

CAPITAL PROFILE REPORT

PROFILE NAME:	DOWNTOWN COMMUNITY REVITALIZATION LEVIES DELIVERY	FUNDED
PROFILE NUMBER:	CM-74-4100	PROFILE STAGE: Approved
DEPARTMENT:	Community Revitalization Levies	PROFILE TYPE: Composite
LEAD BRANCH:	Capital City Downtown CRL	LEAD MANAGER: Alisa Laliberte
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2023
BUDGET CYCLE:	2023-2026	ESTIMATED COMPLETION: December, 2026

Service Category:	Economic Development	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	30,338
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	30,338

PROFILE DESCRIPTION

This composite profile includes funding for delivery of several Catalyst Projects included in the Downtown Community Revitalization Levy Plan, to occur between 2023 and 2026. Funding for the design costs of these projects is included in Capital Profile CM-50-5050. As each project progresses through the design process, standalone Capital Profiles for each project will be created, drawing on CRL funding approved as part of this profile. CRL funding may be combined with other funding sources (e.g. renewal funding, third party funding) as appropriate.

The projects are:

Warehouse Park - construction of a large, urban park within the Warehouse Campus area in Downtown, including reconstruction of adjacent roadways and laneways. The park will accelerate residential development in the area by providing needed amenity space, and will be a high-quality park easily accessible to all Edmontonians. The park will include a public washroom. The park is currently in the design process, with construction anticipated in 2024-25. Expenses related to the expropriation of land for the Park may also be funded through this profile.

Green and Walkable Downtown - This project supports enhancements to the public realm throughout the CRL area to be implemented gradually over the CRL Term. Streetscape improvements may include improved paving, street furniture, lighting, trees, soil cells, planters, wayfinding, etc. Street segments anticipated to be improved include, but are not limited to: 107 Street south of Jasper Avenue, 99 Street (Jasper Ave-102 Ave), 103a Avenue (97 Street to 101 Street), 99 Street (102a Ave-103 Ave), 105 Avenue (97 Street-101 Street). This project may also include opportunistic streetscape improvements in conjunction with roadway reconstruction, tactical projects to improve walkability, activation and beauty, partnerships with other organizations to improve Downtown's streets, and other projects consistent with section 9.4 of the CRL Plan. Some of these projects may be funded in whole or in part by other profiles carried over from previous budget cycles.

100 Street Pedestrian Bridge - As part of the "River Valley Promenades" Catalyst Project, construction of a pedestrian/cyclist bridge over McDougall Hill, connecting MacDonald Drive to the 100 Street Funicular. The bridge will address a 'missing link' in the pedestrian/cyclist network, while creating a landmark new attraction Downtown.

Downtown Stormwater Drainage - Delivery of a new section of drainage infrastructure on 104 Street south of Jasper Avenue, previously identified in the 2020 Fall SCBA.

Station Lands Publicly Accessible Amenity Spaces - Up to \$17.8 million in funding for publicly-accessible, privately owned amenity spaces associated with the "Station Lands" development. Relates to operating grants that will be reallocated to the operating budget in future years and funded by the Downtown CRL Reserve.

Beaver Hills House Park/Michael Phair Park Improvements - Green and Walkable enhancements to the public realm of Beaver Hills House Park and Michael Phair Park. Will include construction of a public washroom.

Harbin Gate - Design and construction of a new "Harbin Gate" on 97 Street to recognize and celebrate the history of Chinatown in Edmonton.

PROFILE BACKGROUND

The Capital City Downtown Plan (Bylaw 15200) was approved by City Council in 2010. It acknowledged that a thriving Downtown is an essential component of any city, and that a prosperous Downtown where people choose to live, do business, shop, and study benefits the entire city. It laid out a vision of Downtown Edmonton as Well-Designed, Accessible, Sustainable, and Vibrant, and described a bold plan to achieve that vision. Central to the plan are a series of Catalyst Projects - strategic public investments in infrastructure that will make the area more attractive to private development and investment.

The Capital City Downtown Community Revitalization Levy (CRL) Plan (Bylaw 16521) was approved by City Council in 2013 and came into effect on January 1, 2015. The CRL provides a dedicated funding source for implementation of the Catalyst Projects included in the CRL Plan. The CRL Plan was amended by City Council on August 31, 2021 (Bylaw 19820) which was subsequently approved by the province in early 2022.

PROFILE JUSTIFICATION

All Catalyst Projects were developed in consultation with the public and industry stakeholders who confirmed the potential for these projects to accelerate the transformation of Downtown Edmonton, attract private investment, encourage more people to live and do business Downtown, and to make it a more vibrant and beautiful community for all Edmontonians to enjoy. The Catalyst Projects that have been made to date are demonstrating the potential returns to these investments. Since the CRL began in 2015, there has been more than \$4.5 billion in investment in Downtown Edmonton (completed or under construction). That includes more than 3,800 new residential units and close to 2 million square feet of new office space. Other benefits have included new community amenities like Alex Decoteau Park, streetscaping on 97 Street, Jasper Avenue, and 103 Avenue, and the environmental benefits of improved stormwater servicing. The projects selected for 2023-2026 will continue to advance the transformation of Downtown, building upon this momentum.

Specific to each project, other justifications are:

Warehouse Park: Attractive park spaces are an essential building block of a vibrant Downtown where people will want to live, work, and play. The Warehouse area, which is the Downtown district with the greatest potential for redevelopment, currently lacks park space. This is a deterrent to investment and development. This park is essential to creating an attractive community, and is particularly important for attracting families with children to the Downtown.

Green and Walkable Downtown: Public Realm improvements have been an integral component of Downtown revitalizations across North America. Sidewalks, streets, and public spaces form an essential part of the public realm Downtown and therefore are critical to the attractiveness and wellness 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.

100 Street Pedestrian Bridge: This project will improve pedestrian and cyclist connectivity by addressing a long-standing missing link in the active transportation network, and will create a landmark new lookout over the River Valley. It will support the functionality of MacDonald Drive as a vibrant and scenic outlook, and will address unsafe crossings of 100 Street. This project was highlighted as part of a "Big Move" in the Downtown Public Places Plan.

Downtown Stormwater Drainage Servicing: This project forms part of the overall Downtown drainage servicing project identified in the CRL Plan, facilitating redevelopment along 104 Street.

Beaver Hills House Park/Michael Phair Park Improvements: The project will renew aging infrastructure within the parks, and will also improve the overall design and function, improving safety and accessibility, and increasing the use of these open spaces in our Downtown. The project will also add a public washroom in an area of high need.

Harbin Gate: The original Harbin Gate was removed to facilitate construction of the Southeast Valley Line LRT. This project reflects a commitment to restore or replace the gate, in recognition of its significance to Chinatown, Edmonton's history, and diverse communities.

Station Lands Amenity Spaces: Funding for these amenity spaces was approved by City Council on June 14, 2021. These amenity spaces advance the goals of the Downtown Public Places Plan to provide new, high quality publicly accessible amenity spaces in this area of Downtown. They will enhance permeability and connectivity, knitting together the Civic Precinct, Chinatown, and McCauley.

STRATEGIC ALIGNMENT

These project contribute to several of the Big City Moves:
 Catalyze and Converge - supporting job growth in the innovation corridor
 Rebuildable City - improving the public realm in priority areas
 Rebuildable City - supporting dwelling unit growth in priority areas
 Greener as we Grow - increasing the number of green spaces
 Greener as we Grow - supporting transportation mode shift

ALTERNATIVES CONSIDERED

Alternative approaches to improving the Downtown were contemplated during the consultation phase of the Downtown Plan. At this point, the alternative would be to do nothing. Doing nothing at this point would limit the attractiveness of the Downtown to new development (particularly the Warehouse Campus area), and fail to meet the needs of a growing number of Downtown residents and workers. There would be significant reputational impact and loss of trust with the community, stakeholders, and developers.

COST BENEFITS

Benefits of these projects include:
 Increase in park space
 Stimulate private sector residential and commercial investment
 Increased tree canopy
 Improved Downtown attractiveness, vibrancy, and quality of life.
 Improved streetscape on multiple Downtown streets
 Improved Safety and Universal Accessibility
 Public health benefits
 Opportunity for Child-friendly facilities in the heart of Downtown
 Positive impression for visitors to the City
 Provision of public washroom facilities.

KEY RISKS & MITIGATING STRATEGY

Each component project of this profile has unique risks that will be assessed and mitigated as an essential part of each project. In general, key risks for projects of these types are:

Cost escalation

Discovery of environmental contamination

Coordination with nearby infrastructure projects and private developments

Coordination with utilities

Disruption of sidewalks and roads during construction.

These risks will be mitigated by following Integrated Infrastructure Services project management practices, proactively meeting with utility agencies and other stakeholders, and carrying adequate contingency allowances within each project budget.

RESOURCES

Implementation teams in Integrated Infrastructure Services and Urban Planning and Economy will retain external consultants and contractors as appropriate through the process.

CONCLUSIONS AND RECOMMENDATIONS

Recommend delivery of seven Catalyst Projects identified in the Downtown Community Revitalization Levy Plan during the 2023-26 Capital

Budget Cycle:

Warehouse Park

Green and Walkable Downtown

100 Street Pedestrian Bridge

Station Lands Amenity Spaces

Downtown Stormwater Drainage Servicing

Beaver Hills House Park/Michael Phair Park Improvements

Harbin Gate

As each project progresses through the design process, standalone Capital Profiles for each project will be created, drawing on CRL funding approved as part of this profile.

CHANGES TO APPROVED PROFILE

2023 Mar 14, report IIS01640 Item 7.2 (BA#23-4): A new standalone Capital Profile 23-74-4105 104 Street Drainage Servicing is requested for the delivery of the Stormwater Drainage infrastructure in the area of 104 Street, between 100 Avenue and Jasper Avenue for a total of \$4.27M (\$2.7M Downtown CRL Debt and \$1.57M in Local Improvement Levy funding). The Downtown CRL debt portion is transferred from the Downtown CRL delivery composite CM-74-4100, where it was identified as a project within the composite. This scope was initially approved by City Council at the Fall 2020 Supplemental Capital Budget Adjustment. The estimated budget for the CRL-funded share at that time was \$1.5 million. Exploratory work subsequently discovered several utilities in the project area that were more numerous or not in the location identified in existing as-built drawings. This has resulted in higher costs than originally estimated. The amount of CRL funding now required is \$2.7 million. The developer will construct the infrastructure in 2023, and will be reimbursed by the City based on costs actually incurred as proven by invoices.

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, 4.3-16): This recosting adjustment is required to transfer \$2,067,400 of Debt CRL Downtown funding that is no longer required for the Jasper Avenue New Vision Phase 2 project, back to the Downtown CRL delivery composite profile. 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.

2023 Spring SCBA (#23-11, 3.9-1): This transfer from capital to operating is required to transfer the budget amounts from CM-74-4100 Downtown Community Revitalization Levies Delivery to operating Cost Centre 123300/Cost Element 497200 in order to provide grants to property owners for the improvement in Station Lands. When the funding was originally approved in capital in the 2019-2022 cycle, it was made clear that it would be transferred to operating once the 2023-2026 operating budget was established.

2023 Aug 8 (#23-17, CFO): Transfer \$543,684 of Debt CRL Downtown from capital profile CM-74-4100 Downtown Community Revitalization Levies Delivery to 23-74-4105 - 104 Street Drainage Servicing as costs were higher than originally anticipated due to as costs were higher than originally anticipated due to the unexpected presence and location of the utilities that were discovered once construction began which required additional hydrovac work and redesign.

2023 Fall SCBA (#23-30, 6.3-5): The additional funding is required to complete the build phase as the demolition process had uncovered several structural elements which required additional repair & reinforcing which was more than expected. In addition to this, an underground LRT structure, which was not documented on the record drawings, but is adjacent to the parkade ramp, has added complexity and cost for shoring of the work in this area that was also not anticipated. The increase in additional cost will be funded from "CM-12-0000 Facility: Service Delivery - Renewal" and "CM-74-4100 Downtown Community Revitalization Levies Delivery" profiles.

2023 Fall SCBA (#23-30, 6.1-8): 99 Street and Judy Padua Way Streetscape & Waterproofing project has reached PDDM Checkpoint 3. A new standalone profile (23-12-9202) is required with an overall estimated cost of \$16,718,548. Of these costs, \$446,882 was incurred in 2022 and prior years under "CM-50-5050 CRL Projects Planning and Design". The new funding requested for this profile is \$16,271,666 and will be funded with existing approved budget from "CM-12-0000 Facility: Service Delivery - Renewal" (\$8,445,182), "CM-74-4100 Downtown Community Revitalization Levies Delivery" (\$7,424,309), and "CM-50-5050 CRL Projects - Planning and Design" (\$402,175).

2023 Fall SCBA (#23-30, 6.1-13): The Beaver Hills House Park and Michael Phair Park Upgrades project project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new standalone profile. with an estimated cost of \$9,901,238. Out of these estimated costs, \$268,710 has already been in 2022 and prior years under "CM-50-5050 CRL Projects - Planning and Design" profile. The new funding requested for this profile is \$9,632,528 and will be funded with existing approved budget from "CM-74-4100 Downtown Community Revitalization Levies Delivery" (\$7,606,790), "CM-32-0000 Open Space: Parks - Renewal" (\$682,500), "CM-27-0000 Transportation: Neighbourhood Alley Renewal Program" (\$200,000) and "CM-50-5050 CRL Projects - Planning and Design" (\$206,290) profiles, partnership funding from EPCOR of \$736,948 and federal government funding (\$200,000).

2024 Spring SCBA (#24-10, 7.5-2): This transfer between profiles is required to complete the construction and project management of this project which has achieved the Final Acceptance Certificate (FAC). The transfer is from capital profile "19-20-5001 Streetscape Improvements (97 St: Jasper Ave to 102 Ave)" to capital profile "21-30-9301 Kinistinaw Park Phase II", and requires Council approval because it is a transfer of Debt CRL Quarters. Also, this change request includes transfers from capital profile "19-20-5001 Streetscape Improvements (97 St: Jasper Ave to 102 Ave)" to capital profile "15-74-4031 The Quarters Downtown - Phase II" and capital profile "CM-74-4100 Downtown Community Revitalization Levies Delivery" based on review of the remaining project activities, the remaining funding is no longer required and being released.

2024 Fall SCBA (#24-30, 4.3-4): This recosting adjustment is to add \$2,500,000 Debt CRL Downtown to "23-30-9321 Warehouse Park" to support the tendering and construction of the road Right Of Way contract. The work within this contract is scheduled to start in the spring of 2025 with completion in fall of 2025. The transfer is from "CM-74-4100 Downtown Community Revitalization Levies Delivery".

2024 Fall SCBA (#24-30, 4.1-11): The Harbin Gate project has reached Checkpoint 3 of the Project Development and Delivery Model and requires approval for the delivery within a new standalone profile with an overall estimated costs of \$6,000,000. Out of these estimated costs of \$35,813 has been incurred in 2023 and prior years under the "CM-50-5050 CRL Projects - Planning and Design" capital profile. The total funding requested for Council approval is \$5,964,187 and will be funded by \$664,187 Debt CRL Downtown from "CM-50-5050 CRL Projects - Planning and Design" and \$5,300,000 from "CM-74-4100 Downtown Community Revitalization Levies Delivery".

CAPITAL PROFILE REPORT

PROFILE NAME: **Downtown Community Revitalization Levies Delivery**
 PROFILE NUMBER: **CM-74-4100**
 BRANCH: **Capital City Downtown CRL**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	83,503	-	-	-	-	-	-	-	-	-	83,503
	2019 Cap Council	-10,022	-	-	-	-	-	-	-	-	-	-10,022
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2020 Cap Council	-8,000	-	-	-	-	-	-	-	-	-	-8,000
	2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Administrative	-338	-	-	-	-	-	-	-	-	-	-338
	2021 Cap Council	-14,473	-	-	-	-	-	-	-	-	-	-14,473
	2021 Cap Capital Budget Adj (one-off)	26,500	10,600	-	7,200	-	-	-	-	-	-	44,300
	2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2022 Cap Administrative	-246	-	-	-	-	-	-	-	-	-	-246
	2022 Cap Council	-2,950	-	-	-	-	-	-	-	-	-	-2,950
	2022 Cap Budget Request for Next Cycle	8,942	37,473	38,380	7,776	-	-	-	-	-	-	92,570
	2022 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2022 Cap Release to Corp Pool	-72,599	-	-	-	-	-	-	-	-	-	-72,599
	2023 Cap Administrative	-	-10,600	-	-7,200	-	-	-	-	-	-	-17,800
	2023 Cap Council	-4,493	-29,939	-17,413	-969	-	-	-	-	-	-	-52,814
	2023 Cap Capital Budget Adj (one-off)	-3,244	-	-	-	-	-	-	-	-	-	-3,244
	2023 Cap Carry Forward	-617	617	-	-	-	-	-	-	-	-	-
	2024 Cap Council	-	-59	-6,770	-721	-	-	-	-	-	-	-7,550
Current Approved Budget	1,964	8,092	14,197	6,086	-	-	-	-	-	-	-	30,338
Approved Funding Sources												
Debt CRL Downtown	1,964	8,092	14,197	6,086	-	-	-	-	-	-	-	30,338
Downtown CRL Reserve	-	-	-	-	-	-	-	-	-	-	-	-
Current Approved Funding Sources	1,964	8,092	14,197	6,086	-	-	-	-	-	-	-	30,338

BUDGET REQUEST	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
Revised Budget (if Approved)	1,964	8,092	14,197	6,086	-	-	-	-	-	-	30,338
Requested Funding Source											
Debt CRL Downtown	1,964	8,092	14,197	6,086	-	-	-	-	-	-	30,338
Downtown CRL Reserve	-	-	-	-	-	-	-	-	-	-	-
Requested Funding Source	1,964	8,092	14,197	6,086	-	-	-	-	-	-	30,338

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
	Construction	1,675	8,092	14,197	6,086	-	-	-	-	-	-	-	30,050
	Percent for Art	289	-	-	-	-	-	-	-	-	-	-	289
	Total	1,964	8,092	14,197	6,086	-	-	-	-	-	-	-	30,338

OPERATING IMPACT OF CAPITAL

Type of Impact: Personnel

Branch:	2021				2022				2023				2024				
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	
Parks and Roads Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73	73	-
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	73	73	-	

CAPITAL PROFILE REPORT

PROFILE NAME: **CENTENNIAL PLAZA RENEWAL**
 PROFILE NUMBER: **21-10-9104**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Building Great Neighbourhoods**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2023-2026**

FUNDED

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

Service Category: Parks Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	17,238
87	13	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	17,238

PROFILE DESCRIPTION

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

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

PROFILE BACKGROUND

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

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

PROFILE JUSTIFICATION

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

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

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

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

STRATEGIC ALIGNMENT

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

ALTERNATIVES CONSIDERED

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

Alternatives include:

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

COST BENEFITS

Tangible Benefits

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

Intangible Benefits

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

KEY RISKS & MITIGATING STRATEGY

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

Key risks include:

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

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

RESOURCES

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

CONCLUSIONS AND RECOMMENDATIONS

Conclusion

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

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

CHANGES TO APPROVED PROFILE

2021 Fall SCBA (#21-30, 3.6-4): This transfer is required to move \$500,000 of funding from the Milner Library Renewal & Upgrades standalone capital profile, to the Centennial Plaza Renewal standalone capital profile. This funding had originally been added to the Milner Library profile during the Fall 2016 Supplemental Capital Budget Adjustment to be spent on design for Centennial Plaza. The Centennial Plaza Redevelopment project now has its own standalone profile and all project expenses and funding will be captured within it.

2022 Spring SCBA (#22-10, 3.3-6): This recosting adjustment is required to fund higher than expected costs for capital profile "21-10-9104 - Centennial Plaza Renewal". This \$1,950,000 adjustment will be funded with a transfer from the existing capital profile "CM-74-4100 - Downtown CRL".

2023 Fall SCBA (#23-30, 6.3-5): The additional funding is required to complete the build phase as the demolition process had uncovered several structural elements which required additional repair & reinforcing which was more than expected. In addition to this, an underground LRT structure, which was not documented on the record drawings, but is adjacent to the parkade ramp, has added complexity and cost for shoring of the work in this area that was also not anticipated. The increase in additional cost will be funded from "CM-12-0000 Facility: Service Delivery - Renewal" and "CM-74-4100 Downtown Community Revitalization Levies Delivery" profiles.

2024 Spring SCBA (#24-10, 7.3-4): This recosting adjustment adds \$385,022 Canada Community Revitalization Fund (CCRF) to capital profile "21-10-9104 Centennial Plaza Renewal". The grant is meant to reinvent the outdoor space in the Edmonton downtown area by upgrading a key segment of MacDonald Drive that connects to the city's river valley, as well as adjacent downtown areas of 100 Street and Centennial Plaza.

2024 Fall SCBA (#24-30, 4.3-3): This recosting adjustment is to add a second installment of \$144,853 Canada Community Revitalization Fund (CCRF) to "21-10-9104 Centennial Plaza Renewal". The grant is meant to reinvent the outdoor space in the Edmonton downtown area by upgrading a key segment of MacDonald Drive that connects to the city's river valley, as well as adjacent downtown areas of 100 Street and Centennial Plaza.

2024 Year-End, #24-48 (CFO-11): Transfer of Pay-As-You-Go funds of \$144,853 from 21-10-9104 Centennial Plaza Renewal to City Operations - Parks and Roads (CC 665521 / CE 410004) to cover costs for the MacDonald Drive signage and lighting that are not capitalizable and incurred by City Operations - Parks and Roads.

CAPITAL PROFILE REPORT

PROFILE NAME: **Centennial Plaza Renewal**
 PROFILE NUMBER: **21-10-9104**
 BRANCH: **Building Great Neighbourhoods**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	
	2021 Cap Council	14,203	-	-	-	-	-	-	-	-	-	14,203	
	2021 Cap Capital Budget Adj (one-off)	195	-	-	-	-	-	-	-	-	-	195	
	2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2022 Cap Council	1,950	-	-	-	-	-	-	-	-	-	1,950	
	2022 Cap Capital Budget Adj (one-off)	-195	-	-	-	-	-	-	-	-	-	-195	
	2022 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2023 Cap Council	700	-	-	-	-	-	-	-	-	-	700	
	2023 Cap Carry Forward	-3,060	3,060	-	-	-	-	-	-	-	-	-	
	2024 Cap Administrative	-	-145	-	-	-	-	-	-	-	-	-145	
	2024 Cap Council	-	530	-	-	-	-	-	-	-	-	530	
	Current Approved Budget	13,792	3,445	-	-	-	-	-	-	-	-	-	17,238
	Approved Funding Sources												
Canada Community Revitalization Fund (CCRF)	-	530	-	-	-	-	-	-	-	-	-	530	
Corporate Tree Reserve	-	60	-	-	-	-	-	-	-	-	-	60	
Debt CRL Downtown	12,617	1,578	-	-	-	-	-	-	-	-	-	14,194	
Munc Sustain. Initiative - MSI	1,176	-	-	-	-	-	-	-	-	-	-	1,176	
Pay-As-You-Go	-	778	-	-	-	-	-	-	-	-	-	778	
Tax-Supported Debt	-	500	-	-	-	-	-	-	-	-	-	500	
Current Approved Funding Sources	13,792	3,445	-	-	-	-	-	-	-	-	-	17,238	

BUDGET REQUEST	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
Revised Budget (if Approved)	13,792	3,445	-	-	-	-	-	-	-	-	-	17,238
Requested Funding Source												
Canada Community Revitalization Fund (CCRF)	-	530	-	-	-	-	-	-	-	-	-	530
Corporate Tree Reserve	-	60	-	-	-	-	-	-	-	-	-	60
Debt CRL Downtown	12,617	1,578	-	-	-	-	-	-	-	-	-	14,194
Munc Sustain. Initiative - MSI	1,176	-	-	-	-	-	-	-	-	-	-	1,176
Pay-As-You-Go	-	778	-	-	-	-	-	-	-	-	-	778
Tax-Supported Debt	-	500	-	-	-	-	-	-	-	-	-	500
Requested Funding Source	13,792	3,445	-	-	-	-	-	-	-	-	-	17,238

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
	Construction	10,584	3,445	-	-	-	-	-	-	-	-	-	14,029
	Design	3,209	-	-	-	-	-	-	-	-	-	-	3,209
	Total	13,792	3,445	-	-	-	-	-	-	-	-	-	17,238

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: **104 STREET DRAINAGE SERVICING**
 PROFILE NUMBER: **23-74-4105**
 DEPARTMENT: **Community Revitalization Levies**
 LEAD BRANCH: **Capital City Downtown CRL**
 PROGRAM NAME:
 PARTNER: **Development Services**
 BUDGET CYCLE: **2023-2026**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Alisa Laliberte
PARTNER MANAGER:	Kim Petrin
ESTIMATED START:	January, 2023
ESTIMATED COMPLETION:	December, 2024

Service Category:	Utilities	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	4,814
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	4,814

PROFILE DESCRIPTION

This profile funds delivery of Stormwater Drainage infrastructure in the area of 104 Street, between 100 Avenue and Jasper Avenue.

Funding for this project is split between Downtown CRL Debt and Local Improvement Levy funding. The Downtown CRL debt portion is transferred from the Downtown CRL delivery composite CM-74-4100, where it was identified as a project within the composite. This scope was initially approved by City Council at the Fall 2020 Supplemental Capital Budget Adjustment. The estimated budget for the CRL-funded share at that time was \$1.5 million. Exploratory work subsequently discovered several utilities in the project area that were more numerous or not in the location identified in existing as-built drawings. This has resulted in higher costs than originally estimated. The amount of CRL funding now required is \$2.7 million.

The developer will construct the infrastructure in 2023, and will be reimbursed by the City based on costs actually incurred as proven by invoices.

The Local Improvement portion is funded under Local Improvement Bylaws 20172, 20184, 20185 approved by City Council on June 22, 2022. The Local Improvement Bylaws will be adjusted when final costs are known.

While the CRL Debt associated with this project is being repaid, the stormwater sewer will remain a City asset, which will be transferred to EPCOR Drainage at the conclusion of the CRL. This is consistent with other CRL-funded drainage assets.

PROFILE BACKGROUND

The Falcon Tower project is a high-rise residential development at the northeast corner of 104 Street and 100 Avenue. The first tower, with 240 residential units, is currently under construction. The Direct Control zoning for the site allows for an additional tower to be built, and a maximum of 700 residential units split between the two towers. Upgrades to storm and sanitary drainage infrastructure in the area is required for the development to proceed. The 2013 Downtown Stormwater Servicing Concept plan for the area includes a stormwater facility under 104 Street, that would service a broader area than just the Falcon Tower project. It was determined that there was synergy in requiring Falcon Tower to increase the size of the storm sewer facility to meet the requirements of the overall drainage servicing plan, with the increased costs funded by the CRL. The CRL Plan specifically considers developer delivery of drainage infrastructure.

PROFILE JUSTIFICATION

Upgrades to stormwater infrastructure to service a new development can be a significant cost that can make investing in an area less viable. The Downtown CRL Plan acknowledges that investment in stormwater servicing can therefore be a catalyst for redevelopment, and has previously funded construction of a major stormwater trunk under 105 Street. The map of the Stormwater servicing plan in the Downtown CRL Plan identifies the need for a lateral sewer in this location that will tie into a future trunk sewer under 100 Avenue.

This project provides stormwater servicing for a larger area of 104 Street south of Jasper Avenue, thereby facilitating future development or redevelopment of other sites along the street. Constructing the full size sewer now, in conjunction with the Falcon Tower development should reduce construction disruption to 104 Street (as it is built full-size the first time), and overall cost (by sharing costs with the developer, and by building it once, rather than building a smaller sewer now and a larger sewer in the future).

The project also contributes to the long-term separation of storm and sanitary sewer systems in Downtown. This builds resilience to larger rainfall events and reduces the frequency of combined sewer overflow events into the North Saskatchewan River.

STRATEGIC ALIGNMENT

This project contributes to the Big City Moves "Rebuildable City" - supporting dwelling unit growth in priority areas, and "Catalyze and Converge" to support employment growth in the Innovation Corridor.

ALTERNATIVES CONSIDERED

Alternative approaches to servicing the Falcon Towers development and the surrounding area were considered.

One alternative was to wait until Epcor completed the installation of the 100 Avenue storm trunk also included in the CRL Plan. Epcor would have also installed the 104 Street storm main at this time. However there is no timeline for this work to be done in the foreseeable future.

An option to relocate the storm and sanitary mains to be within the Falcon Towers site was considered. This was impractical as the north tower is under construction and the mains would need to be installed through the as-yet-unbuilt south site, then worked around as the south site was constructed. Post construction, access to maintain or repair the mains would be difficult and the mains would be at risk of damage from the parkade users.

COST BENEFITS

The benefits of this project include:

Facilitating private sector residential and commercial investment in Downtown

Minimizing overall construction disruption to 104 Street

Contribute to the long-term goal of separating sanitary and storm sewers

KEY RISKS & MITIGATING STRATEGY

Underground construction in the Downtown area presents numerous risks that include (but are not limited to) utility conflicts, geotechnical conditions, discovering unexpected utilities or other objects underground. These can lead to increased costs and delays.

In this project, the developer has been able to undertake significant exploration of underground conditions and has identified utilities in unexpected locations. The budgeted costs reflect these known issues.

RESOURCES

This project will be delivered by the developer of Falcon Tower, with all works subject to inspection by EPCOR. The developer costs will be reimbursed by the City based on actual costs proven by paid invoices, subject to a cost-sharing agreement made subsequent to the Tower's Servicing Agreement.

CONCLUSIONS AND RECOMMENDATIONS

Recommend proceeding with construction of drainage infrastructure in the area of 104 Street, between 100 Avenue and Jasper Avenue. Construction will be managed by the developer of the Falcon Tower project. Costs will be shared between the developer (through the Local Improvement Levy) and the Downtown CRL. The developer will be reimbursed following completion of construction and inspection by EPCOR Drainage, in accordance with a cost-sharing agreement developed subsequent to the Falcon Towers' Servicing Agreement.

CHANGES TO APPROVED PROFILE

2023 Aug 8 (#23-17, CFO): Transfer \$543,684 of Debt CRL Downtown from capital profile CM-74-4100 Downtown Community Revitalization Levies Delivery to 23-74-4105 - 104 Street Drainage Servicing as costs were higher than originally anticipated due to as costs were higher than originally anticipated due to the unexpected presence and location of the utilities that were discovered once construction began which required additional hydrovac work and redesign.

CAPITAL PROFILE REPORT

PROFILE NAME: **104 Street Drainage Servicing**
 PROFILE NUMBER: **23-74-4105**
 BRANCH: **Capital City Downtown CRL**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2023 Cap Capital Budget Adj (one-off)	4,814	-	-	-	-	-	-	-	-	-	-	4,814
	2023 Cap Carry Forward	-478	478	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	4,335	478	-	-	-	-	-	-	-	-	-	4,814
Approved Funding Sources													
	Debt CRL Downtown	2,968	275	-	-	-	-	-	-	-	-	-	3,244
	Local Improvements Property Share	1,367	203	-	-	-	-	-	-	-	-	-	1,570
	Current Approved Funding Sources	4,335	478	-	-	-	-	-	-	-	-	-	4,814

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

REVISED BUDGET (IF APPROVED)		4,335	478	-	-	-	-	-	-	-	-	-	4,814
	Revised Budget (if Approved)												
Requested Funding Source													
	Debt CRL Downtown	2,968	275	-	-	-	-	-	-	-	-	-	3,244
	Local Improvements Property Share	1,367	203	-	-	-	-	-	-	-	-	-	1,570
	Requested Funding Source	4,335	478	-	-	-	-	-	-	-	-	-	4,814

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
		Construction	4,335	478	-	-	-	-	-	-	-	-	-
	Total	4,335	478	-	-	-	-	-	-	-	-	-	4,814

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:	HARBIN GATE	FUNDED
PROFILE NUMBER:	24-20-9340	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	LRT Expansion and Renewal	LEAD MANAGER: Bruce Ferguson
PROGRAM NAME:		PARTNER MANAGER: Alisa Laliberte
PARTNER:	Capital City Downtown CRL	ESTIMATED START: January, 2025
BUDGET CYCLE:	2023-2026	ESTIMATED COMPLETION: September, 2026

Service Category:	Recreation & Culture	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,000

PROFILE DESCRIPTION

A new Harbin Gate will be designed and constructed on 97 Street and 101A Avenue, where the original Edmonton Chinatown began.

PROFILE BACKGROUND

The Harbin Gate, a local landmark, was constructed to symbolize the sister city relationship with the City of Harbin, China. The Harbin Gate, on 102 Avenue, was dismantled and put in storage in 2017 to facilitate the construction of the Valley Line LRT. The desired new location for the gate, on 97 Street north of Jasper Avenue, would give it greater prominence, accessibility and symbolically tie it into the original location of the historic Chinatown. It would also become a major visible cultural landmark and attraction in the downtown. The gate's relocation was also identified as one of the actions in the Chinatown Strategy and supported by the Harbin delegation and local community. A new gate was agreed on as the original structure was too narrow to span 97 Street and had other structural issues. The new gate should honour the original intent and meet current structural standards and lifespan expectations. Streetscape improvements completed in 2022 installed footings for the gate.

PROFILE JUSTIFICATION

Per City commitments to the Public, a new Harbin Gate will be funded to replace the old Harbin Gate which was removed due to impacts to the Valley Line Southeast Construction

STRATEGIC ALIGNMENT

The gates integration is identified as Action 18 in The Chinatown Strategy and identified in the Downtown CRL as part of the "Green and Walkable Downtown" Catalyst Project. The description of the Green and Walkable Downtown project includes a provision to fund "cultural assets (eg. replacement of Harbin Gate)". This also aligns with the Capital City Downtown plan's Vibrant Downtown and Well Designed Downtown goals and policies.

ALTERNATIVES CONSIDERED

Re-installing the original Harbin Gate was considered. Using the original location was no longer an option given the presence of the Valley Line LRT. Relocating the original gate to another location would require extensive modification of the Gate to align with the geometry of a new location. Elements of the original gate were nearing the end of their expected lifespan - if reinstalled, they would need to be replaced in a relatively short timeframe. Having no Gate would contradict political commitments made by Council.

COST BENEFITS

- The benefits of this project are primarily intangible but are no less significant for being so.
- Replacement of an important Edmonton landmark
 - Recognition of the historic and enduring contribution of Edmonton's Chinese communities
 - Enhancing the unique identity of the Chinatown area and the "sense of place"
 - Commemoration of the original location of Chinatown (where Canada Place is today)
 - Reinforcing the relationship with sister city, Harbin
 - Contributing to Edmonton's attractive Downtown

KEY RISKS & MITIGATING STRATEGY

- Key risks associated with this project include:
- Complexity associated with a custom designed structure
 - Supply-chain challenges for key structural components (cost, schedule impact)
 - Community expectations on design product
- The project will be delivered with a "Construction Manager at Risk" procurement methodology. Through this process, a General Contractor will be involved in the design phase of the gate. This allows for better consideration of constructability and procurement implications early in the design process and provides a greater degree of cost certainty. Inclusion of key community stakeholders in design and implementation communication.

RESOURCES

The Harbin Gate project will be managed by the Integrated Infrastructure Services department, with support from other departments as required.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

Delivery through a Construction Manager at Risk. Inclusion of the Chinese Benevolent Association as a key stakeholder and Harbin in any design modifications that may be required to fit the budget.

CAPITAL PROFILE REPORT

PROFILE NAME: Harbin Gate

FUNDED

PROFILE NUMBER: 24-20-9340

PROFILE TYPE: Standalone

BRANCH: LRT Expansion and Renewal

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2023 Cap Capital Budget Adj (one-off)	36	-	-	-	-	-	-	-	-	-	-	36
	2024 Cap Council	-	704	2,575	2,685	-	-	-	-	-	-	-	5,964
	Current Approved Budget	36	704	2,575	2,685	-	-	-	-	-	-	-	6,000
Approved Funding Sources													
	Debt CRL Downtown	36	704	2,575	2,685	-	-	-	-	-	-	-	6,000
	Current Approved Funding Sources	36	704	2,575	2,685	-	-	-	-	-	-	-	6,000

BUDGET REQUEST		Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
Revised Budget (if Approved)		36	704	2,575	2,685	-	-	-	-	-	-	-	6,000
Requested Funding Source													
	Debt CRL Downtown	36	704	2,575	2,685	-	-	-	-	-	-	-	6,000
	Requested Funding Source	36	704	2,575	2,685	-	-	-	-	-	-	-	6,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
	Construction	-	-	2,305	2,685	-	-	-	-	-	-	-	4,990
	Design	36	704	270	-	-	-	-	-	-	-	-	1,010
	Total	36	704	2,575	2,685	-	-	-	-	-	-	-	6,000

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