

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **SAFETY AND SECURITY FOR CRF**
 PROFILE NUMBER: **CM-21-1771**
 DEPARTMENT: **Citizen Services**
 LEAD BRANCH: **Community & Recreation Facilities**
 PROGRAM NAME:
 PARTNER: **Community & Recreation Facilities**
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

PROFILE STAGE:	Council Review
PROFILE TYPE:	Composite
LEAD MANAGER:	Roger Jevne
PARTNER MANAGER:	Roger Jevne
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category:	Recreation & Culture
-------------------	----------------------

Major Initiative:	
-------------------	--

GROWTH	RENEWAL
50	50

PREVIOUSLY APPROVED:	-
BUDGET REQUEST:	2,382
TOTAL PROFILE BUDGET:	2,382

PROFILE DESCRIPTION

The Safety and Security Composite funds projects to improve or mitigate identified safety and security concerns for park and facility users, employees, and to protect City assets. As many recreation centres and parks were not designed to adequately handle today's safety and security issues or support new technologies, this composite enables improvements/modifications to occur, and new approaches to be tested for effectiveness. Eligible projects are aimed at one of the following:

- Creating a safe and secure environment for citizens and employees
- Reducing or mitigating safety hazards
- Protecting City assets

Specific projects are varied and may include the purchase and installation of high dollar value equipment, minor building modifications and technology upgrades. 50 project requests were received in 2017 and over 60 were received in 2018, ranging from CCTV installations to a drowning prevention solution camera system in pools.

In response to the City's increasing inventory of parks and facilities, the funding need for this composite to respond to safety and security concerns is still required. As the 2015-2018 approved composite CM-21-5771 Safety and Security has now ended, CRF is requesting the approval of the new 2019-2022 composite, Safety and Security for CRF, during the Spring 2019 SCBA for the 2019-2022 capital budget. CRF is requesting \$2,382,488 for 2019-2021.

PROJECT LIST

Over 50 projects are requested for 2019 and they vary in scope from: Purchase and replacement of radios; Upgrade and replacement of "old technology" in reference to security cameras and monitoring equipment; Purchase and installation of new security equipment; Purchase and replacement of lockers and locker hardening materials; Perimeter security project for Cemeteries; Swipe access to various facilities to be added for increased security in areas that require it due to safety and security audits.

PROFILE BACKGROUND

The Safety and Security composite has been in place since 2005 and has enabled the Community and Recreation Facilities branch to address identified safety and security concerns. Since its inception, the composite has funded numerous initiatives such as crime deterring closed-circuit television video surveillance systems and automatic defibrillators in all facilities. This approach to addressing safety and security concerns has proven to be an effective means for improving safety and security within park and facility settings.

With the addition of new facilities and an increase in facility visitation, the number of safety and security incidents has risen over the past two years. An increase in reported safety and security incidents from 2014-2015 within the Community and Recreation Facilities branch, coupled with the on-going requirement to keep pace with updates to the Occupational Health and Safety legislation, highlight a growing need to improve safety measures and the need for ongoing sustained funding for this composite.

PROFILE JUSTIFICATION

Citizen Services operates diverse, unique destinations to meet a variety of citizen needs. To maximize use, the City should take proactive, strategic steps to eliminate or mitigate safety and security concerns, thereby improving safety perceptions, increasing visitation, establishing positive work environments, while at the same time decreasing loss, damage and injury claims against the City. This composite has proven to be an effective method for responding to these areas of concern. There was an increase in reported safety and security incidents from 2014-2015. In the 2015-2018 composite, over 120 projects have been completed with the budget distributed and managed efficiently. There continues to be an increase in demand for this program."

OUTCOMES:

1. The number of branch security incidents will decrease.
2. The number of OH&S incidents will decrease.
3. Citizen Services will maintain or improve customer ratings regarding personal safety.

STRATEGIC ALIGNMENT

This composite supports Council's goals:

- "Healthy City" by enabling improvements/modifications to facilities and parks to create a safe and secure environment for citizens and employees
- "Urban Places" by providing adaptable, accessible and appropriate recreation facilities and parks infrastructure.

City of Edmonton

Printed on: 22/05/2019 11:22:59 AM

CAPITAL PROFILE REPORT

ALTERNATIVES CONSIDERED

There are no effective options for alternative funding sources. Large scale products and purchases across the branch require consistency to ensure that certain requirements are met. There is no other source of funds that can support this process. Without consistency in systems between locations, this can potentially cause issues in terms of efficiency and maintenance.

COST BENEFITS

Tangible Benefits

1. Improved monitoring
2. Incident reduction
3. Technology testing

Intangible Benefits

1. Improved public perception, resulting in increased usage/visitation
2. Ability to be responsive to identified issues/concerns

KEY RISKS & MITIGATING STRATEGY

If funding is not approved, many facilities and parks will lack the resources to implement safety and security measures. This could lead to an increase in incidents and expose the City to higher loss/injury claims or potential litigation.

RESOURCES

The composite and associated projects are managed by City employees and specifically by the Community and Recreation Facilities branch. All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive.

CONCLUSIONS AND RECOMMENDATIONS

Given the ongoing needs for safety and security improvements within recreation facilities and parks, and no other identified funding source for these projects, it is recommended that this composite be fully funded for 2019-2022.

CAPITAL PROFILE REPORT

PROFILE NAME: **Safety and Security for CRF**
 PROFILE NUMBER: **CM-21-1771**
 BRANCH: **Community & Recreation Facilities**

RECOMMENDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	810	786	786	-	-	-	-	-	-	-	2,382
	Revised Funding Sources (if approved)												
	Munc Sustain. Initiative - MSI	-	729	708	708	-	-	-	-	-	-	-	2,144
	Pay-As-You-Go	-	81	79	79	-	-	-	-	-	-	-	238
	Requested Funding Source	-	810	786	786	-	-	-	-	-	-	-	2,382

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	810	786	786	-	-	-	-	-	-	-	2,382
	Requested Funding Source												
	Munc Sustain. Initiative - MSI	-	729	708	708	-	-	-	-	-	-	-	2,144
	Pay-As-You-Go	-	81	79	79	-	-	-	-	-	-	-	238
	Requested Funding Source	-	810	786	786	-	-	-	-	-	-	-	2,382

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Equip FurnFixt	-	810	786	786	-	-	-	-	-	-	-
	Total	-	810	786	786	-	-	-	-	-	-	-	2,382

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: Safety and Security for CRF				
PROFILE NUMBER: CM-21-1771				
BUDGET CYCLE: 2019-2022				
Project Number	Project Name	Start Date	End Date	Description
100001	Perimeter Security projects			Perimeter security projects are the result of changing demographics and technology. Site that may not have been an issue in the past are now targeted more frequently and therefore require substantial upgrades to ensure the safety and security of staff, along with the safety of the public and continuation of excellent service. Total number of projects in this category: 5 Estimated cost: \$280,000
100002	Staff Safety and Security projects			These are issues that directly impact staff health and wellness. The issues may be through the need for better ventilation, sterilization or visual line of sight. Total number of projects in this category: 10 Estimated cost: \$465,000
100003	Lockers Security and Hardening projects			Lockers are well used in facilities and need constant upkeep and maintenance. This includes both regular lockers in change rooms as well free wallet and purse lockers in lobbies. Estimated cost for this category of projects: \$200,000
100004	Communications projects			This is the ongoing need to have radios for staff communication. Upgrades and replacements are constantly needed. Estimated cost for this category of projects: \$100,000
100005	Security Lighting projects			The need for better lighting to ensure staff and public safety. Total number of projects for this category: 4 Estimated cost: \$441,488
100006	Security Cameras projects			Security cameras do not exist at all sites, nor do all sites have enough cameras, this category is for the need to replace and add systems at various facilities. Total number of projects in this category: 9 Estimated cost: \$535,000
100007	Security Access projects			This is the addition of key boxes, or swipe card readers to existing facilities. Most of the discoveries are from direct issues, or safety compliance. Total number of projects in this category: 10 Estimated cost: \$189,000
100008	Other projects			A category to capture projects that may not suit other categories. Total number of projects in this category: 3 Estimated cost: \$172,000

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	COMMONWEALTH STADIUM EQUIPMENT 2019-2022	RECOMMENDED
PROFILE NUMBER:	CM-21-2010	PROFILE STAGE: Council Review
DEPARTMENT:	Citizen Services	PROFILE TYPE: Composite
LEAD BRANCH:	Community & Recreation Facilities	LEAD MANAGER: Roger Jevne
PROGRAM NAME:		PARTNER MANAGER: Roger Jevne
PARTNER:	Community & Recreation Facilities	ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category: Recreation & Culture
Major Initiative:

GROWTH
40

RENEWAL
60

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

300

TOTAL PROFILE BUDGET:

300

PROFILE DESCRIPTION

This project allows for the planned replacement of high dollar value program and service delivery equipment that is integral to supporting revenue generation within the Stadium by addressing identified demand, capacity and functionality issues.

CM-21-2000 Commonwealth Stadium Equipment was approved for 2015-2018 budget cycle and has now ended. CRF is requesting for the profile CM-21-2010 Commonwealth Stadium Equipment 2019-2022 to be approved for the 2019-2022 budget cycle.

PROJECT LIST

Projects planned for 2019 are:

Lifecycle Replacement of Point of Sale equipment for Concession tills at the Stadium, to improve services to include Debit and Credit at all concession points of sale in the Stadium. Ongoing replacement of aging concession equipment and food services equipment required for food and beverage services during major events at the Stadium. Facility improvements required for improved Internet fibre connectivity in order to service the points of sale for customer services, merchandise, and food and beverage during major events. Lifecycle replacement and improvements required for the aging fixtures and finishes in the Stadium suites

PROFILE BACKGROUND

This Composite allows for the planned replacement of high dollar value program and service delivery equipment that is integral to supporting revenue generation within the Stadium. The Composite is funded from the Commonwealth Stadium Reserve Fund.

PROFILE JUSTIFICATION

If the Stadium equipment is not replaced or kept up to date, there can be impacts to customer satisfaction and revenue generation due to faulty or outdated equipment. Lifecycle maintenance and replacement is required in order to ensure service levels can be maintained in all hosting event areas including suites. Improvements to facility network and IT connections are required in order to improve connectivity and speed of transactions during point of sale interactions with customers during high volume and major events.

STRATEGIC ALIGNMENT

This composite supports Council's goals:

- "Healthy City" by enabling improvements/modifications to the Commonwealth Stadium to create a safe and secure environment for citizens and employees
- "Urban Places" by providing adaptable, accessible and appropriate recreation facilities and parks infrastructure.

ALTERNATIVES CONSIDERED

As the City has committed to establishing and maintaining the Commonwealth Stadium Reserve Fund since 1995, and an approved process is required for enabling equipment renewal from this fund, alternatives are not identified.

COST BENEFITS

The Composite is requesting funding from the Commonwealth Stadium Reserve Fund.

Tangible Benefits

1. Old or failing service equipment is replaced
2. Safety incidents involving equipment are reduced.
3. The Stadium is able to utilize new and current technologies.

Intangible Benefits

1. Customer satisfaction increases
2. Stadium proactively and reactively responds to identified issues ensuring excellent service for customers/users.

KEY RISKS & MITIGATING STRATEGY

The key risks of not approving this expenditure from the Commonwealth Stadium Reserve would prevent the Stadium from effectively responding to equipment needs, thereby decreasing the marketability of, and customer satisfaction with the Commonwealth Stadium.

CAPITAL PROFILE REPORT

RESOURCES

Expenditure decisions are determined by the Community Services Leadership Team and all purchasing is done in alignment with City policies and procedures, including Administrative Directive A1439B.

CONCLUSIONS AND RECOMMENDATIONS

Community and Recreation Facilities is recommending the continued funding of this composite for the 2019-2022 capital budget.

CAPITAL PROFILE REPORT

PROFILE NAME: Commonwealth Stadium Equipment 2019-2022

RECOMMENDED

PROFILE NUMBER: CM-21-2010

PROFILE TYPE: Composite

BRANCH: Community & Recreation Facilities

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	300	-	-	-	-	-	-	-	-	-	300
	Revised Funding Sources (if approved)												
	Stadium Reserve	-	300	-	-	-	-	-	-	-	-	-	300
	Requested Funding Source	-	300	-	-	-	-	-	-	-	-	-	300

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	300	-	-	-	-	-	-	-	-	-	300
	Requested Funding Source												
	Stadium Reserve	-	300	-	-	-	-	-	-	-	-	-	300
	Requested Funding Source	-	300	-	-	-	-	-	-	-	-	-	300

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Equip FurnFixt	-	200	-	-	-	-	-	-	-	-	-
	Technology	-	100	-	-	-	-	-	-	-	-	-	100
	Total	-	300	-	-	-	-	-	-	-	-	-	300

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: Commonwealth Stadium Equipment 2019-2022

PROFILE NUMBER: CM-21-2010

BUDGET CYCLE: 2019-2022

Project Number	Project Name	Start Date	End Date	Description
100001	Equipment Replacement			Lifecycle Replacement of Point of Sale equipment for Concession tills at the Stadium, to improve services to include Debit and Credit at all concession points of sale in the Stadium. Ongoing replacement of aging concession equipment and food services equipment required for food and beverage services during major events at the Stadium. Lifecycle replacement and improvements required for the aging fixtures and finishes in the Stadium suites. Estimated cost is \$200K.
100002	Network and Connectivity Upgrades			Facility improvements required for improved Internet fibre connectivity in order to service the points of sale for customer services, merchandise, and food and beverage during major events. Estimated cost is \$100K.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: INDIGENOUS CULTURAL & WELLNESS CENTRE	RECOMMENDED
PROFILE NUMBER: 19-21-2123	PROFILE STAGE: Council Review
DEPARTMENT: Citizen Services	PROFILE TYPE: Standalone
LEAD BRANCH: Social Development	LEAD MANAGER: Jackie Foord
PROGRAM NAME:	PARTNER MANAGER: Jackie Foord
PARTNER: Social Development	ESTIMATED START: January, 2017
BUDGET CYCLE: 2019-2022	ESTIMATED COMPLETION: December, 2021

Service Category: Recreation & Culture	Major Initiative:
GROWTH	RENEWAL
100	
PREVIOUSLY APPROVED:	-
BUDGET REQUEST:	2,769
TOTAL PROFILE BUDGET:	2,769

PROFILE DESCRIPTION

As per the End Poverty Edmonton Service Package and Road Map, CR_4282 and CR_3628, the planning and design of a new Indigenous Cultural and Wellness Centre is a one time approved funding of \$3M for 5 years with allocation as follows: \$200K for 2017, \$800K for 2018, \$1M for 2019, \$1M for 2020 and TBD in 2021 (additional funding may be requested after 2020).

There is no approved Capital Profile for this EPE Service Package's action item as the fund is currently in Operating. This capital profile is created so that the fund can be transferred from Operating to Capital each year from 2017 to 2020 according to the incremental allocation listed above.

The development of the Indigenous Culture and Wellness Centre will be a phased approach that will start with strategy, moving to the concept and design phases within the projected timeline of 2017-2023 as identified in the EndPovertyEdmonton Road Map. An overview of the project scope in phases is described below:

- Strategy in 2017-2019:

1. Indigenous Culture and Wellness Centre (ICWC) Project Committee
2. Indigenous Culture and Wellness Centre (ICWC) Terms of Reference (ToR) and Project Plan
3. Public Involvement and Needs Assessment
4. Strategy Development
5. Business Case Development
6. Strategy Transition - Capital Project Governance Policy

- Concept in 2020 (full year):

1. Functional Program
2. Business Case Update

- Design in 2021-2023: (Council Approval to proceed to Detailed Design and Build)

1. Schematic and Design development
2. Construction Drawings
3. Utility Coordination

At this point, it is hard to identify a capital cost, as it may be multi locational, situated in an existing site or facility, and may point to the need to acquire land and build. This foundational work in 2017-2021 will help determine the project details, and explore options for funding source from other orders of government.

PROJECT LIST

- Project # 100001 - Planning of the Indigenous Cultural and Wellness Centre: Strategy and Concept phases.
Project # 100002 - Design of the Indigenous Cultural and Wellness Centre: Schematic Design phase.

PROFILE BACKGROUND

On Dec 13, 2016, City Council unanimously approved the End Poverty Edmonton 5 year Road Map Service Package. The first of 15 actions requiring investment is #1 New Indigenous Culture and Wellness Centre. The call for this action emerged clearly during Task Force engagement 2014-2016. The Aboriginal Round Table articulated the need for a dedicated place for Indigenous Edmontonians to practices their culture, healing, ceremony, and wellness. This action received funding for a formative escan and planning in 2016 Fall SOBA for work in 2017 and 2018. Implementation of this Action on the ICWC will be led by Citizen Services/Community Initiatives and Investment (IRO and Community Initiatives) working with End Poverty Edmonton and its Indigenous Circle as well as other community partners and orders of government. A Steering Committee, equally composed of Indigenous Community members and City staff, was formed to provide leadership to the Indigenous Culture and Wellness Centre project.

The \$3M one-time funding for the planning and design of the Indigenous Culture and Wellness Centre was approved in Fall 2016 SOBA as part of the ongoing service package for EndPovertyEdmonton.

CAPITAL PROFILE REPORT

PROFILE JUSTIFICATION

The research, scan and plan for an Indigenous Culture and Wellness Centre aligns with key City strategies outlined below. Public engagement in the Mayor's Task Force made it clear that there is a gap in our community that needs to be filled by a centre. This is a cornerstone action of the EPE Road Map, where reconciliation plays a defining role. It occupies a prominent role if we are to truly end poverty. Part of the work in 2017 and 2018, with Fall SOBA funds now approved, will be to scope out the need, the gap, the opportunities and the possible funding and partnerships that can be leveraged. This work, including the needs assessment and full engagement, the business case and concept planning, will help identify possible opportunities, partners and different models to be considered.

This Indigenous Culture and Wellness Centre project is led by the Social Development branch along with the remaining projects that were approved as part of the EndPovertyEdmonton Road Map for 2017-2021. The stages of this project are sequential. To ensure the capital fund is in place so the project can advance without delay to meet the 2021 deadline for the completion of the Schematic Design, the branch is requesting that \$769K already approved carried forward from 2018 and the remaining approved \$2M to be transferred from the operating fund to capital fund during the Spring 2019 SCBA.

STRATEGIC ALIGNMENT

This project supports Council's goals of "Healthy City" to ensure that Edmonton is a caring city where every member of the community has equitable opportunity to be healthy and fulfilled. This also aligns with the principles outlined in City Council's Declaration on Strengthening Relations with Aboriginal People and the Edmonton Aboriginal Urban Accord.

ALTERNATIVES CONSIDERED

During the Indigenous Culture and Wellness Centre E-Scan engagement, it became evident that there are a number of similar initiatives taking place in Edmonton including Kihciy Askiy, Canadian Native Friendship Centre, and Ben Calf Robe School. Both Kihciy Askiy and Canadian Native Friendship Centre projects have completed their concept and design phases and are currently seeking capital investment and operating partners. Ben Calf Robe School has received provincial funding to build a replacement school and may be interested in exploring the addition of a cultural centre should there be a commitment by the City to partner in funding its development. The former provincial museum site has also been considered by the province as a potential place for an Indigenous history and wisdom centre. The E-Scan report recommends that further analysis during the Business Case process focus on bringing together stakeholders such as these in collective discussions aimed at building a Centre.

COST BENEFITS

Indigenous Culture & Wellness Centre will fulfill the longstanding needs of Indigenous peoples in Edmonton and area for large ceremonial spaces, a meeting and gathering place, and a navigation point for a broad array of Indigenous programs and services. The Centre will strengthen the City of Edmonton's relationships with Indigenous peoples as it diligently strives towards the EndPovertyEdmonton strategic goal of attaining true reconciliation.

KEY RISKS & MITIGATING STRATEGY

Risks

1. Overall dissatisfaction with project deliverables
2. Irreconcilable perspectives from Indigenous Edmontonians about the use and purpose of the Indigenous Culture and Wellness Centre.
3. Challenges relating to attracting/engaging support and investment from other orders of government and the private sector.

Mitigation

1. Regularly reporting back what we heard from engagements to EndPovertyEdmonton Indigenous Circle and Stewardship Roundtable.
2. Identifying potential starting points where the Centre could start to take form, with future functions or multiple locations to be phased in or planned in the future.
3. Engaging all government orders and private sector stakeholders early in the project's E-Scan and Business Case process that will follow.

RESOURCES

The Business Case process currently underway will involve a deeper analysis of the alternatives listed which will require the use of both internal and external resources and associated expenses. These resources include City of Edmonton staff and external consultants at strategic project intervals.

CONCLUSIONS AND RECOMMENDATIONS

During the EndPovertyEdmonton public engagements, both Indigenous and non Indigenous participants echoed the longstanding need for an Indigenous Culture and Wellness Centre. This Centre is a key priority under the goal of Toward True Reconciliation in the EndPovertyEdmonton Strategy and it is also a specific action in the EPE Road Map. The ICWC project thus far has generated a comprehensive E-Scan report intended to inform the Business case for developing the Centre. Although still in its early phase, this project has matured to the point where it has enormous enthusiasm and support from local and area Indigenous Peoples for the Centre for it to become a reality. It is recommended that funding currently allocated to this Road Map action be transferred into the City's capital program.

CAPITAL PROFILE REPORT

PROFILE NAME: Indigenous Cultural & Wellness Centre

RECOMMENDED

PROFILE NUMBER: 19-21-2123

PROFILE TYPE: Standalone

BRANCH: Social Development

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	1,769	1,000	-	-	-	-	-	-	-	-	2,769
	Revised Funding Sources (if approved)												
	Pay-As-You-Go	-	1,769	1,000	-	-	-	-	-	-	-	-	2,769
	Requested Funding Source	-	1,769	1,000	-	-	-	-	-	-	-	-	2,769

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	1,769	1,000	-	-	-	-	-	-	-	-	2,769
	Requested Funding Source												
	Pay-As-You-Go	-	1,769	1,000	-	-	-	-	-	-	-	-	2,769
	Requested Funding Source	-	1,769	1,000	-	-	-	-	-	-	-	-	2,769

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Design	-	1,000	1,000	-	-	-	-	-	-	-	-
	Other Costs	-	769	-	-	-	-	-	-	-	-	-	769
	Total	-	1,769	1,000	-	-	-	-	-	-	-	-	2,769

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	LRT TRACKSIDE MAINTENANCE WORKER SECONDARY SAFETY SYSTEM	RECOMMENDED
PROFILE NUMBER:	19-61-3002	PROFILE STAGE: Council Review
DEPARTMENT:	City Operations	PROFILE TYPE: Standalone
LEAD BRANCH:	Edmonton Transit	LEAD MANAGER: Eddie Robar
PROGRAM NAME:		PARTNER MANAGER: Eddie Robar
PARTNER:		ESTIMATED START: May, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: March, 2020

Service Category: Public Transit**Major Initiative:**

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:**1,800****TOTAL PROFILE BUDGET:****1,800****PROFILE DESCRIPTION**

This profile adds a secondary safety system for LRT Trackside Maintenance Workers in addition to the current 'simple approval' method.

PROFILE BACKGROUND

ETS uses the 'simple approval' method as the primary system to ensure the safety of Trackside Maintenance Workers.

Trackside Maintenance Workers contact LRT Control and advise of their location and request permission to enter the tracks. All Operators reply to radio call and confirm they are aware of Trackside Maintenance Workers presence in that area and the rules that apply. When work is complete, Trackside Maintenance Workers advise LRT Control that they have left the area (Book Off). ETS Control issues a radio call letting all LRT Operators know the area is clear.

The current 'simple approval' method was ruled as insufficient by the National Transportation Safety Board (NTSB) in 2013. A secondary warning device safety system will comply with NTSB recommendation for deployment of redundant protection for track workers.

PROFILE JUSTIFICATION

Risk Assessment : HIGH. The addition of a secondary system will mitigate risk for track worker fatalities and serious injuries.

The National Transportation Safety Board (NTSB) identified the practice of "simple approval" for Right-of-Way Worker Protection as insufficient in 2013. The NTSB believes that "simple approval" authorizations leave the entire industry "at risk for roadway worker fatalities and serious injuries". ETS uses the "simple approval" method as the primary safety system for Trackside Maintenance Workers.

Data indicates that ETS currently records 18 "Near Miss" situations between LRT Trains and Trackside Maintenance Workers annually. Industry standard for reported/recorded "Near Miss" incidents shows an average of 7 actual incidents for every 1 reported.

The number of LRT Maintenance Crew changes can seriously tax the primary system of "reporting and remembering" Trackside Maintenance Worker locations. Mobile crews book off each zone and onto the next as they move along the line. Crew bookings can reach upwards of 70 crews on any given day.

The new Trackside Maintenance Worker system may be comprised of the following elements:

- A device in the cab at each end of each Light Rail Vehicle (LRV).
- Antenna in each end of Light Rail Vehicle (LRV).
- A separate device for each Certified Flagperson on each LRT Maintenance Crew.
- Charging stations for all devices - mobile and/or gang chargers
- Lithium-Ion Rechargeable Batteries

STRATEGIC ALIGNMENT

This profile will impact the safety of our business by providing modernized equipment to mitigate collision risk.

COST BENEFITS**Tangible Benefits**

- Provide LRT Trackside Maintenance Workers with a safer work environment that meets current industry standard/practices.
- Reduction in near miss between LRV's and LRT Trackside Maintenance Worker conflicts.
- Reduction in time required to book on/book off maintenance sites on the Right of Way.

Intangible Benefits

- Improved asset performance.
- Demonstrated commitment to safety culture.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Project delays due to testing
Insufficient availability of LRVs for installation
USD exchange rate
Purchasing delays

RESOURCES

- LRT Engineering and Maintenance - LRV Equipment installation/testing
- ETS Technical Services - Integrator/Developer/Testing
- LRT Engineering and Maintenance - Trackside maintenance - training/testing
- ETS Operations - LRV Operator testing/training.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended this project be approved based on the information provided above and the benefits to LRT Operations and Maintenance staff. Without an Automated Secondary Safety System, LRT Trackside Maintenance Workers are at higher risk in their daily work environment than would be industry standard.

CAPITAL PROFILE REPORT

PROFILE NAME: **LRT Trackage Maintenance Worker Secondary Safety System****RECOMMENDED**PROFILE NUMBER: **19-61-3002**PROFILE TYPE: **Standalone**BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	663	1,137	-	-	-	-	-	-	-	-	1,800
	Revised Funding Sources (if approved)												
	Munc Sustain. Initiative - MSI	-	568	1,090	-	-	-	-	-	-	-	-	1,658
	Pay-As-You-Go	-	95	47	-	-	-	-	-	-	-	-	142
	Requested Funding Source	-	663	1,137	-	-	-	-	-	-	-	-	1,800

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	663	1,137	-	-	-	-	-	-	-	-	1,800
	Requested Funding Source												
	Munc Sustain. Initiative - MSI	-	568	1,090	-	-	-	-	-	-	-	-	1,658
	Pay-As-You-Go	-	95	47	-	-	-	-	-	-	-	-	142
	Requested Funding Source	-	663	1,137	-	-	-	-	-	-	-	-	1,800

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Design	-	141	-	-	-	-	-	-	-	-	-
	Equip FurnFixt	-	380	1,090	-	-	-	-	-	-	-	-	1,470
	Other Costs	-	95	47	-	-	-	-	-	-	-	-	142
	Technology	-	47	-	-	-	-	-	-	-	-	-	47
	Total	-	663	1,137	-	-	-	-	-	-	-	-	1,800

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	NEXT GENERATION 9-1-1 (NG911) IP CALL HANDLING	RECOMMENDED
PROFILE NUMBER:	19-51-1904	PROFILE STAGE: Council Review
DEPARTMENT:	Citizen Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Fire Rescue Services	LEAD MANAGER: Ken Block
PROGRAM NAME:		PARTNER MANAGER: Wendy Gneuz
PARTNER:	Open City & Technology	ESTIMATED START: June, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Corporate Support	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	-
100		BUDGET REQUEST:	4,293
		TOTAL PROFILE BUDGET:	4,293

PROFILE DESCRIPTION

The Next Generation 9-1-1 (NG911) Internet-Protocol (IP) Call Handling initiative is the first step for Edmonton Fire and Rescue Services (EFRS) on the roadmap toward implementing NG911 services as directed by the Canadian Radio-television and Telecommunication Commission (CRTC) and is being executed as a combination of two projects: the Edmonton Police Services' IP Call Handling project (a cost-sharing partnership project between EPS and EFRS) and the EFRS IP Call Handling Readiness project (an EFRS only project). The outcome of the two projects will be the implementation of 1) an NG911 ready IP call handling system to replace the legacy 9-1-1 telephone system used today and 2) the required City of Edmonton network infrastructure upgrades to ensure that the new phone system is secure and highly available.

This profile is to fund the overall NG911 initiative, which includes the selection and implementation of the IP call handling technology and implementation of further CRTC requirements by 2020.

PROFILE BACKGROUND

In 2016, CRTC adopted a new 911 architecture (Next Generation 911) based on what was developed for the United States and set timelines for telephone companies to implement this NG911 architecture in Canada. Once implemented, emergency communications centres (ECCs) will have a set deadline to implement business processes and underlying technology changes required to connect to NG911 before the old systems are taken offline in 2023. The Alberta Emergency Management Agency (AEMA) will be developing a coordinated rollout for Alberta ECCs. It is expected that the AEMA will require all primary ECCs (which includes EPS) to connect to the NG911 network by 2022. EFRS must be ready at the same time to receive calls from EPS.

The NG911 roadmap is to first implement a new phone system, and EFRS is partnering with EPS to achieve this. This approach maximizes the benefit to the City by reducing the cost for both parties. However, additional work for EFRS including network upgrades, change management and integration and implementation of additional CRTC requirements is needed. Thus, the funding under this profile covers EFRS' portion of the EPS led project and the entirety of the EFRS project.

PROFILE JUSTIFICATION

The transition to NG911 has several drivers:

- Regulatory requirements - AEMA's requirements for EPS, as a primary PSAP, to transition to NG911 in 2022 will require EFRS to do so as well to continue receiving 9-1-1 calls from EPS;
- Industry pressure - the CRTC is requiring the telephone companies to transition to NG911 and shut off the legacy 9-1-1 system by June 30, 2023;
- Citizen expectations - citizens are demanding greater capabilities of their 9-1-1 system and expect that 9-1-1 technology keep pace with similar advances in Internet and mobile technology; and
- Continuous improvement - the ability to improve the delivery and efficiency of 9-1-1 services through Internet-enabled devices, automation and artificial intelligence.

The justification for implementing the IP call handling project at this point in time is to ensure that EFRS takes the first big step toward implementing NG911 capabilities in a well-considered and timely manner.

STRATEGIC ALIGNMENT

Aligned to Council's Strategic Vision as documented in Vision 2050, this profile supports the following Business Technology Strategy Principles:

1. Enhance Citizen Experience
2. Provide Reliable Information
3. Think City-Wide

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible Benefit

-Cost is reduced by EFRS partnering with EPS to implement a shared system

Intangible Benefits

-Implementing an IP call handling system ensure EFRS is aligned to the recommendations set out by the Canadian NG911 Coalition

-Network upgrades will better position EFRS to have the necessary infrastructure for NG911 backbone connectivity

-Reduce risk by implementing a system while the legacy system is still operational as a backup

KEY RISKS & MITIGATING STRATEGY

Human Resource Availability Risk: The initiative involves a significant amount of effort and coordination between EFRS, EPS and OCT resources with other competing operational and project demands.

Mitigation Strategy: Detailed work plans will be developed in collaboration with key stakeholders, to plan and schedule resource requirements and utilization. The project governance structure will include representatives from all stakeholder groups in IP call handling system selection and implementation.

RESOURCES

Resources include staff from Open City and Technology, Edmonton Fire and Rescue Services, Edmonton Police Services (our partner), the vendor (TBD based on the results of the procurement process), and consultants as required.

CONCLUSIONS AND RECOMMENDATIONS

Conclusion: The timely acquisition and implementation of a 9-1-1 IP call handling capability are critical in remaining aligned to NG911 implementation timelines. The work completed by this project will lay a solid foundation for the other activities required to transition the City to delivering 9-1-1 services that can keep pace with the demands of modern technology and citizen expectations.

Recommendation: Fund this initiative so as not to delay or jeopardize the implementation of NG911 services in 2022, as required by AEMA.

CAPITAL PROFILE REPORTPROFILE NAME: **Next Generation 9-1-1 (NG911) IP Call Handling****RECOMMENDED**PROFILE NUMBER: **19-51-1904**PROFILE TYPE: **Standalone**BRANCH: **Fire Rescue Services****CAPITAL BUDGET AND FUNDING SOURCES (000's)**

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	1,463	2,830	-	-	-	-	-	-	-	-	4,293
	Revised Funding Sources (if approved)												
	Pay-As-You-Go	-	1,463	2,830	-	-	-	-	-	-	-	-	4,293
	Requested Funding Source	-	1,463	2,830	-	-	-	-	-	-	-	-	4,293

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	1,463	2,830	-	-	-	-	-	-	-	-	4,293
	Requested Funding Source												
	Pay-As-You-Go	-	1,463	2,830	-	-	-	-	-	-	-	-	4,293
	Requested Funding Source	-	1,463	2,830	-	-	-	-	-	-	-	-	4,293

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Technology	-	1,463	2,830	-	-	-	-	-	-	-	-
	Total	-	1,463	2,830	-	-	-	-	-	-	-	-	4,293

OPERATING IMPACT OF CAPITAL

Type of Impact: Personnel, Utilities

Branch:	2020				2021				2022				2023			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Fire Rescue Services	-	25	25	1.0	-	103	103	-	-	106	106	-	-	109	109	-
Open City & Technology	-	88	88	2.0	-	361	361	-	-	371	371	-	-	382	382	-
Police Service	-	63	63	-	-	258	258	-	-	265	265	-	-	273	273	-
Total Operating Impact	-	175	175	3.0	-	721	721	-	-	743	743	-	-	765	765	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	ENTERPRISE SYSTEMS TRANSFORMATION PROGRAM (PHASE 1)	RECOMMENDED
PROFILE NUMBER:	19-18-1904	PROFILE STAGE: Council Review
DEPARTMENT:	Financial & Corporate Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Open City & Technology	LEAD MANAGER: Wendy Gneuz
PROGRAM NAME:		PARTNER MANAGER: Wendy Gneuz
PARTNER:		ESTIMATED START: July, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: July, 2021

Service Category:	Corporate Support	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	-
100		BUDGET REQUEST:	30,000
		TOTAL PROFILE BUDGET:	30,000

PROFILE DESCRIPTION

The ESTP Business Case outlines the case for transitioning from the City's aging, overly complex and expensive customized enterprise technology systems to a single, modernized technology system that spans the City's core enterprise functions.

Based on Administration's assessment of strategic, financial and risk factors, the business case recommends that the City implement a core homogenous enterprise resource planning solution to standardize core functions and processes using contemporary technology and industry standards. Other recommendations from the business case include optimizing the number of asset management technologies the City uses, and implementing efficiencies within the POSSE platform to transform the City's workflow management.

In line with contemporary leading practices that minimize customization, make software upgrades less complex and mitigate overall organizational risk, the Enterprise Systems Transformation Program will improve Administration's ability to provide core and resident service delivery in an integrated and cost-effective manner.

Administration will adopt an approach similar to the Project Development and Delivery Model (PDDM). Council will receive up-to-date and accurate information about the project at set points throughout the project lifecycle to affirm the direction of the Enterprise Systems Transformation Program.

PROFILE BACKGROUND

The City of Edmonton relies on enterprise technology systems such as SAP, PeopleSoft and POSSE to deliver 73 services to residents. This technology ecosystem also supports the City's core functions, particularly finance, human resources and corporate procurement. These systems and associated processes were designed and implemented in the 1990s, when it was common practice to design or purchase customized software.

Today, the City's enterprise technology systems cannot sufficiently respond to changing legislative and resident needs or adapt to new technologies without incurring substantial and prohibitive costs. There is considerable incompatibility between Edmonton's decades-old enterprise systems and modern technologies that significantly challenge the City's ability to meet resident demand for digital engagement and multi-modal service delivery. The City's current enterprise systems also hinder efforts to promote transparency, offer open data, and transition toward becoming a Smart City.

PROFILE JUSTIFICATION

The transition to a single, modernized technology system that spans the City's core enterprise functions has several drivers:

External drivers include:

- Citizen expectations for cost-efficient delivery of services and processes.
- Increased citizen expectations for transparency and open data.
- Need to secure citizen and employee data against ever-increasing cyber threats.
- Rapidly changing regulatory environment.
- Evolution of enterprise systems providing industry best practices out of the box for business processes.
- Increased expectations to move towards a digitized, multi-channel service delivery model.
- Enhanced citizen engagement through innovative technologies such as Artificial Intelligence (AI).

Internal drivers include:

- Low level of process standardization.
- Weak cross-functional collaboration.
- Legacy technology landscape with disparate, disjointed and out of support systems.
- Data integrity issues across systems.
- Process governance concerns.
- Low employee satisfaction regarding technology to support business functions.

These opportunities create a fundamental rationale for an enterprise systems transformation. In addition to these strategic drivers, there are short-term, tactical realities that suggest that some of the City's enterprise systems are nearing end of life, and others are demonstrating significant sustainment costs that continue to rise.

CAPITAL PROFILE REPORT

STRATEGIC ALIGNMENT

Aligned to Council's Strategic Vision as documented in Vision 2050, this profile supports the following Business Technology Strategy Principles:

1. Enhance Citizen Experience
2. Provide Reliable Information
3. Think City-Wide

ALTERNATIVES CONSIDERED

Four transformation options were evaluated in this business case:

1. Status Quo
2. Core Homogenous ERP
3. SAP Cloud First
4. Best of Breed

COST BENEFITS

Tangible Benefits:

The quantitative benefits of the program will be analysed and updated to align with the program approach as presented in the Council Report during planning in phase 1.

Intangible/Qualitative Benefits:

- Improved Citizen and Employee Experience
- Better Decision Making
- Technology Revitalization
- Standardized Processes
- Integrated Systems and Consistent Data

KEY RISKS & MITIGATING STRATEGY

1. Governance: Low alignment with the other transformation initiatives with overlapping scope to the ESTP initiatives.
 - Develop stakeholder engagement strategy to ensure alignment across the organization
 - Develop key messages to support scope of ESTP initiatives
2. Change Adoption: Slow adoption or rejection of new solution and processes related to the ESTP
 - Clearly define key performance indicators to measure the rate of adoption
 - Develop comprehensive change management plan, including key messages and training to ensure organizational buy-in for ESTP
3. Data: Inconsistent data quality between in-scope systems could impact functionality.
 - Prepare, cleanup and align master data before implementation

More risks/mitigation strategies are listed in Report CR_6894 (June 4, 2019)

RESOURCES

Resources include staff from Open City and Technology, Employee Services Financial Services, Corporate Procurement and Supply Services, City Operations, the vendor(s) (TBD based on the results of the procurement process), and consultants as required.

CONCLUSIONS AND RECOMMENDATIONS

Conclusion: Implement a core homogenous enterprise resource planning solution to standardize core functions and processes using contemporary technology and industry standards. This implementation will bring automation and process efficiencies, will reduce risk and will increase productivity. All business areas are impacted by the results of this initiative.

Recommendation: Fund this initiative in order to ensure the completion of the program and the realization of its benefits.

CAPITAL PROFILE REPORT

PROFILE NAME: **Enterprise Systems Transformation Program (Phase 1)****RECOMMENDED**PROFILE NUMBER: **19-18-1904**PROFILE TYPE: **Standalone**BRANCH: **Open City & Technology**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	2,575	14,763	12,663	-	-	-	-	-	-	-	30,000
	Revised Funding Sources (if approved)												
	Pay-As-You-Go	-	2,575	14,763	12,663	-	-	-	-	-	-	-	30,000
	Requested Funding Source	-	2,575	14,763	12,663	-	-	-	-	-	-	-	30,000

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	2,575	14,763	12,663	-	-	-	-	-	-	-	30,000
	Requested Funding Source												
	Pay-As-You-Go	-	2,575	14,763	12,663	-	-	-	-	-	-	-	30,000
	Requested Funding Source	-	2,575	14,763	12,663	-	-	-	-	-	-	-	30,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Technology	-	2,575	14,763	12,663	-	-	-	-	-	-	-
	Total	-	2,575	14,763	12,663	-	-	-	-	-	-	-	30,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	STREETSCAPE IMPROVEMENTS (97 ST: JASPER AVE TO 102 AVE)	RECOMMENDED
PROFILE NUMBER:	19-20-5001	PROFILE STAGE: Council Review
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Brian Latte
PROGRAM NAME:		PARTNER MANAGER: Paul Ross
PARTNER:	Economic & Environmental Sustainability	ESTIMATED START: June, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Roads	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	-
100		BUDGET REQUEST:	6,847
		TOTAL PROFILE BUDGET:	6,847

PROFILE DESCRIPTION

This profile is for the detailed design and construction of streetscape improvements on 97 Street, from Jasper Avenue to 102 Avenue. These improvements are being implemented in advance of the New Harbin Gate installation on 97 Street, just north of Jasper Avenue. The construction of these improvements will be done in parallel with streetscape work on Jasper Avenue, from 97 Street to 100 Street (Jasper Avenue New Vision Project, Phase 2). The project will feature streetscape improvements to 97 Street including wider sidewalks, quality materials, attractive street furnishings and lighting, trees, significant enhanced landscaping, and public art and an appropriate landing space for the new Harbin Gate. The streetscape work will be designed following the Downtown Streetscape Typology, and will enhance and add to the area, especially the commercial opportunities as well as around the New Harbin Gate. Construction will begin in 2021, and will last for one construction season.

PROFILE BACKGROUND

The existing streetscape of 97 Street is dated and in need of improvement. The west side was constructed to match previous streetscape work on Jasper Avenue, and the east side features no enhanced pedestrian realm. The current cross-section favours a wide roadway and median, which does not reflect Council's vision of Downtown as pedestrian-friendly and vibrant. In advance of the New Harbin Gate installation on 97 Street, the current project team for the Jasper Avenue New Vision project reviewed the existing corridor and saw opportunity for improvements and featuring the New Harbin Gate. Any potential streetscape work on 97 Street must be implemented before the New Harbin Gate is installed, including electrical work for lighting and gate foundation work.

PROFILE JUSTIFICATION

97 Street is one of Edmonton's' early historic main streets (Namayo Ave) and formed part of the core of the original downtown. The small scale buildings and units on the east side have languished for decades alongside what is arguably an oversized road. Significant public investments are now being made in the Quarters to revitalize the neighbourhood. 97 Street is unique as it retains a contiguous frontage of commercial units, which makes investments in small businesses significantly easier and manageable than new build requirements. However the perception of 97 Street is not positive and enhancements to the public realm will likely make a significant difference over time, as demonstrated on 104 Street.

The New Harbin Gate is also a key component to this project. The original gate had to be removed from its location on 102 Ave as part of the LRT construction. The local community and the City of Harbin (China) agreed the best location for a new gate would be on 97 Street close to Jasper Avenue as this would honour the original location of Chinatown (where Canada Place is located).

As the Jasper Avenue New Vision project included the 97 Street intersection, it made sense to explore how the gate could be incorporated and how 97 Street could be re-imagined at the same time. This project offers the opportunity to create an attractive, pedestrian-oriented, and vibrant corridor through the heart of the City and give the New Harbin Gate significant prominence, likely to make it more of a downtown feature than it was previously. The opportunities here are greater than other streets due to the wide carriageway, which means greater landscaping and pedestrian space could be developed as pocket green spaces, patio spaces, treed boulevards, etc. It will also feature enhanced pedestrian safety improvements at the intersections, especially 101A Avenue.

With an improved streetscape and the New Harbin Gate (not part of this profile), this project is expected to spark interest, investment and improve street-level vibrancy as it will likely become a downtown open space destination in time. It will also improve pedestrian access and investment into the Quarters and the recently completed Armature streetscape on 96 Street and the Valley Line LRT on 102 Avenue.

This aligns with the intent of the Quarters Urban Design plan to enhance investment into the neighbourhood, enhance 97 Street crossings and the City's commitment to Harbin to put the gate back up. The projects also falls under the Downtown Plan and Capital City Downtown Community Revitalization Levy Plan as one of the key catalyst projects, Green and Walkable Downtown. This calls for street and public realm improvements that create a highly walkable, landscaped and connected pedestrian focused network. The enhanced pedestrian activity, greenery, commercial and cultural activity and transit use all support Council's four strategic goals.

STRATEGIC ALIGNMENT

This project contributes to Council's strategic goals of Healthy City, Urban Places, and Regional Prosperity. The 97 Street project contributes toward transforming the 97 Street corridor north of Jasper Avenue into a walkable corridor that accommodates space for people to walk and linger. The wider pedestrian realm will also accommodate space for communities and citizens to gather in support of business and cultural events and will ultimately house the City's new Harbin Gate.

CAPITAL PROFILE REPORT

ALTERNATIVES CONSIDERED

Administration considered multiple options for the configuration of 97 Street and the New Harbin Gate, including narrowing, widening, and using the existing cross-section of 97 Street. Ultimately the project team decided on a 4 lane cross section of 97 Street, narrowing the traffic lanes and expanding the pedestrian realm. This would also better facilitate the New Harbin Gate span and give it landmark prominence at the location that the Community and Harbin desired.

COST BENEFITS

- Higher quality public realm+cultural attraction
- Greater pedestrian safety+universal accessibility
- Attracts private sector investment and viability of street-level retail/patios
- Improve connections between major destinations:Shaw Conference Centre, Canada Place,The Quarters and Downtown hotels
- Increased property values
- Increased tree canopy, soft landscaping, potential LID and more public open space added downtown
- Enhanced Civic Pride

KEY RISKS & MITIGATING STRATEGY

Risks associated with this project include coordination with utility agencies, coordination with TransEd Valley Line LRT construction work at 102 Avenue, and potential short-term disruption to traffic and local businesses. There is also a risk of New Harbin Gate design changes affecting the streetscape. Mitigation strategies include ensuring adequate contingencies in project budgets, early involvement of utility agencies in the design process, close working relationship with Harbin's design team, development of a proactive communication plan, and incorporating 'lessons learned' from the previous downtown streetscape projects.

RESOURCES

Project Management will be provided by Integrated Infrastructure Services. External consultants will be retained to provide design, engineering, and other services as appropriate.

CONCLUSIONS AND RECOMMENDATIONS

Recommend proceeding with detailed design and construction of streetscape.

CAPITAL PROFILE REPORT

PROFILE NAME: **Streetscape Improvements (97 St: Jasper Ave to 102 Ave)****RECOMMENDED**PROFILE NUMBER: **19-20-5001**PROFILE TYPE: **Standalone**BRANCH: **Infrastructure Delivery**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	346	346	5,879	277	-	-	-	-	-	-	6,847
	Revised Funding Sources (if approved)												
	Debt CRL Downtown	-	173	173	2,939	138	-	-	-	-	-	-	3,424
	Debt CRL Quarters	-	173	173	2,939	138	-	-	-	-	-	-	3,424
	Requested Funding Source	-	346	346	5,879	277	-	-	-	-	-	-	6,847

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	346	346	5,879	277	-	-	-	-	-	-	6,847
	Requested Funding Source												
	Debt CRL Downtown	-	173	173	2,939	138	-	-	-	-	-	-	3,424
	Debt CRL Quarters	-	173	173	2,939	138	-	-	-	-	-	-	3,424
	Requested Funding Source	-	346	346	5,879	277	-	-	-	-	-	-	6,847

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Construction	-	-	-	5,599	143	-	-	-	-	-	-	-
Contingency	-	16	16	280	13	-	-	-	-	-	-	-	326
Design	-	329	329	-	-	-	-	-	-	-	-	-	659
Percent for Art	-	-	-	-	120	-	-	-	-	-	-	-	120
	Total	-	346	346	5,879	277	-	-	-	-	-	-	6,847

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **NATURAL AREAS ACQUISITION**
 PROFILE NUMBER: **CM-17-3017**
 DEPARTMENT: **Urban Form & Corporate Strategic Development**
 LEAD BRANCH: **City Planning**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

PROFILE STAGE: **Council Review**
 PROFILE TYPE: **Composite**
 LEAD MANAGER: **Peter Ohm**
 PARTNER MANAGER:
 ESTIMATED START: **January, 2019**
 ESTIMATED COMPLETION: **December, 2022**

Service Category: Parks**Major Initiative:**

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:**9,000****TOTAL PROFILE BUDGET:****9,000****PROFILE DESCRIPTION**

Since Edmonton was settled more than 110 years ago, the natural environment has supported us and shaped our collective identity. Edmontonians are proud of the city's natural environment - the heart of which is its connected Natural Areas system which flows from the North Saskatchewan River Valley and ravine system up to table land Natural Areas.

Natural systems that are supported within such a multifunctional green network (Breathe 2017) provide essential habitat for plants and animals, support biodiversity, and maintain a high quality of life for current and future citizens by supplying critical ecological services, as well as opportunities for education, research, appreciative forms of recreation, and aesthetic and spiritual inspiration. They are also proving increasingly important as critical elements in municipal climate change adaptation efforts.

Edmonton's tableland natural areas (those natural areas outside of the River Valley) are especially at risk because they are located in areas subject to growth pressures not experienced in the River Valley where residential and business development is controlled. When it comes to tableland natural areas purchase timing is of the essence either in advance of subdivision or as subdivisions occur. In these instances, ER and MR dedication is not applicable.

This profile recognizes the vulnerability of wetland, grassland, and forested areas on the tablelands and identifies priority sites for acquisition that provide high levels of biodiversity and complement the natural areas systems within neighbourhoods that are already dedicated through ER or MR at subdivision.

PROJECT LIST

Tableland priority natural areas (in order of priority):

- 1) Riverview ASP: Significant Natural Area NW 384, valued at \$40,000 / acre (range of \$38 k - \$42 k); for connectivity needs we recommend acquiring no less than 25 acres, preferably 50 acres
- 2) Decoteau ASP Environmentally Sensitive Areas:
 - a) SE 5004: Valued at \$40,000 / acre (range of \$38 k - \$42 k); for biodiversity values, we recommend acquiring no less than 40 acres, preferably 80 acres
 - OR
 - b) SE5007: Estimated at \$80,000 / acre; parcels in this area have historically sold in 40 acre portions, which is the recommendation here.
- 3) Environmentally Sensitive Area NW318 (Edgemont NASP): Estimated at \$220,000 / acre; up to 35 acres are available for purchase in this area; final area purchased will depend on acquisition/funding availability.
- 4) Horsehill ASP: if remaining funds available (or above acquisition properties are not available), Environmentally Sensitive Areas NE002 and/or NE24 will be considered for purchase: Estimated at \$40,000 / acre

PROFILE BACKGROUND

Increasingly there is a broad understanding of the important role that natural areas perform in the urban setting. Unfortunately, Natural areas throughout Edmonton are under tremendous pressure as a result of development, and many have been degraded, fragmented, or lost.

This profile funds the public acquisition of Edmonton's most threatened natural areas located on the tablelands (i.e. outside of the River Valley), including wetlands, grasslands, tree stands, and associated buffers. It also adds to the City's range of recreational, social and cultural history experiences. Priority sites have identified for acquisition, based upon natural areas research analysis, policy development and Council approval (see report 2009PW1198).

This profile is to be financed by tax-supported debt, with repayment provided from the Natural Areas Reserve Account (Bylaw 15164).

CAPITAL PROFILE REPORT

PROFILE JUSTIFICATION

The primary goals of the Natural Connections Strategic Plan, Natural Area Systems Policy (C-531), and Breathe (2017) are to protect a functioning ecological network of natural areas that includes:

- An even distribution of Core Biodiversity Areas (larger natural areas)
- An even distribution of stepping stones (smaller natural areas)
- Natural linkages between natural areas wherever possible

Between 1995 and 2004, only approximately 25% of the City's natural areas were protected while the remaining areas were removed due to development. Prior to the implementation of Bylaw 15164, the rate of Priority Natural Area loss exceeded that of protection by 10 ha / year based on a 15 year average (1993-2007). Combining the protection and loss rates, it was projected that Edmonton's remaining 760 ha of Priority Natural Areas would be lost by 2025 if only existing tools remained available for retention (i.e. ER, MR).

The purpose of this profile is to continue to acquire priority tableland Natural Areas within developing areas of the City that are currently slated for loss without the implementation of this profile.

STRATEGIC ALIGNMENT

Since 2003, the City has produced >25 policies, strategies, programs, and plans outlining the benefits of natural landscapes in the City. Most significant include: The Way Ahead, The Way We Live/Grow/Green, Natural Connections Strategic Plan, Natural Area Systems Policy (C-531), Breathe, and EMRGP.

ALTERNATIVES CONSIDERED

Secured natural areas with buffers and systematic natural connections are the goals of this profile. MR land and ER lands will be maximized to the greatest extent possible, to preserve and maintain the natural heritage system. An alternative, which is not preferred, is to purchase fewer natural areas or reduced buffer areas resulting in a disconnected system. Without funding, priority natural areas will be lost to development resulting in a fragmented or an incomplete natural areas system that is not able to support the City's environmental, social, and climate resilience goals. A further alternative which could be used to supplement the purchase of natural areas by the municipality is to advance public education and social marketing initiatives which focus upon the intrinsic and extrinsic value of natural areas, such that the development industry is motivated to retain more natural areas by consumers and residents.

COST BENEFITS

Benefits include acquisition of public natural areas with greenspace benefits of carbon sequestration, water retention, shading, greenspace connectivity, etc. Intangible benefits include the potential for recreational and greenspace programming, encouraging civic pride/participation through passive recreation opportunities and nature observation. Operational costs are lowest in this parks category compared to programmable parks.

KEY RISKS & MITIGATING STRATEGY

Risks include the uncertainty of the success of land negotiations because of a lack of agreement on the assessed value and willingness of vendors to sell. This may lead to partial securement only or reduced securement overall. There is potential that the City will buy fewer natural areas, leading to a less complete or more fragmented natural areas system, despite clearly expressed needs and availability of funding. The risk in not securing a more comprehensive natural areas system includes a loss of program potential, loss of biodiversity, and a loss of the benefits of having a diverse ecosystem involving water, air, heat and carbon.

RESOURCES

Implementing this profile will require: an Ecological planner to assess the biodiversity value of acquisition properties; Parks planner and Buyer time from Corporate Properties. Acquisitions are requested to be funded through the balance in Natural Areas Reserve (borrowing Bylaw 15164).

CONCLUSIONS AND RECOMMENDATIONS

The acquisition of natural areas remains a high priority as evidence by the City's various strategic guidance documents. City Planning continues to actively seek out opportunities and negotiate on offers of sale, to achieve a connected and healthy open space system and natural heritage legacy. It is recommended that the City continue to fund the acquisition of natural areas to ensure a connected open space system for the environmental and social benefits of Edmontonians. If funding is approved, acquisition will focus on priority areas before medium or lower priority sites.

CAPITAL PROFILE REPORTPROFILE NAME: **Natural Areas Acquisition****RECOMMENDED**PROFILE NUMBER: **CM-17-3017**PROFILE TYPE: **Composite**BRANCH: **City Planning****CAPITAL BUDGET AND FUNDING SOURCES (000's)**

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	4,000	3,500	1,500	-	-	-	-	-	-	-	9,000
	Revised Funding Sources (if approved)												
	Natural Area Reserve	-	4,000	3,500	1,500	-	-	-	-	-	-	-	9,000
	Requested Funding Source	-	4,000	3,500	1,500	-	-	-	-	-	-	-	9,000

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	4,000	3,500	1,500	-	-	-	-	-	-	-	9,000
	Requested Funding Source												
	Natural Area Reserve	-	4,000	3,500	1,500	-	-	-	-	-	-	-	9,000
	Requested Funding Source	-	4,000	3,500	1,500	-	-	-	-	-	-	-	9,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Land	-	4,000	3,500	1,500	-	-	-	-	-	-	-
	Total	-	4,000	3,500	1,500	-	-	-	-	-	-	-	9,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	NRP RECON - ALBERTA AVENUE	RECOMMENDED
PROFILE NUMBER:	19-40-9010	PROFILE STAGE: Council Review
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Building Great Neighbourhoods and Open Spaces	LEAD MANAGER: Craig Walbaum
PROGRAM NAME:		PARTNER MANAGER: Gord Cebryk
PARTNER:	Parks & Roads Services	ESTIMATED START: May, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2023

Service Category:	Neighbourhood Renewal	Major Initiative:	Great Neighbourhoods
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	-
5	95	BUDGET REQUEST:	50,500
		TOTAL PROFILE BUDGET:	50,500

PROFILE DESCRIPTION

Neighbourhood Renewal provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks in existing local and collector roadways and related work for signals and streetlighting rehab/upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements.

Partnering with other City programs or initiatives which bring value to the neighbourhood's overall livability have also been identified to leverage opportunities and efficiencies found with Neighbourhood Renewal. This could include improvements to park and open spaces, commercial areas public realm enhancements, and community traffic management and other social or economic uplift initiatives.

PROFILE BACKGROUND

The Neighbourhood Renewal Program (NRP) outlines a cost-effective, long-term strategic approach to address renewal and rebuilding of roads, sidewalks, and signals and streetlights needs in existing neighbourhoods.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model. Utilization of a balanced approach of various capital improvement techniques (reconstruction, overlay, microsurfacing) to maximize asset value and asset life.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Do Nothing/Unfunded: No renewal work occurs allowing further deterioration that increases maintenance costs and the risk of asset failure. Significant operating funding will be expended and will provide a poor level of service. If the asset fails, there will be severe/complete loss of service and will require costly emergency repairs for the asset to reinstate service.

Band Aid/Triage: Simple renewal is completed, even if more extensive renewal is required, until funding is available. Overall cost/benefit analysis demonstrates that this option will be a higher cost and provide a lower overall level of service compared to a timely administered program.

Reconstruction First/Worse Only: The City's Investment Model and cost benefit analysis showed that effectively combining reconstruction, rehabilitation, and preventative maintenance, the program allows more improvements within 25 years, whereas a reconstruction-only program would take many more years to complete at a higher cost.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing/maximizing service life of aging infrastructure in neighbourhoods and achieving long-term cost savings through reinvestment strategies to increase service levels.

Intangible benefits: enhancing the attractiveness of neighbourhoods, offering more active modes options and improved lighting to enhance livability, health, and safety for residents.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Utility Coordination:

The major utilities in neighbourhoods (drainage, water, gas) may be challenged to coordinate their infrastructure work due to lack of resources, condition information, depth of utility lines or funding to meet the timelines of the neighbourhood renewal program. If no coordination is completed, the risk of utilities damaging newly renewed infrastructure increases.

Mitigation:

Discussions with utility representatives in 2 - 5 years before construction providing time for utilities to secure any necessary condition and renewal data, identify opportunities, resolve issues, and complete the utility work before neighbourhood renewal work is completed.

RESOURCES

External contractors (via tender process) will be used to complete development and delivery. Long term construction contracts for Neighbourhood Reconstruction projects will be coordinated with utility stakeholders and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

With neighbourhood local and collector roads being an integral part of the City's transportation network that provides access to residents, businesses and industries, an effective neighbourhood renewal strategy is needed to ensure the City meets its goals for sustainable and accessible infrastructure. Reconstruction is required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, and increase service level and customer satisfaction.

CAPITAL PROFILE REPORT

PROFILE NAME: NRP Recon - Alberta Avenue

RECOMMENDED

PROFILE NUMBER: 19-40-9010

PROFILE TYPE: Standalone

BRANCH: Building Great Neighbourhoods and Open Spaces

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	12,698	12,660	12,861	12,282	-	-	-	-	-	-	50,500
	Revised Funding Sources (if approved)												
	Local Improvements Prop. Share	-	972	972	972	972	-	-	-	-	-	-	3,888
	Neighborhood Renewal Reserve	-	11,437	11,370	11,425	11,308	-	-	-	-	-	-	45,540
	Pay-As-You-Go	-	-	318	464	2	-	-	-	-	-	-	783
	Tax-Supported Debt	-	289	-	-	-	-	-	-	-	-	-	289
	Requested Funding Source	-	12,698	12,660	12,861	12,282	-	-	-	-	-	-	50,500

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	12,698	12,660	12,861	12,282	-	-	-	-	-	-	50,500
	Requested Funding Source												
	Local Improvements Prop. Share	-	972	972	972	972	-	-	-	-	-	-	3,888
	Neighborhood Renewal Reserve	-	11,437	11,370	11,425	11,308	-	-	-	-	-	-	45,540
	Pay-As-You-Go	-	-	318	464	2	-	-	-	-	-	-	783
	Tax-Supported Debt	-	289	-	-	-	-	-	-	-	-	-	289
	Requested Funding Source	-	12,698	12,660	12,861	12,282	-	-	-	-	-	-	50,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Construction	-	12,698	12,660	12,861	12,282	-	-	-	-	-	-
	Total	-	12,698	12,660	12,861	12,282	-	-	-	-	-	-	50,500

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	NRP RECON - CENTRAL MCDUGALL	RECOMMENDED
PROFILE NUMBER:	19-40-9011	PROFILE STAGE: Council Review
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Building Great Neighbourhoods and Open Spaces	LEAD MANAGER: Craig Walbaum
PROGRAM NAME:		PARTNER MANAGER: Gord Cebryk
PARTNER:	Parks & Roads Services	ESTIMATED START: May, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2021

Service Category:	Neighbourhood Renewal	Major Initiative:	Great Neighbourhoods
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	-
5	95	BUDGET REQUEST:	28,000
		TOTAL PROFILE BUDGET:	28,000

PROFILE DESCRIPTION

Neighbourhood Renewal provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks in existing local and collector roadways and related work for signals and streetlighting rehab/upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements.

Partnering with other City programs or initiatives which bring value to the neighbourhood's overall livability have also been identified to leverage opportunities and efficiencies found with Neighbourhood Renewal. This could include improvements to park and open spaces, commercial areas public realm enhancements, and community traffic management and other social or economic uplift initiatives.

PROFILE BACKGROUND

The Neighbourhood Renewal Program (NRP) outlines a cost-effective, long-term strategic approach to address renewal and rebuilding of roads, sidewalks, and signals and streetlights needs in existing neighbourhoods.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model. Utilization of a balanced approach of various capital improvement techniques (reconstruction, overlay, microsurfacing) to maximize asset value and asset life.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Do Nothing/Unfunded: No renewal work occurs allowing further deterioration that increases maintenance costs and the risk of asset failure. Significant operating funding will be expended and will provide a poor level of service. If the asset fails, there will be severe/total loss of service and will require costly emergency repairs for the asset to reinstate service.

Band Aid/Triage: Simple renewal is completed, even if more extensive renewal is required, until funding is available. Overall cost/benefit analysis demonstrates that this option will be a higher cost and provide a lower overall level of service compared to a timely administered program.

Reconstruction First/Worse Only: The City's Investment Model and cost benefit analysis showed that effectively combining reconstruction, rehabilitation, and preventative maintenance, the program allows more improvements within 25 years, whereas a reconstruction-only program would take many more years to complete at a higher cost.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing/maximizing service life of aging infrastructure in neighbourhoods and achieving long-term cost savings through reinvestment strategies to increase service levels.

Intangible benefits: enhancing the attractiveness of neighbourhoods, offering more active modes options and improved lighting to enhance livability, health, and safety for residents.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Utility Coordination:

The major utilities in neighbourhoods (drainage, water, gas) may be challenged to coordinate their infrastructure work due to lack of resources, condition information, depth of utility lines or funding to meet the timelines of the neighbourhood renewal program. If no coordination is completed, the risk of utilities damaging newly renewed infrastructure increases.

Mitigation:

Discussions with utility representatives in 2 - 5 years before construction providing time for utilities to secure any necessary condition and renewal data, identify opportunities, resolve issues, and complete the utility work before neighbourhood renewal work is completed.

RESOURCES

External contractors (via tender process) will be used to complete development and delivery. Long term construction contracts for Neighbourhood Reconstruction projects will be coordinated with utility stakeholders and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

With neighbourhood local and collector roads being an integral part of the City's transportation network that provides access to residents, businesses and industries, an effective neighbourhood renewal strategy is needed to ensure the City meets its goals for sustainable and accessible infrastructure. Reconstruction is required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, and increase service level and customer satisfaction.

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP Recon - Central McDougall**
 PROFILE NUMBER: **19-40-9011**
 BRANCH: **Building Great Neighbourhoods and Open Spaces**

RECOMMENDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	10,086	14,414	3,500	-	-	-	-	-	-	-	28,000
	Revised Funding Sources (if approved)												
	Local Improvements Prop. Share	-	587	1,175	-	-	-	-	-	-	-	-	1,762
	Neighborhood Renewal Reserve	-	6,853	13,175	3,500	-	-	-	-	-	-	-	23,528
	Pay-As-You-Go	-	165	64	-	-	-	-	-	-	-	-	229
	Tax-Supported Debt	-	2,481	-	-	-	-	-	-	-	-	-	2,481
	Requested Funding Source	-	10,086	14,414	3,500	-	-	-	-	-	-	-	28,000

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	10,086	14,414	3,500	-	-	-	-	-	-	-	28,000
	Requested Funding Source												
	Local Improvements Prop. Share	-	587	1,175	-	-	-	-	-	-	-	-	1,762
	Neighborhood Renewal Reserve	-	6,853	13,175	3,500	-	-	-	-	-	-	-	23,528
	Pay-As-You-Go	-	165	64	-	-	-	-	-	-	-	-	229
	Tax-Supported Debt	-	2,481	-	-	-	-	-	-	-	-	-	2,481
	Requested Funding Source	-	10,086	14,414	3,500	-	-	-	-	-	-	-	28,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Construction	-	10,086	14,414	3,500	-	-	-	-	-	-	-
	Total	-	10,086	14,414	3,500	-	-	-	-	-	-	-	28,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	NRP RECON - HIGHLANDS	RECOMMENDED
PROFILE NUMBER:	19-40-9012	PROFILE STAGE: Council Review
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Building Great Neighbourhoods and Open Spaces	LEAD MANAGER: Craig Walbaum
PROGRAM NAME:		PARTNER MANAGER: Gord Cebryk
PARTNER:	Parks & Roads Services	ESTIMATED START: May, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Neighbourhood Renewal	Major Initiative:	Great Neighbourhoods
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	-
5	95	BUDGET REQUEST:	47,100
		TOTAL PROFILE BUDGET:	47,100

PROFILE DESCRIPTION

Neighbourhood Renewal provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks in existing local and collector roadways and related work for signals and streetlighting rehab/upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements.

Partnering with other City programs or initiatives which bring value to the neighbourhood's overall livability have also been identified to leverage opportunities and efficiencies found with Neighbourhood Renewal. This could include improvements to park and open spaces, commercial areas public realm enhancements, and community traffic management and other social or economic uplift initiatives.

PROFILE BACKGROUND

The Neighbourhood Renewal Program (NRP) outlines a cost-effective, long-term strategic approach to address renewal and rebuilding of roads, sidewalks, and signals and streetlights needs in existing neighbourhoods.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model. Utilization of a balanced approach of various capital improvement techniques (reconstruction, overlay, microsurfacing) to maximize asset value and asset life.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Do Nothing/Unfunded: No renewal work occurs allowing further deterioration that increases maintenance costs and the risk of asset failure. Significant operating funding will be expended and will provide a poor level of service. If the asset fails, there will be severe/total loss of service and will require costly emergency repairs for the asset to reinstate service.

Band Aid/Triage: Simple renewal is completed, even if more extensive renewal is required, until funding is available. Overall cost/benefit analysis demonstrates that this option will be a higher cost and provide a lower overall level of service compared to a timely administered program.

Reconstruction First/Worse Only: The City's Investment Model and cost benefit analysis showed that effectively combining reconstruction, rehabilitation, and preventative maintenance, the program allows more improvements within 25 years, whereas a reconstruction-only program would take many more years to complete at a higher cost.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing/maximizing service life of aging infrastructure in neighbourhoods and achieving long-term cost savings through reinvestment strategies to increase service levels.

Intangible benefits: enhancing the attractiveness of neighbourhoods, offering more active modes options and improved lighting to enhance livability, health, and safety for residents.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Utility Coordination:

The major utilities in neighbourhoods (drainage, water, gas) may be challenged to coordinate their infrastructure work due to lack of resources, condition information, depth of utility lines or funding to meet the timelines of the neighbourhood renewal program. If no coordination is completed, the risk of utilities damaging newly renewed infrastructure increases.

Mitigation:

Discussions with utility representatives in 2 - 5 years before construction providing time for utilities to secure any necessary condition and renewal data, identify opportunities, resolve issues, and complete the utility work before neighbourhood renewal work is completed.

RESOURCES

External contractors (via tender process) will be used to complete development and delivery. Long term construction contracts for Neighbourhood Reconstruction projects will be coordinated with utility stakeholders and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

With neighbourhood local and collector roads being an integral part of the City's transportation network that provides access to residents, businesses and industries, an effective neighbourhood renewal strategy is needed to ensure the City meets its goals for sustainable and accessible infrastructure. Reconstruction is required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, and increase service level and customer satisfaction.

CAPITAL PROFILE REPORT

PROFILE NAME: NRP Recon - Highlands

RECOMMENDED

PROFILE NUMBER: 19-40-9012

PROFILE TYPE: Standalone

BRANCH: Building Great Neighbourhoods and Open Spaces

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	9,825	15,405	15,832	6,038	-	-	-	-	-	-	47,100
	Revised Funding Sources (if approved)												
	Local Improvements Prop. Share	-	665	1,332	1,331	-	-	-	-	-	-	-	3,328
	Neighborhood Renewal Reserve	-	7,128	14,073	14,501	6,038	-	-	-	-	-	-	41,740
	Pay-As-You-Go	-	1,725	-	-	-	-	-	-	-	-	-	1,725
	Tax-Supported Debt	-	307	-	-	-	-	-	-	-	-	-	307
	Requested Funding Source	-	9,825	15,405	15,832	6,038	-	-	-	-	-	-	47,100

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	9,825	15,405	15,832	6,038	-	-	-	-	-	-	47,100
	Requested Funding Source												
	Local Improvements Prop. Share	-	665	1,332	1,331	-	-	-	-	-	-	-	3,328
	Neighborhood Renewal Reserve	-	7,128	14,073	14,501	6,038	-	-	-	-	-	-	41,740
	Pay-As-You-Go	-	1,725	-	-	-	-	-	-	-	-	-	1,725
	Tax-Supported Debt	-	307	-	-	-	-	-	-	-	-	-	307
	Requested Funding Source	-	9,825	15,405	15,832	6,038	-	-	-	-	-	-	47,100

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Construction	-	9,825	15,405	15,832	6,038	-	-	-	-	-	-
	Total	-	9,825	15,405	15,832	6,038	-	-	-	-	-	-	47,100

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	NRP RECON - STRATHCONA	RECOMMENDED
PROFILE NUMBER:	19-40-9014	PROFILE STAGE: Council Review
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Building Great Neighbourhoods and Open Spaces	LEAD MANAGER: Craig Walbaum
PROGRAM NAME:		PARTNER MANAGER: Gord Cebryk
PARTNER:	Parks & Roads Services	ESTIMATED START: May, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Neighbourhood Renewal	Major Initiative:	Great Neighbourhoods
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	-
5	95	BUDGET REQUEST:	65,100
		TOTAL PROFILE BUDGET:	65,100

PROFILE DESCRIPTION

Neighbourhood Renewal provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks in existing local and collector roadways and related work for signals and streetlighting rehab/upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements.

Partnering with other City programs or initiatives which bring value to the neighbourhood's overall livability have also been identified to leverage opportunities and efficiencies found with Neighbourhood Renewal. This could include improvements to park and open spaces, commercial areas public realm enhancements, and community traffic management and other social or economic uplift initiatives.

PROFILE BACKGROUND

The Neighbourhood Renewal Program (NRP) outlines a cost-effective, long-term strategic approach to address renewal and rebuilding of roads, sidewalks, and signals and streetlights needs in existing neighbourhoods.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model. Utilization of a balanced approach of various capital improvement techniques (reconstruction, overlay, microsurfacing) to maximize asset value and asset life.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Do Nothing/Unfunded: No renewal work occurs allowing further deterioration that increases maintenance costs and the risk of asset failure. Significant operating funding will be expended and will provide a poor level of service. If the asset fails, there will be severe/total loss of service and will require costly emergency repairs for the asset to reinstate service.

Band Aid/Triage: Simple renewal is completed, even if more extensive renewal is required, until funding is available. Overall cost/benefit analysis demonstrates that this option will be a higher cost and provide a lower overall level of service compared to a timely administered program.

Reconstruction First/Worse Only: The City's Investment Model and cost benefit analysis showed that effectively combining reconstruction, rehabilitation, and preventative maintenance, the program allows more improvements within 25 years, whereas a reconstruction-only program would take many more years to complete at a higher cost.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing/maximizing service life of aging infrastructure in neighbourhoods and achieving long-term cost savings through reinvestment strategies to increase service levels.

Intangible benefits: enhancing the attractiveness of neighbourhoods, offering more active modes options and improved lighting to enhance livability, health, and safety for residents.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Utility Coordination:

The major utilities in neighbourhoods (drainage, water, gas) may be challenged to coordinate their infrastructure work due to lack of resources, condition information, depth of utility lines or funding to meet the timelines of the neighbourhood renewal program. If no coordination is completed, the risk of utilities damaging newly renewed infrastructure increases.

Mitigation:

Discussions with utility representatives in 2 - 5 years before construction providing time for utilities to secure any necessary condition and renewal data, identify opportunities, resolve issues, and complete the utility work before neighbourhood renewal work is completed.

RESOURCES

External contractors (via tender process) will be used to complete development and delivery. Long term construction contracts for Neighbourhood Reconstruction projects will be coordinated with utility stakeholders and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

With neighbourhood local and collector roads being an integral part of the City's transportation network that provides access to residents, businesses and industries, an effective neighbourhood renewal strategy is needed to ensure the City meets its goals for sustainable and accessible infrastructure. Reconstruction is required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, and increase service level and customer satisfaction.

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP Recon - Strathcona****RECOMMENDED**PROFILE NUMBER: **19-40-9014**PROFILE TYPE: **Standalone**BRANCH: **Building Great Neighbourhoods and Open Spaces**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	17,417	19,297	21,176	7,210	-	-	-	-	-	-	65,100
	Revised Funding Sources (if approved)												
	Local Improvements Prop. Share	-	1,440	1,440	1,440	-	-	-	-	-	-	-	4,320
	Neighborhood Renewal Reserve	-	15,977	15,977	15,976	7,210	-	-	-	-	-	-	55,140
	Pay-As-You-Go	-	-	1,880	3,760	-	-	-	-	-	-	-	5,640
	Requested Funding Source	-	17,417	19,297	21,176	7,210	-	-	-	-	-	-	65,100

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	17,417	19,297	21,176	7,210	-	-	-	-	-	-	65,100
	Requested Funding Source												
	Local Improvements Prop. Share	-	1,440	1,440	1,440	-	-	-	-	-	-	-	4,320
	Neighborhood Renewal Reserve	-	15,977	15,977	15,976	7,210	-	-	-	-	-	-	55,140
	Pay-As-You-Go	-	-	1,880	3,760	-	-	-	-	-	-	-	5,640
	Requested Funding Source	-	17,417	19,297	21,176	7,210	-	-	-	-	-	-	65,100

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Construction	-	17,417	19,297	21,176	7,210	-	-	-	-	-	-
	Total	-	17,417	19,297	21,176	7,210	-	-	-	-	-	-	65,100

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	NRP RECON - ROYAL GARDENS	RECOMMENDED
PROFILE NUMBER:	19-40-9015	PROFILE STAGE: Council Review
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Building Great Neighbourhoods and Open Spaces	LEAD MANAGER: Craig Walbaum
PROGRAM NAME:		PARTNER MANAGER: Gord Cebryk
PARTNER:	Parks & Roads Services	ESTIMATED START: May, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2021

Service Category:	Neighbourhood Renewal	Major Initiative:	Great Neighbourhoods
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	-
5	95	BUDGET REQUEST:	30,400
		TOTAL PROFILE BUDGET:	30,400

PROFILE DESCRIPTION

Neighbourhood Renewal provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks in existing local and collector roadways and related work for signals and streetlighting rehab/upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements.

Partnering with other City programs or initiatives which bring value to the neighbourhood's overall livability have also been identified to leverage opportunities and efficiencies found with Neighbourhood Renewal. This could include improvements to park and open spaces, commercial areas public realm enhancements, and community traffic management and other social or economic uplift initiatives.

PROFILE BACKGROUND

The Neighbourhood Renewal Program (NRP) outlines a cost-effective, long-term strategic approach to address renewal and rebuilding of roads, sidewalks, and signals and streetlights needs in existing neighbourhoods.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model. Utilization of a balanced approach of various capital improvement techniques (reconstruction, overlay, microsurfacing) to maximize asset value and asset life.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Do Nothing/Unfunded: No renewal work occurs allowing further deterioration that increases maintenance costs and the risk of asset failure. Significant operating funding will be expended and will provide a poor level of service. If the asset fails, there will be severe/total loss of service and will require costly emergency repairs for the asset to reinstate service.

Band Aid/Triage: Simple renewal is completed, even if more extensive renewal is required, until funding is available. Overall cost/benefit analysis demonstrates that this option will be a higher cost and provide a lower overall level of service compared to a timely administered program.

Reconstruction First/Worse Only: The City's Investment Model and cost benefit analysis showed that effectively combining reconstruction, rehabilitation, and preventative maintenance, the program allows more improvements within 25 years, whereas a reconstruction-only program would take many more years to complete at a higher cost.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing/maximizing service life of aging infrastructure in neighbourhoods and achieving long-term cost savings through reinvestment strategies to increase service levels.

Intangible benefits: enhancing the attractiveness of neighbourhoods, offering more active modes options and improved lighting to enhance livability, health, and safety for residents.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Utility Coordination:

The major utilities in neighbourhoods (drainage, water, gas) may be challenged to coordinate their infrastructure work due to lack of resources, condition information, depth of utility lines or funding to meet the timelines of the neighbourhood renewal program. If no coordination is completed, the risk of utilities damaging newly renewed infrastructure increases.

Mitigation:

Discussions with utility representatives in 2 - 5 years before construction providing time for utilities to secure any necessary condition and renewal data, identify opportunities, resolve issues, and complete the utility work before neighbourhood renewal work is completed.

RESOURCES

External contractors (via tender process) will be used to complete development and delivery. Long term construction contracts for Neighbourhood Reconstruction projects will be coordinated with utility stakeholders and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

With neighbourhood local and collector roads being an integral part of the City's transportation network that provides access to residents, businesses and industries, an effective neighbourhood renewal strategy is needed to ensure the City meets its goals for sustainable and accessible infrastructure. Reconstruction is required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, and increase service level and customer satisfaction.

CAPITAL PROFILE REPORT

PROFILE NAME: NRP Recon - Royal Gardens

RECOMMENDED

PROFILE NUMBER: 19-40-9015

PROFILE TYPE: Standalone

BRANCH: Building Great Neighbourhoods and Open Spaces

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	13,225	13,175	4,000	-	-	-	-	-	-	-	30,400
	Revised Funding Sources (if approved)												
	Local Improvements Prop. Share	-	1,060	1,060	-	-	-	-	-	-	-	-	2,120
	Neighborhood Renewal Reserve	-	11,707	11,828	4,000	-	-	-	-	-	-	-	27,535
	Pay-As-You-Go	-	-	287	-	-	-	-	-	-	-	-	287
	Tax-Supported Debt	-	458	-	-	-	-	-	-	-	-	-	458
	Requested Funding Source	-	13,225	13,175	4,000	-	-	-	-	-	-	-	30,400

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	13,225	13,175	4,000	-	-	-	-	-	-	-	30,400
	Requested Funding Source												
	Local Improvements Prop. Share	-	1,060	1,060	-	-	-	-	-	-	-	-	2,120
	Neighborhood Renewal Reserve	-	11,707	11,828	4,000	-	-	-	-	-	-	-	27,535
	Pay-As-You-Go	-	-	287	-	-	-	-	-	-	-	-	287
	Tax-Supported Debt	-	458	-	-	-	-	-	-	-	-	-	458
	Requested Funding Source	-	13,225	13,175	4,000	-	-	-	-	-	-	-	30,400

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Construction	-	13,225	13,175	4,000	-	-	-	-	-	-	-
	Total	-	13,225	13,175	4,000	-	-	-	-	-	-	-	30,400

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	NRP RECON - CANORA / WEST JASPER PLACE	RECOMMENDED
PROFILE NUMBER:	19-40-9016	PROFILE STAGE: Council Review
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Building Great Neighbourhoods and Open Spaces	LEAD MANAGER: Craig Walbaum
PROGRAM NAME:		PARTNER MANAGER: Gord Cebryk
PARTNER:	Parks & Roads Services	ESTIMATED START: May, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2019

Service Category:	Neighbourhood Renewal	Major Initiative:	Great Neighbourhoods
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	-
5	95	BUDGET REQUEST:	6,700
		TOTAL PROFILE BUDGET:	6,700

PROFILE DESCRIPTION

Neighbourhood Renewal provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks in existing local and collector roadways and related work for signals and streetlighting rehab/upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements.

Partnering with other City programs or initiatives which bring value to the neighbourhood's overall livability have also been identified to leverage opportunities and efficiencies found with Neighbourhood Renewal. This could include improvements to park and open spaces, commercial areas public realm enhancements, and community traffic management and other social or economic uplift initiatives.

PROFILE BACKGROUND

The Neighbourhood Renewal Program (NRP) outlines a cost-effective, long-term strategic approach to address renewal and rebuilding of roads, sidewalks, and signals and streetlights needs in existing neighbourhoods.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model. Utilization of a balanced approach of various capital improvement techniques (reconstruction, overlay, microsurfacing) to maximize asset value and asset life.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Do Nothing/Unfunded: No renewal work occurs allowing further deterioration that increases maintenance costs and the risk of asset failure. Significant operating funding will be expended and will provide a poor level of service. If the asset fails, there will be severe/total loss of service and will require costly emergency repairs for the asset to reinstate service.

Band Aid/Triage: Simple renewal is completed, even if more extensive renewal is required, until funding is available. Overall cost/benefit analysis demonstrates that this option will be a higher cost and provide a lower overall level of service compared to a timely administered program.

Reconstruction First/Worse Only: The City's Investment Model and cost benefit analysis showed that effectively combining reconstruction, rehabilitation, and preventative maintenance, the program allows more improvements within 25 years, whereas a reconstruction-only program would take many more years to complete at a higher cost.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing/maximizing service life of aging infrastructure in neighbourhoods and achieving long-term cost savings through reinvestment strategies to increase service levels.

Intangible benefits: enhancing the attractiveness of neighbourhoods, offering more active modes options and improved lighting to enhance livability, health, and safety for residents.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Utility Coordination:

The major utilities in neighbourhoods (drainage, water, gas) may be challenged to coordinate their infrastructure work due to lack of resources, condition information, depth of utility lines or funding to meet the timelines of the neighbourhood renewal program. If no coordination is completed, the risk of utilities damaging newly renewed infrastructure increases.

Mitigation:

Discussions with utility representatives in 2 - 5 years before construction providing time for utilities to secure any necessary condition and renewal data, identify opportunities, resolve issues, and complete the utility work before neighbourhood renewal work is completed.

RESOURCES

External contractors (via tender process) will be used to complete development and delivery. Long term construction contracts for Neighbourhood Reconstruction projects will be coordinated with utility stakeholders and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

With neighbourhood local and collector roads being an integral part of the City's transportation network that provides access to residents, businesses and industries, an effective neighbourhood renewal strategy is needed to ensure the City meets its goals for sustainable and accessible infrastructure. Reconstruction is required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, and increase service level and customer satisfaction.

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP Recon - Canora / West Jasper Place**
 PROFILE NUMBER: **19-40-9016**
 BRANCH: **Building Great Neighbourhoods and Open Spaces**

RECOMMENDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	6,300	400	-	-	-	-	-	-	-	-	6,700
	Revised Funding Sources (if approved)												
	Local Improvements Prop. Share	-	470	-	-	-	-	-	-	-	-	-	470
	Neighborhood Renewal Reserve	-	5,000	400	-	-	-	-	-	-	-	-	5,400
	Pay-As-You-Go	-	830	-	-	-	-	-	-	-	-	-	830
	Requested Funding Source	-	6,300	400	-	-	-	-	-	-	-	-	6,700

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	6,300	400	-	-	-	-	-	-	-	-	6,700
	Requested Funding Source												
	Local Improvements Prop. Share	-	470	-	-	-	-	-	-	-	-	-	470
	Neighborhood Renewal Reserve	-	5,000	400	-	-	-	-	-	-	-	-	5,400
	Pay-As-You-Go	-	830	-	-	-	-	-	-	-	-	-	830
	Requested Funding Source	-	6,300	400	-	-	-	-	-	-	-	-	6,700

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Construction	-	6,300	400	-	-	-	-	-	-	-	-
	Total	-	6,300	400	-	-	-	-	-	-	-	-	6,700

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	NRP RECON - INGLEWOOD	RECOMMENDED
PROFILE NUMBER:	19-40-9013	PROFILE STAGE: Council Review
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Building Great Neighbourhoods and Open Spaces	LEAD MANAGER: Craig Walbaum
PROGRAM NAME:		PARTNER MANAGER: Gord Cebryk
PARTNER:	Parks & Roads Services	ESTIMATED START: May, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Neighbourhood Renewal	Major Initiative:	Great Neighbourhoods
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	-
5	95	BUDGET REQUEST:	52,100
		TOTAL PROFILE BUDGET:	52,100

PROFILE DESCRIPTION

Neighbourhood Renewal provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks in existing local and collector roadways and related work for signals and streetlighting rehab/upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements.

Partnering with other City programs or initiatives which bring value to the neighbourhood's overall livability have also been identified to leverage opportunities and efficiencies found with Neighbourhood Renewal. This could include improvements to park and open spaces, commercial areas public realm enhancements, and community traffic management and other social or economic uplift initiatives.

PROFILE BACKGROUND

The Neighbourhood Renewal Program (NRP) outlines a cost-effective, long-term strategic approach to address renewal and rebuilding of roads, sidewalks, and signals and streetlights needs in existing neighbourhoods.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model. Utilization of a balanced approach of various capital improvement techniques (reconstruction, overlay, microsurfacing) to maximize asset value and asset life.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Do Nothing/Unfunded: No renewal work occurs allowing further deterioration that increases maintenance costs and the risk of asset failure. Significant operating funding will be expended and will provide a poor level of service. If the asset fails, there will be severe/total loss of service and will require costly emergency repairs for the asset to reinstate service.

Band Aid/Triage: Simple renewal is completed, even if more extensive renewal is required, until funding is available. Overall cost/benefit analysis demonstrates that this option will be a higher cost and provide a lower overall level of service compared to a timely administered program.

Reconstruction First/Worse Only: The City's Investment Model and cost benefit analysis showed that effectively combining reconstruction, rehabilitation, and preventative maintenance, the program allows more improvements within 25 years, whereas a reconstruction-only program would take many more years to complete at a higher cost.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing/maximizing service life of aging infrastructure in neighbourhoods and achieving long-term cost savings through reinvestment strategies to increase service levels.

Intangible benefits: enhancing the attractiveness of neighbourhoods, offering more active modes options and improved lighting to enhance livability, health, and safety for residents.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Utility Coordination:

The major utilities in neighbourhoods (drainage, water, gas) may be challenged to coordinate their infrastructure work due to lack of resources, condition information, depth of utility lines or funding to meet the timelines of the neighbourhood renewal program. If no coordination is completed, the risk of utilities damaging newly renewed infrastructure increases.

Mitigation:

Discussions with utility representatives in 2 - 5 years before construction providing time for utilities to secure any necessary condition and renewal data, identify opportunities, resolve issues, and complete the utility work before neighbourhood renewal work is completed.

RESOURCES

External contractors (via tender process) will be used to complete development and delivery. Long term construction contracts for Neighbourhood Reconstruction projects will be coordinated with utility stakeholders and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

With neighbourhood local and collector roads being an integral part of the City's transportation network that provides access to residents, businesses and industries, an effective neighbourhood renewal strategy is needed to ensure the City meets its goals for sustainable and accessible infrastructure. Reconstruction is required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, and increase service level and customer satisfaction.

CAPITAL PROFILE REPORT

PROFILE NAME: NRP Recon - Inglewood

RECOMMENDED

PROFILE NUMBER: 19-40-9013

PROFILE TYPE: Standalone

BRANCH: Building Great Neighbourhoods and Open Spaces

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	16,646	18,161	10,593	6,700	-	-	-	-	-	-	52,100
	Revised Funding Sources (if approved)												
	Local Improvements Prop. Share	-	1,280	1,460	920	-	-	-	-	-	-	-	3,660
	Munc Sustain. Initiative - MSI	-	-	1,185	-	-	-	-	-	-	-	-	1,185
	Neighborhood Renewal Reserve	-	13,706	15,516	9,673	6,700	-	-	-	-	-	-	45,595
	Pay-As-You-Go	-	285	-	-	-	-	-	-	-	-	-	285
	Tax-Supported Debt	-	1,375	-	-	-	-	-	-	-	-	-	1,375
	Requested Funding Source	-	16,646	18,161	10,593	6,700	-	-	-	-	-	-	52,100

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	16,646	18,161	10,593	6,700	-	-	-	-	-	-	52,100
	Requested Funding Source												
	Local Improvements Prop. Share	-	1,280	1,460	920	-	-	-	-	-	-	-	3,660
	Munc Sustain. Initiative - MSI	-	-	1,185	-	-	-	-	-	-	-	-	1,185
	Neighborhood Renewal Reserve	-	13,706	15,516	9,673	6,700	-	-	-	-	-	-	45,595
	Pay-As-You-Go	-	285	-	-	-	-	-	-	-	-	-	285
	Tax-Supported Debt	-	1,375	-	-	-	-	-	-	-	-	-	1,375
	Requested Funding Source	-	16,646	18,161	10,593	6,700	-	-	-	-	-	-	52,100

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Construction	-	16,646	18,161	10,593	6,700	-	-	-	-	-	-
	Total	-	16,646	18,161	10,593	6,700	-	-	-	-	-	-	52,100

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **MUTTART CONSERVATORY REHABILITATION**
 PROFILE NUMBER: **19-12-0100**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER: **Community & Recreation Facilities**
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

PROFILE STAGE:	Council Review
PROFILE TYPE:	Standalone
LEAD MANAGER:	Brian Latte
PARTNER MANAGER:	Roger Jevne
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Recreation & Culture**

Major Initiative:

GROWTH

RENEWAL
100

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

12,350

TOTAL PROFILE BUDGET:

12,350

PROFILE DESCRIPTION

The primary objective of the Muttart Conservatory Rehabilitation project is to rehabilitate the Muttart Conservatory which has been an iconic landmark and tourist attraction since 1976. The rehabilitation goals are to make the facility more energy efficient, code & safety compliant, extend the building life expectancy, as well as improve the user experience.

The project will include the investigation, design, and construction to implement upgrades and replacement of mechanical, electrical, civil, landscape and/or architectural finishes during a scheduled 18-month shutdown of the facility.

PROFILE BACKGROUND

In March 2017, Lifecycle Management identified the Muttart Conservatory as a priority for rehabilitation of the facility's mechanical, electrical, and structural systems. This was based on the existing condition assessments and through feedback from Facility Maintenance Services. Community and Recreation Facilities, operators of the facility, has also identified needs for rehabilitation associated with the building systems.

PROFILE JUSTIFICATION

Most of the systems at the Muttart Conservatory are over 40 years old and due for lifecycle replacement. Due to the sensitive nature of the living vegetation at The Muttart, it is critical to address these systems as soon as possible. Failure of one or more of these systems could result in damage or loss of the plants throughout the facility, many of which are irreplaceable. This also presents a unique set of challenges during construction as the mechanical and electrical systems cannot be completely shutdown in order to ensure the living vegetation in the facility is not impacted.

STRATEGIC ALIGNMENT

This project aligns with the following ConnectEdmonton strategic goals: URBAN PLACES - Urban places are well designed and developed areas for Edmontonians. They are characterized by higher population density, feature attractive destinations and amenities, supported by housing variety and nearby businesses in which to shop and work. CLIMATE RESILIENCE - Action is required by all Edmontonians, businesses and industries to reduce greenhouse gas emissions and preserve and protect a clean environment.

ALTERNATIVES CONSIDERED

Given the nature of the rehabilitation scope and that most of the rehabilitation work is replacement of the mechanical and electrical systems, two options other than the recommended rehabilitation were explored:

Replace only the mechanical or electrical scopes of work - This option would result in a smaller capital commitment at this time, however this would not address the concern that the facility could experience a failure in the systems that are not replaced. As the majority of these systems are interconnected, replacing for example only HVAC equipment, will not prevent a failure if the supporting electrical equipment fails and vice versa. This is not a recommended option.

Do nothing - This option would result in no capital commitment at this time, however the operating and maintenance costs will continue to increase. In addition, this does not address the concern of a potential system failure and the risk to the living assets of the facility. This is not a recommended option.

COST BENEFITS

The rehab scope for the Muttart Conservatory will extend the useful life of the facility by 20-30 years by replacing systems that are near the end of their life cycle. In addition to extending the useful life of the facility, the replacement of these noted systems will also result in a decrease in maintenance costs in the near term as equipment will have less likelihood of failure and replacement parts will be more readily available.

KEY RISKS & MITIGATING STRATEGY

The Risk Management Plan for this project will follow the steps as outlined for approach / methodology, risk control, risk register, and assumptions / constraints in the City's PMRG Approach / Methodology. The project team will take a proactive approach to identify and manage the risks that may have an impact on the project.

A Risk Management Plan will outline the processes used for risk identification and quantitative and qualitative risk analysis. Risk Management will be a standing agenda item for all project team meetings and will be reported on project status reports.

A preliminary Risk Register has been created and is monitored during regular project team meetings.

CAPITAL PROFILE REPORT

RESOURCES

An external Project Manager - Stantec Consulting Ltd., was procured through the Management Consultant Services Open Order developed by IIS. The FPD Project Manager will provide oversight up to Checkpoint 3 where the FID Project Manager will take the lead role.

CONCLUSIONS AND RECOMMENDATIONS

The rehabilitation of the Muttart Conservatory will allow the facility to continue to operate for another 20-30 years. Lifecycle Management identified the facility as a priority for rehabilitation of its mechanical, electrical, and structural systems. Due to the sensitive nature of the living vegetation at The Muttart, it is critical to address these systems as soon as possible. Failure of one or more of these systems could result in damage or loss of the plants throughout the facility, many of which are irreplaceable. A failure of one or more of the systems could also result in an unplanned closure of the facility which would result in lost revenue and could result in the loss of use of the facility for a planned wedding or event.

CAPITAL PROFILE REPORT

PROFILE NAME: **Muttart Conservatory Rehabilitation****RECOMMENDED**PROFILE NUMBER: **19-12-0100**PROFILE TYPE: **Standalone**BRANCH: **Infrastructure Delivery**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	4,237	6,712	1,401	-	-	-	-	-	-	-	12,350
	Revised Funding Sources (if approved)												
	Munc Sustain. Initiative - MSI	-	4,025	6,376	1,331	-	-	-	-	-	-	-	11,733
	Pay-As-You-Go	-	212	336	70	-	-	-	-	-	-	-	618
	Requested Funding Source	-	4,237	6,712	1,401	-	-	-	-	-	-	-	12,350

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	4,237	6,712	1,401	-	-	-	-	-	-	-	12,350
	Requested Funding Source												
	Munc Sustain. Initiative - MSI	-	4,025	6,376	1,331	-	-	-	-	-	-	-	11,733
	Pay-As-You-Go	-	212	336	70	-	-	-	-	-	-	-	618
	Requested Funding Source	-	4,237	6,712	1,401	-	-	-	-	-	-	-	12,350

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Construction	-	2,839	5,540	991	-	-	-	-	-	-	-	-
Contingency	-	464	464	-	-	-	-	-	-	-	-	-	929
Design	-	933	707	410	-	-	-	-	-	-	-	-	2,051
	Total	-	4,237	6,712	1,401	-	-	-	-	-	-	-	12,350

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	BDG REHAB - 170 ST OVER CN RAIL BRIDGE (B170)	RECOMMENDED
PROFILE NUMBER:	19-24-0100	PROFILE STAGE: Council Review
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Brian Latte
PROGRAM NAME:		PARTNER MANAGER: Jason Meliestfe
PARTNER:	Infrastructure Planning & Design	ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Roads	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	-
	100	BUDGET REQUEST:	5,500
		TOTAL PROFILE BUDGET:	5,500

PROFILE DESCRIPTION

The 170 Street over CN Rail Bridge (B170) is part of Bridge and Auxiliary Structure Renewal Program (BASP) program; a cost effective long term and strategic approach to address Edmonton's Infrastructure needs and the renewal of bridges, culverts, retaining walls, sound walls and traffic barriers.

Initiative Description:

As part of assessment and prioritization program, in 2015 administration identified that a level 2 assessment for the 170 Street over CN Rail Bridges (B170 and B171) be conducted. In 2016 a Consultant was hired to provide the condition assessment and preliminary strategy report of these bridges.

Both structures are a five-span precast girder bridges that carry three lanes of traffic southbound and northbound on 170 Street over Yellowhead Trail. As per Consultant's assessment, without intervention, it is expected that within five (05) years major rehabilitation or replacement of the bridge girders would also be required, and premature superstructure replacement would become necessary within fifteen (15) years.

Three rehabilitation strategies and a "do-minimum" option were developed and an economic comparison was conducted which considered both capital cost and net present value over 60 years. While the primary concerns for these bridges are deck concrete condition, abutment modifications, bridgerail upgrading. Rehabilitation of the bridges were required to effectively maintain, extend the service life of the structures, upgrade the substandard barriers and improve lateral support mechanisms.

The recommended rehabilitation of 170 Street over CN Rail (B171) was completed in 2018. At the same time, repair works under the deck of of 170 Street over CN Rail (B170) were completed to minimize the conflict with CN Rail.

This profile speaks to the completion of the remaining renewal work for 170 Street over CN Rail (B170). The following is a brief description of work:

Scope:

The scope of work include the followings:

- Removal of existing concrete overlay, selective concrete demolition including interior and top face of concrete barriers, approach slab, top of backwall, deck joints, approach barriers and top of wingwalls, traffic barrier, sidewalk, steel bridgerail and steel handrail;
- Removal and reinstallation of bridge light posts and installation of new lighting conduit in barriers and junction box in approach barriers;
- Approach road removals including removal of approach box beam, removal of curb and gutter, removal of sidewalk, and asphalt milling;
- Approach road modifications including backfill, new curb and gutter, new sidewalk, new asphalt pavement, guardrail modifications, and new guardrail;
- Construct new cast-in-place concrete sleeper slab, approach slab, backwall, wingwalls, concrete deck, sidewalk, and barriers and construct new concrete overlay.

Out of Scope:

Roadway works and guardrail beyond approach slabs are not part of this work.

PROFILE BACKGROUND

The rehabilitation of 170 Street Road Bridge (B170) over CN Rail is part of Bridge and Auxiliary Structure Renewal Program (BASP) program; a cost effective long term and strategic approach to address Edmonton's Infrastructure needs and the renewal of bridges, culverts, retaining walls, sound walls and traffic barriers.

The asset must be maintained and proactively renewed before its condition requires more costly major reconstruction where possible to maximize lifecycle renewal investment. If adequate renewal investment is not met it will result in a lower level of service, and costly maintenance and reconstruction investments. If the asset deteriorates below an acceptable level, there will be a severe or complete loss of service and will require costly emergency repairs or triage renewal work to reinstate intended service.

CAPITAL PROFILE REPORT

PROFILE JUSTIFICATION

The structure was built in 1983 and since that time the structure have been maintained regularly and only minor repairs have been performed. This will be the first major rehabilitation. The consultant's report indicate that chlorides have penetrated the deck and curbs, and the overlay on the CNR structure has some cracking which will add to the deterioration of the girders. Proactive intervention is crucial to ensure the structural integrity of the structure is maintained. Public safety is the key risk of this programme. The lateral support mechanism for the bridge are comprised of shear blocks, damaged and non-functioning.

These assets must be maintained and proactively renewed before its condition requires more costly major reconstruction where possible to maximize lifecycle renewal investment. If adequate renewal investment is not met it will result in a lower level of service, and costly maintenance and reconstruction investments.

To "do nothing" allows further deterioration of the structure which translates to higher maintenance and future renewal costs and poor level of service (traffic disruptions, safety) and customer satisfaction. The "doing nothing" scenario would allow further deterioration and significant operating dollars will be expended to provide temporary repairs (to maintain traffic safety and lane availability) resulting in a poor level of service. If the asset deteriorates below an acceptable level, there will be a severe or complete loss of service and will require costly emergency repairs or renewal work to reinstate service.

According to the Bridge Condition Assessment that was completed in February 2016 by Associated Engineering, it was recommended that minor rehabilitation takes place on this bridge to avoid major rehabilitation or replacement of the bridge girders within 5 years and premature superstructure replacement within 15 years. Completion of rehabilitation will address the lack of bending capacity and inherent structural deficiencies of the current design, bringing in alignment with current codes and best practices.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on one or more of the Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience.

Other Alignments include: The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety, Economic Vitality

ALTERNATIVES CONSIDERED

Renewal of structures is necessary for safety and serviceability. Using life cycle cost/benefit analysis demonstrates that the following alternatives are not as effective to fully funded Bridge and Auxiliary Structure renewal (replacement, rehab) program:

Do Nothing/Unfunded Program: No renewal work occurs and allowing further deterioration that increases future maintenance and renewal costs and increases the risk of asset failure while providing a poorer level of service.

Band Aid/Triage Renewal: Simple renewal is completed, even if more extensive renewal (major rehab or replacement) is required, to bridge the time when funding is available for full renewal. This provides a lower overall level of service at higher cost over the full life cycle of the structure compared to timely renewal

COST BENEFITS

Tangible benefits: Renewing the aging infrastructure, maximizing service life, and achieving long-term cost savings through reinvestment strategies (replacing the structure before it deteriorates to a condition deemed unsafe for use), increased service level and customer satisfaction.

Intangible benefits: More efficient movement of goods, services. Well maintained assets improves aesthetics and provide a better overall impression of the City.

KEY RISKS & MITIGATING STRATEGY

Risks has been identified and listed on Risk Register thru various stakeholders, owners and partners during the design phases. Identified key risk and mitigation strategies are listed below:

Existing Conditon of the Structure: If the existing conisition is worse than anticipated during design, mitigation response is try to come up with potential scenarios and how they can be addressed in advacne;

Public Disruption/Public Perception: Choose option with least public perception option;

CN Rail Work Permit: Complete part of work in 2018 and use Special Provisions(SPs);

Public Safety: Full bridge closure and fenced off construction site;

Damage to Existing Structure: Removal of the deck and doing rehabilitation could impact the existing bridge, but SPs are used to mitigate risk.

RESOURCES

Lifecycle Management manages overall program while IIS Transportaion Planning and Delivery manages internal and external resources to design and build. This project will require an external design consultant to design the rehabilitation and an external contractor to complete construction.

CONCLUSIONS AND RECOMMENDATIONS

The work in this profile is required to maintain the safety, reliability and extend the service life of the structure that will improve the structure to good condition. The cost to postpone renewals comes with ever increasing risk to the infrastructure and ultimately risk to the public.

The funding be approved for this profile to improve the long term sustainability of the City's bridge structure.

CAPITAL PROFILE REPORT

PROFILE NAME: **BDG Rehab - 170 St Over CN Rail Bridge (B170)****RECOMMENDED**PROFILE NUMBER: **19-24-0100**PROFILE TYPE: **Standalone**BRANCH: **Infrastructure Delivery**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	2,750	2,750	-	-	-	-	-	-	-	-	5,500
	Revised Funding Sources (if approved)												
	Munc Sustain. Initiative - MSI	-	2,475	2,475	-	-	-	-	-	-	-	-	4,950
	Pay-As-You-Go	-	275	275	-	-	-	-	-	-	-	-	550
	Requested Funding Source	-	2,750	2,750	-	-	-	-	-	-	-	-	5,500

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	2,750	2,750	-	-	-	-	-	-	-	-	5,500
	Requested Funding Source												
	Munc Sustain. Initiative - MSI	-	2,475	2,475	-	-	-	-	-	-	-	-	4,950
	Pay-As-You-Go	-	275	275	-	-	-	-	-	-	-	-	550
	Requested Funding Source	-	2,750	2,750	-	-	-	-	-	-	-	-	5,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Construction	-	2,585	2,585	-	-	-	-	-	-	-	-	-
Contingency	-	138	138	-	-	-	-	-	-	-	-	-	275
Design	-	28	28	-	-	-	-	-	-	-	-	-	55
	Total	-	2,750	2,750	-	-	-	-	-	-	-	-	5,500

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	YELLOWHEAD TRAIL FREEWAY CONVERSION: PROJECT DEVELOPMENT	RECOMMENDED
PROFILE NUMBER:	CM-99-0060	PROFILE STAGE: Council Review
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Brian Latte
PARTNER:	Infrastructure Delivery	ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2026

Service Category:**Major Initiative:**

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:**322,356****TOTAL PROFILE BUDGET:****322,356****PROFILE DESCRIPTION**

This composite program supports concept planning and preliminary design work on the Yellowhead Trail Freeway Conversion Program. Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr.

PROJECT LIST

The Yellowhead Trail Freeway Conversion Program will be implemented through a combination of large and small projects and will also include improvements to adjacent roadways to accommodate changing travel patterns.

- * one-way service roads near 149 Street parallel to Yellowhead Trail to provide alternate access, improvements to off-corridor routes, and traffic signal modifications;
- * removal of intersections at 149 Street, 143 Street, and 142 Street;
- * interchange construction at 127 Street;
- * interchange construction at 121 Street;
- * access modifications and road network improvements near 89 Street;
- * Fort Road widening (north of Yellowhead Trail to 66 Street), including widening and upgrades to the CN Rail underpass;
- * removal of the signal at 66 Street / Yellowhead Trail, and provision of alternative access to the surrounding area;
- * a new collector road (125 Avenue) connecting westbound Yellowhead Trail from 61 Street to 66 Street and Fort Road; and
- * Yellowhead Trail widening from west of 50 Street to the North Saskatchewan River.

PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

This profile includes funding for project development (concept planning and preliminary design) in support of the Yellowhead Trail Freeway Conversion Program.

PROFILE JUSTIFICATION

The overall program budget for the development (concept planning and preliminary design) of the freeway conversion program was estimated prior to the adoption of the Capital Project Governance Policy C591, which outlines the Project Development & Delivery Method (PDDM).

To adhere with the PDDM, this composite profile will fund project development (concept planning and preliminary design) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget for the delivery (detailed design and construction) of the individual projects, reducing the risk of cost overruns, schedule issues, and other unanticipated issues.

STRATEGIC ALIGNMENT

These composite profiles align with the council goals of Urban Shift, Energy and Climate and Open & Effective Government.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

In this process, multiple checkpoints occur prior to the budget approval for the delivery of a single project, ensuring that budget and schedule commitments are better informed, prior to authorization to construct.

CAPITAL PROFILE REPORT

COST BENEFITS

The planning and design composite profile provides better information to make capital investment decisions:
Structured process to evaluate readiness, scope and prioritization.
Increased confidence around budget and schedule estimates.
There is the opportunity to make changes in project scope if there are problems identified during the early planning and design phases.

KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities, while future mitigation could be the improvement to the long term capital planning process. This will ensure that projects being advanced through the planning and design composite are Council and City priorities in line with corporate strategies, goals, and objectives.

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives & policies.

CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the planning and design of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for concept planning and preliminary design work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail Freeway Conversion: Project Development****RECOMMENDED**PROFILE NUMBER: **CM-99-0060**PROFILE TYPE: **Composite**BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	60,263	50,863	119,946	69,079	13,543	3,613	2,932	2,116	-	-	322,356
	Revised Funding Sources (if approved)												
	Federal Bldg Canada Fund	-	3,285	3,185	8,755	671	543	-	-	-	-	-	16,438
	Pay-As-You-Go	-	2,329	-	200	200	1,373	2,102	1,525	969	-	-	8,698
	Tax-Supported Debt	-	54,650	47,678	110,991	68,209	11,628	1,511	1,406	1,147	-	-	297,220
	Requested Funding Source	-	60,263	50,863	119,946	69,079	13,543	3,613	2,932	2,116	-	-	322,356

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	60,263	50,863	119,946	69,079	13,543	3,613	2,932	2,116	-	-	322,356
	Requested Funding Source												
	Federal Bldg Canada Fund	-	3,285	3,185	8,755	671	543	-	-	-	-	-	16,438
	Pay-As-You-Go	-	2,329	-	200	200	1,373	2,102	1,525	969	-	-	8,698
	Tax-Supported Debt	-	54,650	47,678	110,991	68,209	11,628	1,511	1,406	1,147	-	-	297,220
	Requested Funding Source	-	60,263	50,863	119,946	69,079	13,543	3,613	2,932	2,116	-	-	322,356

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Design	-	14,015	12,740	35,101	2,683	2,171	1,511	1,406	1,147	-	-	-
Land	-	46,248	38,123	84,645	66,197	10,000	-	-	-	-	-	-	245,214
Percent for Art	-	-	-	200	200	1,373	2,102	1,525	969	-	-	-	6,369
	Total	-	60,263	50,863	119,946	69,079	13,543	3,613	2,932	2,116	-	-	322,356

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	YELLOWHEAD TRAIL FREEWAY CONVERSION: PROJECT DELIVERY	RECOMMENDED
PROFILE NUMBER:	CM-99-9600	PROFILE STAGE: Council Review
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Brian Latte
PROGRAM NAME:		PARTNER MANAGER: Jason Meliefste
PARTNER:	Infrastructure Planning & Design	ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2027

Service Category:**Major Initiative:****GROWTH****100****RENEWAL****PREVIOUSLY APPROVED:****-****BUDGET REQUEST:****680,302****TOTAL PROFILE BUDGET:****680,302****PROFILE DESCRIPTION**

This composite program supports detailed design and construction work on the Yellowhead Trail Freeway Conversion Program. Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr.

PROJECT LIST

The Yellowhead Trail Freeway Conversion Program will be implemented through a combination of large and small projects and will also include improvements to adjacent roadways to accommodate changing travel patterns.

- * one-way service roads near 149 Street parallel to Yellowhead Trail to provide alternate access, improvements to off-corridor routes, and traffic signal modifications;
- * removal of intersections at 149 Street, 143 Street, and 142 Street;
- * interchange construction at 127 Street;
- * interchange construction at 121 Street;
- * access modifications and road network improvements near 89 Street;
- * Fort Road widening (north of Yellowhead Trail to 66 Street), including widening and upgrades to the CN Rail underpass;
- * removal of the signal at 66 Street / Yellowhead Trail, and provision of alternative access to the surrounding area;
- * a new collector road (125 Avenue) connecting westbound Yellowhead Trail from 61 Street to 66 Street and Fort Road; and
- * Yellowhead Trail widening from west of 50 Street to the North Saskatchewan River.

PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

This profile includes funding for project delivery (detailed design and construction) in support of the Yellowhead Trail Freeway Conversion Program.

PROFILE JUSTIFICATION

The overall program budget for the delivery (detailed design and construction) of the freeway conversion program was estimated prior to the adoption of the Capital Project Governance Policy C591, which outlines the Project Development & Delivery Method (PDDM).

To adhere with the PDDM, this composite profile will fund project delivery (detailed design and construction) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget of the individual projects, reducing the risk of cost overruns, schedule issues, and other unanticipated issues during delivery.

STRATEGIC ALIGNMENT

These composite profiles align with the council goals of Urban Shift, Energy and Climate and Open & Effective Government.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

In this process, multiple checkpoints occur prior to the budget approval for the delivery of a single project, ensuring that budget and schedule commitments are better informed, prior to authorization to construct.

CAPITAL PROFILE REPORT

COST BENEFITS

PDDM provides better information to the City Council to make capital investment decisions:

A structured process to evaluate readiness, scope and prioritization.

Increased confidence around budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities, while future mitigation could be the improvement to the long term capital planning process. This will ensure that projects being advanced through the planning and design composite are Council and City priorities in line with corporate strategies, goals, and objectives.

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives & policies

CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail Freeway Conversion: Project Delivery****RECOMMENDED**PROFILE NUMBER: **CM-99-9600**PROFILE TYPE: **Composite**BRANCH: **Infrastructure Delivery**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	17,670	37,688	45,024	77,273	119,432	133,027	137,013	89,016	24,158	-	680,302
	Revised Funding Sources (if approved)												
	Federal Bldg Canada Fund	-	3,760	12,317	15,371	26,197	41,649	43,376	45,934	12,400	24,142	-	225,145
	Provincial BCF - matching	-	-	-	-	-	57,939	65,064	68,902	49,680	-	-	241,584
	Tax-Supported Debt	-	13,910	25,372	29,653	51,077	19,844	24,588	22,177	26,937	17	-	213,573
	Requested Funding Source	-	17,670	37,688	45,024	77,273	119,432	133,027	137,013	89,016	24,158	-	680,302

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	17,670	37,688	45,024	77,273	119,432	133,027	137,013	89,016	24,158	-	680,302
	Requested Funding Source												
	Federal Bldg Canada Fund	-	3,760	12,317	15,371	26,197	41,649	43,376	45,934	12,400	24,142	-	225,145
	Provincial BCF - matching	-	-	-	-	-	57,939	65,064	68,902	49,680	-	-	241,584
	Tax-Supported Debt	-	13,910	25,372	29,653	51,077	19,844	24,588	22,177	26,937	17	-	213,573
	Requested Funding Source	-	17,670	37,688	45,024	77,273	119,432	133,027	137,013	89,016	24,158	-	680,302

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
	Construction	-	13,833	30,513	42,239	44,314	118,882	132,477	137,013	89,016	24,158	-	632,445
Design	-	3,837	7,176	2,785	32,960	550	550	-	-	-	-	47,858	
	Total	-	17,670	37,688	45,024	77,273	119,432	133,027	137,013	89,016	24,158	-	680,302

OPERATING IMPACT OF CAPITAL

Type of Impact:

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