

CAPITAL PROFILE REPORT

PROFILE NAME: **AMBLESIDE INTEGRATED SITE - PHASE 1**
 PROFILE NUMBER: **19-10-1013**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning and Design**
 PARTNER: **Parks and Roads Services**
 BUDGET CYCLE: **2023-2026**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Pascale Ladouceur
PARTNER MANAGER:	Anna Dechamplain
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	April, 2027

Service Category:	Corporate Support	Major Initiative:	
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	83,785
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	83,785

PROFILE DESCRIPTION

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

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

PROFILE BACKGROUND

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

PROFILE JUSTIFICATION

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

STRATEGIC ALIGNMENT

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

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

ALTERNATIVES CONSIDERED

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

COST BENEFITS

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

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

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

CONCLUSIONS AND RECOMMENDATIONS

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

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

CAPITAL PROFILE REPORT

CHANGES TO APPROVED PROFILE

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

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

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

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

2024 Spring SCBA (FCS02362-Ambleside Update, page 8): "The updated timeline for project completion is Q4 2026 with an in-service date of Q1 2027, therefore the estimated completion date of the approved capital profile will be updated to April 2027."

2025 Spring SCBA (#25-10, 4.2-10): This scope change adjustment transfers \$2,000,000 Tax-Supported Debt financing from capital profile "CM-10-0001 - Climate Resilient City Facility Upgrades" to capital profile "19-10-1013 Ambleside Integrated Site - Phase 1" to fund the solar photovoltaic system and other climate resilience measures.

CAPITAL PROFILE REPORT

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

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2025	2026	2027	2028	2029	2030	2031	2032	2033	Beyond 2033	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	1,500	-	-	-	-	-	-	-	-	-	1,500
	2019 Cap Council	-	-	-	-	-	-	-	-	-	-	-
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Council	34,785	32,100	13,400	-	-	-	-	-	-	-	80,285
	2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2022 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2023 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2024 Cap Carry Forward	-21,126	21,126	-	-	-	-	-	-	-	-	-
	2025 Cap Council	-	2,000	-	-	-	-	-	-	-	-	2,000
Current Approved Budget	15,159	55,226	13,400	-	-	-	-	-	-	-	83,785	
Approved Funding Sources												
Pay-As-You-Go	1,500	-	-	-	-	-	-	-	-	-	1,500	
Tax-Supported Debt	13,659	55,226	13,400	-	-	-	-	-	-	-	82,285	
Current Approved Funding Sources	15,159	55,226	13,400	-	-	-	-	-	-	-	83,785	

BUDGET REQUEST	2025	2026	2027	2028	2029	2030	2031	2032	2033	Beyond 2033	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2025	2026	2027	2028	2029	2030	2031	2032	2033	Beyond 2033	Total
Revised Budget (if Approved)	15,159	55,226	13,400	-	-	-	-	-	-	-	83,785
Requested Funding Source											
Pay-As-You-Go	1,500	-	-	-	-	-	-	-	-	-	1,500
Tax-Supported Debt	13,659	55,226	13,400	-	-	-	-	-	-	-	82,285
Requested Funding Source	15,159	55,226	13,400	-	-	-	-	-	-	-	83,785

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2025	2026	2027	2028	2029	2030	2031	2032	2033	Beyond 2033	Total
	Construction	13,659	55,226	13,400	-	-	-	-	-	-	-	-	82,285
	Design	1,500	-	-	-	-	-	-	-	-	-	-	1,500
	Total	15,159	55,226	13,400	-	-	-	-	-	-	-	-	83,785

OPERATING IMPACT OF CAPITAL

Type of Impact:

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