

New Profiles Recommended for Funding (\$millions)

| Page | Profile Number | Profile Name | Amount |
|--|----------------|---|----------------|
| New Profiles Requesting New Funding | | | |
| 3 | 22-10-9311 | Relocation of Staff from City Centre West | 3.5 |
| 6 | CM-17-5120 | Real Estate Transportation Legacy Land Acquisition | 0.5 |
| New Profiles Requesting New Funding | | | \$4.0 |
| New Profiles Requesting Pre-Approval of 2023-2026 Funding | | | |
| 9 | 21-12-0350 | Edmonton EXPO Centre Rehabilitation | 98.3 |
| 12 | 21-12-0320 | Edmonton Convention Centre Rehabilitation | 48.1 |
| 15 | 21-12-0330 | Kinsmen Sports Centre Facility Rehabilitation | 24.7 |
| 18 | 21-11-9600 | EPS Police Headquarters Rehabilitation | 23.1 |
| 21 | 21-24-9301 | Latta Bridge (B027) Replacement | 19.0 |
| New Profiles Requesting Pre-Approval of 2023-2026 Funding | | | \$213.2 |
| New Profiles Requesting Funding from Existing Approved Profiles | | | |
| 24 | 21-10-9105 | Fire Station #8 Relocation - Blatchford | 23.7 |
| 27 | 21-12-0340 | The Orange Hub Phase II Rehabilitation | 20.6 |
| 30 | 21-12-0310 | Peter Hemingway Fitness & Leisure Centre Rehabilitation - Phase 1 | 10.5 |
| 33 | 21-31-9100 | Rundle Park Road and Parking Lot Renewal | 10.1 |
| 36 | 21-32-9101 | William Hawrelak Park Rehabilitation | 6.8 |
| 39 | 21-24-9302 | Glenora Bridge (B097) Renewal | 6.0 |
| 42 | 21-50-9101 | 103 Avenue Streetscape | 5.8 |
| 45 | 21-21-9120 | Government Centre LRT Station Electric System Replacement | 5.7 |

Attachment 4

| Page | Profile Number | Profile Name | Amount |
|--|----------------|---|----------------|
| 48 | 21-21-9110 | 129 Avenue Special Trackworks (Crossover) | 5.3 |
| New Profiles Requesting Funding from Existing Approved Profiles | | | \$94.5 |
| Grand Total | | | \$311.7 |

CAPITAL PROFILE REPORT

Profile Page 1

| | | |
|-----------------|---|--------------------------------------|
| PROFILE NAME: | RELOCATION OF STAFF FROM CITY CENTRE WEST | RECOMMENDED |
| PROFILE NUMBER: | 22-10-9311 | PROFILE STAGE: Council Review |
| DEPARTMENT: | Integrated Infrastructure Services | PROFILE TYPE: Standalone |
| LEAD BRANCH: | Infrastructure Delivery | LEAD MANAGER: Pascale Ladouceur |
| PROGRAM NAME: | | PARTNER MANAGER: Eugene Gyorf |
| PARTNER: | Real Estate | ESTIMATED START: January, 2022 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2022 |

| | | | |
|--------------------------|-------------------|------------------------------|-------|
| Service Category: | Corporate Support | Major Initiative: | |
| GROWTH | RENEWAL | PREVIOUSLY APPROVED: | - |
| 100 | | BUDGET REQUEST: | 3,500 |
| | | TOTAL PROFILE BUDGET: | 3,500 |

PROFILE DESCRIPTION

This program will fund relocation of the City's business units currently accommodated at City Centre West into existing owned or leased space. The work required includes fit-up and modifications to existing City-owned and leased space, relocating the three current business units at City Centre West.

PROFILE BACKGROUND

As part of the Real Estates leasing program a review is completed for each lease site that is expiring to review the suitability of the space, the effectiveness of the landlord and the costs associated with the leased site. This review has determined that this leased site meets the requirements to relocate at lease expiry. To complete this relocation an investment is required in our existing spaces.

City Centre West is a 46,177 square foot leased site located in downtown Edmonton in the City Center Mall. The space currently houses three business units (311 and Customer Access, Safety Codes, Permits and Inspections, and the Employee Service Centre.) These units provide services to both the public and City of Edmonton employees.

This program will prepare existing spaces and make the appropriate modifications required to densify, upgrade current systems and services and move the units to their new locations. Upon completion of this program the corporation will have a reduction in lease and operating costs, a reduction in our real estate footprint and we will provide space for our teams that are more efficient and accessible.

PROFILE JUSTIFICATION

By not renewing the lease, there are annual lease cost savings of approximately \$890,000 per year to the corporation. The lease agreement for this current space will expire on October 31, 2022, it is our objective to have the work completed for this date to allow for a reduction of lease costs in the next budget cycle. The expenditure is required to be incurred in 2022 allowing for a reduced lease budget for the 2023 - 2026 budget cycle and into the future.

This program works to support Reimagine Recommendations R14 - Develop a Flexible Work Policy, R16 - Create an Agile Workforce, R23 - Prioritize Capital Ahead of Operating, R25 - Review Land, Property and Facility Assets. The work completed by this program is an active step towards preparing the corporation for a future where the workforce is flexible and dynamic. This work paves the way for future changes and the expectations that employees have of the spaces they occupy, the governance of spaces and the allocation of resources.

This program supports the City's Climate Resilience Policy (C627) by reducing our real estate footprint and by increasing our occupancy in buildings such as the Edmonton Tower which is a LEED Gold facility for both Building and Commercial Interiors. As we move forward with programs like these we work to meet the requirements of the City Plan and the spaces needed to meet its goals and objectives.

STRATEGIC ALIGNMENT

This program aligns with a number of City initiatives such as Reimagine, the City Plan including the Climate Resilience Policy (C627). As the City moves forward with these initiatives we move forward with accommodating the employees who will work through the strategies outlined in these plans and recommendations. This program works to reset how we view corporate space and the opportunities to innovate and provide positive solutions to our staff as they serve Edmontonians.

ALTERNATIVES CONSIDERED

Alternatives include continuing to lease the current facility or a new facility in the future. This alternative would see the City continue to pay for accommodating these business units as a long-term strategy with no reduction to the budget.

A second option would be to permanently move this operation to a remote workforce requiring all staff to work from a remote location. This alternative is not possible in the short term due to the sensitivity of work completed by the business units.

A final alternative includes continuing to lease space for one of the business units until they can achieve Reimagine Recommendation R11 - Create and Utilize Digital Solutions. When this recommendation is satisfied, a reduction in leased space could occur. The estimated timeframe for this recommendation is 2-5 years. There would be additional costs associated with this alternative reducing the cost benefit of this program.

CAPITAL PROFILE REPORT

COST BENEFITS

The annual cost of accommodating these groups is \$889,836 per annum. Without accounting for lease renewal rate increases or operating cost increases, the cost to the corporation would be at minimum \$4.5M over a standard 5 year renewal term. The estimated cost for the project is \$3.5M and the funds would be required in 2022 to meet timelines. Upon completion of the program, future lease costs for these users could revert to the corporation. with a payback period of 4 years.

KEY RISKS & MITIGATING STRATEGY

Ability to relocate the user group prior to lease expiry. -Mitigation is to reach an agreement with the Landlord to allow for overholding to support any schedule extensions.

Stage in the Project Development and Delivery Model Process (PDDM). - The planning and estimates are still in development (currently at PDDM Checkpoint 2). Design and costs continue to be defined, however funding approval is required prior to the 2022 Spring SCBA to meet lease expiry timing.

Employee Service Centre enhanced requirements

ESC's work requires enhanced security and privacy restrictions and physical storage. - Mitigation includes a short and long term strategy to digitize records so that we can accommodate them in typical office space as opposed to space dedicated secured library storage for filing.

RESOURCES

Internal resources required include IIS Program Manager, IIS Project Manager, IIS Project Coordinator, FCS RE Property Manager and business area client representatives.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended to move forward with this program and vacate the leased space upon expiry. The funding will complete the work required to prepare the future spaces to receive these business units. The project has a short, 4 year, payback and it also offers strategic alignment to the programs listed above.

CAPITAL PROFILE REPORT

PROFILE NAME: **Relocation of Staff from City Centre West**
 PROFILE NUMBER: **22-10-9311**
 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 | - | - | 3,500 | - | - | - | - | - | - | - | - | 3,500 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Pay-As-You-Go | - | - | 3,500 | - | - | - | - | - | - | - | - | 3,500 |
| | Requested Funding Source | - | - | 3,500 | - | - | - | - | - | - | - | - | 3,500 |

| | | | | | | | | | | | | | |
|------------------------------|------------------------------|---|---|-------|---|---|---|---|---|---|---|---|-------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | - | 3,500 | - | - | - | - | - | - | - | - | 3,500 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Pay-As-You-Go | - | - | 3,500 | - | - | - | - | - | - | - | - | 3,500 |
| | Requested Funding Source | - | - | 3,500 | - | - | - | - | - | - | - | - | 3,500 |

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 |
|------------------------------|---------------|--------------|------|-------|-------|------|------|------|------|------|------|-------------|-------|
| | | Construction | - | - | 3,500 | - | - | - | - | - | - | - | - |
| | Total | - | - | 3,500 | - | - | - | - | - | - | - | - | 3,500 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

| | | |
|-----------------|--|--------------------------------------|
| PROFILE NAME: | REAL ESTATE TRANSPORTATION LEGACY LAND ACQUISITION | RECOMMENDED |
| PROFILE NUMBER: | CM-17-5120 | PROFILE STAGE: Council Review |
| DEPARTMENT: | Financial & Corporate Services | PROFILE TYPE: Composite |
| LEAD BRANCH: | Real Estate | LEAD MANAGER: Chris Hodgson |
| PROGRAM NAME: | | PARTNER MANAGER: |
| PARTNER: | Land Enterprise | ESTIMATED START: December, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2022 |

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

PROFILE DESCRIPTION

This Profile contemplates the acquisition of real estate when the following conditions are met:

- A) Private landowner provides proof to the Real Estate Branch that an active City roadway, walkway, laneway or other related transportation infrastructure unintentionally encroaches on their land.
- B) The Real Estate Branch has engaged with the Law Branch and the City's transportation stakeholders to attempt to resolve the issue without the need to acquire land and all options have been exhausted or have been proven to not be feasible.
- C) There is a high likelihood of a non-frivolous lawsuit by the landowner if the situation is not resolved.
- D) Time is of the essence.
- E) The acquisition cost for any single transaction, including land and associated costs, does not exceed \$250,000 in 2021 Canadian dollars.
- F) Real Estate Branch Manager approval required.

PROFILE BACKGROUND

At any given time, there are examples of active City of Edmonton transportation infrastructure encroaching (unintentionally) on privately owned land.

Once an encroachment is identified by the landowner, the situation does pose a risk to the City, as landowners would have various avenues to bring possible legal action against the City, including trespass or an action under statute including the Municipal Government Act which allows roads to exist on private property only in very specific circumstances. There are various possible solutions such as an encroachment agreement or decision to close the road. When no solution can be found, the City can purchase the land to address the unlawful encroachment.

In the experience of the Real Estate Branch and the City's transportation stakeholders, less than ten encroachments per year become problematic and most are small and inexpensive to resolve. Besides the land acquisition itself, other associated costs (eg. survey) must be addressed by the parties.

This Profile would allow the City to acquire land to resolve these issues under specific conditions (see below under profile/initiative description).

PROFILE JUSTIFICATION

This Profile provides the following benefits to the Corporation:

- A) Reduces reputational risk
- B) Avoids litigation
- C) Treats private landowners fairly and equitably
- D) Maintains operational use for the benefit of the general public

STRATEGIC ALIGNMENT

Identifying and providing a solution to address unintentional encroachment on privately owned land helps support decision making, manages risk to the corporation and pursues new ways of getting things done. This important work means we are appropriately managing corporate assets as well as optimizing corporate resources.

This profile ensures we can address unintended consequences of transportation infrastructure delivery on private land owners. It minimizes the risk to the City and also allows us to quickly address the concerns of the impacted landowner.

ALTERNATIVES CONSIDERED

Land acquisitions proposed in this Profile could be approved by Council on a case by case basis via a supplemental capital budget adjustment or supported by a stand alone report; however, both options could result in delay, lawsuits, often Councillor involvement, and much greater reputational risk to the City of Edmonton.

CAPITAL PROFILE REPORT

COST BENEFITS

Avoiding costs associated with lawsuits and reputational risk to the City created by cost and delay that would result from acquiring funds for land acquisition using alternate means (supplementary capital budget adjustment or stand-alone report).

Funding is by Land Enterprise Retained Earnings for up to \$500,000 for the remainder of the current budget cycle.

KEY RISKS & MITIGATING STRATEGY

Key risks include:

- Costs exceeds available budget

Options to mitigate risk:

- All other alternatives for resolution will be exhausted
- Cases arising simultaneously will be prioritized by Real Estate
- Real Estate can continue to use the Supplementary Capital Budget Process in extreme cases or if the budget is exhausted

RESOURCES

This initiative bears no additional demand on existing resources. The TLLA is to be managed internally by the Real Estate Branch with input from Law, Risk, and the City's various transportation stakeholders.

CONCLUSIONS AND RECOMMENDATIONS

Approval is recommended as this Profile will result in cost savings and reduction in reputational risk, result in less direct Council and Councillor involvement, and will be managed carefully by the Real Estate Brach based on the conditions of application cited earlier in this business case.

CAPITAL PROFILE REPORT

PROFILE NAME: **Real Estate Transportation Legacy Land Acquisition**
 PROFILE NUMBER: **CM-17-5120**
 BRANCH: **Real Estate**

RECOMMENDED
 PROFILE TYPE: **Composite**

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 | - | 50 | 450 | - | - | - | - | - | - | - | - | 500 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Land Fund Retained Earnings | - | 50 | 450 | - | - | - | - | - | - | - | - | 500 |
| | Requested Funding Source | - | 50 | 450 | - | - | - | - | - | - | - | - | 500 |

| | | | | | | | | | | | | | |
|------------------------------|------------------------------|---|----|-----|---|---|---|---|---|---|---|---|-----|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 50 | 450 | - | - | - | - | - | - | - | - | 500 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Land Fund Retained Earnings | - | 50 | 450 | - | - | - | - | - | - | - | - | 500 |
| | Requested Funding Source | - | 50 | 450 | - | - | - | - | - | - | - | - | 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 |
|------------------------------|---------------|-------------|------|------|------|------|------|------|------|------|------|-------------|-------|
| | | Land | - | 50 | 450 | - | - | - | - | - | - | - | - |
| | Total | - | 50 | 450 | - | - | - | - | - | - | - | - | 500 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **EDMONTON EXPO CENTRE REHABILITATION**
 PROFILE NUMBER: **21-12-0350**
 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: | December, 2021 |
| ESTIMATED COMPLETION: | December, 2025 |

Service Category:

Major Initiative:

| |
|---------------|
| GROWTH |
| 13 |

| |
|----------------|
| RENEWAL |
| 87 |

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

98,309

TOTAL PROFILE BUDGET:

98,309

PROFILE DESCRIPTION

The primary objective of the Edmonton EXPO Centre Rehabilitation project is rehabilitation of the original halls constructed in 1983 formerly known as the Agricom. The EXPO Centre has been in operation since it opened and hosts a variety of major events, trade shows, concerts and conventions throughout a calendar year. The facility underwent a major expansion in 2009; however, that project scope did not include any work to the original constructed facility halls A-D and what is referred to as 'the mall'. The rehabilitation goals are to make the facility more energy efficient, code & safety compliant, extend the building life expectancy, and improve the user experience.

The project includes the investigation, design and construction to implement repairs and lifecycle replacements of mechanical, electrical, envelope and architectural finishes of the facility. The project will also include the incorporation of Solar Photovoltaics on the roof of the facility.

The scope identified for this project includes; rehabilitation and renewal of roof assemblies, exterior cladding, exterior doors and envelope, replacement of major mechanical distribution equipment, terminal units, and building controls, replacement of major electrical equipment, lighting, fire alarm, and security systems, rehabilitation of structural elements, replacement of interior finishes, and the completion of scope interdependencies such as structural supports, fire protection, and finishing.

This scope also includes the installation of Solar PV on Halls D-H. Additionally, the improvements listed under rehabilitation are contributing to the reduction of GHG and setting the facility on a pathway to be an emissions neutral facility by 2040.

PROFILE BACKGROUND

The City's Infrastructure Asset Management Policy guides the overall framework for asset management which includes the Infrastructure Strategy and the development of asset management plans. Managing the lifecycle of infrastructure assets is an important part of asset management in supporting the City's core service delivery. Facility Renewal Service Delivery composite (CM-12-0000), managed by Lifecycle Management, funds capital rehabilitation projects that include upgrades to and replacement of major components within the architectural, structural, mechanical, and electrical systems of each facility. Based on building condition assessment reports and feedback from building operator, Explore Edmonton, it was found that the performance of the facility is declining due to aging, wear and tear of systems and components, and a variety of other factors. As a result, Lifecycle Management identified this facility as one of the high priority facilities that requires a major rehabilitation project during the 2019-2022 budget cycle. Aligning with the capital budget guidelines, the creation of a stand alone profile was required for rehabilitation projects valued over \$5M.

PROFILE JUSTIFICATION

As facilities age, there is a need to rehabilitate or replace various components to maximize the life of the facility, to provide a safe environment for staff and the general public and to meet the current service needs of citizens.

Since most facilities will still be in use for the next 20 to 30 years, the primary methods for meeting those goals will be through efficient operation, maintenance, repair, renew, and energy retrofitting of existing facilities. The objective is to maximize benefits, manage risk and provide satisfactory levels of service to the community in a sustainable manner.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making discrete and measurable impacts on Council's four strategic goals: healthy city, urban shift, regional economic prosperity, and energy and climate. This project focuses on the health city strategic goal.

ALTERNATIVES CONSIDERED

The alternate to a deliberate rehabilitation program is to carry out replacements of components as they fail using operating funds. This is considered to be the highest cost alternative to facility maintenance by industry.

COST BENEFITS

Tangible Benefits: Improved reliability, enhanced energy efficiency, improved productivity, and the improvement of level of service. This project will yield a significant reduction of corporate GHG reduction of 1500 - 2000 tonnes.

Intangible Benefits: Customer satisfaction and improved public image.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

As this facility deteriorates, its components and systems age and will fail. Failure of these systems poses various risks on the staff and users of the facility and the lack of rehabilitation activities can lead to unplanned breakdowns resulting in loss of time/income within the operations and/or the closure of the facility impacting citizens.

A risk management plan follows the steps for risk control, risk register, and assumptions/constraints as outlined in the City's Project Management procedures. The plan outlines the processes used for risk identification, quantitative and qualitative risk analysis. A robust risk register has been created and a project implementation team is tasked with monitoring and updating the risk register regularly throughout the project.

RESOURCES

The project aligns with the Project Develop and Delivery Model with City Project Managers assigned to lead each of the project phases and its team. The project is supported by an Integrated Project Delivery Team consisting of both contractors and consultants procured publicly.

CONCLUSIONS AND RECOMMENDATIONS

The rehabilitation will allow the facility to continue to operate for many years to come. Lifecycle Management identified the facility as a priority for rehabilitation. Funding for rehabilitation work has been approved under the rehabilitation composite. The development of a standalone profile aligns with the capital budget guidelines for rehabilitations over \$5 million.

Investment in asset management, maintenance, and rehabilitation is a cost-effective method of maximizing the life of facilities to ensure a high level of service is provided to its citizens. This funding level will limit the decline of assets in poor and very poor condition.

CAPITAL PROFILE REPORT

Profile Page 3

PROFILE NAME: **Edmonton EXPO Centre Rehabilitation**
 PROFILE NUMBER: **21-12-0350**
 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 | - | 3,658 | 33,530 | 29,840 | 30,780 | 500 | - | - | - | - | - | 98,309 | |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | | |
| | Federal Gas Tax Fund | - | 1,828 | 15,924 | - | - | - | - | - | - | - | - | - | 17,752 |
| | Local Government Fiscal Framework | - | - | - | - | 28,472 | 463 | - | - | - | - | - | - | 28,934 |
| | Munc Sustain. Initiative - MSI | - | 1,450 | 10,157 | 27,602 | - | - | - | - | - | - | - | - | 39,209 |
| | Pay-As-You-Go | - | 218 | 2,582 | 2,238 | 2,309 | 38 | - | - | - | - | - | - | 7,384 |
| | Tax-Supported Debt | - | 163 | 4,867 | - | - | - | - | - | - | - | - | - | 5,030 |
| | Requested Funding Source | - | 3,658 | 33,530 | 29,840 | 30,780 | 500 | - | - | - | - | - | 98,309 | |

| | | | | | | | | | | | | | | |
|------------------------------|-----------------------------------|---|-------|--------|--------|--------|-----|---|---|---|---|---|--------|--------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 3,658 | 33,530 | 29,840 | 30,780 | 500 | - | - | - | - | - | 98,309 | |
| | Requested Funding Source | | | | | | | | | | | | | |
| | Federal Gas Tax Fund | - | 1,828 | 15,924 | - | - | - | - | - | - | - | - | - | 17,752 |
| | Local Government Fiscal Framework | - | - | - | - | 28,472 | 463 | - | - | - | - | - | - | 28,934 |
| | Munc Sustain. Initiative - MSI | - | 1,450 | 10,157 | 27,602 | - | - | - | - | - | - | - | - | 39,209 |
| | Pay-As-You-Go | - | 218 | 2,582 | 2,238 | 2,309 | 38 | - | - | - | - | - | - | 7,384 |
| | Tax-Supported Debt | - | 163 | 4,867 | - | - | - | - | - | - | - | - | - | 5,030 |
| | Requested Funding Source | - | 3,658 | 33,530 | 29,840 | 30,780 | 500 | - | - | - | - | - | 98,309 | |

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 | - | 1,932 | 32,396 | 27,826 | 29,488 | 483 | - | - | - | - | - | - |
| Design | - | 1,591 | - | 1,005 | 251 | - | - | - | - | - | - | - | 2,847 |
| Other Costs | - | 135 | 1,134 | 1,009 | 1,041 | 17 | - | - | - | - | - | - | 3,336 |
| | Total | - | 3,658 | 33,530 | 29,840 | 30,780 | 500 | - | - | - | - | - | 98,309 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

| | | |
|-----------------|--|---|
| PROFILE NAME: | EDMONTON CONVENTION CENTRE REHABILITATION | RECOMMENDED |
| PROFILE NUMBER: | 21-12-0320 | 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: December, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: June, 2026 |

| | |
|--------------------------|--------------------------|
| Service Category: | Major Initiative: |
|--------------------------|--------------------------|

| | | | |
|---------------|----------------|------------------------------|--------|
| GROWTH | RENEWAL | PREVIOUSLY APPROVED: | - |
| 5 | 95 | BUDGET REQUEST: | 48,053 |
| | | TOTAL PROFILE BUDGET: | 48,053 |

PROFILE DESCRIPTION

The primary objective of the Edmonton Convention Centre Rehabilitation project is rehabilitation of the Convention Centre. The Convention Centre has been in operation for over 35 years and the rehabilitation goals are to make the facility more energy efficient, code & safety compliant, extend the building life expectancy, as well as improve the user experience. The project includes the investigation, design, and construction to implement repairs and lifecycle replacements of mechanical, electrical, civil, landscape and architectural finishes of the facility.

This rehabilitation includes: 1) renewal of exterior systems including the roof assemblies, plaza and loading dock areas, the Welcome Centre Roof, North Canopy, soffits and glazing 2) major mechanical systems replacement including conversion of the boiler system 3) electrical systems replacement including transformer and panel boards 4) interior work including ceiling tile, partition and acoustic panel replacement and upgrades to elevator controllers.

PROFILE BACKGROUND

The City's Infrastructure Asset Management Policy guides the overall framework for asset management which includes the Infrastructure Strategy and the development of asset management plans. Managing the lifecycle of infrastructure assets is an important part of asset management in supporting the City's core service delivery. Facility Renewal Service Delivery composite (CM-12-0000), managed by Lifecycle Management, funds capital rehabilitation projects that include upgrades to and replacement of major components within the architectural, structural, mechanical, and electrical systems of each facility. Based on building condition assessment reports and feedback from building operator, Explore Edmonton, it was found that the performance of the facility is declining due to aging, wear and tear of systems and components, and a variety of other factors. As a result, Lifecycle Management identified this facility as one of the high priority facilities that requires a major rehabilitation project during the 2019-2022 budget cycle. Aligning with the capital budget guidelines, the creation of a stand alone profile was required for rehabilitation projects valued over \$5M.

PROFILE JUSTIFICATION

As facilities age, there is a need to rehabilitate or replace various components to maximize the life of the facility, to provide a safe environment for staff and the general public and to meet the current service needs of citizens.

Since most facilities will still be in use for the next 20 to 30 years, the primary methods for meeting those goals will be through efficient operation, maintenance, repair, renew, and energy retrofitting of existing facilities. The objective is to maximize benefits, manage risk and provide satisfactory levels of service to the community in a sustainable manner.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making discrete and measurable impacts on Council's four strategic goals: healthy city, urban shift, regional economic prosperity, and energy and climate. This project focuses on the health city strategic goal.

ALTERNATIVES CONSIDERED

The alternate to a deliberate rehabilitation program is to carry out replacements of components as they fail using operating funds. This is considered to be the highest cost alternative to facility maintenance by industry.

COST BENEFITS

Tangible Benefits: Improved reliability, enhanced energy efficiency, improved productivity, and the improvement of level of service.

Intangible Benefits: Customer satisfaction and improved public image.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

As this facility deteriorates, its components and systems age and will fail. Failure of these systems poses various risks on the staff and users of the facility and the lack of rehabilitation activities can lead to unplanned breakdowns resulting in loss of time/income within the operations and/or the closure of the facility impacting citizens.

A risk management plan follows the steps for risk control, risk register, and assumptions/constraints as outlined in the City's Project Management procedures. The plan outlines the processes used for risk identification, quantitative and qualitative risk analysis. A robust risk register has been created and is monitored during regular project team meetings.

RESOURCES

The project aligns with the Project Develop and Delivery Model with City Project Managers assigned to lead each of the project phases and its team. The project is supported by a Prime Design Consultant, a Construction Manager both procured through existing standing arrangements.

CONCLUSIONS AND RECOMMENDATIONS

The rehabilitation will allow the facility to continue to operate for many years to come. Lifecycle Management identified the facility as a priority for rehabilitation. Funding for rehabilitation work has been approved under the rehabilitation composite. The development of a standalone profile aligns with the capital budget guidelines for rehabilitations over \$5 million.

Investment in asset management, maintenance, and rehabilitation is a cost-effective method of maximizing the life of facilities to ensure a high level of service is provided to its citizens. This funding level will limit the decline of assets in poor and very poor condition.

CAPITAL PROFILE REPORT

PROFILE NAME: **Edmonton Convention Centre Rehabilitation**
 PROFILE NUMBER: **21-12-0320**
 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 | - | 4,873 | 11,499 | 10,350 | 11,438 | 9,893 | - | - | - | - | - | 48,053 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Local Government Fiscal Framework | - | - | - | - | 10,580 | 9,151 | - | - | - | - | - | 19,731 |
| | Munc Sustain. Initiative - MSI | - | 3,734 | 11,110 | 9,574 | - | - | - | - | - | - | - | 24,419 |
| | Pay-As-You-Go | - | 1,138 | 389 | 776 | 858 | 742 | - | - | - | - | - | 3,903 |
| | Requested Funding Source | - | 4,873 | 11,499 | 10,350 | 11,438 | 9,893 | - | - | - | - | - | 48,053 |

| | | | | | | | | | | | | | |
|------------------------------|-----------------------------------|---|-------|--------|--------|--------|-------|---|---|---|---|---|--------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 4,873 | 11,499 | 10,350 | 11,438 | 9,893 | - | - | - | - | - | 48,053 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Local Government Fiscal Framework | - | - | - | - | 10,580 | 9,151 | - | - | - | - | - | 19,731 |
| | Munc Sustain. Initiative - MSI | - | 3,734 | 11,110 | 9,574 | - | - | - | - | - | - | - | 24,419 |
| | Pay-As-You-Go | - | 1,138 | 389 | 776 | 858 | 742 | - | - | - | - | - | 3,903 |
| | Requested Funding Source | - | 4,873 | 11,499 | 10,350 | 11,438 | 9,893 | - | - | - | - | - | 48,053 |

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 | - | 2,000 | 9,672 | 8,696 | 9,609 | 8,270 | - | - | - | - | - | - |
| Contingency | - | 300 | 1,438 | 1,304 | 1,441 | 1,235 | - | - | - | - | - | - | 5,719 |
| Design | - | 2,573 | - | - | - | - | - | - | - | - | - | - | 2,573 |
| Follow Up Warranty | - | - | - | - | - | 98 | - | - | - | - | - | - | 98 |
| Other Costs | - | - | 389 | 350 | 387 | 291 | - | - | - | - | - | - | 1,416 |
| | Total | - | 4,873 | 11,499 | 10,350 | 11,438 | 9,893 | - | - | - | - | - | 48,053 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

| | | |
|-----------------|--|---|
| PROFILE NAME: | KINSMEN SPORTS CENTRE FACILITY REHABILITATION | RECOMMENDED |
| PROFILE NUMBER: | 21-12-0330 | 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: December, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2024 |

| | |
|--------------------------|--------------------------|
| Service Category: | Major Initiative: |
|--------------------------|--------------------------|

| | | | |
|---------------|----------------|------------------------------|---------------|
| GROWTH | RENEWAL | PREVIOUSLY APPROVED: | - |
| 22 | 78 | BUDGET REQUEST: | 24,679 |
| | | TOTAL PROFILE BUDGET: | 24,679 |

PROFILE DESCRIPTION

This profile supports the Kinsmen Sports Centre Rehabilitation detail design and construction. The facility rehabilitation scope includes replacement or upgrade to major mechanical and electrical components which have received D-Marginal, F-Critical ratings in a Building Condition Assessment, and components at the end of their life. Growth elements approved include those that address safety, code infractions, policy concerns and gaps in level of service. In addition, where there is an opportunity to realize significant energy efficiency upgrades in an effort to reduce energy consumption and Greenhouse Gas (GHG) emissions to contribute to the City's goal to reduce its GHG emissions by 50% by 2030 from 2005 level.

The scope includes replacement or upgrade to major mechanical, electrical, and architectural components in the fieldhouse and aquatic centre. The fieldhouse renewal includes upgrades to air handling units and plumbing, replacement of boilers, electrical panels, transformers, boilers, exterior doors and windows, flooring and lighting. The Aquatic Centre scope includes lighting replacement on pool deck and in the change rooms, competition pool headwall replacement, the addition of universal change room and steam room, upgrades to changeroom fixtures and lighting, and addressing renewal requirements in the chlorine room.

PROFILE BACKGROUND

The Kinsmen Sports Centre Fieldhouse was constructed in 1968, and the Aquatic Centre and administration addition were opened in 1978 to host the Commonwealth Games. Over time, the performance of facilities decline due to aging, wear and tear of systems and components, functional changes, and a variety of other factors. The life of facilities can be optimized through adequate and timely capital reinvestment, maintenance and repair.

This facility was identified as a priority as part of the Facility: Service Delivery - Renewal composite (CM 12-0000 and CM-75-0100), which funded the planning and design up to checkpoint 3. The remainder of the project requires the creation of its own standalone profile due to the value of the project being over the \$5 million dollar threshold for renewal.

PROFILE JUSTIFICATION

As facilities age, there is a need to rehabilitate or replace various components to maximize the life of the facility, to provide a safe environment for staff and the general public and to meet the current service needs of citizens.

Since most facilities will still be in use for the next 20 to 30 years, the primary methods for meeting those goals will be through efficient operation, maintenance, repair, renew, and energy retrofitting of existing facilities. The objective is to maximize benefits, manage risk and provide satisfactory levels of service to the community in a sustainable manner.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making discrete and measurable impacts on Council's four strategic goals: healthy city, urban shift, regional economic prosperity, and energy and climate. This project focuses on the health city strategic goal.

ALTERNATIVES CONSIDERED

The alternate to a deliberate rehabilitation program is to carry out replacements of components as they fail using operating funds. This is considered to be the highest cost alternative to facility maintenance by industry. The second alternative would be to complete the project in phases, however this approach does not support the most effective use of resources, and prolongs the schedule impacting services to citizens of Edmonton.

COST BENEFITS

Tangible Benefits: Improved reliability, enhanced energy efficiency, improved productivity, and the improvement of level of service.

Intangible Benefits: Customer satisfaction and improved public image.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

As this facility deteriorates, its components and systems age and will fail. Failure of these systems poses various risks on the staff and users of the facility and the lack of rehabilitation activities can lead to unplanned breakdowns resulting in loss of time/income within the operations and/or the closure of the facility impacting citizens.

A risk management plan follows the steps for risk control, risk register, and assumptions/constraints as outlined in the City's Project Management procedures. The plan outlines the processes used for risk identification, quantitative and qualitative risk analysis. A robust risk register has been created and is monitored during regular project team meetings.

RESOURCES

This project will be lead by Integrated Infrastructure Services following the Project Develop and Delivery Model with internal Project Manager leads, and external consultants and construction manager.

CONCLUSIONS AND RECOMMENDATIONS

Kinsmen Sports Centre Rehabilitation includes renewal and growth elements in the fieldhouse and aquatic centre. The rehabilitation includes replacement or upgrades to major mechanical, electrical, and architectural components which have received D or F ratings. The fieldhouse renewal includes replacement of doors, windows, flooring, lighting, boilers, air handling units, and electrical panels. The Aquatic Centre renewal includes minor electrical and mechanical work (replacement of lighting, electrical panels, chlorine upgrades), the competition pool headwall, addition of a universal change room and steam room.

The recommendation is that Checkpoint 3 Authorization for Capital Expenditure be approved by City Council to complete the renewal project.

CAPITAL PROFILE REPORT

PROFILE NAME: **Kinsmen Sports Centre Facility Rehabilitation**
 PROFILE NUMBER: **21-12-0330**
 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 | - | 1,870 | 6,009 | 15,800 | 1,000 | - | - | - | - | - | - | 24,679 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Federal Gas Tax Fund | - | 1,432 | 5,209 | - | - | - | - | - | - | - | - | 6,641 |
| | Local Government Fiscal Framework | - | - | - | - | 884 | - | - | - | - | - | - | 884 |
| | Munc Sustain. Initiative - MSI | - | 159 | 579 | 15,124 | - | - | - | - | - | - | - | 15,862 |
| | Pay-As-You-Go | - | 280 | 221 | 676 | 116 | - | - | - | - | - | - | 1,292 |
| | Requested Funding Source | - | 1,870 | 6,009 | 15,800 | 1,000 | - | - | - | - | - | - | 24,679 |

| | | | | | | | | | | | | | |
|------------------------------|-----------------------------------|---|-------|-------|--------|-------|---|---|---|---|---|---|--------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 1,870 | 6,009 | 15,800 | 1,000 | - | - | - | - | - | - | 24,679 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Federal Gas Tax Fund | - | 1,432 | 5,209 | - | - | - | - | - | - | - | - | 6,641 |
| | Local Government Fiscal Framework | - | - | - | - | 884 | - | - | - | - | - | - | 884 |
| | Munc Sustain. Initiative - MSI | - | 159 | 579 | 15,124 | - | - | - | - | - | - | - | 15,862 |
| | Pay-As-You-Go | - | 280 | 221 | 676 | 116 | - | - | - | - | - | - | 1,292 |
| | Requested Funding Source | - | 1,870 | 6,009 | 15,800 | 1,000 | - | - | - | - | - | - | 24,679 |

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 | - | 469 | 5,631 | 14,805 | - | - | - | - | - | - | - | - |
| Design | - | 1,338 | 174 | 345 | 20 | - | - | - | - | - | - | - | 1,877 |
| Follow Up Warranty | - | - | - | - | 936 | - | - | - | - | - | - | - | 936 |
| Other Costs | - | 63 | 203 | 650 | 44 | - | - | - | - | - | - | - | 960 |
| | Total | - | 1,870 | 6,009 | 15,800 | 1,000 | - | - | - | - | - | - | 24,679 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

| | | |
|-----------------|---|--------------------------------------|
| PROFILE NAME: | EPS-POLICE HEADQUARTERS REHABILITATION | RECOMMENDED |
| PROFILE NUMBER: | 21-11-9600 | 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: December, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2025 |

| | |
|--------------------------|--------------------------|
| Service Category: | Major Initiative: |
|--------------------------|--------------------------|

| | | | |
|---------------|----------------|------------------------------|--------|
| GROWTH | RENEWAL | PREVIOUSLY APPROVED: | - |
| 10 | 90 | BUDGET REQUEST: | 23,105 |
| | | TOTAL PROFILE BUDGET: | 23,105 |

PROFILE DESCRIPTION

This project is to deliver a major capital rehabilitation project for the Edmonton Police Station Downtown Division (POL101). The completion of the project, all phases of the capital project lifecycle, from Strategy to Transition-to-Operate (from Checkpoint #1 to #5) as outlined on the City's Project Development and Delivery Model (PDDM) and Project Management Reference Guide (PMRG), will be included in this project. This rehabilitation includes: Major mechanical and electrical items, Transformers, Fan Wall system, Exit signs, Washrooms, Glazed curtain wall, Roof replacement, Roof drains, Storefront entrance glazing, accessible ramps, flooring in various areas of the facility, new LED lighting, t-bar ceilings, occupancy sensors and painting.

PROFILE BACKGROUND

The Edmonton Police Downtown Division is located at 9620 103A Ave and has been in operation for over 35 years. This 6 storey, 35,288 m2 building was constructed in 1982. The building includes; offices, a full service commercial kitchen, cafeteria, cell blocks, gymnasium with running track, vehicle maintenance bays, a parkade with a car wash area. The interior space has undergone several renovations and upgrades over the years. A Building Condition Assessment and various studies have been conducted within the past several years and as a result, Lifecycle Management (LCM) has identified this facility as a high priority rehabilitation. The scope of work includes renewal (as defined by City Policy C598; see excerpt from the policy below) of major components within the mechanical, electrical, architectural and structural systems. This project forms a part of the Facility Safety and Security Renewal Capital profile CM-11-0000

PROFILE JUSTIFICATION

As facilities age, there is a need to rehabilitate or replace various components to maximize the life of the facility, to provide a safe environment for staff and the general public and to meet the current service needs of citizens.

Since most facilities will still be in use for the next 20 to 30 years, the primary methods for meeting those goals will be through efficient operation, maintenance, repair, renew, and energy retrofitting of existing facilities. The objective is to maximize benefits, manage risk and provide satisfactory levels of service to the community in a sustainable manner.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making discrete and measurable impacts on Council's four strategic goals: healthy city, urban shift, regional economic prosperity, and energy and climate. This project focuses on the health city strategic goal.

ALTERNATIVES CONSIDERED

The alternate to a deliberate rehabilitation program is to carry out replacements of components as they fail using operating funds. This is considered to be the highest cost alternative to facility maintenance by industry.

COST BENEFITS

Tangible Benefits: Improved reliability, enhanced energy efficiency, improved productivity, and the improvement of level of service.

Intangible Benefits: Customer satisfaction and improved public image.

KEY RISKS & MITIGATING STRATEGY

As this facility deteriorates, its components and systems age and will fail. Failure of these systems poses various risks on the staff and users of the facility and the lack of rehabilitation activities can lead to unplanned breakdowns resulting in loss of time/income within the operations and/or the closure of the facility impacting citizens.

A risk management plan follows the steps for risk control, risk register, and assumptions/constraints as outlined in the City's Project Management procedures. The plan outlines the processes used for risk identification, quantitative and qualitative risk analysis. A robust risk register has been created and is monitored during regular project team meetings.

CAPITAL PROFILE REPORT

RESOURCES

The project aligns with the Project Develop and Delivery Model with City Project Managers assigned to lead each of the project phases and its team. The project is supported by a Prime Design Consultant, a Construction Manager both procured through existing standing arrangements.

CONCLUSIONS AND RECOMMENDATIONS

The rehabilitation will allow the facility to continue to operate for many years to come. Lifecycle Management identified the facility as a priority for rehabilitation. Funding for rehabilitation work has been approved under the rehabilitation composite. The development of a standalone profile aligns with the capital budget guidelines for rehabilitations over \$5 million.

Investment in asset management, maintenance, and rehabilitation is a cost-effective method of maximizing the life of facilities to ensure a high level of service is provided to its citizens. This funding level will limit the decline of assets in poor and very poor condition.

CAPITAL PROFILE REPORT

PROFILE NAME: **EPS-Police Headquarters Rehabilitation****RECOMMENDED**PROFILE NUMBER: **21-11-9600**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 | - | 4,244 | 6,446 | 6,884 | 4,496 | 1,035 | - | - | - | - | - | 23,105 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Local Government Fiscal Framework | - | - | - | - | 4,018 | 856 | - | - | - | - | - | 4,874 |
| | Munc Sustain. Initiative - MSI | - | 3,980 | 5,601 | 6,152 | - | - | - | - | - | - | - | 15,733 |
| | Pay-As-You-Go | - | 264 | 845 | 732 | 478 | 179 | - | - | - | - | - | 2,498 |
| | Requested Funding Source | - | 4,244 | 6,446 | 6,884 | 4,496 | 1,035 | - | - | - | - | - | 23,105 |

| | | | | | | | | | | | | | |
|------------------------------|-----------------------------------|---|-------|-------|-------|-------|-------|---|---|---|---|---|--------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 4,244 | 6,446 | 6,884 | 4,496 | 1,035 | - | - | - | - | - | 23,105 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Local Government Fiscal Framework | - | - | - | - | 4,018 | 856 | - | - | - | - | - | 4,874 |
| | Munc Sustain. Initiative - MSI | - | 3,980 | 5,601 | 6,152 | - | - | - | - | - | - | - | 15,733 |
| | Pay-As-You-Go | - | 264 | 845 | 732 | 478 | 179 | - | - | - | - | - | 2,498 |
| | Requested Funding Source | - | 4,244 | 6,446 | 6,884 | 4,496 | 1,035 | - | - | - | - | - | 23,105 |

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 | - | 2,752 | 4,578 | 6,046 | 3,949 | 800 | - | - | - | - | - | - |
| Contingency | - | 413 | 600 | 605 | 395 | 125 | - | - | - | - | - | - | 2,137 |
| Design | - | 930 | 1,042 | - | - | - | - | - | - | - | - | - | 1,972 |
| Follow Up Warranty | - | - | - | - | - | 35 | - | - | - | - | - | - | 35 |
| Other Costs | - | 149 | 226 | 233 | 152 | 75 | - | - | - | - | - | - | 835 |
| | Total | - | 4,244 | 6,446 | 6,884 | 4,496 | 1,035 | - | - | - | - | - | 23,105 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **LATTA BRIDGE (B027) REPLACEMENT**
 PROFILE NUMBER: **21-24-9301**
 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: **December, 2021**
 ESTIMATED COMPLETION: **October, 2023**

Service Category: Major Initiative:

| | | | |
|---------------|----------------|------------------------------|--------|
| GROWTH | RENEWAL | PREVIOUSLY APPROVED: | - |
| 28 | 72 | BUDGET REQUEST: | 19,012 |
| | | TOTAL PROFILE BUDGET: | 19,012 |

PROFILE DESCRIPTION

To create a standalone profile for the Latta Bridge (B027) Replacement project as the value is over \$5M. Funds to be drawn from CM-24-0000.

Scope includes:

- Preliminary Design, Detailed Design, and Build phases for a full replacement structure for Latta Bridge (B027).
- Minor traffic signal/controller upgrades and street lights design, as required.
- Complete Environmental Impact Assessment (EIA) and Environmental Site Assessment (ESA) for Council review and approval, and obtain environmental permits as required.
- Assessment of existing drainage conditions to ensure proposed structures drain positively.
- Public art.

PROFILE BACKGROUND

Latta Bridge (B027) was built in 1911, it is owned and operated by the City. The bridge functions as part of the arterial roadway network, carrying two lanes of traffic in each direction. The bridge replacement scope includes preliminary design, detailed design, and tendering.

An assessment report titled "Latta Bridge Condition Assessment" was completed in December 2019. The assessment included a detailed inspection of the bridge, a lifecycle analysis of rehabilitation strategies and a recommended rehabilitation strategy. Based on the Level 2 Assessment, the bridge has reached the end of its service life and requires a full replacement.

PROFILE JUSTIFICATION

Renewal of bridge structures improves the overall inventory condition, improves the selected structure's load carrying capacity, and increases the safety of all users. Maintaining access, public safety and maintaining urban form are key outcomes of this program.

Latta Bridge is a life-critical structure on a major thoroughfare in Edmonton in need of replacement.

STRATEGIC ALIGNMENT

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.

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

Renewal of structures is necessary for safety and serviceability. The alternative to this work would be to maintain the existing structure in its as is condition (do nothing), recognizing that deterioration will continue and the City would have to post the bridge to a lower weight limit (prohibiting ETS buses) and eventually close it if it could not be reconstructed.

COST BENEFITS

Tangible benefits include:

- replacing structures before they deteriorate to a condition deemed unsafe for use
- considering emerging trends and effects of travelers to achieve benefits over its full asset life

Intangible benefits include:

- more efficient movement of goods, services and people
- architectural innovations to enhance the cityscape
- well maintained inventory, less congestion and enhancement of the lives of Edmontonians.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Cost: Tender prices may exceed the available budget. Work scope may be able to be reduced so as not to exceed approved amounts.

Schedule: Resources not sufficient to accommodate the work. Contractor delays.

Mitigations include improved planning and budgeting utilizing PDDM delivery and most current costing/scheduling information available. Bonus/penalty clauses, early construction mobilizations may be considered. Long lead items procured well in advance of construction.

RESOURCES

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

CONCLUSIONS AND RECOMMENDATIONS

This profile is to be approved for construction of the Latta Bridge (B027) Replacement project.

CAPITAL PROFILE REPORT

PROFILE NAME: **Latta Bridge (B027) Replacement****RECOMMENDED**PROFILE NUMBER: **21-24-9301**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 | - | 1,218 | 7,964 | 7,964 | 1,815 | 53 | - | - | - | - | - | 19,012 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Federal Gas Tax Fund | - | 713 | 4,465 | 4,451 | 993 | - | - | - | - | - | - | 10,622 |
| | Munc Sustain. Initiative - MSI | - | 295 | 2,749 | 2,775 | 640 | 31 | - | - | - | - | - | 6,489 |
| | Pay-As-You-Go | - | 211 | 750 | 738 | 181 | 22 | - | - | - | - | - | 1,901 |
| | Requested Funding Source | - | 1,218 | 7,964 | 7,964 | 1,815 | 53 | - | - | - | - | - | 19,012 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|-------|-------|-------|-------|----|---|---|---|---|---|--------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 1,218 | 7,964 | 7,964 | 1,815 | 53 | - | - | - | - | - | 19,012 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Federal Gas Tax Fund | - | 713 | 4,465 | 4,451 | 993 | - | - | - | - | - | - | 10,622 |
| | Munc Sustain. Initiative - MSI | - | 295 | 2,749 | 2,775 | 640 | 31 | - | - | - | - | - | 6,489 |
| | Pay-As-You-Go | - | 211 | 750 | 738 | 181 | 22 | - | - | - | - | - | 1,901 |
| | Requested Funding Source | - | 1,218 | 7,964 | 7,964 | 1,815 | 53 | - | - | - | - | - | 19,012 |

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 | - | - | 5,283 | 5,283 | 1,174 | - | - | - | - | - | - | - |
| Contingency | - | 155 | 1,008 | 1,008 | 230 | 3 | - | - | - | - | - | - | 2,404 |
| Design | - | 1,027 | 1,436 | 1,436 | 356 | 48 | - | - | - | - | - | - | 4,303 |
| Other Costs | - | 36 | 236 | 236 | 54 | 2 | - | - | - | - | - | - | 564 |
| | Total | - | 1,218 | 7,964 | 7,964 | 1,815 | 53 | - | - | - | - | - | 19,012 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

| | | |
|-----------------|--|---|
| PROFILE NAME: | FIRE STATION #8 RELOCATION - BLATCHFORD | RECOMMENDED |
| PROFILE NUMBER: | 21-10-9105 | PROFILE STAGE: Council Review |
| DEPARTMENT: | Integrated Infrastructure Services | PROFILE TYPE: Standalone |
| LEAD BRANCH: | Infrastructure Planning & Design | LEAD MANAGER: Pascale Ladouceur |
| PROGRAM NAME: | | PARTNER MANAGER: Jason Meliefste |
| PARTNER: | Infrastructure Delivery | ESTIMATED START: December, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2025 |

Service Category:

Major Initiative:

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

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

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

23,657

TOTAL PROFILE BUDGET:

23,657

PROFILE DESCRIPTION

The current Fire Station 8 needs to be relocated due to the Yellowhead Trail Freeway Conversion Project. A site within Blatchford has been identified as the new location for Fire Station 8. This profile will fund land purchase, subdivision, rezoning, and servicing, and the design and construction of a new replacement 3-bay (approximately 1,500 square metre) fire station in Blatchford, in accordance with the Fire Rescue Services Station Location Master Plan.

PROFILE BACKGROUND

The Yellowhead Trail Freeway Conversion Project is expropriating land in preparation for its construction and conversion of the current Yellowhead Trail road to a functional freeway roadway. As part of this project, it will require a portion of the land that the current Fire Station 8 resides on, to be integrated into this conversion, and therefore it must find a new location. Anticipated timeline for Fire Station 8 to be vacated at its current location is November 2022. The current stage of the development of Blatchford allows for a unique opportunity to support the development of a fire station to ensure coverage is maintained in the geographical location near its former location, and quick access to utilize the Yellowhead Trail Freeway once completed. The identified site is 101 Airport Road. The station is anticipated to be operational in 2025. When operational it will provide "first in" response to Blatchford, surrounding neighbourhoods, and Station 8 current area.

PROFILE JUSTIFICATION

The Yellowhead Trail Freeway Conversion project requires land occupied by Fire Station 8. The fire station must be closed which will result in a decrease in response times for some neighbourhoods in the central and northwest parts of the city. A replacement for Station 8 is required as soon as possible after Station 8 closes. The Blatchford Fire Station will provide effective response in the central and northwest area of the city, an area that is expected to experience rapid development and growth with Blatchford neighbourhood. The City Centre Area Redevelopment Plan has a vision to build a neighbourhood for 30,000 people by 2045. Fire Rescue utilizes a station-based deployment model and as such this station is required to ensure that Fire Rescue is able to move towards its key performance indicators including the Council endorsed Service Level Target of a 4 minute travel time, 90% of the time.

STRATEGIC ALIGNMENT

ConnectEdmonton: Vision 2050 - Project alignment with all 4 strategic goals - Healthy City, Urban Places, Regional Prosperity, Climate Resilience. City Plan - Project supports the targets of: 15 minute districts that allow people to easily complete their daily needs 2.1.3 Ensure that development occurs in an orderly and safe manner to protect public health and the environment 4.1.2 Ensure safety of all users in the planning and design of city infrastructure, networks and spaces. Fire Rescue Services Master Plan (2012) Fire Rescue Services Station Location Master Plan - Project Alignment.

ALTERNATIVES CONSIDERED

Alternative 1: Not replace Fire Station 8 or crew when it closes. This will increase response times for the first due areas currently serviced by Station 8. City wide response times would also suffer because of the increased development in the Blatchford area. Closing and not replacing stations may negatively impact the city's insurance rating.

Alternative 2: Retain the apparatus (pump and tanker) in service from Station #8 when it closes but not build a replacement station. In this case the fire crew and apparatus would be stationed in an existing fire station. This alternative would degrade response times in the targeted area. Non-station based deployment such as a roving style deployment is also not viable due to training and equipment requirements and logistical issues (e.g. water freezing in fire apparatus in the winter if apparatus are not stored in a heated building).

COST BENEFITS

Tangible Benefits - Safer, Healthier City, Cost Savings and Improved Services.

The station will add to the overall response capability across the city and will reduce the need for units from other stations to travel into these areas. It will also provide response coverage as the Blatchford area continues to grow.

Intangible Benefits - Improved Quality of Life and Improved City Reputation.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

In Service Date Delayed

Mitigation:

Follow Integrated Infrastructure Services' project development and delivery process. Utilize Integrated Project Delivery. (IPD) Method which maximizes efficiencies. Interim strategy: deploy crews from surrounding stations. Insufficient Budget.

Mitigation: Costs estimated on conservative basis; project designs modest in form and finish; cost containment principles.

RESOURCES

All procurement and purchasing for the initiative will follow standard administrative directions and policies, including the Administrative Directive A1439 Purchasing Goods Services and Construction.

CONCLUSIONS AND RECOMMENDATIONS

The Yellowhead Trail Freeway Conversion project requires the relocation of Fire Station #8. Land in the Blatchford development area is an ideal location for the replacement station because it fits within the Fire Station Master Plan and will serve the expanding community of Blatchford. Recommendation: Approval of profile to quickly mobilize development of Fire Station 8 at Blatchford.

CAPITAL PROFILE REPORT

PROFILE NAME: **Fire Station #8 Relocation - Blatchford**
 PROFILE NUMBER: **21-10-9105**
 BRANCH: **Infrastructure Planning & Design**

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 | - | 29 | 5,897 | 7,291 | 6,958 | 3,482 | - | - | - | - | - | 23,657 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Tax-Supported Debt | - | 29 | 5,897 | 7,291 | 6,958 | 3,482 | - | - | - | - | - | 23,657 |
| | Requested Funding Source | - | 29 | 5,897 | 7,291 | 6,958 | 3,482 | - | - | - | - | - | 23,657 |

| | | | | | | | | | | | | | |
|------------------------------|------------------------------|---|----|-------|-------|-------|-------|---|---|---|---|---|--------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 29 | 5,897 | 7,291 | 6,958 | 3,482 | - | - | - | - | - | 23,657 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Tax-Supported Debt | - | 29 | 5,897 | 7,291 | 6,958 | 3,482 | - | - | - | - | - | 23,657 |
| | Requested Funding Source | - | 29 | 5,897 | 7,291 | 6,958 | 3,482 | - | - | - | - | - | 23,657 |

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 | - | - | - | 5,811 | 5,811 | 2,906 | - | - | - | - | - |
| | Design | - | - | 605 | 1,081 | 476 | - | - | - | - | - | - | 2,162 |
| | Equip FurnFixt | - | - | - | - | 175 | 175 | - | - | - | - | - | 350 |
| | Follow Up Warranty | - | - | - | - | - | 159 | - | - | - | - | - | 159 |
| | Land | - | - | 4,900 | - | - | - | - | - | - | - | - | 4,900 |
| | Other Costs | - | 29 | 385 | 385 | 385 | 242 | - | - | - | - | - | 1,426 |
| | Percent for Art | - | - | 7 | 13 | 111 | - | - | - | - | - | - | 131 |
| | Total | - | 29 | 5,897 | 7,291 | 6,958 | 3,482 | - | - | - | - | - | 23,657 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **THE ORANGE HUB PHASE II REHABILITATION**
 PROFILE NUMBER: **21-12-0340**
 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: **December, 2021**
 ESTIMATED COMPLETION: **June, 2023**

Service Category:**Major Initiative:**

| |
|---------------|
| GROWTH |
| 24 |

| |
|----------------|
| RENEWAL |
| 76 |

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:**20,612****TOTAL PROFILE BUDGET:****20,612****PROFILE DESCRIPTION**

The primary objective of The Orange Hub Phase II Rehabilitation profile is the rehabilitation of the four storey building and two level parkade. The Orange Hub was purchased from MacEwan University in October 2017 and was built over 40 years ago. The rehabilitation goals are to make the facility and parkade more energy efficient, code and safety compliant, extend the building life expectancy and improve the tenant and user experience.

The project includes the investigation, design and construction activities required to implement repairs and lifecycle replacements of mechanical, electrical, civil, landscape and architectural finishes of the facility and parkade.

This rehabilitation has been split into three phases, Phase 1 was completed in 2015-2019 budget cycle that included the purchase of the facility. This profile represents Phase 2 of the project that includes the full rehabilitation design and the construction of critical scopes to be addressed in the current budget cycle. Phase 3 includes construction of the remaining rehabilitation scope that will be funded in future budget cycles.

PROFILE BACKGROUND

The City's Infrastructure Asset Management Policy guides the overall framework for asset management which includes the Infrastructure Strategy and the development of asset management plans. Managing the lifecycle of infrastructure assets is an important part of asset management and supports the City's core service delivery.

Facility Renewal Service Delivery composite CM-12-0000, managed by Lifecycle Management, funds capital rehabilitation projects that include upgrades to and replacement of major components within the architectural, structural, mechanical, and electrical systems of each facility. Based on the 2016 Building Condition Assessment and feedback from Facility Maintenance Services and Community and Recreation Facilities, it was found that the performance of the facility is declining due to aging, wear and tear of systems and components and a variety of other factors. The parkade structure and theatre stage were found to have critical structural issues. As a result, Lifecycle Management identified this facility as one of the high priority facilities that requires a major rehabilitation project during the 2019-2022 capital budget cycle.

PROFILE JUSTIFICATION

When The Orange Hub was purchased by the City in 2017, it was over 40 years old. Since then, there has been a critical need to rehabilitate and/or replace various components of the building in order to maximize the life of the facility, provide a safe environment for tenants, staff and the general public and meet the current service needs of citizens.

Since it is expected that The Orange Hub will be in use for the next 20 to 30 years, the primary method to achieve this lifespan will be through the efficient operation, maintenance, repair, renew, and energy retrofitting of the building and parkade. The objective is to maximize benefits, manage risk and provide satisfactory levels of service to the users in a sustainable manner.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objectives of making transformational impacts in our community by making discrete and measurable impacts on Council's four strategic goals: healthy city, urban shift, regional economic prosperity and energy and climate. This project focuses on the healthy city strategic goal.

ALTERNATIVES CONSIDERED

The alternative to a deliberate rehabilitation program is to carry out replacements of building components as they fail, using operating funds. This is considered to be the highest cost alternative to facility maintenance by industry.

The second alternative would be to complete the project in a single phase, however given the extensive amount of work required to demolish and replace the parkade and theatre stage, and the other competing priorities for the renewal composite funding, this approach would require funds to be taken from other critical facility renewal projects.

COST BENEFITS

Tangible Benefits: Improved reliability, enhanced energy efficiency, improved productivity and improved levels of service.

Intangible Benefits: Tenant and customer satisfaction and improved public image.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

As this facility deteriorates, its components and systems will continue to age and eventually fail, posing various risks to the tenants, staff and users of the facility. The lack of rehabilitation activities can lead to unplanned shutdowns resulting in the loss of operational time and revenues and/or the eventual closure of the facility.

A risk management plan has been developed that details the steps for risk identification, risk control and assumptions/constraints as outlined in the City's project management procedures. A robust risk register has been created for this project and will be continually monitored and updated throughout the Develop and Deliver phases, at regularly scheduled project team meetings.

RESOURCES

This project aligns with the Project Develop and Delivery Model with City project managers assigned to lead each of the project phases. The project is supported by a Prime Design Consultant, a Construction Manager, and an external project manager, procured through existing standing arrangements.

CONCLUSIONS AND RECOMMENDATIONS

Approving the Phase II rehabilitation of The Orange Hub will ensure it continues to operate as a non-profit community hub in west Edmonton and aligns with the capital budget guidelines for rehabilitation projects over \$5 million.

Investment in this rehabilitation is a cost-effective method of maximizing the life of the facility to ensure a high level of service continues to be provided to its users. Approval of this funding will limit the decline of the assets that are in poor and very poor condition.

CAPITAL PROFILE REPORT

PROFILE NAME: **The Orange Hub Phase II Rehabilitation**
 PROFILE NUMBER: **21-12-0340**
 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 | - | 4,190 | 15,372 | 1,050 | - | - | - | - | - | - | - | 20,612 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 3,219 | 14,396 | - | - | - | - | - | - | - | - | 17,615 |
| | Pay-As-You-Go | - | 972 | 976 | 1,050 | - | - | - | - | - | - | - | 2,997 |
| | Requested Funding Source | - | 4,190 | 15,372 | 1,050 | - | - | - | - | - | - | - | 20,612 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|-------|--------|-------|---|---|---|---|---|---|---|--------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 4,190 | 15,372 | 1,050 | - | - | - | - | - | - | - | 20,612 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 3,219 | 14,396 | - | - | - | - | - | - | - | - | 17,615 |
| | Pay-As-You-Go | - | 972 | 976 | 1,050 | - | - | - | - | - | - | - | 2,997 |
| | Requested Funding Source | - | 4,190 | 15,372 | 1,050 | - | - | - | - | - | - | - | 20,612 |

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 | - | 2,617 | 12,567 | - | - | - | - | - | - | - | - | - |
| Contingency | - | 279 | 1,770 | - | - | - | - | - | - | - | - | - | 2,049 |
| Design | - | 1,156 | 500 | - | - | - | - | - | - | - | - | - | 1,656 |
| Follow Up Warranty | - | - | - | 1,050 | - | - | - | - | - | - | - | - | 1,050 |
| Other Costs | - | 138 | 536 | - | - | - | - | - | - | - | - | - | 673 |
| | Total | - | 4,190 | 15,372 | 1,050 | - | - | - | - | - | - | - | 20,612 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

| | | |
|-----------------|--|---|
| PROFILE NAME: | PETER HEMINGWAY FITNESS & LEISURE CENTRE REHABILITATION - PHASE 1 | RECOMMENDED |
| PROFILE NUMBER: | 21-12-0310 | 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: December, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: March, 2023 |

Service Category:**Major Initiative:**

| |
|---------------|
| GROWTH |
| 4 |

| |
|----------------|
| RENEWAL |
| 96 |

| | |
|------------------------------|---------------|
| PREVIOUSLY APPROVED: | - |
| BUDGET REQUEST: | 10,490 |
| TOTAL PROFILE BUDGET: | 10,490 |

PROFILE DESCRIPTION

The primary objective of the Peter Hemingway Fitness & Leisure Centre Rehabilitation project is to rehabilitate the aquatic facility, which has been an iconic architectural and recreation destination since 1971. The rehabilitation goals are to make the facility more energy efficient, code & safety compliant, extend the building life expectancy, as well as improve the user experience.

The project includes the investigation, design, and construction to implement repairs and lifecycle replacements of mechanical, electrical, civil, landscape and architectural finishes of the facility.

This rehabilitation project has been split into 2 phases, this profile represents phase 1 of the project. Phase 1 includes full design of all rehabilitation scopes of work and the construction of critical scopes to be addressed in the current budget cycle. Phase 2 includes construction of rehabilitation scopes not addressed in the current budget cycle.

Phase 1 critical scopes of work includes 2 items: 1) Replacement of the boiler system - changing from steam to hydronic and downstream adjustments are required throughout the heating system to accommodate the hydronic system. 2) Replacement of the pool basin tiles which carries interdependencies of anti-entrapment, bonding, perimeter drainage, pool deck drainage, and the control joint replacement.

PROFILE BACKGROUND

The City's Infrastructure Asset Management Policy guides the overall framework for asset management which includes the Infrastructure Strategy and the development of asset management plans. Managing the lifecycle of infrastructure assets is an important part of asset management in supporting the City's core service delivery.

Facility Renewal Service Delivery composite (CM-12-0000), managed by Lifecycle Management, funds capital rehabilitation projects that include upgrades to and replacement of major components within the architectural, structural, mechanical, and electrical systems of each facility. Based on building condition assessment reports and feedback from Community & Recreation Facilities, it was found that the performance of the facility is declining due to aging, wear and tear of systems and components, and a variety of other factors. As a result, Lifecycle Management identified this facility as one of the high priority facilities that requires a major rehabilitation project during the 2019-2022 budget cycle.

Aligning with the capital budget guidelines, the creation of a stand alone profile was required for rehabilitation projects valued over \$5M

PROFILE JUSTIFICATION

As facilities age, there is a need to rehabilitate or replace various components to maximize the life of the facility, to provide a safe environment for staff and the general public and to meet the current service needs of citizens.

Since most facilities will still be in use for the next 20 to 30 years, the primary methods for meeting those goals will be through efficient operation, maintenance, repair, renew, and energy retrofitting of existing facilities. The objective is to maximize benefits, manage risk and provide satisfactory levels of service to the community in a sustainable manner.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making discrete and measurable impacts on Council's four strategic goals: healthy city, urban shift, regional economic prosperity, and energy and climate. This project focuses on the health city strategic goal.

ALTERNATIVES CONSIDERED

The alternate to a deliberate rehabilitation program is to carry out replacements of components as they fail using operating funds. This is considered to be the highest cost alternative to facility maintenance by industry.

The second alternative would be to complete the project in a single phase, however given the extensive amount of work to be completed in the building, and the other priorities for the renewal composite, this approach would take funds from other facility renewal projects.

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible Benefits: Improved reliability, enhanced energy efficiency, improved productivity, and the improvement of level of service.

Intangible Benefits: Customer satisfaction and improved public image.

KEY RISKS & MITIGATING STRATEGY

As this facility deteriorates, its components and systems age and will fail. Failure of these systems poses various risks on the staff and users of the facility and the lack of rehabilitation activities can lead to unplanned breakdowns resulting in loss of time/income within the operations and/or the closure of the facility impacting citizens.

A risk management plan follows the steps for risk control, risk register, and assumptions/constraints as outlined in the City's Project Management procedures. The plan outlines the processes used for risk identification, quantitative and qualitative risk analysis. A robust risk register has been created and is monitored during regular project team meetings.

RESOURCES

The project aligns with the Project Develop and Delivery Model with City Project Managers assigned to lead each of the project phases and its team. The project is supported by a Prime Design Consultant, a Construction Manager both procured through existing standing arrangements.

CONCLUSIONS AND RECOMMENDATIONS

The rehabilitation will allow the facility to continue to operate for many years to come. Lifecycle Management identified the facility as a priority for rehabilitation of its mechanical and electrical systems. Funding for rehabilitation work has been approved under the rehabilitation composite. The development of a standalone profile aligns with the capital budget guidelines for rehabilitations over \$5 million.

Investment in asset management, maintenance, and rehabilitation is a cost-effective method of maximizing the life of facilities to ensure a high level of service is provided to its citizens. This funding level will limit the decline of assets in poor and very poor condition.

CAPITAL PROFILE REPORT

Profile Page 3

PROFILE NAME: Peter Hemingway Fitness & Leisure Centre Rehabilitation - Phase 1

RECOMMENDED

PROFILE NUMBER: 21-12-0310

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 | - | 4,643 | 5,263 | 585 | - | - | - | - | - | - | - | 10,490 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 3,946 | 4,473 | 506 | - | - | - | - | - | - | - | 8,925 |
| | Pay-As-You-Go | - | 696 | 789 | 79 | - | - | - | - | - | - | - | 1,565 |
| | Requested Funding Source | - | 4,643 | 5,263 | 585 | - | - | - | - | - | - | - | 10,490 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|-------|-------|-----|---|---|---|---|---|---|---|--------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 4,643 | 5,263 | 585 | - | - | - | - | - | - | - | 10,490 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 3,946 | 4,473 | 506 | - | - | - | - | - | - | - | 8,925 |
| | Pay-As-You-Go | - | 696 | 789 | 79 | - | - | - | - | - | - | - | 1,565 |
| | Requested Funding Source | - | 4,643 | 5,263 | 585 | - | - | - | - | - | - | - | 10,490 |

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 | - | 2,553 | 4,737 | 389 | - | - | - | - | - | - | - |
| | Contingency | - | - | - | 117 | - | - | - | - | - | - | - | 117 |
| | Design | - | 2,089 | 526 | 58 | - | - | - | - | - | - | - | 2,674 |
| | Other Costs | - | - | - | 20 | - | - | - | - | - | - | - | 20 |
| | Total | - | 4,643 | 5,263 | 585 | - | - | - | - | - | - | - | 10,490 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

| | | |
|-----------------|---|---|
| PROFILE NAME: | RUNDLE PARK ROAD AND PARKING LOT RENEWAL | RECOMMENDED |
| PROFILE NUMBER: | 21-31-9100 | 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: December, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2022 |

Service Category:
Major Initiative:

| |
|---------------|
| GROWTH |
| 10 |

| |
|----------------|
| RENEWAL |
| 90 |

| | |
|------------------------------|---------------|
| PREVIOUSLY APPROVED: | - |
| BUDGET REQUEST: | 10,064 |
| TOTAL PROFILE BUDGET: | 10,064 |

PROFILE DESCRIPTION

The Rundle Park Road and Parking Lot Renewal project requires the creation of a standalone profile due to the value of the total project being over the \$5 million threshold for renewal. Funding will be transferred from CM-31-0000 Open Space River Valley System Renewal to create a new standalone profile. This project has reached Checkpoint 3 of the PDDM. Funding requested is related to the delivery portion of this project (Checkpoints 3 to Checkpoint 5).

PROFILE BACKGROUND

Rundle Park is owned and maintained by the City of Edmonton, and is a major feature in the City of Edmonton's park system. Rundle Park has been identified as the location for events that are to be temporarily relocated from Hawrelak Park starting in 2023 to allow for the Hawrelak Park renewal project.

The roadways and parking lots in Rundle Park are in need of renewal and strengthening. This profile will fund the renewal and strengthening of the roadways and parking lot P7 in the south of the park. Renewal is required as the roadways in the north portion of the park have become excessively deformed due to underlying settlements in the landfill underneath. Strengthening is required to allow bus traffic in the park for the Hawrelak Park relocation, as well as continued use by bus traffic afterward without damaging the roadways prematurely.

PROFILE JUSTIFICATION

Rehabilitation of Rundle Park is required because the roads and parking lots have reached a condition where an intervention is required to maintain the Park in serviceable condition.

Rundle Park has been identified as the location for events that are to be temporarily relocated from Hawrelak Park starting in 2023 to allow for the Hawrelak Park renewal project.

Renewal is required as the roadways in the north portion of the park have become excessively deformed due to underlying settlements in the landfill underneath. Strengthening is required to allow bus traffic in the park for the Hawrelak Park relocation, as well as continued use by bus traffic afterward without damaging the roadways prematurely.

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

Alternatives include seeking funding through the Capital Supplementary Budget Adjustment process on an yearly basis for urgent projects as a reactive measure. If funding is not received, repairs to trails, staircases, river access and roads may not occur in a timely manner which may result in closures or detours to address safety issues.

COST BENEFITS

Tangible benefits include having a safe and accessible river valley system for citizens, significant costs are avoided by rehabilitating aging park infrastructure, improved services and amenities which will attract more visitors, events and festivals.

Intangible benefits include repeat visits which may result in more revenues for city programs and local businesses, meeting citizen's expectations and improving the quality of life of Edmontonians.

KEY RISKS & MITIGATING STRATEGY

Failure of the roadways and parking lots poses various risks to the users and staff within the river valley and the lack of rehabilitation activities can lead to unplanned closures resulting citizen dissatisfaction. Funding in conjunction with the Project Development & Delivery model (PDDM) will allow administration to address planned needs in a timely and proactive manner on an yearly basis, ranking the highest priority issues first.

RESOURCES

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

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

Given the condition of the roads and parking lots in Rundle Park, and the need for relocation of events due to the Hawrelak Park renewal in 2023, it is recommended that this profile be funded for 2019-2022.

CAPITAL PROFILE REPORT

PROFILE NAME: **Rundle Park Road and Parking Lot Renewal**
 PROFILE NUMBER: **21-31-9100**
 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 | - | 1,776 | 8,108 | 181 | - | - | - | - | - | - | - | 10,064 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 1,598 | 7,297 | 163 | - | - | - | - | - | - | - | 9,058 |
| | Pay-As-You-Go | - | 178 | 811 | 18 | - | - | - | - | - | - | - | 1,006 |
| | Requested Funding Source | - | 1,776 | 8,108 | 181 | - | - | - | - | - | - | - | 10,064 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|-------|-------|-----|---|---|---|---|---|---|---|--------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 1,776 | 8,108 | 181 | - | - | - | - | - | - | - | 10,064 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 1,598 | 7,297 | 163 | - | - | - | - | - | - | - | 9,058 |
| | Pay-As-You-Go | - | 178 | 811 | 18 | - | - | - | - | - | - | - | 1,006 |
| | Requested Funding Source | - | 1,776 | 8,108 | 181 | - | - | - | - | - | - | - | 10,064 |

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 | - | 1,181 | 5,395 | 120 | - | - | - | - | - | - | - |
| | Contingency | - | 374 | 1,707 | 38 | - | - | - | - | - | - | - | 2,119 |
| | Design | - | 172 | 785 | 18 | - | - | - | - | - | - | - | 974 |
| | Other Costs | - | 48 | 220 | 5 | - | - | - | - | - | - | - | 273 |
| | Total | - | 1,776 | 8,108 | 181 | - | - | - | - | - | - | - | 10,064 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **WILLIAM HAWRELAK PARK REHABILITATION**
 PROFILE NUMBER: **21-32-9101**
 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: **December, 2021**
 ESTIMATED COMPLETION: **September, 2023**

Service Category:**Major Initiative:**

| | |
|---------------|----------------|
| GROWTH | RENEWAL |
| 40 | 60 |

| | |
|------------------------------|--------------|
| PREVIOUSLY APPROVED: | - |
| BUDGET REQUEST: | 6,762 |
| TOTAL PROFILE BUDGET: | 6,762 |

PROFILE DESCRIPTION

The William Hawrelak Park Rehabilitation will address lifecycle replacement of the utility, transportation, open spaces and facility infrastructure to better support the site's existing varied and intensive uses and existing park goals and objectives. The scope includes replacement/upgrades of major civil, mechanical, electrical, structural and landscape asset components that have received either a D-Marginal or F-Critical rating in a Building or Open Space Condition Assessment. In addition to the assessments, functional improvements to address safety, accessibility, alignment with policies and strategies, operational efficiencies and building code related items have been identified as part of the scope.

This profile will support completion of detailed design for the extensive rehabilitation requirements of the park, checkpoints 1 to 4 in the 2019-2022 Capital Budget cycle. A separate profile will be presented for Council's consideration in the 2023 - 2026 Capital Budget to support the build stage of the project.

PROFILE BACKGROUND

The William Hawrelak Park, which opened in 1964 has been identified as a reinvestment priority to conform to the City's strategic alignment of ConnectEdmonton, as well as the City's Infrastructure Asset Management policy. The 2018 Hawrelak Park Capital Investment Plan guides the renewal for the park identifying the renewal and limited growth priorities required to support the current intensive and varied uses of the park. The Hawrelak Park Capital Investment Plan was funded by CM-28-8530 River Valley and Park Renewal Composite in the 2015-2018 budget cycle. The park was identified as a priority as part of the Facility Service Delivery Renewal Composite (CM-12-0000) and Open Spaces River Valley Systems Renewal Composite (CM-32-0000) which funded the dev work. The remainder of the project design requires the creation of its own standalone profile due to the value of the entire design of the project being over the \$5 million dollar threshold for renewal.

PROFILE JUSTIFICATION

A significant amount of the infrastructure within the park has exceeded its lifecycle (over 40 years old), reinvestment throughout the park is now required to rehabilitate various components. The renewal will maximize the life of the various facilities, maintain a safe and accessible built environment, meet new legislative requirements, align with City policies and ensure the park continues to meet the current service needs of citizens. Addressing all the infrastructure in the park ensures the renewal is approached holistically and interdependencies are considered in the planning and design. The renewal also acknowledges the historical significance due to the architectural design and cultural association of the park pavilions with Municipal Historic Resource Designation being pursued through the project.

STRATEGIC ALIGNMENT

This profile contribute to the outcome of Edmontonians use facilities and services that promote healthy living.

ALTERNATIVES CONSIDERED

Alternative construction plan analysis is guided by three principles: 1) minimize the potential duration of service disruption for all park stakeholders, 2) minimize rework or multiple mobilizations, and 3) acknowledge city funding limitations. From these principles, two approaches were identified: 1) a full park closure - proceeding over the least possible duration and 2) phased approach extending over multiple budget cycles. Through further analysis in the design phase and ongoing consultation with stakeholders (including festival and event organizers), Administration has identified the full park closure as the preferred approach. This approach maximizes construction efficiencies and minimizes disruptions to festivals and park users through one single closure of the park. Through the ongoing engagement with stakeholders (including festival and event organizers), this approach will be shared and refined in advance of construction start.

COST BENEFITS

Tangible benefits: The useful life of the park will be extended and maintenance costs reduced by replacing systems that are at the end of their life cycle. Intangible benefits: The level of service expected by citizens, festival and event organizers will be maintained. User experience will be improved through increased safety, accessibility and user experience. The renewal demonstrates a commitment to sustainability and environmental stewardship (lake upgrades & irrigation approach).

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

A risk management plan follows the steps for risk control, risk register, and assumptions/constraints as outlined in the City's Project Management procedures. The plan outlines the processes used for risk identification, quantitative and qualitative risk analysis. A robust risk register has been created and is monitored during regular project team meetings. The majority of the infrastructure in the park is at the end of life and poses a potential risk of failure with the utilities being the immediate priority. With the proposed renewal approach of a full park closure, the risks associated with the utilities can be mitigated.

RESOURCES

The project will be delivered by Integrated Infrastructure Services, utilizing a combination of internal and external resources. A Prime Design consultant was procured through open competition. The delivery method is a construction management approach, which was procured through open competition.

CONCLUSIONS AND RECOMMENDATIONS

The rehabilitation will support another 50 years of park use before another renewal is required. Due to the age and condition of the park facilities and open space assets, it is critical to address the renewal as soon as possible. Develop phase funding has been approved under the renewal composite. The recommendation is to transition to a standalone profile to ensure that design from checkpoint 3 - 4 can continue without delay within the 2019-2022 Budget Cycle. This will ensure the project is positioned to start construction in 2023 to mitigate the risks associated with the utility infrastructure. Investment in asset management, maintenance and rehabilitation is a cost-effective method of maximizing the lifecycle and ensuring a high level of service is provided to its citizens.

CAPITAL PROFILE REPORT

PROFILE NAME: **William Hawrelak Park Rehabilitation**
 PROFILE NUMBER: **21-32-9101**
 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 | - | 4,262 | 1,961 | 538 | - | - | - | - | - | - | - | 6,762 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 3,706 | 1,705 | 402 | - | - | - | - | - | - | - | 5,814 |
| | Pay-As-You-Go | - | 556 | 256 | 136 | - | - | - | - | - | - | - | 948 |
| | Requested Funding Source | - | 4,262 | 1,961 | 538 | - | - | - | - | - | - | - | 6,762 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|-------|-------|-----|---|---|---|---|---|---|---|-------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 4,262 | 1,961 | 538 | - | - | - | - | - | - | - | 6,762 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 3,706 | 1,705 | 402 | - | - | - | - | - | - | - | 5,814 |
| | Pay-As-You-Go | - | 556 | 256 | 136 | - | - | - | - | - | - | - | 948 |
| | Requested Funding Source | - | 4,262 | 1,961 | 538 | - | - | - | - | - | - | - | 6,762 |

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 |
|------------------------------|---------------|-------------|-------|-------|-------|------|------|------|------|------|------|-------------|-------|
| | | Design | - | 4,118 | 1,895 | 524 | - | - | - | - | - | - | - |
| | Other Costs | - | 144 | 66 | 14 | - | - | - | - | - | - | - | 224 |
| | Total | - | 4,262 | 1,961 | 538 | - | - | - | - | - | - | - | 6,762 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **GLENORA BRIDGE (B097) RENEWAL**
 PROFILE NUMBER: **21-24-9302**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

| | |
|-----------------------|-----------------|
| PROFILE STAGE: | Council Review |
| PROFILE TYPE: | Standalone |
| LEAD MANAGER: | Jason Meliefste |
| PARTNER MANAGER: | |
| ESTIMATED START: | December, 2021 |
| ESTIMATED COMPLETION: | December, 2022 |

Service Category:**Major Initiative:****GROWTH****RENEWAL****100****PREVIOUSLY APPROVED:****-****BUDGET REQUEST:****5,990****TOTAL PROFILE BUDGET:****5,990****PROFILE DESCRIPTION**

To create a renewal profile for the Glenora Bridge (B097) rehabilitation project as the value is over \$5M. Funds to be drawn from CM-24-0000.

Scope includes:

- Preliminary Design, Detailed Design, and Build phases for bridge rehabilitation.
- Street light and under bridge lighting replacement.

PROFILE BACKGROUND

The Glenora Bridge (B097) is owned and maintained by the City of Edmonton (City) as part of the roadway network and comprises a critical link in the city's roadway network. The overpass was originally constructed in 1967.

A condition assessment and preliminary rehabilitation strategy report was completed on the bridge in August 2020. It found the need for replacement of the deck surface, repairs of concrete delamination on the substructure, replacement of bridge deck joints, and the need for strengthening of the superstructure to accommodate Alberta legal loads.

PROFILE JUSTIFICATION

The project has been fast-tracked to be completed in advance of the start of main construction on the Valley Line West LRT project, as 107 Avenue is the detour route for the Stony Plain Road closure.

If the renewal of Glenora Bridge had been delayed until after completion of Valley Line West LRT, then (1) the detour route would not have accommodated legal loads, (2) the renewal of Glenora Bridge would have become more expensive due to worsening of condition, and (3) the schedule would conflict with the planned replacement of Wellington Bridge.

STRATEGIC ALIGNMENT

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.

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

Renewal of structures is necessary for safety and serviceability. The alternative to this work would be to defer renewal of the bridge for several years, resulting in higher operating and capital costs and potential further reductions to service levels.

COST BENEFITS

Tangible benefits include:

- renewing structures before they deteriorate to a condition deemed unsafe for use.
- considering emerging trends and effects of travelers to achieve benefits over its full asset life.

Intangible benefits include:

- more efficient movement of goods, services and people.
- well maintained inventory, less congestion and enhancement of the lives of Edmontonians.

KEY RISKS & MITIGATING STRATEGY

Schedule: Resources not sufficient to accommodate the work. Contractor delays.

Mitigations include improved planning and budgeting utilizing PDDM delivery and most current costing/scheduling information available. Bonus/penalty clauses, early construction mobilizations may be considered. Long lead items procured well in advance of construction.

CAPITAL PROFILE REPORT

RESOURCES

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

CONCLUSIONS AND RECOMMENDATIONS

This profile is to be approved for construction of the Glenora Bridge (B097) Rehabilitation project.

CAPITAL PROFILE REPORT

PROFILE NAME: **Glenora Bridge (B097) Renewal**
 PROFILE NUMBER: **21-24-9302**
 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 | - | 3,500 | 2,440 | 25 | 25 | - | - | - | - | - | - | 5,990 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 3,150 | 2,196 | 23 | 23 | - | - | - | - | - | - | 5,391 |
| | Pay-As-You-Go | - | 350 | 244 | 3 | 3 | - | - | - | - | - | - | 599 |
| Requested Funding Source | - | 3,500 | 2,440 | 25 | 25 | - | - | - | - | - | - | 5,990 | |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|-------|-------|-------|----|----|---|---|---|---|---|-------|-------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 3,500 | 2,440 | 25 | 25 | - | - | - | - | - | - | 5,990 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 3,150 | 2,196 | 23 | 23 | - | - | - | - | - | - | 5,391 |
| | Pay-As-You-Go | - | 350 | 244 | 3 | 3 | - | - | - | - | - | - | 599 |
| Requested Funding Source | - | 3,500 | 2,440 | 25 | 25 | - | - | - | - | - | - | 5,990 | |

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 | - | 3,150 | 2,440 | 25 | 25 | - | - | - | - | - | - | - |
| Design | - | 350 | - | - | - | - | - | - | - | - | - | - | 350 |
| Total | - | 3,500 | 2,440 | 25 | 25 | - | - | - | - | - | - | - | 5,990 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

| | | |
|-----------------|---|--------------------------------------|
| PROFILE NAME: | 103 AVENUE STREETScape | RECOMMENDED |
| PROFILE NUMBER: | 21-50-9101 | 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: December, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2024 |

Service Category:
Major Initiative:

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

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

| | |
|------------------------------|-------|
| PREVIOUSLY APPROVED: | - |
| BUDGET REQUEST: | 5,827 |
| TOTAL PROFILE BUDGET: | 5,827 |

PROFILE DESCRIPTION

Transportation Planning and Design (TPD) led the concept planning and preliminary design for the 103 Avenue Streetscape project, between 100 Street and 101 Street in 2019, 2020, and 2021. Transportation Infrastructure Delivery (TID) is now working on Detailed Design which is anticipated to be completed in October 2021. TPD is seeking funding approval for the completion of detailed design and construction. The project is planned to be tendered in December 2021 and construction is planned to start in March 2022 and be completed by December 31, 2022.

Streetscaping 103 Avenue will improve the pedestrian realm by increasing the width of sidewalks, providing cohesive furnishings, infrastructure for street activities, and increasing the number of trees. By improving the public realm, Administration expects an increase in the economic activity through ground level retail in the area, increased pedestrian activity, and improvement to existing private development. The improvements should also enhance the public realm and the perception of Edmonton's downtown prosperity and safety. By reinforcing pedestrian and alternative mode priorities, the projects will also increase pedestrian safety from a traffic management perspective, aligning with Vision Zero's goals. Increased usage of the public realm by private businesses and citizens as a gathering place or for commercial gain (patios, busking, festivals, etc.).

EPCOR Drainage will reimburse the City for engineering and construction costs of Low Impact Development (LID) drainage infrastructure. The engineering and construction costs for LID adds up to \$569,700.00. This value is budgeted as part of this funding request from Council but it will be reimbursed to the City by EPCOR Drainage.

PROFILE BACKGROUND

103 Avenue is a natural connection between the Civic Precinct and the Ice District. 103 Avenue between 100 Street and 101 Street currently has a sidewalk, wide private 'public' setback, low traffic volume, parkade entrances, and some ground floor retail. As the Civic Precinct has been recently reconstructed and Ice District Plaza, JW Marriott Hotel, Stantec Tower and hundreds of residential units are under construction, improving the public realm between the two districts will further enhance the pedestrian connections, create economic opportunity and increase vibrancy. Streetscaping 103 Avenue may also enable better business opportunities along the corridor by providing a better public realm to existing and future commercial infrastructure.

PROFILE JUSTIFICATION

As 103 Avenue is a link connecting Civic Precinct and Ice District, there is significant support to see 103 Avenue as a green street with opportunities for patios and festivals extending beyond the Ice District and Civic Precinct. Furthermore, the draft Downtown Public Places Plan champions 103 Avenue as a priority for enhancing the public realm and creating a vibrant pedestrian connection between Civic Precinct and Ice District. Transportation Planning and Design (TPD) has worked diligently with internal and external stakeholder to complete concept and preliminary planning design over the past couple of year and have completed a design that balances all the requirements. The project team is currently working on the detailed design stage, which should be completed in October 2021.

Streetscape and public realm improvements have proven to be a central component of Downtown revitalizations in Edmonton and elsewhere. In Edmonton, the transformation of 104th Street began when the City improved the streetscape, including narrowing the roadway and widening the sidewalks. More than 1500 units have been constructed within 100 metres of the street, with more under construction or proposed. Several major investments have also been made along the recently completed section of Jasper Avenue, including renovations to the Telus Plaza, First and Jasper, and the Cambridge Lofts.

STRATEGIC ALIGNMENT

The streetscape project supports strategic goals within the Way We Grow, specifically regarding Urban Design, Natural Environment, and Complete, Healthy and Liveable Communities. The Streetscape project also advances policies within the Capital City Downtown Plan.

ALTERNATIVES CONSIDERED

The alternative to advancing this project to detailed design and construction is to delay or cancel the project. The detailed design that will be completed in October 2021 can be shelved for future advancement consideration. 103 Avenue would be reconstructed in the future when reconstruction is required and the life span of existing infrastructure is over (like-for-like replacement). This would be a missed opportunity to implement Council's vision for Green and Walkable Streets.

CAPITAL PROFILE REPORT

COST BENEFITS

Streets that provide wider and more attractive spaces for pedestrian circulation and gathering. Streetscaping 103 Avenue will result in more opportunities for planting trees, landscaping in improved growing condition, improved accessibility, and adoption of universal design principles.

KEY RISKS & MITIGATING STRATEGY

Key risks include unforeseen conditions arising during construction. All risks will be monitored throughout the life of the project during detailed design and 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.

RESOURCES

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

CONCLUSIONS AND RECOMMENDATIONS

IIS recommends funding approval for detailed design and construction (Checkpoint 3 to 5) of streetscaping 103 Avenue between 100 Street and 101 Street, at this time in order to meet the planned project timelines.

CAPITAL PROFILE REPORT

PROFILE NAME: **103 Avenue Streetscape**
 PROFILE NUMBER: **21-50-9101**
 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 | - | 226 | 5,042 | 448 | 112 | - | - | - | - | - | - | 5,827 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Debt CRL Downtown | - | 226 | 4,472 | 448 | 112 | - | - | - | - | - | - | 5,257 |
| | Developer Financing | - | - | 570 | - | - | - | - | - | - | - | - | 570 |
| | Requested Funding Source | - | 226 | 5,042 | 448 | 112 | - | - | - | - | - | - | 5,827 |

| | | | | | | | | | | | | | |
|------------------------------|------------------------------|---|-----|-------|-----|-----|---|---|---|---|---|---|-------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 226 | 5,042 | 448 | 112 | - | - | - | - | - | - | 5,827 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Debt CRL Downtown | - | 226 | 4,472 | 448 | 112 | - | - | - | - | - | - | 5,257 |
| | Developer Financing | - | - | 570 | - | - | - | - | - | - | - | - | 570 |
| | Requested Funding Source | - | 226 | 5,042 | 448 | 112 | - | - | - | - | - | - | 5,827 |

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 | - | - | 3,619 | 364 | 108 | - | - | - | - | - | - |
| | Contingency | - | - | 1,200 | 71 | - | - | - | - | - | - | - | 1,271 |
| | Design | - | 218 | - | - | - | - | - | - | - | - | - | 218 |
| | Other Costs | - | 8 | 223 | 13 | 4 | - | - | - | - | - | - | 247 |
| | Total | - | 226 | 5,042 | 448 | 112 | - | - | - | - | - | - | 5,827 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

| | | |
|-----------------|--|---|
| PROFILE NAME: | GOVERNMENT CENTRE LRT STATION ELECTRICAL SYSTEM REPLACEMENT | RECOMMENDED |
| PROFILE NUMBER: | 21-21-9120 | PROFILE STAGE: Council Review |
| DEPARTMENT: | Integrated Infrastructure Services | PROFILE TYPE: Standalone |
| LEAD BRANCH: | LRT Expansion & Renewal | LEAD MANAGER: Bruce Ferguson |
| PROGRAM NAME: | | PARTNER MANAGER: Pascale Ladouceur |
| PARTNER: | Infrastructure Planning & Design | ESTIMATED START: December, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2022 |

Service Category:

Major Initiative:

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

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

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|-----------------------------|----------|
| PREVIOUSLY APPROVED: | - |
|-----------------------------|----------|

| | |
|------------------------|--------------|
| BUDGET REQUEST: | 5,712 |
|------------------------|--------------|

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|------------------------------|--------------|
| TOTAL PROFILE BUDGET: | 5,712 |
|------------------------------|--------------|

PROFILE DESCRIPTION

This profile provides for the renewal of the existing public transit systems, equipment and associated infrastructure, incorporating new technology, design codes and City standards as required. Life cycle replacements are required to keep LRT stations in a safe and reliable state. Due to the extreme corrosion of the conduit system with a large portion of the conduits embedded into concrete there is a high risk of fire, system failure, and electrical shock to personnel. In 1989, the Gov't Centre LRT Station was put into service. This station is made up of vintage components that are original and have reached life cycle expectancy. The high mineral content in the groundwater leaking into the system has corroded the conduit. A heat trace system should be upgraded to track the groundwater drainage from street level to track level. A track level heat trace system exists and is used in the winter months.

The track level drainage system consists of drains and piping at track level at the north and south ends of the station on both tracks. Two drains from the north and south ends for each track direct tunnel and station groundwater leakage to a sump in the middle of the station track. Due to age and ground water with high mineral concentration, the piping from the track level drainage system has failed. The water that leaks into the station infiltrates the silt-based material surrounding the Gov't Centre LRT Station. The new drainage system should be user-friendly for ease of maintenance and to increase life expectancy. If the renewal of the drainage system infrastructure does not take place, there is a potential for structural and rail degradation/failure, and unsafe working conditions for personnel. This station must remain operational and open to the public throughout construction.

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 affects the functionality of the ETS system on a day to day basis.

PROFILE JUSTIFICATION

Life cycle replacements are required to keep transit centers, LRT stations and track in a safe and reliable state. A number of the existing transit systems and equipment 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 various systems.

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

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

- 1) Proceed with the work in the current budget cycle (2019 - 2022)
- 2) Stop current construction progress and defer construction to next budget cycle (2023 - 2026)
- 3) Stop current construction progress, cancel the 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.

CAPITAL PROFILE REPORT

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.

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 Government Centre 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: **Government Centre LRT Station Electrical System Replacement****RECOMMENDED**PROFILE NUMBER: **21-21-9120**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 | - | 677 | 5,035 | - | - | - | - | - | - | - | - | 5,712 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 587 | 4,531 | - | - | - | - | - | - | - | - | 5,118 |
| | Pay-As-You-Go | - | 90 | 503 | - | - | - | - | - | - | - | - | 594 |
| | Requested Funding Source | - | 677 | 5,035 | - | - | - | - | - | - | - | - | 5,712 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|-----|-------|---|---|---|---|---|---|---|---|-------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 677 | 5,035 | - | - | - | - | - | - | - | - | 5,712 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 587 | 4,531 | - | - | - | - | - | - | - | - | 5,118 |
| | Pay-As-You-Go | - | 90 | 503 | - | - | - | - | - | - | - | - | 594 |
| | Requested Funding Source | - | 677 | 5,035 | - | - | - | - | - | - | - | - | 5,712 |

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 | - | 406 | 4,783 | - | - | - | - | - | - | - | - | - |
| Design | - | 271 | 252 | - | - | - | - | - | - | - | - | - | 523 |
| | Total | - | 677 | 5,035 | - | - | - | - | - | - | - | - | 5,712 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

| | | |
|-----------------|--|---|
| PROFILE NAME: | 129 AVENUE SPECIAL TRACKWORKS (CROSSOVER) | RECOMMENDED |
| PROFILE NUMBER: | 21-21-9110 | PROFILE STAGE: Council Review |
| DEPARTMENT: | Integrated Infrastructure Services | PROFILE TYPE: Standalone |
| LEAD BRANCH: | LRT Expansion & Renewal | LEAD MANAGER: Bruce Ferguson |
| PROGRAM NAME: | | PARTNER MANAGER: Pascale Ladouceur |
| PARTNER: | Infrastructure Planning & Design | ESTIMATED START: December, 2021 |
| BUDGET CYCLE: | 2019-2022 | ESTIMATED COMPLETION: December, 2022 |

Service Category:**Major Initiative:****GROWTH****RENEWAL****100****PREVIOUSLY APPROVED:**

-

BUDGET REQUEST:**5,334****TOTAL PROFILE BUDGET:****5,334****PROFILE DESCRIPTION**

The work phases will be split into two. Phase 1 includes the enabling works for the second phase. Phase 2 includes the installation of a new crossover immediately south of the CN Way Overpass and the subsequent removal of the existing 129th Avenue crossover. The first phase enabling works are expected to cover activities such as the installation of Overhead Catenary System (OCS) foundations for the new crossover and preparation of signaling cables and equipment necessary for the Phase 2 crossover installations and cutover of systems.

PROFILE BACKGROUND

Some of the original LRT track sections are more than 40 years old and have deteriorated to a very poor condition. Over the life of this track, ongoing maintenance efforts have kept the train traffic operable. However, due to failing condition, slow orders are often in place which lowers the speed of trains in the area to a safe speed of 30 km/h from an ideal operating speed of 70 km/h.

PROFILE JUSTIFICATION

The new crossover is necessary as the old crossover and the components need to be renewed. The geometric design and location needs to be changed to improve the performance of the special track works and LRV's.

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

- 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.

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: 129 Avenue Special Trackworks (Crossover)

RECOMMENDED

PROFILE NUMBER: 21-21-9110

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 | - | 500 | 4,835 | - | - | - | - | - | - | - | - | 5,334 |
| | Revised Funding Sources (if approved) | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 447 | 4,351 | - | - | - | - | - | - | - | - | 4,798 |
| | Pay-As-You-Go | - | 53 | 483 | - | - | - | - | - | - | - | - | 536 |
| | Requested Funding Source | - | 500 | 4,835 | - | - | - | - | - | - | - | - | 5,334 |

| | | | | | | | | | | | | | |
|------------------------------|--------------------------------|---|-----|-------|---|---|---|---|---|---|---|---|-------|
| REVISED BUDGET (IF APPROVED) | Revised Budget (if Approved) | - | 500 | 4,835 | - | - | - | - | - | - | - | - | 5,334 |
| | Requested Funding Source | | | | | | | | | | | | |
| | Munc Sustain. Initiative - MSI | - | 447 | 4,351 | - | - | - | - | - | - | - | - | 4,798 |
| | Pay-As-You-Go | - | 53 | 483 | - | - | - | - | - | - | - | - | 536 |
| | Requested Funding Source | - | 500 | 4,835 | - | - | - | - | - | - | - | - | 5,334 |

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 | - | 300 | 4,593 | - | - | - | - | - | - | - | - | - |
| Design | - | 200 | 242 | - | - | - | - | - | - | - | - | - | 442 |
| | Total | - | 500 | 4,835 | - | - | - | - | - | - | - | - | 5,334 |

OPERATING IMPACT OF CAPITAL

Type of Impact:

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