

CAPITAL PROFILE REPORT

PROFILE NAME: **AMBLESIDE INTEGRATED SITE - PHASE 1**
 PROFILE NUMBER: **19-10-1013**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER: **Parks & Roads Services**
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Pascale Ladouceur
PARTNER MANAGER:	Anna Dechamplain
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	September, 2026

Service Category:	Parks	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	81,785
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	81,785

PROFILE DESCRIPTION

This project includes the first phase of development of the maintenance and operation facility and yard for the integrated City Operations Department integrated site. The Development Phase is estimated at \$1.5M for the construction estimated at \$38.5M (+- 50%).

This Phase is for initial development of the Ambleside Integrate Site facility and service yard for Parks and Roads Services and Fleet and Facility Services. Already on the site are the Waste Eco Station and a new City Operation fuel station. It will serve department business lines including: infrastructure maintenance, infrastructure operations and snow removal and forestry activities; it will deploy operation units for horticulture, turf, vegetation management, sports fields, play spaces and forestry and beautification, snow removal and road maintenance; and it will accommodate growth in services until the year 2035.

PROFILE BACKGROUND

The City purchased the land at Ambleside for the purpose of developing an integrated service site in the SW Edmonton. Previous organizational structures resulted in each department attempting to address their operational needs individually. A capital project was approved in the 2015-2018 capital cycle to construct a Parks Operations Office/yard SW yard. With the consolidation of all operations, a decision was made to suspend the project and revisit the site master plan with the goal of creating a truly integrated facility. Funding was reallocated to revise the master plan, to bring the plan to Schematic Design and costing for inclusion into the 2019-2022 budget cycle, as well as build a fuel station.

PROFILE JUSTIFICATION

This project is needed to address increasing inefficiencies related to overcrowding at existing facilities, increased travel times to service new areas and addressing future operational needs generated by growth and annexation. The profile also demonstrates we care about the impact of our actions on our social, economic and environmental systems.

STRATEGIC ALIGNMENT

This project will impact the Corporate Objective: manage the corporation for our community by making an impact on how we manage our business (project and asset management, employees and safety, strategy and business, financial management, partnerships and relationships).

The capital profile also advances Council's principle of "connected": We serve those here today and those who come after us.

ALTERNATIVES CONSIDERED

Finding alternative locations to support operations will be difficult and not as efficient. There are very limited opportunities for leased spaces in SW Edmonton that meet the requirements of City Operations for industrial setting, indoor vehicle bays and yard space.

COST BENEFITS

Operational cost savings due to reduced travel times, lease costs and increased service efficiencies will result if this is completed. Future growth will become increasingly more difficult to service at current levels if a better operational locatin is not developed.

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 and potential partnerships are defined

RESOURCES

City of Edmonton seeks to purchase goods, services and construction fairly based on best value. All procurement of external resources will follow relevant corporate procurement directives and policies.

CONCLUSIONS AND RECOMMENDATIONS

Capital funds are required to be secured to fund the delivery of capital growth projects once PDDM Checkpoint 3 is reached (after planning and design) in order to adhere to the Project Development and Delivery Model, and improve project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction.

Approval of this capital profile is required to fund the completion of the development phase in adherence to the PDDM process.

CHANGES TO APPROVED PROFILE

2019 Spring SCBA (CA#10): (2.5.10) Switch Tax-Supported Debt with PAYG to reduce the debt borrowing for Planning and Design for Ambleside SW District.

2021 Fall SCBA (#21-30A, Amendment CP-1): CP-1: That capital profile "19-10-1013 - Ambleside Integrated Site - Phase 1", be increased by \$80,285,000, to fund delivery of the project, with funding from tax-supported debt as follows:

- 2022 - \$2,000,000
- 2023 - \$4,485,000
- 2024 - \$28,300,000
- 2025 - \$32,100,000
- 2026 - \$13,400,000

That the estimated completion date of capital profile "19-10-1013 - Ambleside Integrated Site - Phase 1" be updated from December 2020 to September 2026.

CAPITAL PROFILE REPORT

PROFILE NAME: **Ambleside Integrated Site - Phase 1**
 PROFILE NUMBER: **19-10-1013**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total		
APPROVED BUDGET	Approved Budget													
	Original Budget Approved	1,500	-	-	-	-	-	-	-	-	-	1,500		
	2019 Cap Council	-	-	-	-	-	-	-	-	-	-	-		
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-		
	2020 Cap Carry Forward	-966	966	-	-	-	-	-	-	-	-	-		
	2021 Cap Council	-	-	2,000	4,485	28,300	32,100	13,400	-	-	-	-	80,285	
	Current Approved Budget	534	966	2,000	4,485	28,300	32,100	13,400	-	-	-	-	81,785	
	Approved Funding Sources													
	Pay-As-You-Go	534	966	-	-	-	-	-	-	-	-	-	-	1,500
	Tax-Supported Debt	-	-	2,000	4,485	28,300	32,100	13,400	-	-	-	-	-	80,285
Current Approved Funding Sources	534	966	2,000	4,485	28,300	32,100	13,400	-	-	-	-	81,785		

BUDGET REQUEST	Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
Revised Budget (if Approved)	534	966	2,000	4,485	28,300	32,100	13,400	-	-	-	-	81,785
Requested Funding Source												
Pay-As-You-Go	534	966	-	-	-	-	-	-	-	-	-	1,500
Tax-Supported Debt	-	-	2,000	4,485	28,300	32,100	13,400	-	-	-	-	80,285
Requested Funding Source	534	966	2,000	4,485	28,300	32,100	13,400	-	-	-	-	81,785

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	-966	966	2,000	4,485	28,300	32,100	13,400	-	-	-	-	80,285
	Design	1,500	-	-	-	-	-	-	-	-	-	-	1,500
	Total	534	966	2,000	4,485	28,300	32,100	13,400	-	-	-	-	81,785

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-