioration and poorer level of service
- Higher risks to safety and premature failure
- Higher maintenance and triage renewal costs

COST BENEFITS

Tangible Benefits

- Renewing aging infrastructure via cost-effective renewal investments
- Efficient movement of goods and people
- Increased service level and customer satisfaction.

Intangible Benefits

- Reduced environmental impacts
- Enhanced traffic safety

KEY RISKS & MITIGATING STRATEGY

Risk: Utility work planned for the area; Mitigation: Coordinate with utilities early on in the design.

Risk: Coordinate work with Neighbourhood Renewal, Paving/Microsurfacing Work and arterial paving on 111 Street; Mitigation: Coordinate with BGN and TPD to identify limits of work and limit throwaway.

Risk: Stakeholder Engagement (private property owners); Mitigation: Early communication with affected stakeholders during preliminary engineering.

Risk: Impact due to COVID-19; Mitigation: Develop a more efficient work from home strategies to manage workload. Effective scope prioritization and project phasing strategies

CAPITAL PROFILE REPORT

RESOURCES

Internal City resources are available to manage the Delivery of this project. Contracted resources for the construction services will be procured as required to carry out the requirements of this project.

CONCLUSIONS AND RECOMMENDATIONS

This profile be approved for construction of the 51 Avenue (86 Street to 99 Street, 99 Street to 111 Street) project.

CAPITAL PROFILE REPORT

PROFILE NAME: 51 Avenue - 86 Street to 99 Street, 99 Street to 111 Street

RECOMMENDED

PROFILE NUMBER: 21-22-9400

PROFILE TYPE: Standalone

BRANCH: Infrastructure Delivery

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | - | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | - | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | |
|----------------|---------------------------------------|---|-------|---|---|---|---|---|---|---|---|---|-------|
| BUDGET REQUEST | Budget Request | - | 9,558 | - | - | - | - | - | - | - | - | - | 9,558 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Municipal Stimulus Program | - | 8,369 | - | - | - | - | - | - | - | - | - | 8,369 |
| | Pay-As-You-Go | - | 1,189 | - | - | - | - | - | - | - | - | - | 1,189 |
| | Requested Funding Source | - | 9,558 | - | - | - | - | - | - | - | - | - | 9,558 |

| | | | | | | | | | | | | | |
|------------------------------|------------------------------|---|-------|---|---|---|---|---|---|---|---|---|-------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 9,558 | - | - | - | - | - | - | - | - | - | 9,558 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Municipal Stimulus Program | - | 8,369 | - | - | - | - | - | - | - | - | - | 8,369 |
| | Pay-As-You-Go | - | 1,189 | - | - | - | - | - | - | - | - | - | 1,189 |
| | Requested Funding Source | - | 9,558 | - | - | - | - | - | - | - | - | - | 9,558 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|--------------------|-------------|-------|------|------|------|------|------|------|------|------|-------------|-------|
| | Construction | - | 7,022 | - | - | - | - | - | - | - | - | - | 7,022 |
| | Contingency | - | 1,315 | - | - | - | - | - | - | - | - | - | 1,315 |
| | Design | - | 269 | - | - | - | - | - | - | - | - | - | 269 |
| | Follow Up Warranty | - | 116 | - | - | - | - | - | - | - | - | - | 116 |
| | Other Costs | - | 837 | - | - | - | - | - | - | - | - | - | 837 |
| | Total | - | 9,558 | - | - | - | - | - | - | - | - | - | 9,558 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: **NARP RECON - NORTH GLENORA ALLEYS**
 PROFILE NUMBER: **21-40-9027**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Building Great Neighbourhoods**
 PROGRAM NAME:
 PARTNER: **Parks & Roads Services**
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

| | |
|-----------------------|----------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Craig Walbaum |
| PARTNER MANAGER: | Gord Cebryk |
| ESTIMATED START: | June, 2021 |
| ESTIMATED COMPLETION: | December, 2023 |

| | | | |
|---|---------|--|-------|
| Service Category: Neighbourhood Renewal | | Major Initiative: Great Neighbourhoods | |
| GROWTH | RENEWAL | PREVIOUSLY APPROVED: | - |
| 1 | 99 | BUDGET REQUEST: | 9,274 |
| | | TOTAL PROFILE BUDGET: | 9,274 |

PROFILE DESCRIPTION

Neighbourhood Renewal provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks in existing local and collector roadways and related work for signals and streetlighting rehab/upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements.

Partnering with other City programs or initiatives which bring value to the neighbourhood's overall livability have also been identified to leverage opportunities and efficiencies found with Neighbourhood Renewal. This could include improvements to park and open spaces, commercial areas public realm enhancements, and community traffic management and other social or economic uplift initiatives.

PROFILE BACKGROUND

The Neighbourhood Renewal Program (NRP) outlines a cost-effective, long-term strategic approach to address renewal and rebuilding of roads, sidewalks, and signals and streetlights needs in existing neighbourhoods.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model. Utilization of a balanced approach of various capital improvement techniques (reconstruction, overlay, microsurfacing) to maximize asset value and asset life.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Do Nothing/Unfunded: No renewal work occurs allowing further deterioration that increases maintenance costs and the risk of asset failure. Significant operating funding will be expended and will provide a poor level of service. If the asset fails, there will be severe/complete loss of service and will require costly emergency repairs to reinstate service.

Band Aid/Triage: Simple renewal is completed, even if more extensive renewal is required, until funding is available. Overall cost/benefit analysis demonstrates that this option will be a higher cost and provide a lower overall level of service compared to a timely administered program.

Reconstruction First/Worse Only: The City's Investment Model and cost benefit analysis showed that effectively combining reconstruction, rehabilitation, and preventative maintenance, the program allows more improvements within 25 years, whereas a reconstruction-only program would take many more years to complete at a higher cost.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing/maximizing service life of aging infrastructure in neighbourhoods and achieving long-term cost savings through reinvestment strategies to increase service levels.

Intangible benefits: enhancing the attractiveness of neighbourhoods, offering more active modes options and improved lighting to enhance livability, health, and safety for residents.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Utility Coordination:

The major utilities in neighbourhoods (drainage, water, gas) may be challenged to coordinate their infrastructure work due to lack of resources, condition information, depth of utility lines or funding to meet the timelines of the neighbourhood renewal program. If no coordination is completed, the risk of utilities damaging newly renewed infrastructure increases.

Mitigation:

Discussions with utility representatives in 2 - 5 years before construction providing time for utilities to secure any necessary condition and renewal data, identify opportunities, resolve issues, and complete the utility work before neighbourhood renewal work is completed.

RESOURCES

External contractors (via tender process) will be used to complete development and delivery. Long term construction contracts for Neighbourhood Reconstruction projects will be coordinated with utility stakeholders and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

With neighbourhood local and collector roads being an integral part of the City's transportation network that provides access to residents, businesses and industries, an effective neighbourhood renewal strategy is needed to ensure the City meets its goals for sustainable and accessible infrastructure. Reconstruction is required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, and increase service level and customer satisfaction.

CAPITAL PROFILE REPORT

PROFILE NAME: **NARP Recon - North Glenora Alleys****RECOMMENDED**PROFILE NUMBER: **21-40-9027**PROFILE TYPE: **Standalone**BRANCH: **Building Great Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|--------------------|--------------------------|----------------|------|------|------|------|------|------|------|------|------|----------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | - | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | - | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 5,105 | 3,705 | 464 | - | - | - | - | - | - | - | 9,274 |
|-------------------|---------------------------------------|---|-------|-------|-----|---|---|---|---|---|---|---|-------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Neighborhood Renewal Reserve | - | 5,105 | 3,705 | 464 | - | - | - | - | - | - | - | 9,274 |
| | Requested Funding Source | - | 5,105 | 3,705 | 464 | - | - | - | - | - | - | - | 9,274 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 5,105 | 3,705 | 464 | - | - | - | - | - | - | - | 9,274 |
|---------------------------------------|------------------------------|---|-------|-------|-----|---|---|---|---|---|---|---|-------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Neighborhood Renewal Reserve | - | 5,105 | 3,705 | 464 | - | - | - | - | - | - | - | 9,274 |
| | Requested Funding Source | - | 5,105 | 3,705 | 464 | - | - | - | - | - | - | - | 9,274 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|---------------------------------------|--------------------|----------------|-------|-------|------|------|------|------|------|------|------|----------------|-------|
| | Construction | - | 4,084 | 2,964 | 371 | - | - | - | - | - | - | - | 7,419 |
| | Contingency | - | 511 | 371 | 46 | - | - | - | - | - | - | - | 927 |
| | Design | - | 408 | 296 | 37 | - | - | - | - | - | - | - | 742 |
| | Follow Up Warranty | - | 102 | 74 | 9 | - | - | - | - | - | - | - | 185 |
| | Total | - | 5,105 | 3,705 | 464 | - | - | - | - | - | - | - | 9,274 |
| | | | | | | | | | | | | | |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

| | | |
|-----------------|--|--------------------------------------|
| PROFILE NAME: | STONY PLAIN ROAD REHAB - 184 ST TO 231 ST & 231 ST TO AH DRIVE | RECOMMENDED |
| PROFILE NUMBER: | 21-22-9401 | PROFILE STAGE: Council Review |
| DEPARTMENT: | Integrated Infrastructure Services | PROFILE TYPE: Standalone |
| LEAD BRANCH: | Infrastructure Delivery | LEAD MANAGER: Jason Meliefste |
| PROGRAM NAME: | | PARTNER MANAGER: Pascale Ladouceur |
| PARTNER: | Infrastructure Planning & Design | ESTIMATED START: June, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2021 |

| | | | |
|-------------------|---------|-----------------------|-------|
| Service Category: | Roads | Major Initiative: | |
| GROWTH | RENEWAL | PREVIOUSLY APPROVED: | - |
| 2 | 98 | BUDGET REQUEST: | 9,250 |
| | | TOTAL PROFILE BUDGET: | 9,250 |

PROFILE DESCRIPTION

Integrated Infrastructure Services has completed detailed design for the rehabilitation of Stony Plain Road, between 184 Street to 231 Street (in the westbound direction) and between 231 Street to Anthony Henday Drive (in the eastbound direction). The project will include repaving the road and intersection improvements, curb and gutter replacement, ditch regrading, guardrail modifications, and streetlight replacement. At this stage, engineering detailed design is completed and administration is preparing to tender the project. Construction is planned to start in the summer of 2021 and be completed in the fall of 2021.

PROFILE BACKGROUND

Stony Plain Road in this corridor falls under the Goods Movement Arterial Renewal Program (ARP) which addresses deteriorating arterial road conditions and provides preventative renewal measures to ensure and maintain the safety of road users. This program includes the renewal of roadway base, curbs, gutters, and sidewalks, as well as upgrading of rural arterial truck routes.

Arterial renewal locations are planned in conjunction with other roads growth (widening, intersection improvements) and Transit growth projects (bus lanes, signal priorities, LRT) where possible. The ARP program also coordinates and includes related work for street lighting and traffic signal rehabilitation/upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements (for sidewalks, bike, multi-use paths). Coordination strategies intend to optimize cost savings and city invest.

PROFILE JUSTIFICATION

Arterial Road infrastructure, such as Stony Plain Road, should be maintained in accordance with its asset lifecycle as outlined in the City's Arterial Investment Model. Utilization of a balanced approach to various capital improvement techniques (reconstruction, overlay, crack sealing) to maximize asset value and asset life. Sufficient funding will allow for Stony Plain Road to receive capital improvements during optimal renewal intervals. This will help create a stable/predictable funding to meet renewal needs of (ageing) current and future major roads (because of the population and demographic trends) and mitigate traffic disruption and maintenance (such as potholes).

Population growth and other demographic factors result in higher usage of arterial roads and deteriorating rates that will negatively impact the efficient movement of goods and people (transit, bike, pedestrian) public satisfaction (potholes, disruption) and traffic safety.

STRATEGIC ALIGNMENT

Aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

The alternative to advancing this project to construction by approving Checkpoint 1 to 5, is to "do nothing". This would allow further deterioration of Stony Plain Road, which translates to higher maintenance and future renewal costs and poor level of service (potholes, traffic disruptions, safety) and customer satisfaction. Doing nothing on Stony Plain Road would allow further deterioration that increases maintenance costs and increases the risk of asset failure. Significant operating dollars will be expended to provide temporary repairs (such as potholes to maintain traffic safety and access to the roadway) that will provide a poor level of service. If asset failure occurs, there will be a severe or complete loss of service (such as limited or no roadway access) and will require costly emergency repairs or renewal for the asset to reinstate service.

COST BENEFITS

Arterial networks, such as this Stony Plain Road corridor, must be maintained and proactively renewed before its condition requires more costly major reconstruction. If adequate renewal investment is not met this will result in a lower level of service, and costly maintenance and reconstruction investments.

KEY RISKS & MITIGATING STRATEGY

Key risks include unforeseen conditions arising during construction, including damages discovered in utility and drainage infrastructure. All risks will be monitored throughout the life of the project during construction. The Risk Register will continue to be updated and reviewed on a regular basis by the project team and Administration. The project team will work together to mitigate the risks in a timely manner as they arise.

CAPITAL PROFILE REPORT

RESOURCES

Internal resources will include a project manager and City support staff. A Design Consultant will be retained to provide engineering construction services and post construction services. A Construction Contractor will be hired to complete construction of the project.

CONCLUSIONS AND RECOMMENDATIONS

IIS recommends funding approval for Checkpoint 1 to 5, to permit funding for construction and post construction services for this project, in order to meet the planned project timelines.

CAPITAL PROFILE REPORT

PROFILE NAME: **Stony Plain Road Rehab - 184 St to 231 St & 231 St to AH Drive****RECOMMENDED**PROFILE NUMBER: **21-22-9401**PROFILE TYPE: **Standalone**BRANCH: **Infrastructure Delivery**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 9,250 | - | - | - | - | - | - | - | - | - | 9,250 |
|----------------|---------------------------------------|---|-------|---|---|---|---|---|---|---|---|---|-------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Municipal Stimulus Program | - | 8,802 | - | - | - | - | - | - | - | - | - | 8,802 |
| | Pay-As-You-Go | - | 448 | - | - | - | - | - | - | - | - | - | 448 |
| | Requested Funding Source | - | 9,250 | - | - | - | - | - | - | - | - | - | 9,250 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 9,250 | - | - | - | - | - | - | - | - | - | 9,250 |
|------------------------------|------------------------------|---|-------|---|---|---|---|---|---|---|---|---|-------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Municipal Stimulus Program | - | 8,802 | - | - | - | - | - | - | - | - | - | 8,802 |
| | Pay-As-You-Go | - | 448 | - | - | - | - | - | - | - | - | - | 448 |
| | Requested Funding Source | - | 9,250 | - | - | - | - | - | - | - | - | - | 9,250 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|--------------------|-------------|-------|------|------|------|------|------|------|------|------|-------------|-------|
| | Construction | - | 8,296 | - | - | - | - | - | - | - | - | - | 8,296 |
| | Design | - | 456 | - | - | - | - | - | - | - | - | - | 456 |
| | Follow Up Warranty | - | 50 | - | - | - | - | - | - | - | - | - | 50 |
| | Other Costs | - | 448 | - | - | - | - | - | - | - | - | - | 448 |
| | Total | - | 9,250 | - | - | - | - | - | - | - | - | - | 9,250 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: CONFEDERATION DISTRICT PARK RENEWAL
PROFILE NUMBER: 21-32-9100
DEPARTMENT: Integrated Infrastructure Services
LEAD BRANCH: Building Great Neighbourhoods
PROGRAM NAME:
PARTNER:
BUDGET CYCLE: 2019-2022

RECOMMENDED

| | |
|------------------------------|----------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Craig Walbaum |
| PARTNER MANAGER: | |
| ESTIMATED START: | July, 2021 |
| ESTIMATED COMPLETION: | October, 2024 |

Service Category: Parks**Major Initiative:** Great Neighbourhoods

| | |
|---------------|----------------|
| GROWTH | RENEWAL |
| 10 | 90 |

| | |
|------------------------------|-------|
| PREVIOUSLY APPROVED: | - |
| BUDGET REQUEST: | 8,941 |
| TOTAL PROFILE BUDGET: | 8,941 |

PROFILE DESCRIPTION

This profile is to complete the renewal construction of Confederation District Park. This project includes the redevelopment or refurbishment of existing sports fields, tennis, pickleball and basketball courts, irrigation system, a running track and jump pit, and public access road to current City of Edmonton standards and user expectations. This profile also includes the design and construction of EPCOR funded, owned and operated low-impact development drainage features within the park.

PROFILE BACKGROUND

District Parks need to accommodate a number of community needs identified in City Council approved plans and strategies including the Breathe Strategy, Live Active, WinterCity, and the Approach to Recreation Facility Planning in Edmonton.

Confederation District Park was identified as a priority for open space renewal as a highly visited park in the mature southwest neighbourhood of Royal Gardens with aging infrastructure and amenities. As part of the 10 Year Capital Investment Agenda, a Master Plan for the park was completed in 2018 which included a concept vision that reimagined a renewed Confederation District Park as a vibrant and lively destination for community members, adjacent schools, user groups and visitors.

In addition to site analysis completed as part of the Master Plan, a study on site drainage issues and low-impact development opportunities was completed in 2017. Based on this study, low-impact development (LID) drainage infrastructure, which manages stormwater runoff through natural landscape features at the source, have been incorporated into the project. The LID will be funded, owned and operated by EPCOR, as per existing agreements with EPCOR.

PROFILE JUSTIFICATION

The renewal of the park will improve usability of open space amenities for many different types of park users, extend the life of existing capital assets, reduce long term repair costs, improve on-site stormwater runoff management, and correct potential or impending safety concerns.

Parks, their amenities, sports fields and play spaces experience degradation due to weather and usage impacts. This profile provides the funds to enable the necessary rehabilitation and construction work to occur at Confederation District Park to bring existing open space infrastructure up to current standards and maintained or increased levels of service, reduce ongoing maintenance costs, and prevent service reductions or closures due to condition issues. Completing renewal of the park will support the increased use of the site's open space amenities by the adjacent schools and sports user groups.

This profile will also allow for the City to leverage committed EPCOR partner funding to improve the management of stormwater runoff and drainage for both the park site and the surrounding neighbourhood. By collecting and managing stormwater drainage at the source in the park, and from the surrounding neighbourhood, usage of the existing underground drainage system will be reduced, improving the park's functionality as well as EPCOR's efficiency of service to residents.

The planning and design of the project was funded through the Open Space: Parks - Renewal composite CM-32-0000. Construction for the project, and advancement past Checkpoint 3 as per the Project Development & Delivery Model (PDDM), requires the creation of its own standalone profile and Council approval due to the value of the entire project being over the \$5 million dollar threshold for renewal projects.

Funding the renewal of Confederation District Park at this time will ensure that construction is completed on time within the current capital budget cycle, and that the existing District Park site is properly renewed to City standards and asset condition objectives. Proceeding with the renewal scope of work to construction completion will align with stakeholder, school board partners, and community expectations and desires for the project as expressed through continued project engagement.

STRATEGIC ALIGNMENT

The renewal of Confederation District Park will advance the City's priorities of redeveloping identified priority district park sites, and support the City Plan's goals of A Rebuildable City and A Community of Communities, by providing the supporting open space infrastructure to encourage future population growth through redevelopment in mature neighbourhoods. The inclusion of low-impact development drainage infrastructure along with renewed park amenities aligns with the City's Open Space Policy and Breathe Strategy to maximize benefit of open spaces by providing multifunctional parks.

CAPITAL PROFILE REPORT

ALTERNATIVES CONSIDERED

Alternatives include:

- 1) Reducing the renewal construction scope of work to minimize cost and maintain funding through the Open Space: Parks - Renewal composite as available, eliminating a need for a standalone profile.
- 2) The project may also not be advanced to delivery, leading to the renewal of park infrastructure being deferred indefinitely or cancelled. These alternatives would reduce the ability of the project to meet scope and quality objectives, and could result in park usability and operational issues and increased user complaints.
- 3) Implement the Confederation District Park Master Plan in its entirety: construct all elements that are entirely located on City owned property including growth elements. Additional funding would be required.

COST BENEFITS

Improved park condition and usability to meet stakeholder, school, and user needs. Increased usage and revenue generation opportunities through bookings of rehabilitated sports fields and courts, and reduced closures. The renewal of existing park amenities will reduce operational costs by redeveloping aging infrastructure.

Leveraging existing EPCOR partner funding to improve park site functionality and neighbourhood services.

KEY RISKS & MITIGATING STRATEGY

Risk identification, analysis, and mitigation framework has been applied to this project.

Key risks if renewal construction is not completed as planned include:

1. Failure of parks assets may occur which poses various risks to users and staff, and can lead to unplanned closures resulting in citizen dissatisfaction and lost bookings revenue
2. Community, school, and park users' expectations for renewal scope and timing for completion of the project are misaligned with approved funding or scope, leading to complaints

Construction funding, accurate scoping and scheduling, and continued stakeholder communication and engagement, in conjunction with the Project Development & Delivery Model, will allow for the completion of park renewal to City standards and stakeholder expectations.

RESOURCES

The project will be managed by Integrated Infrastructure Services. External design consultants and construction contractors will be retained following Corporate procurement procedures to complete the delivery of the project. EPCOR will fund and provide expertise for the LID infrastructure.

CONCLUSIONS AND RECOMMENDATIONS

District parks are of significant importance to Edmontonians and experience high usage and visitation. Investment in park infrastructure and amenity renewal and rehabilitation is a cost-effective way to maximize the life of park assets and to ensure a continued high level of service is provided.

It is recommended that this standalone profile request is fully funded in order to complete construction of the Confederation District Park renewal project on time as per the approved project schedule, and to comply with the City financial procedures regarding profile value threshold requirements for renewal projects. Approval of this profile will also allow for partner funding to be received from EPCOR for the specific low-impact development scope of work.

CAPITAL PROFILE REPORT

PROFILE NAME: **Confederation District Park Renewal**PROFILE NUMBER: **21-32-9100**BRANCH: **Building Great Neighbourhoods****RECOMMENDED**PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | |
|----------------|---------------------------------------|---|-------|-------|-----|----|---|---|---|---|---|---|-------|
| BUDGET REQUEST | Budget Request | - | 4,670 | 3,889 | 303 | 80 | - | - | - | - | - | - | 8,941 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 3,656 | 1,642 | 80 | - | - | - | - | - | - | - | 5,378 |
| | Partnership Funding | - | 100 | 1,837 | 203 | 80 | - | - | - | - | - | - | 2,219 |
| | Pay-As-You-Go | - | 914 | 411 | 20 | - | - | - | - | - | - | - | 1,344 |
| | Requested Funding Source | - | 4,670 | 3,889 | 303 | 80 | - | - | - | - | - | - | 8,941 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|-------|-------|-----|----|---|---|---|---|---|---|-------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 4,670 | 3,889 | 303 | 80 | - | - | - | - | - | - | 8,941 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 3,656 | 1,642 | 80 | - | - | - | - | - | - | - | 5,378 |
| | Partnership Funding | - | 100 | 1,837 | 203 | 80 | - | - | - | - | - | - | 2,219 |
| | Pay-As-You-Go | - | 914 | 411 | 20 | - | - | - | - | - | - | - | 1,344 |
| | Requested Funding Source | - | 4,670 | 3,889 | 303 | 80 | - | - | - | - | - | - | 8,941 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|--------------------|-------------|-------|-------|------|------|------|------|------|------|------|-------------|-------|
| | Construction | - | 3,800 | 3,854 | 203 | - | - | - | - | - | - | - | 7,857 |
| | Design | - | 870 | 35 | - | - | - | - | - | - | - | - | 905 |
| | Follow Up Warranty | - | - | - | 100 | 80 | - | - | - | - | - | - | 180 |
| | Total | - | 4,670 | 3,889 | 303 | 80 | - | - | - | - | - | - | 8,941 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

| | | |
|-----------------|---|--|
| PROFILE NAME: | CAPITAL LINE WOOD TIE REPLACEMENT (66 STREET - 129 AVE) | RECOMMENDED |
| PROFILE NUMBER: | 21-21-9100 | PROFILE STAGE: Council Review |
| DEPARTMENT: | Integrated Infrastructure Services | PROFILE TYPE: Standalone |
| LEAD BRANCH: | LRT Expansion & Renewal | LEAD MANAGER: Bruce Ferguson |
| PROGRAM NAME: | | PARTNER MANAGER: Carrie Hotton-MacDonald |
| PARTNER: | Edmonton Transit Service | ESTIMATED START: June, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2022 |

| | | |
|-------------------|----------------|-------------------|
| Service Category: | Public Transit | Major Initiative: |
|-------------------|----------------|-------------------|

| | | | |
|--------|---------|-----------------------|-------|
| GROWTH | RENEWAL | PREVIOUSLY APPROVED: | - |
| 5 | 95 | BUDGET REQUEST: | 8,820 |
| | | TOTAL PROFILE BUDGET: | 8,820 |

PROFILE DESCRIPTION

The project entails a full rehabilitation of the LRT track work to a minimum of 4.714 km. The track work rehabilitation plan includes upgrades to all track components and will also take into account the structural condition of the overhead catenary and traction power operating parameters, signaling, as well as a drainage assessment. This project includes ballast changing, wood tie replacement and changing the rail to 115 lb. Details and locations based on the initial condition assessment.

PROFILE BACKGROUND

The City highlighted two priority sections between Clareview Station and 95th Street. Each section, along with the issues raised by the City, Priority #1: 129th Avenue to 66th Street Tunnel, Priority #2: Stadium Station to 92nd Street. Crossover location at 129th Avenue has led to deterioration. In addition, the CoE expressed their current plan to upgrade all wood tie, 100lb RA sections to new monoblock concrete ties with new 115lb RE rail. The CoE identified that the existing turnouts have shown additional wear, due to the heavier vehicles.

PROFILE JUSTIFICATION

The original surface track from Belvedere Station to 95th Street was comprised of 100lb. RA rail and components on hemlock softwood creosote ties with spike and tie plate in sub-par ballast with woodings rail anchors. Turnouts for the original system were: #8, 100lb. The section from Clareview to Belvedere was opened in 1981. This section was built with the same track components as the original line, with the exception of high-quality granite ballast and #12 turnouts. In Spring 2019, a major project is scheduled to renew the direct fixation fasteners in the 66th St Tunnel. Maintenance records show that carbon steel frogs have not been able to withstand loading from the heavier SD 160 Fleet. A condition assessment was completed between Clareview Station (KM 0.0) and 95th Street (KM 7.5). The intention of the assessment was to validate and document the conditions identified within the CoE background report and the conditions highlighted at the pre-site meeting on June 25th, 2019. The CoE provided AECOM with a list of priority sections with the intent to upgrade the existing wood ties with new concrete ties, replace poor quality, round river rock ballast and upgrade the existing 100lb. RA rail with new 115lb. RE rail. The CoE identified the section between the 129th Avenue and the 66th Street tunnel as Priority #1 and the segment between Stadium Station and 92nd Street as Priority #2. As a result of the site investigation, the CoE priorities were validated as higher priority sections. There were, however, additional grading and drainage concerns identified between Stadium Station and 92nd Street and between 115th Avenue and Stadium Station that should also be considered higher priority, based upon the Site Walk Scoring. Storm water and geotechnical investigation, survey work, and reviews of as-built drainage designs will be required to adequately determine the appropriate corrective action.

STRATEGIC ALIGNMENT

The Way We Move - Well maintained infrastructure
The Way We Live - Safe Infrastructure for Citizens
Corporate Outcomes - Sustainable and Accessible Infrastructure

ALTERNATIVES CONSIDERED

- 1) Proceed with the work in the current budget cycle (2019 - 2022)
 - 2) Defer construction to next budget cycle (2023 - 2026)
 - 3) Cancel and leave current equipment in place
- Option 1 is recommended

COST BENEFITS

Increased reliability, serviceability, ETS operational efficiency, extended asset life, reduced operating & maintenance costs and in service impacts. Intangible benefits: Improved Transit customer experience, safety & security, barrier-free accessibility, system functionality, vendor support, new technology advantages, code requirements met.

KEY RISKS & MITIGATING STRATEGY

Cost: Tender prices may exceed the available budget.
Mitigations include detailed cost estimates from cost consultant, early engagement from construction contractor and value engineering of the design.
Schedule: Delivery of equipment is extended leading to project not being completed in current budget cycle. Contractor delays.
Mitigations include early engagement of construction contractor, early construction mobilizations may be considered, specifications for equipment fast-tracked. Long lead items to be procured as far in advance of construction as possible.

CAPITAL PROFILE REPORT

RESOURCES

The program coordination will be managed by LRT Expansion and Renewal. The projects will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CONCLUSIONS AND RECOMMENDATIONS

The work in this profile is required to maintain the safety, reliability and condition of ETS infrastructure and the CoE should continue to maintain the existing infrastructure as is, while increasing ordinary expense maintenance attention as the assets age. Once funding is available, design and construction of upgrades can be implemented in the priority sequence determined. Approval of this profile is required to fund construction work in adherence to the PDDM process. ETS maintenance operations has been actively involved in ensuring the LRT track conditions provide quality ride comfort while meeting the required safety standards. Recommendation: This profile be approved to improve the long term viability of public transit as a safe and reliable method of transportation within the City.

CAPITAL PROFILE REPORT

PROFILE NAME: **Capital Line Wood Tie Replacement (66 Street - 129 Ave)****RECOMMENDED**PROFILE NUMBER: **21-21-9100**PROFILE TYPE: **Standalone**BRANCH: **LRT Expansion & Renewal**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|--------------------|--------------------------|----------------|------|------|------|------|------|------|------|------|------|----------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | - | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | - | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 8,800 | 20 | - | - | - | - | - | - | - | - | 8,820 |
|-------------------|---------------------------------------|---|-------|----|---|---|---|---|---|---|---|---|-------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 8,319 | 18 | - | - | - | - | - | - | - | - | 8,337 |
| | Pay-As-You-Go | - | 481 | 2 | - | - | - | - | - | - | - | - | 483 |
| | Requested Funding Source | - | 8,800 | 20 | - | - | - | - | - | - | - | - | 8,820 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 8,800 | 20 | - | - | - | - | - | - | - | - | 8,820 |
|---------------------------------------|--------------------------------|---|-------|----|---|---|---|---|---|---|---|---|-------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 8,319 | 18 | - | - | - | - | - | - | - | - | 8,337 |
| | Pay-As-You-Go | - | 481 | 2 | - | - | - | - | - | - | - | - | 483 |
| | Requested Funding Source | - | 8,800 | 20 | - | - | - | - | - | - | - | - | 8,820 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|---------------------------------------|---------------|----------------|-------|------|------|------|------|------|------|------|------|----------------|-------|
| | Construction | - | 3,118 | 14 | - | - | - | - | - | - | - | - | 3,132 |
| | Design | - | 5,682 | 6 | - | - | - | - | - | - | - | - | 5,688 |
| | Total | - | 8,800 | 20 | - | - | - | - | - | - | - | - | 8,820 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: CENTRAL LRT STATION ESCALATOR RENEWAL
PROFILE NUMBER: 21-25-9501
DEPARTMENT: Integrated Infrastructure Services
LEAD BRANCH: LRT Expansion & Renewal
PROGRAM NAME:
PARTNER: Edmonton Transit Service
BUDGET CYCLE: 2019-2022

RECOMMENDED

| | |
|------------------------------|-------------------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Bruce Ferguson |
| PARTNER MANAGER: | Carrie Hotton-MacDonald |
| ESTIMATED START: | June, 2021 |
| ESTIMATED COMPLETION: | December, 2023 |

Service Category: Public Transit**Major Initiative:**

| | |
|---------------|----------------|
| GROWTH | RENEWAL |
| 5 | 95 |

| | |
|------------------------------|-------|
| PREVIOUSLY APPROVED: | - |
| BUDGET REQUEST: | 8,200 |
| TOTAL PROFILE BUDGET: | 8,200 |

PROFILE DESCRIPTION

This profile provides for the renewal of the existing public transit system's escalator equipment at Central LRT station and associated infrastructure, incorporating new technology, design codes and City standards as required. This profile includes renewal and minor upgrades of LRT facilities, structures, ancillary equipment, and barrier free access renewals.

PROFILE BACKGROUND

Edmonton Transit currently has 15 LRT stations. A significant amount of transit infrastructure is approaching 40 years of age. A number of assets have exceeded their useful life. The proposed renewal program addresses the most critical of the known issues within this infrastructure. The work in this profile is required to maintain the safety, reliability and condition of LRT base infrastructure. The systems is customer facing and affects the functionality of the ETS system on a day to day basis.

PROFILE JUSTIFICATION

Life cycle replacements are required to keep LRT stations in a safe and reliable state. The existing escalators at Central LRT station are very old and have exceeded their expected life span. Existing infrastructure renewal is required to meet customer needs and restore the safety and operating efficiency (reliability and serviceability) of the systems. Accessibility issues have been identified that need to be addressed in order to align with barrier-free standards. Recent condition assessments confirm the appropriateness of performing this work at this time. Deferring this work will result in higher operating and maintenance costs, increased risk to public safety and service impacts (including service delays to accommodate emergent maintenance).

STRATEGIC ALIGNMENT

The Way We Move - Well maintained infrastructure
 The Way We Live - Safe Infrastructure for Citizens
 Corporate Outcomes - Sustainable and Accessible Infrastructure

ALTERNATIVES CONSIDERED

- 1) Proceed with the work in the current budget cycle (2019 - 2022)
 - 2) Defer construction to next budget cycle (2023 - 2026)
 - 3) Cancel and leave current equipment in place
- Option 1 is recommended

COST BENEFITS

Increased reliability, serviceability, ETS operational efficiency, extended asset life, reduced operating & maintenance costs and in service impacts. Intangible benefits: Improved Transit customer experience, safety & security, barrier-free accessibility, system functionality, vendor support, new technology advantages, code requirements met.

KEY RISKS & MITIGATING STRATEGY

Cost: Tender prices may exceed the available budget.
 Mitigations include detailed cost estimates from cost consultant, early engagement from construction contractor and value engineering of the design.
Schedule: Delivery of equipment is extended leading to project not being completed in current budget cycle. Contractor delays.
 Mitigations include early engagement of construction contractor, early construction mobilizations may be considered, specifications for equipment fast-tracked. Long lead items to be procured as far in advance of construction as possible.

RESOURCES

The program coordination will be managed by LRT Expansion and Renewal. The projects will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

The work in this profile is required to maintain the safety, reliability and condition of Edmonton Transit Service infrastructure, particularly LRT facilities at Central LRT station. The cost to postpone renewals comes with ever increasing risk to the public transit infrastructure and ultimately risk to the public. Approval of this capital profile is required to fund construction work in adherence to the PDDM process. Recommendation: This profile be approved to improve the long term viability of public transit as a safe and reliable method of transportation within the City.

CAPITAL PROFILE REPORT

PROFILE NAME: **Central LRT Station Escalator Renewal****RECOMMENDED**PROFILE NUMBER: **21-25-9501**PROFILE TYPE: **Standalone**BRANCH: **LRT Expansion & Renewal**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | - | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | - | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | |
|----------------|---------------------------------------|---|-----|-------|-----|---|---|---|---|---|---|---|-------|
| BUDGET REQUEST | Budget Request | - | 589 | 7,511 | 100 | - | - | - | - | - | - | - | 8,200 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 530 | 6,760 | 90 | - | - | - | - | - | - | - | 7,380 |
| | Pay-As-You-Go | - | 59 | 751 | 10 | - | - | - | - | - | - | - | 820 |
| | Requested Funding Source | - | 589 | 7,511 | 100 | - | - | - | - | - | - | - | 8,200 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|-----|-------|-----|---|---|---|---|---|---|---|-------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 589 | 7,511 | 100 | - | - | - | - | - | - | - | 8,200 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 530 | 6,760 | 90 | - | - | - | - | - | - | - | 7,380 |
| | Pay-As-You-Go | - | 59 | 751 | 10 | - | - | - | - | - | - | - | 820 |
| | Requested Funding Source | - | 589 | 7,511 | 100 | - | - | - | - | - | - | - | 8,200 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|---------------|-------------|------|-------|------|------|------|------|------|------|------|-------------|-------|
| | Construction | - | 353 | 7,436 | 75 | - | - | - | - | - | - | - | 7,864 |
| | Design | - | 236 | 75 | 25 | - | - | - | - | - | - | - | 336 |
| | Total | - | 589 | 7,511 | 100 | - | - | - | - | - | - | - | 8,200 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: **PARSONS INDUSTRIAL NEIGHBOURHOOD RENEWAL****RECOMMENDED**PROFILE NUMBER: **21-25-9500**PROFILE STAGE: **Council Review**DEPARTMENT: **Integrated Infrastructure Services**PROFILE TYPE: **Standalone**LEAD BRANCH: **Infrastructure Delivery**LEAD MANAGER: **Jason Meliefste**

PROGRAM NAME:

PARTNER MANAGER: **Pascale Ladouceur**PARTNER: **Infrastructure Planning & Design**ESTIMATED START: **June, 2021**BUDGET CYCLE: **2019-2022**ESTIMATED COMPLETION: **December, 2021**Service Category: **Roads**

Major Initiative:

| |
|---------------|
| GROWTH |
| |

| |
|----------------|
| RENEWAL |
| 100 |

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

8,160

TOTAL PROFILE BUDGET:

8,160

PROFILE DESCRIPTION

To create a renewal profile rehabilitation of Parsons Industrial neighbourhood as the value is over \$5 M. Funds to be drawn from CM-25-0000, source of funding is MSP.

PROFILE BACKGROUND

The Neighbourhood Renewal Program (NRP) outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights in existing neighbourhoods. The NRP provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks in existing local and collector roadways and coordinates related work for street lighting renewal and upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements (for sidewalks, bike, shared-use paths). This program includes the following major categories: Neighbourhood Reconstruction, Neighbourhood Overlay, Northeast Roads Subgrade Mitigation, Local / Collector Road Renewal, Rural-Unpaved Renewal, Neighbourhood LED / Pole Upgrade, Alley Renewal & Pavement Investment Strategy.

PROFILE JUSTIFICATION

This initiative allows for the rehabilitation of the roadway enhancing the level of service and preventing the deterioration.

STRATEGIC ALIGNMENT

The Neighbourhood Overlay project is a part of the NRP which focuses on deteriorating local / collector road conditions and provides preventive renewal measures to ensure and maintain the safety of road users in the neighbourhood.

ALTERNATIVES CONSIDERED

Rehabilitation of Parsons Industrial area is planned due to the current poor condition of the roadway. To 'do nothing' will allow:

- * Further deterioration and poorer level of service
- * Higher risks to safety and premature failure
- * Higher maintenance and triage renewal costs

COST BENEFITS

Tangible Benefits

- * Renewed roadway infrastructure
- * Increased level of service of the roadway
- * Enhanced safety of users

Intangible Benefits

- * Responding to residents and community interest
- * Alignment with policies and strategies

KEY RISKS & MITIGATING STRATEGY

Key Risk:

- * Funding not approved

Mitigation Strategy:

- * Continue to provide project status updates to share information on funding status

RESOURCES

Internal City resources are available to manage the Delivery of this project. Contracted resources for the construction services will be procured as required to carry out the requirements of this project.

CONCLUSIONS AND RECOMMENDATIONS

Creation of a standalone profile, including delivery funding approval for the rehabilitation of Parsons Industrial Area

CAPITAL PROFILE REPORT

PROFILE NAME: **Parsons Industrial Neighbourhood Renewal****RECOMMENDED**PROFILE NUMBER: **21-25-9500**PROFILE TYPE: **Standalone**BRANCH: **Infrastructure Delivery**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|--------------------|--------------------------|----------------|------|------|------|------|------|------|------|------|------|----------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 8,160 | - | - | - | - | - | - | - | - | - | 8,160 |
|-------------------|---------------------------------------|---|-------|---|---|---|---|---|---|---|---|---|-------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Municipal Stimulus Program | - | 7,000 | - | - | - | - | - | - | - | - | - | 7,000 |
| | Neighborhood Renewal Reserve | - | 1,160 | - | - | - | - | - | - | - | - | - | 1,160 |
| | Requested Funding Source | - | 8,160 | - | - | - | - | - | - | - | - | - | 8,160 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 8,160 | - | - | - | - | - | - | - | - | - | 8,160 |
|---------------------------------------|------------------------------|---|-------|---|---|---|---|---|---|---|---|---|-------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Municipal Stimulus Program | - | 7,000 | - | - | - | - | - | - | - | - | - | 7,000 |
| | Neighborhood Renewal Reserve | - | 1,160 | - | - | - | - | - | - | - | - | - | 1,160 |
| | Requested Funding Source | - | 8,160 | - | - | - | - | - | - | - | - | - | 8,160 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|---------------------------------------|---------------|----------------|-------|------|------|------|------|------|------|------|------|----------------|-------|
| | Construction | - | 7,000 | - | - | - | - | - | - | - | - | - | 7,000 |
| | Design | - | 440 | - | - | - | - | - | - | - | - | - | 440 |
| | Other Costs | - | 720 | - | - | - | - | - | - | - | - | - | 720 |
| | Total | - | 8,160 | - | - | - | - | - | - | - | - | - | 8,160 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: **GLENGARRY DISTRICT PARK RENEWAL**
 PROFILE NUMBER: **21-30-9303**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Building Great Neighbourhoods**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

PROFILE STAGE: **Council Review**
 PROFILE TYPE: **Standalone**
 LEAD MANAGER: **Craig Walbaum**
 PARTNER MANAGER:
 ESTIMATED START: **June, 2021**
 ESTIMATED COMPLETION: **November, 2022**

Service Category: **Parks**Major Initiative: **Great Neighbourhoods**

| GROWTH | RENEWAL |
|--------|---------|
| 9 | 91 |

| | |
|-----------------------|-------|
| PREVIOUSLY APPROVED: | - |
| BUDGET REQUEST: | 7,683 |
| TOTAL PROFILE BUDGET: | 7,683 |

PROFILE DESCRIPTION

This profile is to complete the renewal planning, design and delivery of Glengarry District Park. The project will renew Glengarry District Park which will allow Edmontonians today and those of the future to enjoy this amenity. The scope of work includes the redevelopment or refurbishment of the playground, spray deck, trails, park furniture, trees, naturalized areas, selected sportsfields and related irrigation systems, deep drainage utilities, signage, a new dogs off leash area and a large shade structure. This profile also includes the design and construction of EPCOR funded, owned and operated low-impact development (LID) drainage features within the park.

PROFILE BACKGROUND

District Parks need to accommodate a number of community needs identified in City Council approved plans and strategies including the Breathe Strategy, Live Active, WinterCity, and the Approach to Recreation Facility Planning in Edmonton.

Glengarry District Park was identified as a priority for open space renewal as a highly visited park in the mature northeast neighbourhood of Glengarry with aging infrastructure and amenities. As part of the 10 Year Capital Investment Agenda, a Master Plan for the park was completed in 2019 which included a concept vision that proposed a renewed Glengarry District Park as a vibrant and lively destination for community members, adjacent schools, user groups and visitors.

In addition to site analysis completed as part of the Master Plan, a review of the on site drainage issues and low-impact development opportunities was done in 2020. Based on this study, low-impact development (LID) drainage infrastructure, which manages stormwater runoff through natural landscape features at the source, have been incorporated into the project. The LID will be funded, owned and operated by EPCOR, as per existing agreements with EPCOR.

PROFILE JUSTIFICATION

The renewal of the park will improve usability of open space amenities for many different types of park users, extend the life of existing capital assets, reduce long term maintenance costs, improve on-site stormwater runoff management, and address safety concerns.

This profile will also allow for the City to leverage committed EPCOR partner funding to improve the management of stormwater runoff and drainage for both the park site and the surrounding neighbourhood. By collecting and managing stormwater within the park, from the surrounding neighbourhood, usage of the existing underground drainage system will be reduced, improving the park's functionality as well as EPCOR's efficiency of service to residents.

As per PDDM requirements, renewal projects with a delivery budget exceeding \$5 million require creation of a standalone profile and approval by Council in order to proceed beyond checkpoint 3. This project is at checkpoint 3 and this profile will hold funding for the delivery of portions of the Glengarry District Park Renewal project. Proceeding with the renewal scope of work to construction completion will align with stakeholder, school board partners, and community expectations and desires for the project as expressed through continued project engagement.

STRATEGIC ALIGNMENT

The redevelopment of Glengarry District Park supports the following City of Edmonton strategic plans, policies and procedures: Breathe Edmonton: Celebration & healthy living; Live Active: Building an Active City; Urban Design Framework: Objective 6: Enhance natural systems and enable seamless integration with neighbourhoods; Outdoor Aquatic Strategy: Connecting People; and WinterCity Strategy: Winter Life.

ALTERNATIVES CONSIDERED

Alternative include:

- 1) Do Not Implement the Phase 1 and 1a of the Glengarry District Park Master Plan: This alternative would leave Glengarry Park in its current state and subject to further degradation. This degradation will result in future asset closures.
- 2) Reduce the renewal construction scope to minimize cost and maintain funding through Open Space: Parks-renewal composite as available, eliminating a need for a standalone profile but drastically reducing the scope of work that needs to be renewed.
- 3) Implement the Glengarry District Park Master Plan in its entirety: Construct all elements that are entirely located on City owned property including growth elements. Additional funding would be required.

CAPITAL PROFILE REPORT

COST BENEFITS

A cost benefit analysis was completed by the Project Team to determine the highest priority park features that would provide Edmontonians with a renewed park experience and reduce operational costs, while working within the constraints of the existing budget. The features selected will provide the biggest impact for park users and for generations to come.

KEY RISKS & MITIGATING STRATEGY

One of the key risks is delays in moving between project phases due to funding or timing of funding approvals. The mitigating strategy is for the project to proceed as funds allow. Work will be suspended and resume once funding has been approved.

RESOURCES

Project management and design oversight resources are City internal. An external design consultant has completed the preliminary design and will complete detailed design and other services as required. A general contractor will be retained through tender to complete the construction work.

CONCLUSIONS AND RECOMMENDATIONS

Glengarry District Park has been a functional and recreational asset in north Edmonton for over 50 years. The space has been well used and as a result some assets have failed while others are nearing the end of their useful life cycle. The condition assessment outlined the critical areas for rehabilitation. The areas requiring immediate attention are the water feature, the trail system and realignment of the north and east sport fields due to user conflicts. The playground renewal was identified as a priority for the community. The preliminary design report has been completed in consultation with area internal partners, external stakeholders and general public. Recommend to approve the standalone profile to deliver the Glengarry Park District park renewal project.

CAPITAL PROFILE REPORT

PROFILE NAME: **Glengarry District Park Renewal**
 PROFILE NUMBER: **21-30-9303**
 BRANCH: **Building Great Neighbourhoods**

RECOMMENDEDPROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | - | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | - | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | |
|----------------|---------------------------------------|---|-------|-------|-----|----|---|---|---|---|---|---|-------|
| BUDGET REQUEST | Budget Request | - | 4,850 | 2,008 | 750 | 75 | - | - | - | - | - | - | 7,683 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 3,606 | 1,607 | 600 | 60 | - | - | - | - | - | - | 5,872 |
| | Partnership Funding | - | 274 | - | - | - | - | - | - | - | - | - | 274 |
| | Pay-As-You-Go | - | 970 | 402 | 150 | 15 | - | - | - | - | - | - | 1,537 |
| | Requested Funding Source | - | 4,850 | 2,008 | 750 | 75 | - | - | - | - | - | - | 7,683 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|-------|-------|-----|----|---|---|---|---|---|---|-------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 4,850 | 2,008 | 750 | 75 | - | - | - | - | - | - | 7,683 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 3,606 | 1,607 | 600 | 60 | - | - | - | - | - | - | 5,872 |
| | Partnership Funding | - | 274 | - | - | - | - | - | - | - | - | - | 274 |
| | Pay-As-You-Go | - | 970 | 402 | 150 | 15 | - | - | - | - | - | - | 1,537 |
| | Requested Funding Source | - | 4,850 | 2,008 | 750 | 75 | - | - | - | - | - | - | 7,683 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|--------------------|-------------|-------|-------|------|------|------|------|------|------|------|-------------|-------|
| | Construction | - | 3,638 | 1,807 | 150 | - | - | - | - | - | - | - | 5,595 |
| | Design | - | 1,213 | 201 | 38 | - | - | - | - | - | - | - | 1,451 |
| | Follow Up Warranty | - | - | - | 563 | 75 | - | - | - | - | - | - | 638 |
| | Total | - | 4,850 | 2,008 | 750 | 75 | - | - | - | - | - | - | 7,683 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: **99 STREET - 34 AVENUE TO WHITEMUD DRIVE**
 PROFILE NUMBER: **21-40-9030**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER: **Infrastructure Planning & Design**
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

| | |
|-----------------------|-------------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Jason Meliefste |
| PARTNER MANAGER: | Pascale Ladouceur |
| ESTIMATED START: | June, 2021 |
| ESTIMATED COMPLETION: | December, 2021 |

Service Category: Roads

Major Initiative:

| |
|---------------|
| GROWTH |
| 2 |

| |
|----------------|
| RENEWAL |
| 98 |

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

6,567

TOTAL PROFILE BUDGET:

6,567

PROFILE DESCRIPTION

To create a renewal profile rehabilitation of 99 Street (34 Avenue to Whitemud Drive) as the value is over \$5 M. Funds to be drawn from CM-22-0000, source of funding is MSP.

PROFILE BACKGROUND

99 Street has been identified for rehabilitation due to the poor condition of the roadway surface, curbs and sidewalks within this corridor. 99 Street is a designated truck route and bus route. Average weekday traffic through the project area is between 21,400 to 24,400 (2015). The roadway features multiple accesses to the industrial lots along the corridor and is bordered to the north by Whitemud Drive. The CP Rail yard is located to the west of 99 Street.

PROFILE JUSTIFICATION

Carry out preventative renewal measures to ensure and maintain the safety of road users.
Carry out preventative renewal measures before the condition of the roadways requires more costly major reconstruction.

STRATEGIC ALIGNMENT

Aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Rehabilitation of 99 Street (34Ave - Whitemud Dr) is planned due to the current poor condition of the roadway. To 'do nothing' will allow:

- Further deterioration and poorer level of service
- Higher risks to safety and premature failure
- Higher maintenance and triage renewal costs

COST BENEFITS

Tangible Benefits

- Renewing aging infrastructure via cost-effective renewal investments
- Efficient movement of goods and people
- Increased service level and customer satisfaction.

Intangible Benefits

- Reduced environmental impacts
- Enhanced traffic safety

KEY RISKS & MITIGATING STRATEGY

Risk: Utility work planned for the area; Mitigation: Coordinate with utilities early on in the design.
Risk: Stakeholder Engagement (private property owners); Mitigation: Early communication with affected stakeholders during preliminary engineering.
Risk: Impact due to COVID-19; Mitigation: Develop a more efficient work from home strategies to manage workload. Effective scope prioritization and project phasing strategies

RESOURCES

Internal City resources are available to manage the Delivery of this project. Contracted resources for the construction services will be procured as required to carry out the requirements of this project.

CONCLUSIONS AND RECOMMENDATIONS

This profile be approved for construction of the 99 Street (34Ave - Whitemud Dr) Rehabilitation project.

CAPITAL PROFILE REPORT

PROFILE NAME: **99 Street - 34 Avenue to Whitemud Drive**PROFILE NUMBER: **21-40-9030**BRANCH: **Infrastructure Delivery****RECOMMENDED**PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 6,567 | - | - | - | - | - | - | - | - | - | 6,567 |
|----------------|---------------------------------------|---|-------|---|---|---|---|---|---|---|---|---|-------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Municipal Stimulus Program | - | 5,514 | - | - | - | - | - | - | - | - | - | 5,514 |
| | Pay-As-You-Go | - | 1,053 | - | - | - | - | - | - | - | - | - | 1,053 |
| | Requested Funding Source | - | 6,567 | - | - | - | - | - | - | - | - | - | 6,567 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 6,567 | - | - | - | - | - | - | - | - | - | 6,567 |
|------------------------------|------------------------------|---|-------|---|---|---|---|---|---|---|---|---|-------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Municipal Stimulus Program | - | 5,514 | - | - | - | - | - | - | - | - | - | 5,514 |
| | Pay-As-You-Go | - | 1,053 | - | - | - | - | - | - | - | - | - | 1,053 |
| | Requested Funding Source | - | 6,567 | - | - | - | - | - | - | - | - | - | 6,567 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|---------------|-------------|-------|------|------|------|------|------|------|------|------|-------------|-------|
| | Construction | - | 5,008 | - | - | - | - | - | - | - | - | - | 5,008 |
| | Contingency | - | 506 | - | - | - | - | - | - | - | - | - | 506 |
| | Design | - | 172 | - | - | - | - | - | - | - | - | - | 172 |
| | Other Costs | - | 881 | - | - | - | - | - | - | - | - | - | 881 |
| | Total | - | 6,567 | - | - | - | - | - | - | - | - | - | 6,567 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: IRON WORKS BUILDING REHABILITATION PHASE 1

RECOMMENDED

PROFILE NUMBER: 21-10-9103

PROFILE STAGE: Council Review

DEPARTMENT: Integrated Infrastructure Services

PROFILE TYPE: Standalone

LEAD BRANCH: Infrastructure Delivery

LEAD MANAGER: Jason Meliefste

PROGRAM NAME:

PARTNER MANAGER: Jeff Chase

PARTNER: Economic & Environmental Sustainability

ESTIMATED START: June, 2021

BUDGET CYCLE: 2019-2022

ESTIMATED COMPLETION: December, 2022

Service Category: Building Renewal

Major Initiative: Quarters

GROWTH
50RENEWAL
50

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

6,048

TOTAL PROFILE BUDGET:

6,048

PROFILE DESCRIPTION

The Iron Works Building Rehabilitation is an adaptive re-use project that renovates the 1909 Iron Works Foundry and the north and south annexes into a facility that can be leased to tenants. As a cornerstone of the overall Boyle Renaissance revitalization effort, the building architecture will be maintained and infrastructure and services reestablished to suit a number of potential uses and includes the historical designation of the original Foundry building. Phase 1 of the project includes design and construction of repairs to the building envelope. Phase 2 includes design for full building rehabilitation and other work as necessary to facilitate future Phases.

PROFILE BACKGROUND

The redevelopment of the Quarters Downtown is guided by the Quarters Downtown Area Redevelopment Plan and a Community Revitalization Levy (CRL) Area Plan that outlines the public infrastructure program necessary to encourage private sector investment. The Quarters CRL area is located in the Boyle Street community, which is immediately east of the downtown, and is one of the oldest neighbourhoods in Edmonton. The Quarters Downtown CRL Area Plan identifies Boyle Renaissance as a special planning area where redevelopment will meet the housing, social, recreation and service needs of current and future residents. Implementation of the Boyle Renaissance plan is substantially guided by recommendations from the community-led Boyle Renaissance Advisory Committee summary report of 2010. This profile focuses on the rehabilitation and redevelopment of the Iron Works Building, which was acquired by the City in 2016.

PROFILE JUSTIFICATION

The Iron Works Building Rehabilitation is a continuation of the redevelopment of the area; the objective is to transform an underutilized part of the downtown area into a vibrant, healthy, walkable community. By leading this rehabilitation as an adaptive reuse project, the City's investment in infrastructure will increase vibrancy in the downtown area, retain and designate a significant heritage building and embed an active cultural asset in the Boyle Renaissance community.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity, and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Not funding this profile would allow the buildings to further degrade and create risks of not being able to salvage the building for a future use and the loss of an historical asset. This work will ensure the facility is viable for future use.

COST BENEFITS

Tangible Benefits:

- Increased tax revenue and density within the City.
- Stimulate private sector investment, increase in development.

Intangible Benefits:

- More people living and accessing amenities in the area and improved perceived safety of the community.
- Quality urban design.
- Improved community attractiveness and quality of life.

KEY RISKS & MITIGATING STRATEGY

Completing envelope construction as a first phase of the project stops ongoing degradation created by lack of occupancy. It also creates a risk of rework due to unknown services entrances and location of interior infrastructure (mechanical and electrical rooms). This risk is mitigated through acceleration of design for future phases to inform envelope design and construction.

RESOURCES

The project will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

The funding requested through this profile supports the CRL program and creates a facility that anchors Boyle Renaissance Phase III by providing lease and not-for-profit space for future tenants.

Growth projects funded through composite profiles and over \$2 million become a standalone profile at Checkpoint 3. The recommendation of the attached business case is that Checkpoint 3 Authorization for capital expenditure be approved by City Council to complete the scope of work as outlined.

CAPITAL PROFILE REPORT

PROFILE NAME: **Iron Works Building Rehabilitation Phase 1****RECOMMENDED**PROFILE NUMBER: **21-10-9103**PROFILE TYPE: **Standalone**BRANCH: **Infrastructure Delivery**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|--------------------|--------------------------|----------------|------|------|------|------|------|------|------|------|------|----------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 4,599 | 1,449 | - | - | - | - | - | - | - | - | 6,048 |
|-------------------|---------------------------------------|---|-------|-------|---|---|---|---|---|---|---|---|-------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Debt CRL Quarters | - | 4,599 | 1,449 | - | - | - | - | - | - | - | - | 6,048 |
| | Requested Funding Source | - | 4,599 | 1,449 | - | - | - | - | - | - | - | - | 6,048 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 4,599 | 1,449 | - | - | - | - | - | - | - | - | 6,048 |
|---------------------------------------|------------------------------|---|-------|-------|---|---|---|---|---|---|---|---|-------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Debt CRL Quarters | - | 4,599 | 1,449 | - | - | - | - | - | - | - | - | 6,048 |
| | Requested Funding Source | - | 4,599 | 1,449 | - | - | - | - | - | - | - | - | 6,048 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|---------------------------------------|---------------|----------------|-------|-------|------|------|------|------|------|------|------|----------------|-------|
| | Construction | - | 3,680 | 1,159 | - | - | - | - | - | - | - | - | 4,838 |
| | Design | - | 920 | 290 | - | - | - | - | - | - | - | - | 1,210 |
| | Total | - | 4,599 | 1,449 | - | - | - | - | - | - | - | - | 6,048 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: **URBAN TREE CANOPY EXPANSION**
 PROFILE NUMBER: **21-30-9302**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Building Great Neighbourhoods**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

PROFILE STAGE: **Council Review**
 PROFILE TYPE: **Standalone**
 LEAD MANAGER: **Craig Walbaum**
 PARTNER MANAGER:
 ESTIMATED START: **June, 2021**
 ESTIMATED COMPLETION: **December, 2024**

| | | | |
|--------------------------------|----------------|---|--------------|
| Service Category: Parks | | Major Initiative: Great Neighbourhoods | |
| GROWTH | RENEWAL | PREVIOUSLY APPROVED: | - |
| 79 | 21 | BUDGET REQUEST: | 5,431 |
| | | TOTAL PROFILE BUDGET: | 5,431 |

PROFILE DESCRIPTION

This profile will provide design and delivery for planting new trees and naturalizing areas to expand the urban tree canopy. The project includes planting of approximately 6000 trees in open space parks and transportation corridors. The project is targeted for completion (FAC) by December 31, 2024.

PROFILE BACKGROUND

Trees are a vital element to the success of a growing city. They provide ecosystem services, reduce heat island effect, mitigate the effects of climate change and provide an inviting space for Edmontonians and visitors to enjoy. This project will support urban canopy growth by designing and planting trees in various locations over the next two years and providing design for future planting.

PROFILE JUSTIFICATION

The newly adopted City Plan has identified the need to be "greener as we grow" as one of the five transformational directions or "Big City Moves" setting a target to plant 2M new trees by the year 2050. This project will directly support this initiative over the next two years by planting approximately 6,000 new trees and 20ha of naturalization city-wide.

STRATEGIC ALIGNMENT

This profile supports the City Plan which was developed through public feedback and approved by City council. "We will be climate resilient."

ALTERNATIVES CONSIDERED

The alternative to not proceeding would significantly limit the opportunity to expand the urban canopy and reach the City Plan target. Further tree planting supports the City's greenhouse gas reduction and Climate Change Action Plan.

COST BENEFITS

Trees are a valuable asset that provide cost benefits such as:

- reducing operational costs by reducing turf maintenance through new naturalization areas;
- contributing to reducing the cost of the City's carbon footprint and supporting climate resiliency;
- and providing the socioeconomic benefits of having a vibrant, active, livable city as a benefit to all Citizens.

KEY RISKS & MITIGATING STRATEGY

Not funding this profile will significantly limit the efforts to meet the targets outlined in the City Plan and negatively impact the associated cost benefits and social benefits as described above.

RESOURCES

Resourcing will be driven by the MSP Guidelines which requires the use of funds to be expended on external resources for design and delivery activities. Internal costs will be tracked to ensure the obligations of the MSP Guidelines are met.

CONCLUSIONS AND RECOMMENDATIONS

The funding of this profile will allow the Citizens of Edmonton to see a tangible asset resulting from the City Plan, and support Operational goals as noted in the Urban Forest Asset Management Plan. The associated long term benefits of the assets generated through this profile will continue to support positive, responsible urban growth. It is recommended that this standalone profile request is fully funded in order to complete the design and delivery of approximately 6,000 trees and 20ha of naturalization city-wide.

CAPITAL PROFILE REPORT

PROFILE NAME: Urban Tree Canopy Expansion

RECOMMENDED

PROFILE NUMBER: 21-30-9302

PROFILE TYPE: Standalone

BRANCH: Building Great Neighbourhoods

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | |
|----------------|---------------------------------------|---|-------|-------|-----|-----|---|---|---|---|---|---|-------|
| BUDGET REQUEST | Budget Request | - | 2,318 | 1,954 | 580 | 580 | - | - | - | - | - | - | 5,431 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Corporate Tree Reserve | - | 52 | - | - | - | - | - | - | - | - | - | 52 |
| | Munc Sustain. Initiative - MSI | - | - | - | 464 | 464 | - | - | - | - | - | - | 927 |
| | Municipal Stimulus Program | - | 2,000 | - | - | - | - | - | - | - | - | - | 2,000 |
| | Pay-As-You-Go | - | 266 | 1,954 | 116 | 116 | - | - | - | - | - | - | 2,452 |
| | Requested Funding Source | - | 2,318 | 1,954 | 580 | 580 | - | - | - | - | - | - | 5,431 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|-------|-------|-----|-----|---|---|---|---|---|---|-------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 2,318 | 1,954 | 580 | 580 | - | - | - | - | - | - | 5,431 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Corporate Tree Reserve | - | 52 | - | - | - | - | - | - | - | - | - | 52 |
| | Munc Sustain. Initiative - MSI | - | - | - | 464 | 464 | - | - | - | - | - | - | 927 |
| | Municipal Stimulus Program | - | 2,000 | - | - | - | - | - | - | - | - | - | 2,000 |
| | Pay-As-You-Go | - | 266 | 1,954 | 116 | 116 | - | - | - | - | - | - | 2,452 |
| | Requested Funding Source | - | 2,318 | 1,954 | 580 | 580 | - | - | - | - | - | - | 5,431 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|--------------------|-------------|-------|-------|------|------|------|------|------|------|------|-------------|-------|
| | Construction | - | 1,855 | 1,465 | - | - | - | - | - | - | - | - | 3,320 |
| | Design | - | 464 | 293 | - | - | - | - | - | - | - | - | 757 |
| | Follow Up Warranty | - | - | 195 | 580 | 580 | - | - | - | - | - | - | 1,355 |
| | Total | - | 2,318 | 1,954 | 580 | 580 | - | - | - | - | - | - | 5,431 |
| | | | | | | | | | | | | | |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

| | | |
|-----------------|---|--------------------------------------|
| PROFILE NAME: | MISTATIM INDUSTRIAL & SOUTHEAST INDUSTRIAL ROAD UPGRADING | RECOMMENDED |
| PROFILE NUMBER: | 21-40-9032 | PROFILE STAGE: Council Review |
| DEPARTMENT: | Integrated Infrastructure Services | PROFILE TYPE: Standalone |
| LEAD BRANCH: | Building Great Neighbourhoods | LEAD MANAGER: Craig Walbaum |
| PROGRAM NAME: | | PARTNER MANAGER: Brian Simpson |
| PARTNER: | Parks & Roads Services | ESTIMATED START: June, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2023 |

| | | | |
|-------------------|---------|-----------------------|----------------------|
| Service Category: | Roads | Major Initiative: | Great Neighbourhoods |
| GROWTH | RENEWAL | PREVIOUSLY APPROVED: | - |
| 100 | | BUDGET REQUEST: | 5,065 |
| | | TOTAL PROFILE BUDGET: | 5,065 |

PROFILE DESCRIPTION

The project consists of paving of oil and gravel roads in the Mistatim Industrial & Southeast Industrial Neighbourhoods.

The scope of work includes full depth reclamation, spot repair where needed and paving of roads. Other minor items related to drainage and safety will be addressed on a case by case basis.

PROFILE BACKGROUND

This is a new standale profile created for these particular neighbourhoods which fall under the broader Municipal Program. The funding for this profile will be transferred from the MSP Composite Profile CM-40-9001

PROFILE JUSTIFICATION

A standalone profile is required for this project as the cost exceeds \$2M growth. There is no additional funding being requested, rather a transfer from the MSP Composite.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience.

ALTERNATIVES CONSIDERED

This project would not proceed without approval of a standalone profile.

COST BENEFITS

Project benefits include: a) preserving infrastructure valued by citizens and will improve safety for users; b) improved municipal road network supports regional prosperity as well, this infrastructure investment helps to attract, retain and support more industrial business; and c) facilitates the efficient movement of People and Goods which enhances competitiveness and position the region to participate in future growth.

KEY RISKS & MITIGATING STRATEGY

Contractor agreements will be in place to minimize the City's risk during construction activity.

RESOURCES

The project will be delivered by Integrated Infrastructure Services utilizing primarily external resources.

CONCLUSIONS AND RECOMMENDATIONS

The approval of this profile will allow the City to complete the upgrading of roads in the Mistatim Industrial & Southeast Industrial Neighbourhoods with the financial support of the Municipal Stimulus Program.

CAPITAL PROFILE REPORT

PROFILE NAME: **Mistatim Industrial & Southeast Industrial Road Upgrading****RECOMMENDED**PROFILE NUMBER: **21-40-9032**PROFILE TYPE: **Standalone**BRANCH: **Building Great Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 5,050 | 5 | 10 | - | - | - | - | - | - | - | 5,065 |
|----------------|---------------------------------------|---|-------|---|----|---|---|---|---|---|---|---|-------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Municipal Stimulus Program | - | 5,005 | - | - | - | - | - | - | - | - | - | 5,005 |
| | Pay-As-You-Go | - | 45 | 5 | 10 | - | - | - | - | - | - | - | 60 |
| | Requested Funding Source | - | 5,050 | 5 | 10 | - | - | - | - | - | - | - | 5,065 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 5,050 | 5 | 10 | - | - | - | - | - | - | - | 5,065 |
|------------------------------|------------------------------|---|-------|---|----|---|---|---|---|---|---|---|-------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Municipal Stimulus Program | - | 5,005 | - | - | - | - | - | - | - | - | - | 5,005 |
| | Pay-As-You-Go | - | 45 | 5 | 10 | - | - | - | - | - | - | - | 60 |
| | Requested Funding Source | - | 5,050 | 5 | 10 | - | - | - | - | - | - | - | 5,065 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|--------------------|-------------|-------|------|------|------|------|------|------|------|------|-------------|-------|
| | Construction | - | 4,808 | - | - | - | - | - | - | - | - | - | 4,808 |
| | Design | - | 242 | - | - | - | - | - | - | - | - | - | 242 |
| | Follow Up Warranty | - | - | 5 | 10 | - | - | - | - | - | - | - | 15 |
| | Total | - | 5,050 | 5 | 10 | - | - | - | - | - | - | - | 5,065 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CAPITAL PROFILE REPORT

PROFILE NAME: **KINISTINAW PARK PHASE II**
 PROFILE NUMBER: **21-30-9301**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Building Great Neighbourhoods**
 PROGRAM NAME:
 PARTNER: **Economic & Environmental Sustainability**
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

| | |
|-----------------------|--------------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Craig Walbaum |
| PARTNER MANAGER: | Mary Ann Debrinski |
| ESTIMATED START: | June, 2021 |
| ESTIMATED COMPLETION: | December, 2022 |

Service Category: **Parks**Major Initiative: **Great Neighbourhoods**

| | |
|---------------|----------------|
| GROWTH | RENEWAL |
| 100 | |

| | |
|-----------------------|-------|
| PREVIOUSLY APPROVED: | - |
| BUDGET REQUEST: | 2,499 |
| TOTAL PROFILE BUDGET: | 2,499 |

PROFILE DESCRIPTION

This project will complete remaining design work and the construction of Kinistina Park Phase II on City-owned property, east of 96 Street between 103 Avenue and 103a Avenue. The project is sponsored by Urban Form and Corporate Strategic Development with implementation and project management by Integrated Infrastructure Services.

This profile will support the second phase of a park on public property in the Quarters Downtown area. Continuing the phased build out of the park space will make a significant contribution to the Quarters Downtown revitalization. As identified in the Quarters Downtown Area Redevelopment Plan this amenity will improve the quality of life for existing residents and workers, and will increase the attractiveness of the area for prospective residents. It will be a green, attractive space that will catalyze future development.

PROFILE BACKGROUND

The Quarters Downtown Area Redevelopment Plan and the Quarters Downtown Community Revitalization Levy Area Plan both identify the need to build a park as part of the open space network adjacent to, and making up part of, the Armature district. The Plan's vision for this park is to serve as year round focal point, gathering place and to catalyze private redevelopment and investment. Land acquisition and consolidation to facilitate Phase I park development was completed in 2016 and construction was completed in 2020. Land acquisition and consolidation for Phase II was completed in 2019 with construction scheduled for 2021.

The Quarters Downtown Area Redevelopment Plan and associated Zoning Bylaw updates were adopted by City Council in 2009. Together, the documents provide the regulatory and policy foundation for the redevelopment of The Quarters Downtown, which is planned to be a vibrant urban village with a mix of uses and upwards of 18,000 residents over a 20-year build out.

PROFILE JUSTIFICATION

A high quality amenity area is currently absent in the Quarters. Developing Phase II of Kinistina Park completes the concept plan for a new amenity for current and future residents and businesses, making the Quarters a more attractive place to live, work, play and invest.

Anticipated Outcomes:

- Completion of a new park space in the Quarters Downtown within the next two years.
- Completion of an amenity space that is designed to host events that animate the area and invite people to visit.
- Increased property values in the surrounding areas.
- Increase in foot traffic to the Quarters area

Urgency:

The City acquired and consolidated the land for the purpose of building a park in accordance with the Quarters Downtown Community Revitalization Levy Area Plan. Not constructing the second phase will mean the City's land asset sits undeveloped, contributing little to the Quarters area.

Success Factors:

- Collaboration between departments and to establish the final design.
- A public park space that is well used and loved by the community and Edmontonians.

STRATEGIC ALIGNMENT

The project contributes to corporate/departmental goals of a revitalized Downtown. This profile will facilitate transformational impacts in the community by aligning with Council's strategic goals: healthy city, urban places, regional prosperity, and climate resilience.

Within the Quarters Downtown Area Redevelopment Plan, it advances the guiding principles for an environmentally-sustainable, accessible, year-around, walkable, diverse community with inclusive green spaces for recreation and activity for people of all ages and Policy 5.0 (Parks and Public Spaces).

ALTERNATIVES CONSIDERED

- Consider only constructing Phase I and leaving the northern Phase II parcels which will consist of vacant lots that are not aesthetically pleasing or vibrant.
- Consider delaying the construction. This may limit the interest of developers and will contribute to a loss of momentum.

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible Benefits:

- Increase in park space in the Quarters Downtown
- Stimulate private sector residential and commercial investment
- Increased assessments of nearby properties
- Increased tree canopy
- Increased surface permeability
- Reduced stormwater runoff

Intangible Benefits:

- Improve the Quarters Downtown attractiveness and quality of life
- Provide space for gatherings and events

KEY RISKS & MITIGATING STRATEGY

A preliminary risk analysis has been completed. The risk management framework will be applied to all aspects of the project and will continue to develop and evolve as the project is further defined.

Risks associated with this project currently include:

Delays in permits and other approvals - Mitigate by being proactive and develop relationships with approval bodies

Impact by surrounding projects such as future LRT Construction - Mitigation through information sharing and coordination prior to construction

RESOURCES

The project is sponsored by the Urban Renewal unit and managed by Integrated Infrastructure Services. External design consultants and the construction contractor will be selected through public proposal/tender following Corporate procurement procedures to complete the delivery of the project.

CONCLUSIONS AND RECOMMENDATIONS

Constructing Kinistinaw Park Phase II will complete a key catalyst project identified in the statutory plans for the area and is recommended to be undertaken as an initial project within the Quarters Downtown Community Revitalization Levy Area Plan.

Recommendation:

Kinistinaw Park Phase II should advance to detailed design and construction. It is recommended that this standalone profile request is fully funded in order to complete construction of Kinistinaw Park Phase II on time as per the approved project schedule, and to comply with the City financial procedures regarding profile value threshold requirements for standalone profiles.

CAPITAL PROFILE REPORT

PROFILE NAME: **Kinistina Park Phase II**PROFILE NUMBER: **21-30-9301**BRANCH: **Building Great Neighbourhoods****RECOMMENDED**PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

| APPROVED BUDGET | | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|-----------------|--------------------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | Approved Budget | | | | | | | | | | | | |
| | Original Budget Approved | | - | - | - | - | - | - | - | - | - | - | - |
| | Current Approved Budget | | - | - | - | - | - | - | - | - | - | - | - |

| BUDGET REQUEST | Budget Request | - | 2,349 | 150 | - | - | - | - | - | - | - | - | 2,499 |
|----------------|---------------------------------------|---|-------|-----|---|---|---|---|---|---|---|---|-------|
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Debt CRL Quarters | - | 2,349 | 150 | - | - | - | - | - | - | - | - | 2,499 |
| | Requested Funding Source | - | 2,349 | 150 | - | - | - | - | - | - | - | - | 2,499 |

| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 2,349 | 150 | - | - | - | - | - | - | - | - | 2,499 |
|------------------------------|------------------------------|---|-------|-----|---|---|---|---|---|---|---|---|-------|
| | Requested Funding Source | | | | | | | | | | | | |
| | Debt CRL Quarters | - | 2,349 | 150 | - | - | - | - | - | - | - | - | 2,499 |
| | Requested Funding Source | - | 2,349 | 150 | - | - | - | - | - | - | - | - | 2,499 |

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

| REVISED BUDGET (IF APPROVED) | Activity Type | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Beyond 2029 | Total |
|------------------------------|--------------------|-------------|-------|------|------|------|------|------|------|------|------|-------------|-------|
| | Construction | - | 2,044 | 38 | - | - | - | - | - | - | - | - | 2,081 |
| | Contingency | - | 235 | 8 | - | - | - | - | - | - | - | - | 242 |
| | Design | - | 70 | 23 | - | - | - | - | - | - | - | - | 93 |
| | Follow Up Warranty | - | - | 45 | - | - | - | - | - | - | - | - | 45 |
| | Other Costs | - | - | 38 | - | - | - | - | - | - | - | - | 38 |
| | Total | - | 2,349 | 150 | - | - | - | - | - | - | - | - | 2,499 |
| | | | | | | | | | | | | | |

OPERATING IMPACT OF CAPITAL

Type of Impact:

| Branch: | | | | | | | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE | Rev | Exp | Net | FTE |
| Total Operating Impact | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |