

CAPITAL PROFILE REPORT

PROFILE NAME:	INITIAL PHASE DOWNTOWN STORMWATER DRAINAGE SERVICING	FUNDED
PROFILE NUMBER:	14-31-4102	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2014
BUDGET CYCLE:	2012-2014	ESTIMATED COMPLETION: December, 2018

Service Category:	Utilities	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	36,876
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	36,876

PROFILE DESCRIPTION

Construction of a stormwater trunk to accommodate anticipated infill and redevelopment of Downtown is required for the Downtown Community Revitalization Levy Area. Drainage studies undertaken in 2009 and 2011 identify the need for upgrades to the drainage system to handle increasing volumes.

The upgrade's initial phase (this capital profile) includes a storm trunk along 105 Street from 100 Avenue to the existing storm trunk on 111 Avenue using trenchless construction. At 105 Ave, the tunnel will run westward to 107 Street. From 105 Avenue to 111 Avenue, the tunnel will run along 107 Street.

This sewer will also provide a needed storm outlet for the North Edge redevelopment area and the Central McDougall Opportunistic Sewer Separation work. As such, Drainage will contribute funding to the project for the up-sizing of the trunk.

This is Phase 1 of a two-phase project. Phase 2 will involve lateral storm sewers to be implemented as required in the future based on development.

PROFILE BACKGROUND

Without improved drainage, development in Downtown will increase both the magnitude and frequency of flooding and of Combined Sewer Overflow.

Constructing this stormwater trunk will mitigate these concerns.

For this reason, the Downtown Community Revitalization Levy Plan (as approved by Council on Sep. 17, 2013 and the Province on Apr. 16, 2014) identifies drainage servicing upgrades as an initial catalyst project.

This profile is being expedited ahead of the 2015-2018 Capital budget process to allow work to begin as soon as possible. Drainage work must be completed before Neighbourhood Renewal can proceed in Central McDougall as scheduled for 2018/2019. To avoid conflicts or further delays to neighbourhood renewal, Drainage work must begin in 2014.

This profile is Phase 1 of a larger project. Future sewers on 100 and 102 Avenues (conceptual estimate of \$32 million in 2013 dollars) will further enhance servicing and will be proposed in future budget cycles as required.

PROFILE JUSTIFICATION

Downtown Edmonton is currently serviced with a combined sewer system and during moderate and heavy rainfall events, flows can exceed the sewer capacity resulting in flooding and combined sewer overflows.

As intensification and redevelopment occurs Downtown, sanitary flows and storm runoff will increase, and a higher level of drainage service will be required to support Downtown redevelopment.

While the system can currently accommodate the arena and associated developments, it is reaching the point at which it will not be able to service new developments.

Construction of this stormwater trunk will result in a lower risk of basement flooding, reduced frequency of surface flooding, and environmental benefits through reduced combined sewer overflow discharge.

For this reason, the Downtown Community Revitalization Levy Plan (as approved by Council on Sept. 17, 2013 and the Province on Apr. 16, 2014) identifies drainage servicing upgrades as an initial catalyst project.

STRATEGIC ALIGNMENT

This project advances the following "The Way Ahead" strategic goals: The Way We Green, The Way We Grow, and The Way We Finance.

This profile also fulfils a commitment to Alberta Environment.

ALTERNATIVES CONSIDERED

Three options are available:

- (1) Do nothing: This does not meet the servicing needs.
- (2) Partial sewer separation and lateral improvements: PREFERRED OPTION
- (3) total sewer separation: Prohibitively expensive (more than \$200 million).

COST BENEFITS

Tangible Benefits:

- Improved hydraulic performance of the combined sewer systems in Downtown Edmonton.
- Reduced risk of sewer backup and surface flooding.
- Reduction in downstream Combined Sewer Overflow discharge to the river.

Intangible:

- Support revitalization of the Downtown core.
- Increased confidence that reasonable drainage servicing exists to support Downtown development.

KEY RISKS & MITIGATING STRATEGY

Risks include construction challenges and cost escalation; a thorough design process and contingencies will mitigate these risks.

Risks of not proceeding are conflicts with Neighbourhood Renewal in Central McDougall and increased flooding.

RESOURCES

No new personnel requirements. External engineering consultants and contractors will be used for the design and open-cut construction works. Tunnel construction will be undertaken by City's Drainage Design and Construction.

CONCLUSIONS AND RECOMMENDATIONS

Recommend proceeding with partial sewer separation and lateral upgrades. The initial phase, a trunk sewer flowing northbound along 105 Street will be completed during this capital budget cycle.

CHANGES TO APPROVED PROFILE

2015 Fall SCBA (CA#40):

(3.4.11) Correct funding and tie to the approved May 28, 2014 Council Report FSU CR_1313 (for a total project cost of \$46M).

(3.5.6) The budget changes relate to Drainage Services tying to the approved May 28, 2014 Council Report # 1313 for a total project budget of \$46 million.

2016 Spring SCBA (AA#21): (CFO.16) Transfer of funding from Retained Earnings to Debt CRL Downtown as this project is mainly funded by Community Revitalization Levy (CRL). This was included in the 2016-2018 Utilities Budget and approved by City Council on November 27, 2015.

CAPITAL PROFILE REPORT

PROFILE NAME: **Initial Phase Downtown Stormwater Drainage Servicing**
 PROFILE NUMBER: **14-31-4102**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	46,000	-	-	-	-	-	-	-	-	-	-	46,000
2014 Cap Budget Request for Next Cycle	-22,413	-	-	-	-	-	-	-	-	-	-	-22,413
2014 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Council	113	-	-	-	-	-	-	-	-	-	-	113
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Council	22,300	-	-	-	-	-	-	-	-	-	-	22,300
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2018 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2022 Cap Release to Corp Pool	-9,124	-	-	-	-	-	-	-	-	-	-	-9,124
Current Approved Budget	36,876	-	-	-	-	-	-	-	-	-	-	36,876
Approved Funding Sources												
Debt CRL Downtown	32,894	-	-	-	-	-	-	-	-	-	-	32,894
Drainage Retained Earnings	3,982	-	-	-	-	-	-	-	-	-	-	3,982
Current Approved Funding Sources	36,876	-	-	-	-	-	-	-	-	-	-	36,876

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	36,876	-	-	-	-	-	-	-	-	-	-	36,876
Requested Funding Source												
Debt CRL Downtown	32,894	-	-	-	-	-	-	-	-	-	-	32,894
Drainage Retained Earnings	3,982	-	-	-	-	-	-	-	-	-	-	3,982
Requested Funding Source	36,876	-	-	-	-	-	-	-	-	-	-	36,876

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
REVISED BUDGET (IF APPROVED)													
Construction		33,896	-	-	-	-	-	-	-	-	-	-	33,896
Design		2,980	-	-	-	-	-	-	-	-	-	-	2,980
Total		36,876	-	-	-	-	-	-	-	-	-	-	36,876

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

PROFILE NAME:	INITIAL PHASE GREEN AND WALKABLE DOWNTOWN	FUNDED
PROFILE NUMBER:	15-74-4101	PROFILE STAGE: Approved
DEPARTMENT:	Community Revitalization Levies	PROFILE TYPE: Standalone
LEAD BRANCH:	Capital City Downtown CRL	LEAD MANAGER: Mary Ann Debrinski
PROGRAM NAME:		PARTNER MANAGER: Walter Trocenko
PARTNER:	Real Estate, Housing & Economic Sustainability	ESTIMATED START: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2018

Service Category:	Economic Development	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	14,506
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	14,506

PROFILE DESCRIPTION

The Green and Walkable Downtown Catalyst Project includes streetscape upgrades throughout the Downtown Community Revitalization Levy (CRL) area. Through the CRL Plan, Council has identified the Arena Civic Interface as the portion of the project with initial funding, which includes 104/103a Avenue between 97 and 105 Streets. Streetscape improvements may include (but are not limited to) improved paving, street furniture, lighting, trees, planters, wayfinding, information kiosks, etc. The project will create an attractive and interesting streetscape adjacent to major attractions to encourage pedestrians and visitors to linger and explore Downtown Edmonton. It is intended to maximize the impact of transformative projects like the Royal Alberta Museum and the Arena, and to advance the Capital City Downtown Plan's vision for 104 Avenue as a "Grand Avenue".

PROFILE BACKGROUND

Green and Walkable Downtown was identified as a Catalyst Project in the Downtown Community Revitalization Levy (CRL) Plan. The Capital City Downtown CRL Plan identified one component, the Arena Civic Interface, as an Initial Catalyst Project to stimulate Downtown development. Three projects, the Arena, Edmonton Downtown Academic and Cultural Centre, and the Royal Alberta Museum are being built in close proximity. This project will transform the public realm to connect these institutions.

The pedestrian realm in Downtown Edmonton requires improvement. Sidewalks are often narrow and in poor condition, and street trees often suffer from poor planting conditions. Thus, many areas Downtown are not an attractive place to walk, or invest. The Green and Walkable Project will improve Downtown streetscapes to spark a rejuvenation of the area.

PROFILE JUSTIFICATION

The project is an Initial catalyst project in the Downtown Community Revitalization Levy (CRL) Plan. 104/103a Ave will be the 'front yard' of several Edmonton's premier attractions - the Royal Alberta Museum (RAM), Arena and Arena District, and proposed Cultural Centre/Galleria. An upgraded pedestrian realm linking these facilities will encourage pedestrian traffic to disperse throughout the Downtown, attract additional investment to the area, and create a well-designed public realm around major attractions. This will increase pedestrian traffic and vibrancy, increase property values and civic pride, and support the safe movement of large volumes of pedestrians before and after major events. The Arena and RAM are currently under construction. If this streetscaping work is not completed in coordination with these major projects, either roadworks will be underway outside a newly completed facility, or poor streetscape conditions will persist outside landmark cultural facilities.

STRATEGIC ALIGNMENT

This project advances goals in The Way We Grow, The Way We Move, The Way We Live, and the Way We Prosper, as well as Sustainable Development departmental objectives of a More Sustainable Community, and Creative and Innovative Community Design.

ALTERNATIVES CONSIDERED

Alternative approaches to revitalizing the Downtown were considered during the development of the Capital City Downtown Plan. Today, the alternative in this situation is to do nothing.

COST BENEFITS

Tangible Benefits:

- Improved streetscape on 104/103a Avenue from 97 Street to 105 Street
- Increased tree canopy
- Increased property values and development activity

Intangible Benefits:

- Creation of an attractive, vibrant pedestrian realm linking major institutions
- Create a positive impression for visitors to the City

KEY RISKS & MITIGATING STRATEGY

Potential Risks for which mitigation strategies are in place include:

- Community Revitalization Levy (CRL) revenues insufficient.
- Unforeseen cost escalation
- Short-term traffic congestion, and construction coordination.

RESOURCES

It is not anticipated that additional Full Time Employees will be required to implement this project. Implementation teams will retain external consultants and contractors as appropriate through the process.

CONCLUSIONS AND RECOMMENDATIONS

Recommend funding design and construction of the Green and Walkable Downtown - Arena Civic Interface project for the 2015-2018 Capital Budget. Implementation will be timed to coincide with construction of the Arena, RAM, and EDACC (Galleria).

CHANGES TO APPROVED PROFILE

2015 Spring SCBA (CA#20):

(2.2.2) A scope increase is being requested for this profile to add improvements to City owned land within close proximity to 104/103a Avenue in order to create an integrated, seamless, and high quality pedestrian realm. There is no additional request for funding.

2021 Fall SCBA (#21-30, 3.1-14): The 103 Avenue Streetscape project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new stand-alone profile. The total funding request for this profile is \$5,827,024, with \$5,257,324 being funded with a transfer from existing capital profiles "15-74-4101 - Initial Phase Green and Walkable Downtown" (\$1,850,000), "15-74-4109 - Future Phase Green and Walkable - Other Streets" (\$728,524), and "CM-74-4100 - Downtown CRL" (\$2,678,800). The remaining \$569,700 is being requested as new Developer Financing funding.

CAPITAL PROFILE REPORT

PROFILE NAME: **Initial Phase Green and Walkable Downtown**
 PROFILE NUMBER: **15-74-4101**
 BRANCH: **Capital City Downtown CRL**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	16,356	-	-	-	-	-	-	-	-	-	16,356
	2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2017 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2018 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Council	-1,850	-	-	-	-	-	-	-	-	-	-1,850
	2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2022 Cap Carry Forward	-1,392	1,392	-	-	-	-	-	-	-	-	-
	Current Approved Budget	13,114	1,392	-	-	-	-	-	-	-	-	-
Approved Funding Sources												
Debt CRL Downtown	13,114	1,392	-	-	-	-	-	-	-	-	-	14,506
Current Approved Funding Sources	13,114	1,392	-	-	-	-	-	-	-	-	-	14,506

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	13,114	1,392	-	-	-	-	-	-	-	-	-	14,506
Requested Funding Source												
Debt CRL Downtown	13,114	1,392	-	-	-	-	-	-	-	-	-	14,506
Requested Funding Source	13,114	1,392	-	-	-	-	-	-	-	-	-	14,506

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
REVISED BUDGET (IF APPROVED)	Construction	11,414	1,392	-	-	-	-	-	-	-	-	-	12,806
	Design	1,700	-	-	-	-	-	-	-	-	-	-	1,700
	Total	13,114	1,392	-	-	-	-	-	-	-	-	-	14,506

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: INITIAL PHASE JASPER AVENUE NEW VISION
PROFILE NUMBER: 15-74-4103
DEPARTMENT: Community Revitalization Levies
LEAD BRANCH: Capital City Downtown CRL
PROGRAM NAME:
PARTNER: Economic Investment Services
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE: Approved
PROFILE TYPE: Standalone
LEAD MANAGER: Mary Ann Debrinski
PARTNER MANAGER: Paul Ross
ESTIMATED START: January, 2015
ESTIMATED COMPLETION: December, 2019

Service Category: Economic Development

Major Initiative:

GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	374
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	374

PROFILE DESCRIPTION

This profile includes streetscape upgrades to Jasper Avenue in addition to the initial phase between 100 and 102 Streets, which are nearing completion. Similar to the initial phase, future improvements to Jasper Avenue will include a widened sidewalk, a narrowed roadway, high quality paving materials, street furniture, street lighting, trees, planters, and public art.

This project will be implemented in a number of phases from 97 Street to 109 Street. It is anticipated that one phase will be completed during this four-year budget cycle. Work will begin at 109 Street, and progress eastward, in order to mitigate traffic congestion impacts.

Jasper Avenue sits above a wide range of underground infrastructure, most notably LRT Stations. Underground assessments of subsurface infrastructure will identify any repairs that may be required. This project contains an allowance for underground infrastructure work that may be required prior to streetscaping (as directed by the CRL Plan).

PROFILE BACKGROUND

The streetscape of Jasper Avenue, constructed in the 1980s, is dilapidated and in need of improvement. The wide roadway and narrow sidewalks do not reflect Council's vision of Downtown as pedestrian-friendly and vibrant.

The Jasper Avenue New Vision project is listed in the Downtown Community Revitalization Levy Plan as an Initial Catalyst Project.

The initial phase of construction between 100 and 102 Streets has created an attractive, pedestrian-friendly corridor. Significant investments have been made to several abutting properties, similar to what has occurred following other streetscaping initiatives (e.g. the 104 Street promenade).

The remaining phases of streetscape improvements on Jasper Avenue will stimulate downtown development, as well as rehabilitate underground infrastructure if necessary.

PROFILE JUSTIFICATION

This project was identified as an Initial Catalyst Project in the Capital City Downtown Community Revitalization Levy (CRL) Plan, as approved by Council and the Province. The initial phase of construction between 100 and 102 Streets has created an attractive, pedestrian-friendly corridor. Significant investments have been made to several abutting properties, similar to what has occurred following other streetscaping initiatives (e.g. the 104 Street promenade).

Improvements to Jasper Avenue are expected to spark investment in the area and improve street-level vibrancy and attractiveness. The design will promote pedestrian activity and transit use, supporting Council's strategic goals. Additionally, this project will assess the condition of underground infrastructure and includes an allowance for underground infrastructure work that may be required to extend the lifespan of critical municipal infrastructure.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels to advance ongoing transformation of Edmonton's downtown. The profile supports downtown community development to connect people to what matters to them today and in the future.

ALTERNATIVES CONSIDERED

Alternative approaches to improving the Downtown core were considered during the development of the Capital City Downtown Plan. At this point, the only alternative is the "do nothing" option.

COST BENEFITS

Tangible Benefits:

- Enhanced street retail viability along Jasper Avenue
- Increased property values along Jasper Avenue
- Rehabilitation of LRT Stations (if required)
- Increased tree canopy coverage
- Attract private sector investment to Jasper Avenue

Intangible:

- Higher quality public realm for Edmonton's Main Street
- Enhanced Civic pride
- Improved pedestrian safety
- Improved sense of safety and security

KEY RISKS & MITIGATING STRATEGY

Risks associated with this project include discovering structural issues with LRT Stations, unforeseen cost escalation, as well as the potential for short-term disruption to traffic and local businesses.

RESOURCES

Project implementation will be carried out by existing City staff. External consultants and/or contractors will be retained as appropriate throughout the process.

CONCLUSIONS AND RECOMMENDATIONS

Recommend implementation of the Jasper Avenue New Vision to create an attractive, vibrant, main street. Undertake a phased approach, moving eastwards from 109 street and extend the life of infrastructure by repairing LRT Stations if necessary.

CHANGES TO APPROVED PROFILE

2017 Spring (#17-20) 2.1-10: Transfer to 17-74-4103 Jasper Ave New Vision Phase 2.

2019 Fall SCBA (3.3.17): The remaining funding from this profile is being released due to the original scope of work being delayed from the 2015-2018 capital budget cycle, to the 2019-2022 capital budget cycle. Reasons for the delay were as follows:

- * Structural assessments of infrastructure underneath Jasper Avenue identified repairs that increased the complexity of the project,
- * A delay improved the ability to coordinate with Imagine Jasper Avenue so as to create a more unified streetscape ultimately, and
- * A coordination with Valley line LRT construction - Delivery work on Jasper Avenue could not proceed in 2019 due to traffic impacts and potential risks of disrupting LRT work.

This release of funds is consistent with previous budget adjustments approved by Council in 2017 to adopt this scope of work into the PDDM model - Council previously approved a transfer of \$2.7 million from this profile towards a new planning and design profile (Profile #17-74-4103). The remaining delivery dollars for that profile are being requested in the Fall 2019 SCBA.

CAPITAL PROFILE REPORT

PROFILE NAME: **Initial Phase Jasper Avenue New Vision**
 PROFILE NUMBER: **15-74-4103**
 BRANCH: **Capital City Downtown CRL**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	20,752	-	-	-	-	-	-	-	-	-	20,752
	2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2017 Cap Council	-2,675	-	-	-	-	-	-	-	-	-	-2,675
	2017 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2018 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2019 Cap Council	-17,703	-	-	-	-	-	-	-	-	-	-17,703
	Current Approved Budget	374	-	-	-	-	-	-	-	-	-	374
Approved Funding Sources												
Debt CRL Downtown	374	-	-	-	-	-	-	-	-	-	-	374
Current Approved Funding Sources	374	-	-	-	-	-	-	-	-	-	-	374

BUDGET REQUEST	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
Revised Budget (if Approved)	374	-	-	-	-	-	-	-	-	-	-	374
Requested Funding Source												
Debt CRL Downtown	374	-	-	-	-	-	-	-	-	-	-	374
Requested Funding Source	374	-	-	-	-	-	-	-	-	-	-	374

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
	Construction	865	-	-	-	-	-	-	-	-	-	-	865
	Design	-491	-	-	-	-	-	-	-	-	-	-	-491
	Total	374	-	-	-	-	-	-	-	-	-	-	374

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

PROFILE NAME:	WAREHOUSE CAMPUS NEIGHBOURHOOD CENTRAL PARK LAND ACQUISITION	FUNDED
PROFILE NUMBER:	15-74-4104	PROFILE STAGE: Approved
DEPARTMENT:	Community Revitalization Levies	PROFILE TYPE: Standalone
LEAD BRANCH:	Capital City Downtown CRL	LEAD MANAGER: Mary Ann Debrinski
PROGRAM NAME:		PARTNER MANAGER: Walter Trocenko
PARTNER:	Real Estate, Housing & Economic Sustainability	ESTIMATED START: January, 2016
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2022

Service Category:	Economic Development	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	37,647
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	37,647

PROFILE DESCRIPTION

Land acquisition for a large park of up to 1.4 hectares (approximately one block) within the Warehouse Campus area in Downtown (bounded by 105 St, 104 Ave, 109 St, and the east-west laneway north of Jasper Ave). Funding for park construction will be requested in a future capital budget cycle. The precise location of land to be acquired has not been determined. Which lots are acquired will depend on market availability and suitability for a large park development.

The park will create an amenity space to support existing residential and employee populations, and in conjunction with the other catalyst projects, will encourage private investment and residential development in the Downtown. It will create a green, attractive, and livable public space which will provide opportunities for outdoor recreation, formal and informal gatherings and events, and will be a central gathering place for the emerging Warehouse Campus residential community.

PROFILE BACKGROUND

The Warehouse Campus Neighbourhood Central Park was identified as a Catalyst Project in the Capital City Downtown Plan (Bylaw 15200, approved July 2010). Also, the Capital City Downtown Community Revitalization Levy Plan (Bylaw 16521, approved September 2013) included the park as a "Future Catalyst Project" for implementation depending on the level of CRL revenues actually realized or as otherwise reprioritized by Council.

A large, high-quality park space will contribute to having more people live, work, and play Downtown, and will help transform the Warehouse area into a vibrant, safe, and enjoyable community. The current lack of park space in the area is a barrier to new development and is a deterrent for people considering living in the area, particularly families.

Some park space will be provided by the proposed 105St/102Ave park, but this larger park will have a greater transformative effect on the Downtown.

PROFILE JUSTIFICATION

Attractive park spaces are an essential building block of a vibrant Downtown where people will want to live, work, and play. The Warehouse area currently lacks park space, and the proposed 105 St/102 Ave park will not satisfy future needs. This second, larger park is essential to building an attractive community, and is particularly important for attracting families with children to the Downtown.

As a Future Catalyst Project in the Downtown Community Revitalization Levy (CRL) Plan, project implementation depends on the level of CRL revenues actually realized or as otherwise re-prioritized by Council. Recent events in the Warehouse area have advanced the urgency of acquiring land for this project. Land prices in the area are expected to increase as land in the area is purchased for redevelopment, so delaying this project will lead to significantly higher land costs. Additionally, as parcels are redeveloped, acquiring a contiguous area for park development will become impractical.

STRATEGIC ALIGNMENT

10 Year Strategic Plans: "Transform Edmonton's Urban Form" and "Improve Edmonton's Livability". The Way We Grow goals: "Urban Design" and "Complete, Healthy, and Livable Communities". Also aligned with the Capital City Downtown Plan and CRL Plan.

ALTERNATIVES CONSIDERED

Alternative approaches to improving the Downtown were contemplated during the consultation phase of the Downtown Plan. Delaying land acquisition would make it difficult or impossible to assemble adequate park space.

COST BENEFITS

Benefits:

- Increase in park space
- Stimulate private sector residential and commercial investment
- Increased tree canopy
- Reduced stormwater runoff
- Improved downtown attractiveness and quality of life

Assumptions:

Budget is based on land price estimates provided by the Appraisal unit, and will be sufficient to acquire approximately one block. Land assembly is expected to take several years as multiple individual parcels will be acquired.

KEY RISKS & MITIGATING STRATEGY

A key risk is the missed opportunity to assemble parkland at reasonable prices. To mitigate this risk land needs to be acquired as quickly as possible.

RESOURCES

This project will be led by the existing Downtown Plan Implementation unit, with support from other branches as required, in particular Parks Planning and Land Services.

CONCLUSIONS AND RECOMMENDATIONS

Downtown Parkland acquisition advances key corporate and departmental goals by facilitating future park space that stimulates investment in an underdeveloped area. It will be led by Sustainable Development and will involve other branches as required.

CHANGES TO APPROVED PROFILE

2020 Spring SCBA (#20-10, 3.2-10): The \$8M transfer from CM-74-4100 "Downtown CRL" to 15-74-4104 "Warehouse Campus Neighbourhood Central Park Land Acquisition", is to acquire land to expand the size of the Warehouse Campus Neighbourhood Central Park, to improve the design and functionality of the park, and enhance opportunities for complementary development in addition to addressing the 2019 one-time over expenditure and the expected 2020 litigation expenses. Funding is available as streetscaping for Jasper Avenue New Vision will be deferred until the downtown portion of the Valley Line LRT is substantially complete.

2021 Fall SCBA (#21-30, 3.3-4): This recosting adjustment is to transfer \$600,000 from "CM-74-4100 - Downtown CRL" to "15-74-4104 - Warehouse Campus Neighbourhood Central Park Land Acquisition" for land acquisition, environmental and legal costs. Funds are available for this transfer due to changes in the implementation timeline for Jasper Avenue New Vision, as explained in the March 30, 2020 Council Report CR_8137.

2022 Spring SCBA (#22-10, 3.3-7): This recosting adjustment is required to fund higher than expected costs for capital profile "15-74-4104 - Warehouse Campus Neighbourhood Central Park Land Acquisition". This \$1,000,000 adjustment will be funded with a transfer from the existing capital profile "CM-74-4100 - Downtown CRL".

CAPITAL PROFILE REPORT

PROFILE NAME: Warehouse Campus Neighbourhood Central Park Land Acquisition

FUNDED

PROFILE NUMBER: 15-74-4104

PROFILE TYPE: Standalone

BRANCH: Capital City Downtown CRL

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	28,047	-	-	-	-	-	-	-	-	-	-	28,047
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2018 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2020 Cap Council	8,000	-	-	-	-	-	-	-	-	-	-	8,000
2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2021 Cap Council	600	-	-	-	-	-	-	-	-	-	-	600
2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2022 Cap Council	1,000	-	-	-	-	-	-	-	-	-	-	1,000
2022 Cap Carry Forward	-354	354	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	37,293	354	-	-	-	-	-	-	-	-	-	37,647
Approved Funding Sources												
Debt CRL Downtown	37,293	354	-	-	-	-	-	-	-	-	-	37,647
Current Approved Funding Sources	37,293	354	-	-	-	-	-	-	-	-	-	37,647

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	37,293	354	-	-	-	-	-	-	-	-	-	37,647
Requested Funding Source												
Debt CRL Downtown	37,293	354	-	-	-	-	-	-	-	-	-	37,647
Requested Funding Source	37,293	354	-	-	-	-	-	-	-	-	-	37,647

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
	Land	37,293	354	-	-	-	-	-	-	-	-	-	37,647
	Total	37,293	354	-	-	-	-	-	-	-	-	-	37,647

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

PROFILE NAME: INITIAL PHASE 105 STREET 102 AVENUE PARK	FUNDED
PROFILE NUMBER: 15-74-4106	PROFILE STAGE: Approved
DEPARTMENT: Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH: Infrastructure Delivery	LEAD MANAGER: Mary Ann Debrinski
PROGRAM NAME:	PARTNER MANAGER: Walter Trocenko
PARTNER: Real Estate, Housing & Economic Sustainability	ESTIMATED START: January, 2015
BUDGET CYCLE: 2015-2018	ESTIMATED COMPLETION: December, 2016

Service Category: Economic Development	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	2,333
100		BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:			2,333

PROFILE DESCRIPTION

This project includes the design and construction of a park on City-owned property at the northwest corner of 105 St and 102 Ave, as identified in the Downtown Community Revitalization Levy (CRL) Plan. On Sep. 23, 2014, the Naming Committee voted to name this park Alex Decoteau Park, after Canada's first aboriginal police officer.

The land (approximately 0.35 hectares) was purchased in 2007 for the purpose of constructing a park, but the project has not been able to progress. This project will create park space within the Central Warehouse neighbourhood, which is planned to become a dense residential community but which currently has no parks. It will create a new amenity for current and future residents and businesses, making the Downtown a more attractive place to live, work, play, and invest. It will transform a city-owned gravel parking lot, which contributes little to Downtown vibrancy and attractiveness, into a neighbourhood park serving one of Edmonton's densest communities.

PROFILE BACKGROUND

Identified as an Initial Catalyst Project in the Downtown Community Revitalization Levy (CRL) Plan, the City purchased 5 lots on the NW corner of 105 St and 102 Ave with the intention of constructing a park. The park will be an amenity space for residents and will encourage investment.

The land (approximately 0.35 hectares) was purchased in 2007 for the purpose of constructing a park, but the project has not been able to progress. This project will create park space within the Central Warehouse neighbourhood, which is planned to become a dense residential community but which currently has no parks. It will create a new amenity for current and future residents and businesses, making the Downtown a more attractive place to live, work, play, and invest. It will transform a city-owned gravel parking lot, which contributes little to Downtown vibrancy and attractiveness, into a neighbourhood park serving one of Edmonton's densest communities.

PROFILE JUSTIFICATION

This project has been approved by Council as an Initial Catalyst Project in the Downtown Community Revitalization Levy (CRL) Plan for immediate implementation. It supports corporate and departmental goals of an attractive Downtown with residential growth. Downtown is severely deficient in park space, even compared to the modest target of 1.1 hectares per 1000 residents contained in the Downtown Plan. The Central Warehouse area, which is intended to become a dense residential community, currently has no park space at all. Residential development on the scale envisioned in the Downtown plan is unlikely if park space is not provided. As such, this project will be an important catalyst for residential development in the area. The Downtown Edmonton Community League is strongly supportive of this project and has been advocating for investment in this project for several years.

STRATEGIC ALIGNMENT

10 Year Strategic Goals: "Transform Edmonton's Urban Form" and "Improve Edmonton's Livability". The Way We Grow goals: "Urban Design" and "Complete, Healthy, and Livable Communities". Also aligned with the Capital City Downtown Plan and CRL Plan.

ALTERNATIVES CONSIDERED

Alternative approaches to improving the Downtown were contemplated during the consultation phase of the Capital City Downtown Plan. At this point, the only alternative is the "do nothing" option, which contributes nothing to Downtown revitalization.

COST BENEFITS

Tangible Benefits:

- Increase downtown park space, value of nearby properties, tree canopy, surface permeability
- Stimulate private sector residential and commercial investment
- Reduced stormwater runoff

Intangible Benefits:

- Improve Downtown attractiveness and quality of life
- Provide space for gatherings and events
- Community involvement in park planning will strengthen community links and create a sense of 'ownership'

KEY RISKS & MITIGATING STRATEGY

Drainage Services may require access to the site in the future - involve drainage early in process to accommodate their needs in the design. Contamination may lead to reclamation costs; conduct Environmental Site Assessments early to establish risk.

RESOURCES

This project will be led by the existing Downtown Plan Implementation unit with support from Parks Planning. External consultants will be engaged as required, including, but not limited to, work on Environment Site Assessments and design.

CONCLUSIONS AND RECOMMENDATIONS

This park will advance key corporate and departmental goals by creating park space and encouraging investment in an underdeveloped area. It will be led by Sustainable Development but involving stakeholders to streamline implementation.

CHANGES TO APPROVED PROFILE

2017 Fall (CA#40) 2.3-05: Utilization of Project Management principles coupled with best practices resulted in a funding release (\$1M).

CAPITAL PROFILE REPORT

PROFILE NAME: **Initial Phase 105 Street 102 Avenue Park**
 PROFILE NUMBER: **15-74-4106**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	4,351	-	-	-	-	-	-	-	-	-	4,351
	2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2017 Cap Council	-1,000	-	-	-	-	-	-	-	-	-	-1,000
	2017 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2018 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2018 Cap Release to Corp Pool	-900	-	-	-	-	-	-	-	-	-	-900
	2019 Cap Release to Corp Pool	-117	-	-	-	-	-	-	-	-	-	-117
Current Approved Budget	2,333	-	-	-	-	-	-	-	-	-	2,333	
Approved Funding Sources												
Debt CRL Downtown	2,333	-	-	-	-	-	-	-	-	-	-	2,333
Current Approved Funding Sources	2,333	-	-	-	-	-	-	-	-	-	-	2,333

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-
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REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	2,333	-	-	-	-	-	-	-	-	-	2,333
	Requested Funding Source											
	Debt CRL Downtown	2,333	-	-	-	-	-	-	-	-	-	2,333
Requested Funding Source	2,333	-	-	-	-	-	-	-	-	-	-	2,333

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
REVISED BUDGET (IF APPROVED)	Construction	1,949	-	-	-	-	-	-	-	-	-	-	1,949
	Design	384	-	-	-	-	-	-	-	-	-	-	384
	Total	2,333	-	-	-	-	-	-	-	-	-	-	2,333

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	FUTURE PHASE GREEN AND WALKABLE - OTHER STREETS	FUNDED
PROFILE NUMBER:	15-74-4109	PROFILE STAGE: Approved
DEPARTMENT:	Community Revitalization Levies	PROFILE TYPE: Standalone
LEAD BRANCH:	Capital City Downtown CRL	LEAD MANAGER: Mary Ann Debrinski
PROGRAM NAME:		PARTNER MANAGER: Paul Ross
PARTNER:	Economic Investment Services	ESTIMATED START: January, 2018
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2019

Service Category: Economic Development	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	1,967
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	1,967

PROFILE DESCRIPTION

The Capital City Downtown Community Revitalization Levy (CRL) Plan (as approved by Council and the Province) has identified "Green and Walkable Downtown" as a Catalyst Project. This project includes streetscape upgrades throughout the CRL area to be implemented gradually over the CRL term. Streetscape improvements may include improved paving, street furniture, lighting, trees, planters, etc. As a "Future Catalyst Project", this project will proceed if adequate CRL revenues are available or as otherwise prioritized by Council.

The specific streets or avenues to be improved will be selected after approval of funding. Criteria for selecting streets for improvements are included in the CRL Plan (Section 10.1.4). The funding proposed in this capital profile would allow for improvements to two to three blocks of a roadway.

PROFILE BACKGROUND

Green and Walkable Downtown was identified as a Catalyst Project in the Downtown Plan. The Downtown Community Revitalization Levy (CRL) Plan identified \$62 million for Green and Walkable Downtown as a "Future Project" for implementation depending on the level of revenues generated.

The pedestrian realm in the Downtown requires improvement. Sidewalks are often narrow and in poor condition, and street trees often suffer from poor planting conditions. Thus, many areas Downtown are not an attractive place to walk, or invest. The Green and Walkable Project will improve Downtown streetscapes to spark a rejuvenation of the area.

PROFILE JUSTIFICATION

Streetscape improvements have been an integral component of Downtown revitalizations across North America. Sidewalks and streets form a major part of the public realm Downtown and therefore are critical to the attractiveness of Downtown to residents, workers, visitors, and investors.

Along with the aesthetic improvements to Edmonton's Downtown, streetscape improvements are expected to generate increased property values, to increase pedestrian traffic and vibrancy, and to spark additional investment in the Downtown core. The 104th Street promenade is an example of the positive effect streetscaping can have. In the 15 years since the street was rebuilt, nearly 1300 new units have been constructed within 100 metres of the street, with nearly 800 additional units proposed or under construction.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels to advance ongoing transformation of Edmonton's downtown. The profile supports downtown community development to connect people to what matters to them today and in the future.

ALTERNATIVES CONSIDERED

Alternative approaches to revitalizing the Downtown were considered during the development of the Capital City Downtown Plan. Today, the only alternative in this situation is to do nothing.

COST BENEFITS

Tangible Benefits:

- Improved streetscape on 2-3 blocks of downtown
- Increased tree canopy
- Increased property values and development activity

Intangible Benefits:

- Creation of an attractive, vibrant pedestrian realm
- Create a positive impression for visitors to the City

KEY RISKS & MITIGATING STRATEGY

Potential Risks for which mitigation strategies are in place include:

- CRL Revenues insufficient
- Unforeseen cost escalation
- Short-term traffic congestion

RESOURCES

It is not anticipated that additional Full Time Employees will be required to implement this project. Implementation teams will retain external consultants and contractors as appropriate through the process.

CONCLUSIONS AND RECOMMENDATIONS

Recommend approval of the Future Projects Green and Walkable Downtown - Other Streets project for the 2015-2018 Capital Budget. Implementation will proceed in 2018 as long as incoming Community Revitalization Levy (CRL) Revenues are sufficient.

CHANGES TO APPROVED PROFILE

2019 Spring SCBA (#2.1-7): Transfer \$3.4M to 19-20-5001 Streetscape Improvements (97 St: Jasper Ave to 102 Ave) for or the design and construction of streetscape improvements on 97 street from Jasper avenue to 102 avenue needs approval as soon as possible for work to continue, due to the high profile project that will build a replacement for the original Harbin Gate located at 102 avenue that was dismantled due to the Valleyline LRT project.

2019 Fall SCBA (3.3.18A): CRL Funding in the amount of \$1.968M required for 19-20-5001 Streetscape Improvements (97 St: Jasper Ave to 102 Ave) to cover foundation and engineering costs in relation to the Harbin Gate installation, in addition to higher than expected bids for improvements to 97 Street. Funds to come from UFCSD profiles 11-17-0407 and 15-74-4109.

2021 Fall SCBA (#21-30, 3.1-14): The 103 Avenue Streetscape project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new stand-alone profile. The total funding request for this profile is \$5,827,024, with \$5,257,324 being funded with a transfer from existing capital profiles "15-74-4101 - Initial Phase Green and Walkable Downtown" (\$1,850,000), "15-74-4109 - Future Phase Green and Walkable - Other Streets" (\$728,524), and "CM-74-4100 - Downtown CRL" (\$2,678,800). The remaining \$569,700 is being requested as new Developer Financing funding.

2022 Spring SCBA (#22-10, 3.3-12): This recosting adjustment is to transfer remaining funds from capital profile "19-20-5001 - Streetscape Improvements (97 St: Jasper Ave to 102 Ave)" to other existing Community Revitalization Levy funded profiles "15-74-4031 - The Quarters Downtown - Phase II" (\$999,262) and "15-74-4109 - Future Phase Green and Walkable - Other Streets" (\$999,262). The funding is being transferred because the profile is substantially complete and is no longer required.

2023 Spring SCBA (#23-10, 4.1-1): The Warehouse Park project is nearing Checkpoint 3 of the PDDM and requires approval for delivery within a new standalone profile. The total estimated cost of the project is \$46,113,948, with \$1,269,912 of this amount having been already incurred in 2022 and prior years under "CM-50-5050 CRL Projects - Planning and Design" and \$363,010 having been already incurred in 2022 and prior years under "15-74-4109 - Future Phase Green and Walkable - Other Streets". The new funding request for this project is \$44,481,026 and will be funded with a transfer of existing approved budgets from "CM-50-5050 CRL Projects - Planning and Design" (\$1,790,582), "CM-74-4100 Downtown Community Revitalization Levies Delivery" (\$39,500,000), "CM-22-0000 Transportation: Goods Movement - Arterial Renewal" (\$985,000) and "15-74-4109 Future Phase Green and Walkable - Other Streets" (\$2,205,444) profiles.

2023 Spring SCBA (#23-10, 4.3-12): This recosting adjustment is required to transfer budget related to costs incurred in 2022 and prior years related to the Warehouse Park project, that had been originally captured under the Future Phase Green and Walkable - Other Streets project. This adjustment requires council approval because it involves debt as a funding source and will result in a borrowing bylaw change brought forward at a later point in time.

CAPITAL PROFILE REPORT

PROFILE NAME: **Future Phase Green and Walkable - Other Streets**
 PROFILE NUMBER: **15-74-4109**
 BRANCH: **Capital City Downtown CRL**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	8,672	-	-	-	-	-	-	-	-	-	8,672
	2017 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2018 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2019 Cap Council	-4,408	-	-	-	-	-	-	-	-	-	-4,408
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Council	-729	-	-	-	-	-	-	-	-	-	-729
	2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2022 Cap Council	999	-	-	-	-	-	-	-	-	-	999
	2022 Cap Carry Forward	-2,205	2,205	-	-	-	-	-	-	-	-	-
	2023 Cap Council	-	-2,568	-	-	-	-	-	-	-	-	-2,568
	Current Approved Budget	2,330	-363	-	-	-	-	-	-	-	-	-
Approved Funding Sources												
Debt CRL Downtown	2,330	-363	-	-	-	-	-	-	-	-	-	1,967
Current Approved Funding Sources	2,330	-363	-	-	-	-	-	-	-	-	-	1,967

BUDGET REQUEST	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
Revised Budget (if Approved)	2,330	-363	-	-	-	-	-	-	-	-	1,967
Requested Funding Source											
Debt CRL Downtown	2,330	-363	-	-	-	-	-	-	-	-	1,967
Requested Funding Source	2,330	-363	-	-	-	-	-	-	-	-	1,967

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
	Construction	1,503	-363	-	-	-	-	-	-	-	-	-	1,140
	Design	827	-	-	-	-	-	-	-	-	-	-	827
	Total	2,330	-363	-	-	-	-	-	-	-	-	-	1,967

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **103 AVENUE STREETScape**
PROFILE NUMBER: **21-50-9101**
DEPARTMENT: **Integrated Infrastructure Services**
LEAD BRANCH: **Infrastructure Delivery**
PROGRAM NAME:
PARTNER: **Infrastructure Planning and Design**
BUDGET CYCLE: **2023-2026**

FUNDED

PROFILE STAGE: **Approved**
PROFILE TYPE: **Standalone**
LEAD MANAGER: **Jason Meliefste**
PARTNER MANAGER: **Pascale Ladouceur**
ESTIMATED START: **December, 2021**
ESTIMATED COMPLETION: **December, 2024**

Service Category:

Major Initiative:

GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	5,827
BUDGET REQUEST:	-
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.

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**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

		Prior	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond	Total
		Years										2031	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Council	5,267	448	112	-	-	-	-	-	-	-	-	5,827
	2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
	2022 Cap Carry Forward	-1,028	1,028	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	4,239	1,476	112	-	-	-	-	-	-	-	-	5,827
	Approved Funding Sources												
Debt CRL Downtown	4,239	906	112	-	-	-	-	-	-	-	-	-	5,257
Developer Financing	-	570	-	-	-	-	-	-	-	-	-	-	570
Current Approved Funding Sources	4,239	1,476	112	-	-	-	-	-	-	-	-	-	5,827

BUDGET REQUEST													
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	4,239	1,476	112	-	-	-	-	-	-	-	-	5,827
	Requested Funding Source												
	Debt CRL Downtown	4,239	906	112	-	-	-	-	-	-	-	-	5,257
	Developer Financing	-	570	-	-	-	-	-	-	-	-	-	570
Requested Funding Source	4,239	1,476	112	-	-	-	-	-	-	-	-	5,827	

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond	Total
		Years											2031
REVISED BUDGET (IF APPROVED)	Construction	2,590	1,392	108	-	-	-	-	-	-	-	-	4,091
	Contingency	1,200	71	-	-	-	-	-	-	-	-	-	1,271
	Design	218	-	-	-	-	-	-	-	-	-	-	218
	Other Costs	231	13	4	-	-	-	-	-	-	-	-	247
	Total	4,239	1,476	112	-	-	-	-	-	-	-	-	5,827

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: WAREHOUSE PARK	FUNDED
PROFILE NUMBER: 23-30-9321	PROFILE STAGE: Approved
DEPARTMENT: Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH: Building Great Neighbourhoods	LEAD MANAGER: Nicole Wolfe
PROGRAM NAME:	PARTNER MANAGER: Alisa Laliberte
PARTNER: Economic Investment Services	ESTIMATED START: July, 2023
BUDGET CYCLE: 2023-2026	ESTIMATED COMPLETION: December, 2026

Service Category: Parks	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	44,844
100		BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:			44,844

PROFILE DESCRIPTION

This profile provides funding for the delivery of the Warehouse Park project. This project will complete the delivery for a new park in Downtown Edmonton to meet the needs of a growing population, providing a space for current and future residents, students, and people who work downtown.

The project includes completion of detailed design and construction activities to deliver a 1.47 ha park including the installation of utilities, grade/level/seed requirements, site furnishings, hardscape plazas and walkways, tree planting/landscaping, recreational amenities, and a washroom pavillion with space allocated for community bookings, security, and storage. The project scope includes improvements to adjacent laneways, as well as 106 and 107 Streets between Jasper Avenue and 102 Avenue.

Project delivery of this catalyst project will ensure that the park is completed in 2025 and is performing it's role to support programming needs in the downtown open space network.

PROFILE BACKGROUND

A major park for the Central Warehouse area of Downtown was first identified in the Capital City Downtown Plan (Bylaw 15200). The park was subsequently included in the Capital City Downtown CRL Plan (Bylaw 16521).

Funding to acquire land for the park was approved as part of the 2015-2018 Capital Budget (CPP# 15-74-4104)

This project was funded for the development phase in the 2019-2022 Capital Budget as a priority to catalyze investment in the Warehouse Campus District, and to meet the open space programming needs in the downtown. Project development was funded through CM-50-5050 - CRL Projects - Planning and Design.

PROFILE JUSTIFICATION

Warehouse Park is identified as a catalyst project in the Capital City Downtown Plan, and its role to support programming needs in the downtown open space network was developed in the Downtown Public Places Plan. The downtown population is growing and so is the demand for a functional network of downtown public places that provide respite, space to socialize, celebrate, and recharge in the heart of the city. As Edmonton's population continues to grow, Warehouse Park will be an important driver to attract private investment in the downtown core and encourage more people to consider choosing this part of the city as an area to live, or to spend more time downtown. The park will provide short term economic benefits through local construction. Longer term, the park will support ongoing investment in new homes and businesses as the downtown becomes increasingly vibrant.

STRATEGIC ALIGNMENT

The development of Warehouse Park will advance the City's priorities of developing new community park sites, and supports the City Plan's Big Moves of becoming A Community of Communities and Greener as We Grow, by providing the supporting open space infrastructure to encourage future population growth. The development of new park amenities aligns with the City's Open Space Policy (C594) and Breathe - Edmonton's Green Network Strategy.

ALTERNATIVES CONSIDERED

The project is not advanced for delivery, leading to an undeveloped vacant site in the downtown. Without this investment, downtown Edmonton will continue to have a shortage of parkland and may struggle to increase the residential population in the city's central core.

COST BENEFITS

Completion of a new 1.47 Ha community park in the downtown, in service by 2025, and supporting ongoing private investment and downtown vibrancy.

KEY RISKS & MITIGATING STRATEGY

The key risk if delivery is not completed as planned is that the City does not meet the social, cultural, and recreational open space programming needs of existing and future downtown residents/businesses. Additionally, the City would experience reputational damage, both locally and nationally, from an investment perspective. Detailed design, construction funding, accurate scoping and scheduling, and continued stakeholder communication, in conjunction with the Project Development and Delivery Model, will allow for the completion of the park development to City standards and stakeholder expectations.

RESOURCES

The project will be managed by Integrated Infrastructure Services. External design consultants, retained for the develop phase of the project, will complete detailed design and support procurement of construction contractors following Corporate Procurement procedures to complete project delivery.

CONCLUSIONS AND RECOMMENDATIONS

Community parks are of significant importance to Edmontonians. Warehouse Park, located centrally in downtown Edmonton, is anticipated to experience high usage by residents, workers and visitors. It is recommended that this standalone profile request is fully funded in order to complete detailed design and construction delivery of Warehouse Park, in accordance with the project schedule to meet an in-service date of 2025. Completion of the delivery of this park will support downtown vibrancy and investment.

CHANGES TO APPROVED PROFILE

2023 Spring SCBA (#23-10, 4.3-12): This recosting adjustment is required to transfer budget related to costs incurred in 2022 and prior years related to the Warehouse Park project, that had been originally captured under the Future Phase Green and Walkable - Other Streets project. This adjustment requires council approval because it involves debt as a funding source and will result in a borrowing bylaw change brought forward at a later point in time.

CAPITAL PROFILE REPORT

PROFILE NAME: Warehouse Park

FUNDED

PROFILE NUMBER: 23-30-9321

PROFILE TYPE: Standalone

BRANCH: Building Great Neighbourhoods

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2023 Cap Council	-	4,857	19,683	19,683	305	316	-	-	-	-	-	44,844
	Current Approved Budget	-	4,857	19,683	19,683	305	316	-	-	-	-	-	44,844
Approved Funding Sources													
	Debt CRL Downtown	-	4,857	18,698	19,683	305	316	-	-	-	-	-	43,859
	Pay-As-You-Go	-	-	985	-	-	-	-	-	-	-	-	985
	Current Approved Funding Sources	-	4,857	19,683	19,683	305	316	-	-	-	-	-	44,844

BUDGET REQUEST		Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
Revised Budget (if Approved)		-	4,857	19,683	19,683	305	316	-	-	-	-	-	44,844
Requested Funding Source													
	Debt CRL Downtown	-	4,857	18,698	19,683	305	316	-	-	-	-	-	43,859
	Pay-As-You-Go	-	-	985	-	-	-	-	-	-	-	-	985
	Requested Funding Source	-	4,857	19,683	19,683	305	316	-	-	-	-	-	44,844

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
	Construction	-	410	16,334	16,334	138	138	-	-	-	-	-	33,353
	Contingency	-	420	2,191	2,293	43	54	-	-	-	-	-	5,001
	Design	-	3,935	493	391	114	114	-	-	-	-	-	5,046
	Other Costs	-	91	666	666	10	10	-	-	-	-	-	1,443
	Total	-	4,857	19,683	19,683	305	316	-	-	-	-	-	44,844

OPERATING IMPACT OF CAPITAL

Type of Impact:

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