

THE WAY WE FINANCE

2015-2018 CAPITAL BUDGET

APPROVED CAPITAL PROFILES

APPROVED BY CITY COUNCIL
December 11, 2014

TRANSFORMING | **EDMONTON**

BRINGING OUR CITY VISION TO LIFE



CAPITAL PROFILE REPORT

PROFILE NAME: **WHITEMUD EQUINE CENTRE REDEVELOPMENT**
 PROFILE NUMBER: **12-21-5742**
 DEPARTMENT: **Community Services**
 BRANCH: **Community & Recreation Facilities**
 LEAD BRANCH:
 PROGRAM NAME:
 BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Standalone
PROFILE MANAGER:	Smyth R
LEAD BRANCH MANAGER:	
ESTIMATED START DATE:	January, 2012
ESTIMATED COMPLETION:	December, 2015

Service Category: Recreation & Culture		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,500
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,500

PROFILE DESCRIPTION

- The Whitemud Equine Learning Centre Association (WELCA) is proposing to demolish and redevelop the barn and office facility at their leased facility in the River Valley. The proposed development specific to this project includes a 7,263 sq. m. facility with two indoor riding arenas and support space (4,374 sq. m.); barn and stables for 60 horses (1,305 sq. m.); education, administration and support space (637 sq. m.); and building systems, etc. (947 sq. m.)
- Development at the Centre is guided by the 1995 Master Plan for the site which identifies upgrading or replacement of most of the site facilities. Implementation of the Master Plan is expected to occur over many years, prioritized by program needs and physical conditions. Based on the City's physical assessment of the indoor arena, barn and stable, the Preliminary Business Plan (2009) identified the replacement of these facilities as the highest priority in the implementation of the Master Plan.
- A City Physical Assessment recommended no additional funds be expended on the existing facility which is beyond economic repair.
- A Preliminary Business Plan for a new Whitemud Equine Learning Centre (WELC) was reviewed and approved by the City of Edmonton in March 2009. The review recommended a Detailed Business Plan be prepared. The Association has submitted an updated business case for City's review and approval. The Business Case outlines proposed timelines and costing for the project.
- The project capital cost to accommodate the proposed development is \$15.891 million (2010 dollars). Fundraising activities will generate one-quarter of these funds. The provincial and federal government will be asked to contribute \$4M each and Whitemud Equine Learning Centre Association is requesting \$4M from the City of Edmonton.
- The key activities and preliminary timelines are as follows: Fundraising (May 2011 - Apr. 2013); Design & Approvals: (May 2012 - Mar. 2013); Construction (May 2013 - Feb. 2014); Opening (May 2014).
- Business Case, concept and design planning and compliance with the River Valley Bylaw will be required prior to approval for these projects as they are located in the River Valley.
- Design work will take place in 2012/13 and redevelopment will commence in 2014/2015. Proposed development may be phased depending on funding.
- Upon the WELCA securing the required project funding, and the Project Team resolving any River Valley bylaw and change to parkland process requirements the City may have, the City and the WELCA will enter into a variety of agreements including but not limited to lease, operating and funding agreements for use and stewardship of the site.
- WELCA is responsible for the management and ongoing operations of the facility.
- At this stage, WELCA has the finances in place for concept and design planning work and are developing plans to raise project funding from various levels of government, corporate sponsorship and private donors.

The anticipated project financing is:

General Financing	\$4,000
Partnership Fin.	\$4,000
Fed Grant	\$4,000
Prov Grant	\$4,000
TOTAL	\$16,000

Upon completion of the project, the asset will be transferred over to the City of Edmonton, thereby \$11,900 as gifted asset plus City contributed \$4,000 toward the Equine Centre.

#12-35: Remove partnership funding as COE is not the project manager. Once project is complete, WELCA will pass the asset to the City.

PROFILE JUSTIFICATION

- In 2001, the Whitemud Equine Centre Association and the Friends of Whitemud Equine Centre amalgamated to form the Whitemud Equine Learning Centre Association (WELCA). This group was formed to govern and operate the Whitemud Equine Centre under a lease with the City.
- Redevelopment of facilities is a priority for the continuation of WELCA in a viable fashion.
- In 2006 and 2008, a Lifecycle Planning and Building Condition Assessment was completed by AMPW noting that the building systems generally displayed evidence of deterioration because of water penetration / infiltration, normal weather and aging infrastructure.
- In a summary of deficiencies the site improvements - roofing, exterior enclosures, foundations, superstructure, interior construction and finishes were found to be in fair / poor condition.
- As recently as January 2011, the City of Edmonton's Building Maintenance Departments indicated to WELCA that the deteriorating condition of the indoor arena and attached barn were deemed to be beyond repair. If the project does not proceed the buildings will become unusable and the Equine Centre will close.
- The current WELCA board has redeveloped their vision and has begun work on the conceptual site planning for the redevelopment of the site. Facility redevelopment is also a priority for WELCA to become a regional centre for equestrian education and training.
- WELCA will be responsible for all major and minor maintenance.

Operating impact - 2014 - \$1k annually is required for the purpose of carrying out annual inspection and report writing.

CHANGES TO APPROVED PROFILE

Administration is seeking approval that the scope of the Whitemud Equine Centre Redevelopment project be reduced to replace the most critical infrastructure elements as part of a phased approach toward the long term vision and the revised capital profile 12-21-5742. Funding realities and the declining structural integrity of the facility have forced WELCA to re-evaluate the 2011 Business Plan. Phase 1 will include replacing priority facilities in order for operations to continue. The first phase concept includes a new fully-accessible indoor arena with seating, attached stalls for horses, support space, indoor washrooms, administration space and classroom space. This new concept would replace the deteriorating indoor arena, attached stables and office trailers. Administration and WELCA are collaborating to provide an update to the Business Case (2011) in Fall 2014. The project will include percent for art, operating impacts of capital and City project management oversight.

On July 7, 2014, Community Services Committee recommend to City Council that the Whitemud Equine Centre Redevelopment Project, be increased by \$2.5 million to a total of \$6.5 million, with the source of funds for the \$2.5 million being partner funding. Council authorized to spend up to \$400k of the approved profile for further design and cost estimation and report back to CS Committee prior to yr end 2014.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Whitemud Equine Centre Redevelopment**
 PROFILE NUMBER: **12-21-5742**

PROFILE TYPE: **Standalone**
 BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	8,000	-	-	-	-	-	-	-	-	-	-	8,000
2012 CBS Budget Adjustment	-4,500	-	-	-	-	-	-	-	-	-	-	-4,500
2013 Cap - Carry Forward	-4,000	-	-	-	-	-	-	-	-	-	-	-4,000
2013 CBS Budget Adjustment	500	-	-	-	-	-	-	-	-	-	-	500
2014 Cap - Capital Budget Adj (one-off)	-	-	2,500	-	-	-	-	-	-	-	-	2,500
2014 Cap - Carry Forward	-	4,000	-	-	-	-	-	-	-	-	-	4,000
Current Approved Budget		4,000	2,500	-	-	-	-	-	-	-	-	6,500
Approved Funding Sources												
Munc Sustain. Initiative - MSI	-	3,500	-	-	-	-	-	-	-	-	-	3,500
Partnership Funding	-	-	2,500	-	-	-	-	-	-	-	-	2,500
Pay-As-You-Go	-	500	-	-	-	-	-	-	-	-	-	500
Current Approved Funding Sources		4,000	2,500	-	-	-	-	-	-	-	-	6,500

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	-	4,000	2,500	-	-	-	-	-	-	-	6,500
Requested Funding Source											
Munc Sustain. Initiative - MSI	-	3,500	-	-	-	-	-	-	-	-	3,500
Partnership Funding	-	-	2,500	-	-	-	-	-	-	-	2,500
Pay-As-You-Go	-	500	-	-	-	-	-	-	-	-	500
Requested Funding Source		4,000	2,500	-	-	-	-	-	-	-	6,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			Construction	-	4,000	-	-	-	-	-	-	-	-
Other Costs	-	-	2,500	-	-	-	-	-	-	-	-	-	2,500
Total			4,000	2,500	-	-	-	-	-	-	-	-	6,500

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental

Branch:	2014				2015				2016				2017			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	SOUTH HAVEN CEMETERY SERV BLDG & ROAD	FUNDED
PROFILE NUMBER:	13-21-5350	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Community Services	PROFILE TYPE: Standalone
BRANCH:	Community & Recreation Facilities	PROFILE MANAGER: Smyth R
LEAD BRANCH:		LEAD BRANCH MANAGER:
PROGRAM NAME:		ESTIMATED START DATE: January, 2013
BUDGET CYCLE:	2012-2014	ESTIMATED COMPLETION: December, 2015

Service Category:	Recreation & Culture	Major Initiative:
--------------------------	---------------------------------	--------------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,393
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,393

PROFILE DESCRIPTION

Build a sales and service building at South Haven Cemetery to support current and future customer service and cemetery operations. This will include services: cistern and septic, power, and heating. (There are no existing services at the site other than power.) A road that connects to Meridian Street and to the existing roadway in the cemetery. The building program includes a public area: (Reception, foyer, display, washrooms, and family rooms), an administration area (offices, meeting rooms, records room, merchandise storage, cash room), and a field services area: (shop, garage and service bay with a crane hoist, locker rooms, kitchen and an outdoor field yard).

#13-35: Council Meeting minutes 6.8 dated Nov 28, 2012 approved using Perpetual Care Reserve to fund the South Haven Sales and Administration Building & Roadway (\$6.175M). There is adequate funding available in the Perpetual Care Reserve for an additional escalated cost of \$218K. (Total Project cost \$6.393M).

PROFILE JUSTIFICATION

Operations and sales staff for City of Edmonton cemeteries are all based out of Beechmount Cemetery located on the north side. All the historical and developed cemeteries owned by the City of Edmonton are full and remaining areas are nearly sold out. As these cemeteries near capacity, sales and cemetery services will increase at the two larger undeveloped cemeteries of South Haven and Northern Lights. South Haven is a priority because it is located much further away from the current base of operations and sales at Beechmount, creating greater inefficiencies for operating at South Haven than at Northern Lights. The new building will improve service to the public who can meet sales staff on site at the cemetery to meet their after death care needs.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **South Haven Cemetery Serv Bldg & Road**
 PROFILE NUMBER: **13-21-5350**

PROFILE TYPE: **Standalone**
 BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2013 Cap - Carry Forward	-347	-	-	-	-	-	-	-	-	-	-	-347
2013 CBS Budget Adjustment	369	-	-	-	-	-	-	-	-	-	-	369
2014 Cap - Carry Forward	-	347	-	-	-	-	-	-	-	-	-	347
2014 CBS Budget Adjustment	-	3,550	2,474	-	-	-	-	-	-	-	-	6,024
Current Approved Budget	22	3,897	2,474	-	-	-	-	-	-	-	-	6,393
Approved Funding Sources												
Other Reserve	22	3,897	2,474	-	-	-	-	-	-	-	-	6,393
Current Approved Funding Sources	22	3,897	2,474	-	-	-	-	-	-	-	-	6,393

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	22	3,897	2,474	-	-	-	-	-	-	-	-	6,393
Requested Funding Source												
Other Reserve	22	3,897	2,474	-	-	-	-	-	-	-	-	6,393
Requested Funding Source	22	3,897	2,474	-	-	-	-	-	-	-	-	6,393

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			Construction	-	347	-	-	-	-	-	-	-	-
Other Costs	22	3,550	2,474	-	-	-	-	-	-	-	-	-	6,046
Total	22	3,897	2,474	-	-	-	-	-	-	-	-	-	6,393

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental

Branch:	2016				2017				2018				2019				
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	
(None)	-	112	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	112	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **CASTLE DOWNS ARENA RENEWAL**
PROFILE NUMBER: **15-21-1500**
DEPARTMENT: **Community Services**
BRANCH: **Community & Recreation Facilities**
LEAD BRANCH: **Community & Recreation Facilities**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Rob Smyth**
LEAD BRANCH MANAGER: **Rob Smyth**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2017**

Service Category: **Recreation & Culture** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	8,764
2	98	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	8,764

PROFILE DESCRIPTION

Castle Downs Arena Renewal includes ice plant, dasher boards, header trench and other architectural, mechanical, and electrical lifecycle replacements.

PROFILE BACKGROUND

City Council approved 10-year Arena Capital Development Strategy outlines the proposed changes to the inventory of arenas, including the condition of existing arenas and the potential of new ice surfaces. Castle Downs is identified as a priority.

PROFILE JUSTIFICATION

Supports "The Way We Live" and "The Way we Grow" plans, goals and outcomes; integrates the Recreation Facility Master Plan and 10-Year Arena Capital Development Strategy; aligns with Infrastructure Strategy; increases program opportunities; and keeps neighbourhoods lively & vibrant.

STRATEGIC ALIGNMENT

The project supports goals and outcomes including Improving Edmonton's Livability and Transforming Edmonton's Urban Form. It also supports the Infrastructure Strategy, Recreation Facility Master Plan and 10-Year Arena Capital Development Strategy.

ALTERNATIVES CONSIDERED

Alternatives were extensively explored in the development of the 10-Year Arena Capital Development Strategy. Castle Downs Arena supports the cost effective model of twin arenas. The only alternative is to consider postponing the renewal until 2019.

COST BENEFITS

The project will incorporate arena trends and changes in facility operating standards and improve the current RIMS assessment. Renewal will improve the physical condition of the infrastructure, extend the lifecycle and reduce maintenance costs. A well-maintained, aesthetically pleasing facility will encourage citizens to enjoy recreation opportunities. The profile cost estimate is +/- 50% accurate based at the preliminary design stage.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

The City of Edmonton seeks to purchase goods, services and construction fairly based on best value. Community and Recreation Facilities will follow Human Resource Management policies and procedures for engagement, training and retention of staff.

CONCLUSIONS AND RECOMMENDATIONS

The arena renewal is a priority for capital improvements identified in the 10-Year Arena Capital Development Strategy. The project includes upgrades to electronics, safety, general building, mechanical and electrical, including ice plant replacement.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Castle Downs Arena Renewal**
 PROFILE NUMBER: **15-21-1500**

PROFILE TYPE: **Standalone**
 BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	519	3,241	5,004	-	-	-	-	-	-	8,764
Current Approved Budget		-	-	519	3,241	5,004	-	-	-	-	-	-	8,764
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	440	2,917	4,475	-	-	-	-	-	-	7,833
Pay-As-You-Go		-	-	79	324	528	-	-	-	-	-	-	931
Current Approved Funding Sources		-	-	519	3,241	5,004	-	-	-	-	-	-	8,764

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	519	3,241	5,004	-	-	-	-	-	-	8,764
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	440	2,917	4,475	-	-	-	-	-	-	7,833
Pay-As-You-Go		-	-	79	324	528	-	-	-	-	-	-	931
Requested Funding Source		-	-	519	3,241	5,004	-	-	-	-	-	-	8,764

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	3,014	4,635	-	-	-	-	-	-
Design		-	-	490	227	187	-	-	-	-	-	-	903
Equip FurnFixt		-	-	-	-	151	-	-	-	-	-	-	151
Percent for Art		-	-	29	-	31	-	-	-	-	-	-	60
Total		-	-	519	3,241	5,004	-	-	-	-	-	-	8,764

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Community & Recreation Facilities	-	114	114	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	114	114	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **JASPER PLACE LEISURE CENTRE RENEWAL**
 PROFILE NUMBER: **15-21-2180**
 DEPARTMENT: **Community Services**
 BRANCH: **Community & Recreation Facilities**
 LEAD BRANCH: **Community & Recreation Facilities**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Rob Smyth**
 LEAD BRANCH MANAGER: **Rob Smyth**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2017**

Service Category: **Recreation & Culture** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	7,751
2	98	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	7,751

PROFILE DESCRIPTION

Renewal of Jasper Place Leisure Centre: Phase I (2015-18) infrastructure deficiencies, pool deck drainage & tile, windows, ceiling, structural repairs, and retrofit of change rooms. Future Phase II - Expansion : integration of facilities including Jasper Place Fitness & Leisure Centre, Jasper Place Annex and Bill Hunter Arena into a multi purpose recreation centre.

PROFILE BACKGROUND

The Council approved Medium Term Recreation Facility and Sports Field Plan recommendations for the west includes redevelopment of Jasper Place Fitness and Leisure Centre into an integrated multi-purpose facility with Bill Hunter Arena and Jasper Place Annex.

PROFILE JUSTIFICATION

Supports the Way We Live and the Way We Grow plans & outcomes; integrates the Recreation Facility Master Plan; aligns with Infrastructure Strategy; increases program opportunities; and keeps mature neighbourhoods lively & vibrant. Phase I addresses imminent infrastructure deficiencies.

STRATEGIC ALIGNMENT

The project supports corporate goals and outcomes including The Way We Live: Improving Edmonton's Livability; The Way We Grow: Transforming Edmonton's Urban Form; and the Infrastructure Strategy supporting long-term infrastructure investments.

ALTERNATIVES CONSIDERED

Alternatives were explored in the Recreation Facility Master Plan, Medium Term Recreation Facility Plan and the 2011 Jasper Place Feasibility Study.

COST BENEFITS

Citizens will have access to and benefit from recreation and leisure programs and services. The expanded facility will increase overall attendance. Edmonton's quality of life and livability will benefit from Jasper Place Leisure Centre. Physical activity, sports and recreation opportunities, cultural activities for all ages and abilities is important and benefits citizen's enjoyment, personal health and wellness.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

The City seeks to purchase goods, services and construction fairly based on best value. Community & Recreation Facilities will operate the Centre following Human Resource Management policies and procedures for engagement, training and retention.

CONCLUSIONS AND RECOMMENDATIONS

Phase 1 renewal Jasper Place Fitness and Leisure Centre supports addressing critical lifecycle infrastructure requirements and then enhancing the centre to meet today's high demand and tomorrow's future needs in a future phase II

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Jasper Place Leisure Centre Renewal**
 PROFILE NUMBER: **15-21-2180**

PROFILE TYPE: **Standalone**
 BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	346	4,346	3,059	-	-	-	-	-	-	7,751
Current Approved Budget		-	-	346	4,346	3,059	-	-	-	-	-	-	7,751
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	303	3,898	2,730	-	-	-	-	-	-	6,931
Pay-As-You-Go		-	-	43	448	329	-	-	-	-	-	-	820
Current Approved Funding Sources		-	-	346	4,346	3,059	-	-	-	-	-	-	7,751

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	346	4,346	3,059	-	-	-	-	-	-	7,751
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	303	3,898	2,730	-	-	-	-	-	-	6,931
Pay-As-You-Go		-	-	43	448	329	-	-	-	-	-	-	820
Requested Funding Source		-	-	346	4,346	3,059	-	-	-	-	-	-	7,751

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	3,987	2,724	-	-	-	-	-	-
Design		-	-	336	345	177	-	-	-	-	-	-	857
Equip FurnFixt		-	-	-	-	133	-	-	-	-	-	-	133
Percent for Art		-	-	9	15	25	-	-	-	-	-	-	50
Total		-	-	346	4,346	3,059	-	-	-	-	-	-	7,751

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental

Branch:	2019				2020				2021				2022			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Community & Recreation Facilities	-	108	108	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	108	108	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: VALLEY ZOO - NATURES WILD BACKYARD
PROFILE NUMBER: 15-21-5357
DEPARTMENT: Community Services
BRANCH: Community & Recreation Facilities
LEAD BRANCH: Community & Recreation Facilities
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Rob Smyth
LEAD BRANCH MANAGER: Rob Smyth
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2018

Service Category: Recreation & Culture Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	25,375
7	93	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	25,375

PROFILE DESCRIPTION

Nature's Wild Backyard project rehabilitates the zoo infrastructure creating an immersive child focused experience. Work includes design and revitalization of animal exhibits, interpretive features and visitor services. Animals featured include foxes, capybaras, meerkats, red pandas, farm animals and others.

PROFILE BACKGROUND

Completion of Nature's Wild Backyard is the major revitalization step in the Council approved 2005 Edmonton Valley Zoo Master Plan. The Zoo's original infrastructure, developed in the late 1950's, has reached the end of its lifecycle and no longer meets zoo standards. This profile scope is for completion of Phase I of Nature's Wild Backyard. The project offers an opportunity to build on the success of recently completed zoo projects, reignite Citizen's passion, and ensure that the zoo continues to be a special place that inspires love and learning of animals and nature. The Valley Zoo Development Society has committed \$ 3M towards Phase 1 of the project. This profile is linked to profile 15-21-8843, the Valley Zoo Utilities profile (2nd Water Main).

PROFILE JUSTIFICATION

This project will preserve City assets, increase attendance and revenue, and will ensure the Edmonton Valley Zoo continues to meet required industry standards for animal care, education and safety. Visitor experience will be enhanced with increased interaction. Nature's Wild Backyard focuses on revitalizing an existing facility and providing rich environments that contribute to excellence in animal welfare and enhanced guest experiences. Council's strategic policy directions will be implemented by ensuring infrastructure is efficiently managed and providing an enhanced quality of life through the provision of outstanding parks and public spaces. Further, this project will support the primary goal of the Valley Zoo Development Society to support construction and development of exhibits operated by the City.

STRATEGIC ALIGNMENT

The project aligns with: The Way We Live: Improving Edmonton's Livability; The Way We Grow: Transforming Edm's Urban Form; City Council's Infrastructure Strategy; and Council approved Edmonton Valley Zoo Master Plan

ALTERNATIVES CONSIDERED

Alternatives were explored through the Zoo Master Plan, 2008 Wander and Nature's Wild Backyard Concept Update and 2014 Nature's Wild Backyard Schematic Design. The current infrastructure is at the end of the lifecycle and do not meet industry standards

COST BENEFITS

Tangible Benefits include a) Improved quality of life for animals in care; b) Reduced maintenance costs through improved infrastructure; and c) Improved services/amenities to enhance visitor experience. Intangible Benefits include: a) Social Capital through community engagement; and b) Economic Vitality by attracting business and workers.

KEY RISKS & MITIGATING STRATEGY

The risk management framework will be applied to the project and will continue to develop and evolve as the project and partnerships are defined. Risk: VZDS do not achieve their funding commitment. Mitigation: Scope reduced to meet realized funds.

RESOURCES

All procurement processes will adhere to Administrative Directive Purchasing of Goods and Services Construction. Nature's Wild Backyard will be operated by the COE, CS and will follow the Human Resource Management policies and procedures.

CONCLUSIONS AND RECOMMENDATIONS

Funding Phase I Nature's Wild Backyard for 2015-2018 in the amount of \$25.4 M is recommended for City asset preservation.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Valley Zoo - Natures Wild Backyard**
 PROFILE NUMBER: **15-21-5357**

PROFILE TYPE: **Standalone**
 BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	758	3,214	8,091	13,312	-	-	-	-	-	25,375
Current Approved Budget		-	-	758	3,214	8,091	13,312	-	-	-	-	-	25,375
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	682	2,871	5,932	10,454	-	-	-	-	-	19,939
Partnership Funding		-	-	-	-	1,500	1,500	-	-	-	-	-	3,000
Pay-As-You-Go		-	-	76	343	659	1,358	-	-	-	-	-	2,436
Current Approved Funding Sources		-	-	758	3,214	8,091	13,312	-	-	-	-	-	25,375

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	758	3,214	8,091	13,312	-	-	-	-	-	25,375
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	682	2,871	5,932	10,454	-	-	-	-	-	19,939
Partnership Funding		-	-	-	-	1,500	1,500	-	-	-	-	-	3,000
Pay-As-You-Go		-	-	76	343	659	1,358	-	-	-	-	-	2,436
Requested Funding Source		-	-	758	3,214	8,091	13,312	-	-	-	-	-	25,375

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	2,154	7,692	11,714	-	-	-	-	-
Design		-	-	758	1,036	398	408	-	-	-	-	-	2,600
Equip FurnFixt		-	-	-	-	-	993	-	-	-	-	-	993
Percent for Art		-	-	-	24	-	197	-	-	-	-	-	221
Total		-	-	758	3,214	8,091	13,312	-	-	-	-	-	25,375

OPERATING IMPACT OF CAPITAL

Type of Impact: Personnel, Revenue, Utilities

Branch:	2018				2019				2020				2021				
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	
Community & Recreation Facilities	-	300	300	-	200	-	-200	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	300	300	-	200	-	-200	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	LEWIS FARMS COMMUNITY RECREATION CENTRE AND LIBRARY	FUNDED
PROFILE NUMBER:	15-21-5785	PROFILE STAGE:
DEPARTMENT:	Community Services	PROFILE TYPE:
BRANCH:	Community & Recreation Facilities	PROFILE MANAGER:
LEAD BRANCH:	Community & Recreation Facilities	LEAD BRANCH MANAGER:
PROGRAM NAME:		ESTIMATED START DATE:
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:
		January, 2015
		December, 2016

Service Category:	Recreation & Culture	Major Initiative:
--------------------------	---------------------------------	--------------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	3,500
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	3,500

PROFILE DESCRIPTION

Development of a community recreation centre at Lewis Farms District Park including a training aquatic venue, fitness centre, gymnasium, multipurpose spaces, twin arenas, access and parking. In December 2014 Council approved the following amendment to the 2015-2018 Capital Budget: That Capital Profile Lewis Farms Community Recreation Centre #15-21-5785 be added and funded in the amount of \$3.5 million to fund schematic design of the Lewis Farms Community Recreation Centre and the Lewis Estates Library, with funding from an increase in PAYG.

PROFILE BACKGROUND

Council approved Recreation Facility Master Plan and Medium Term Recreation Facility and Sports Field Plan recommendations include the development of a community recreation centre on Lewis Farms District Park in the west suburban growth area of the city.

In December 2014 Council approved the following amendment to the 2015-2018 Capital Budget: That Capital Profile Lewis Farms Community Recreation Centre #15-21-5785 be added and funded in the amount of \$3.5 million to fund schematic design of the Lewis Farms Community Recreation Centre and the Lewis Estates Library, with funding from an increase in PAYG.

PROFILE JUSTIFICATION

Supports the Way's plans and outcomes; integrates with Recreation Facility Master Plan, 10-Year Arena Capital Strategy, and Medium Term Recreation Facility Plan; increases program opportunities in suburban growth area of city.

STRATEGIC ALIGNMENT

The project supports corporate goals and outcomes including The Way We Live: Improving Edmonton's Livability; The Way We Grow: Transforming Edmonton's Urban Form and The Way We Prosper: Diversifying Edmonton's Economy and the Infrastructure Strategy.

ALTERNATIVES CONSIDERED

Alternatives were explored through the development of the Recreation Facility Master Plan, Medium Term Recreation Facility and Sports Field Plan, and the 2011 Functional Program Study for Lewis Farms.

COST BENEFITS

Citizens will have access to and benefit from programs and services that provide enjoyment and personal health benefits. Attendance generated by the Centre will increase overall participation in recreation facilities. Edmonton's quality of life and livability benefits from physical, sport, leisure, cultural and recreation opportunities and activities for all ages and abilities.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

The City of Edmonton seeks to purchase goods, services and construction fairly and based on best value. Community and Recreation Facilities will follow Human Resource Management policies and procedures for engagement, training and retention of staff.

CONCLUSIONS AND RECOMMENDATIONS

Lewis Farms Community Recreation Centre is envisioned to be a welcoming, vibrant, dynamic place that serves the west catchment area and aquatic sport users as identified in the Council approved Recreation Facility Master Plan and Medium Term Plan.

CHANGES TO APPROVED PROFILE

In December 2014 Council approved the following amendment to the 2015-2018 Capital Budget: That Capital Profile Lewis Farms Community Recreation Centre #15-21-5785 be added and funded in the amount of \$3.5 million to fund schematic design of the Lewis Farms Community Recreation Centre and the Lewis Estates Library, with funding from an increase in PAYG.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Lewis Farms Community Recreation Centre and Library**
 PROFILE NUMBER: **15-21-5785**

PROFILE TYPE: **Standalone**
 BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,000	2,500	-	-	-	-	-	-	-	3,500
Current Approved Budget		-	-	1,000	2,500	-	-	-	-	-	-	-	3,500
Approved Funding Sources													
Pay-As-You-Go		-	-	1,000	2,500	-	-	-	-	-	-	-	3,500
Current Approved Funding Sources		-	-	1,000	2,500	-	-	-	-	-	-	-	3,500

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	1,000	2,500	-	-	-	-	-	-	-	3,500
Requested Funding Source													
Pay-As-You-Go		-	-	1,000	2,500	-	-	-	-	-	-	-	3,500
Requested Funding Source		-	-	1,000	2,500	-	-	-	-	-	-	-	3,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Design	-	-	1,000	2,500	-	-	-	-	-	-	-	3,500
	Total	-	-	1,000	2,500	-	-	-	-	-	-	-	3,500

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment, Personnel, Revenue

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Facility and Landscape Infrastructure	-	-	-	-	-	-	-	-	-	2,945	2,945	-	-	-	-	-
Community & Recreation Facilities	-	765	765	-	3,892	4,594	702	-	-519	107	626	-	-	108	108	-
Total Operating Impact	-	765	765	-	3,892	4,594	702	-	-519	3,052	3,571	-	-	108	108	-

CAPITAL PROFILE REPORT

PROFILE NAME:	CORONATION COMMUNITY RECREATION CENTRE	FUNDED	
PROFILE NUMBER:	15-21-5801	PROFILE STAGE:	
DEPARTMENT:	Community Services	PROFILE TYPE:	
BRANCH:	Community & Recreation Facilities	PROFILE MANAGER:	Rob Smyth
LEAD BRANCH:	Community & Recreation Facilities	LEAD BRANCH MANAGER:	Rob Smyth
PROGRAM NAME:		ESTIMATED START DATE:	January, 2017
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2020

Service Category:	Recreation & Culture	Major Initiative:
--------------------------	---------------------------------	--------------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	112,260
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	112,260

PROFILE DESCRIPTION

Design and construction of Coronation Community Recreation Centre will be completed in a phased approach. The facility will create a community hub with a connection to the Peter Hemingway Leisure Centre and includes a fitness centre, multi-purpose spaces, running/walking track, gymnasium and a 250m indoor cycling track.

PROFILE BACKGROUND

The Council approved Medium Term Recreation Facility and Sports Field Plan recommendations included expansion of Peter Hemingway into a community recreation facility. A feasibility study supported inclusion of a cycling track in partnership with the Argyll Velodrome Association and Edmonton Triathlon Academy.

PROFILE JUSTIFICATION

Supports the Way's plans, goals and outcomes; integrates the Recreation Facility Master Plan; aligns with Infrastructure Strategy; keeps mature neighbourhoods lively and vibrant; increased program opportunities including cycling and triathlon training and events.

STRATEGIC ALIGNMENT

The project supports corporate goals and outcomes including The Way We Live: Improving Edmonton's Livability; The Way We Grow: Transforming Edmonton's Urban Form; The Way We Prosper: Diversifying Edmonton's Economy and the Infrastructure Strategy.

ALTERNATIVES CONSIDERED

Alternatives were explored through the development of the Recreation Facility Master Plan, Medium Term Recreation Facility and Sports Field Plan and the 2011 Study to include a cycling track in partnership with Argyll Velodrome Association.

COST BENEFITS

Citizens will have access to and benefit from programs and services that provide enjoyment and personal health benefits. Attendance generated by the Centre will increase overall participation in recreation facilities. Edmonton's quality of life and livability benefits from physical, sport, leisure, cultural and recreation opportunities and activities for all ages and abilities.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

The City of Edmonton seeks to purchase goods, services and construction fairly based on best value. Community and Recreation Facilities will follow Human Resource Management policies and procedures for engagement, training and retention of staff.

CONCLUSIONS AND RECOMMENDATIONS

Coronation Community Recreation Centre will meet the recreation, leisure and sport needs of the community and as a facility with a cycling track will enhance the sport development opportunities at all levels for cyclist and triathletes.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Coronation Community Recreation Centre**
 PROFILE NUMBER: **15-21-5801**

PROFILE TYPE: **Standalone**
 BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	1,450	15,879	86,550	8,381	-	-	-	112,260
Current Approved Budget		-	-	-	-	1,450	15,879	86,550	8,381	-	-	-	112,260
Approved Funding Sources													
Partnership Funding		-	-	-	-	1,450	9,000	9,550	-	-	-	-	20,000
Pay-As-You-Go		-	-	-	-	-	1,000	-	-	-	-	-	1,000
Tax-Supported Debt		-	-	-	-	-	5,879	77,000	8,381	-	-	-	91,260
Current Approved Funding Sources		-	-	-	-	1,450	15,879	86,550	8,381	-	-	-	112,260

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	-	1,450	15,879	86,550	8,381	-	-	-	112,260
Requested Funding Source													
Partnership Funding		-	-	-	-	1,450	9,000	9,550	-	-	-	-	20,000
Pay-As-You-Go		-	-	-	-	-	1,000	-	-	-	-	-	1,000
Tax-Supported Debt		-	-	-	-	-	5,879	77,000	8,381	-	-	-	91,260
Requested Funding Source		-	-	-	-	1,450	15,879	86,550	8,381	-	-	-	112,260

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	-	11,290	81,736	5,956	-	-	-
Design		-	-	-	-	1,450	3,865	2,562	2,424	-	-	-	10,301
Equip FurnFixt		-	-	-	-	-	-	2,251	-	-	-	-	2,251
Percent for Art		-	-	-	-	-	724	-	-	-	-	-	724
Total		-	-	-	-	1,450	15,879	86,550	8,381	-	-	-	112,260

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment, Personnel, Revenue, Utilities

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Community & Recreation Facilities	-	569	569	-	561	2,330	1,769	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	569	569	-	561	2,330	1,769	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: FORT EDMONTON PARK UTILITIES
PROFILE NUMBER: 15-21-6973
DEPARTMENT: Community Services
BRANCH: Community & Recreation Facilities
LEAD BRANCH: Community Strategies & Development
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Rob Smyth
LEAD BRANCH MANAGER: Rob Smyth
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2020

Service Category: Recreation & Culture Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	70,759
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	70,759

PROFILE DESCRIPTION

This profile addresses the repair, replacement and upgrade of utility infrastructure at Fort Edmonton Park. A comprehensive Utility Assessment was completed in 2010 followed by a Utility Master Plan in 2011. Water, power, gas storm and sanitary sewer are all close to the end of their life cycle. The sanitary sewer lines are undersized and need significant maintenance to stay operational. The watermain service is inadequate to provide sufficient flow for fire prevention.

Upgrades to the following systems are needed: storm and drainage collection, water distribution, sanitary sewer, gas and power distribution. A new access road is also needed for emergency evacuation of the site and to support fire fighting capabilities and staff operations.

This profile is linked to Profile 15-21-5354 Fort Edmonton Park Master Plan implementation. It will support the installation of new utility infrastructure for the new attractions that are being planned by the Fort Edmonton Management Company.

PROFILE BACKGROUND

Fort Edmonton Park opened in 1974 to provide visitors with a living history experience. After 44 years and confirmation through the 2010 Utility Assessment report, the utilities are at the end of their life-cycle and need replacement. Future development in the park will place a strain on the aging infrastructure. The responsibility for the utility services remains the City of Edmonton's responsibility.

Upgrades to the following systems are needed: storm and drainage collection, water distribution, sanitary sewer, gas and power distribution. A new access road is also needed for emergency evacuation of the site and to support fire fighting capabilities & staff operations.

PROFILE JUSTIFICATION

The Fort Edmonton Park's utility infrastructure was installed in the early 1970s. With system failures occurring on a regular basis, a comprehensive Utility Assessment was completed in 2010. The utilities were identified to be at the end of their life cycle and in need of upgrading to support current and future activities as well as new development at the Fort. The 2011 Fort Utility Master Plan laid out the new utility infrastructure in back-of-house locations to minimize the disruptions to the Fort's operation.

Fort Edmonton Management Company has a number of new attractions that are in the planning stages. The utility upgrades are needed to support this new growth as the projects are situated in both new and established areas of the park.

STRATEGIC ALIGNMENT

The project supports "The Way We Live".

- Citizens use Fort Edmonton Park as a destination to learn and live Edmonton's history. The Park and facilities, programs and services provide enjoyment and personal health benefits.

ALTERNATIVES CONSIDERED

Options include:

- a) Break the project into smaller phases. Finding a contractor to take on a smaller scope of work will be difficult.
- b) Do nothing and repair lines as they fail. This will cause significant disruption to the Park.

COST BENEFITS

Tangible benefits - utility replacement will ensure the Park's heritage buildings are preserved, Park remains operational, visitors have a safe and reliable destination, maintenance costs decrease.

Intangible benefits - if perception is that a facility has reliable infrastructure, visitors will come & generate revenue. Continual disruptions erode public confidence in the facility.

Cost: is estimated at \$33.430M with a 30% contingency included.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

All procurement processes will adhere to Administrative Directive Purchasing of Goods and Services Construction. The project will be operated by the City. Community Services will follow the Human Resource Management policies and guidelines.

CONCLUSIONS AND RECOMMENDATIONS

With the utilities near the end of their life-cycle, the infrastructure replacement is required to maintain a safe and viable operation. The recommendation is replace all the utility infrastructure by 2020.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Fort Edmonton Park Utilities**
 PROFILE NUMBER: **15-21-6973**

PROFILE TYPE: **Standalone**
 BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,916	538	4,956	26,020	29,888	7,440	-	-	-	70,759
Current Approved Budget		-	-	1,916	538	4,956	26,020	29,888	7,440	-	-	-	70,759
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	1,725	485	4,461	23,128	27,196	6,696	-	-	-	63,690
Pay-As-You-Go		-	-	191	54	496	2,892	2,692	744	-	-	-	7,068
Current Approved Funding Sources		-	-	1,916	538	4,956	26,020	29,888	7,440	-	-	-	70,759

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	1,916	538	4,956	26,020	29,888	7,440	-	-	-	70,759
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	1,725	485	4,461	23,128	27,196	6,696	-	-	-	63,690
Pay-As-You-Go		-	-	191	54	496	2,892	2,692	744	-	-	-	7,068
Requested Funding Source		-	-	1,916	538	4,956	26,020	29,888	7,440	-	-	-	70,759

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	1,916	538	4,956	26,020	29,888	7,440	-	-	70,759
	Total		-	-	1,916	538	4,956	26,020	29,888	7,440	-	-	70,759

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: VALLEY ZOO UTILITIES
PROFILE NUMBER: 15-21-8843
DEPARTMENT: Community Services
BRANCH: Community & Recreation Facilities
LEAD BRANCH: Community & Recreation Facilities
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Rob Smyth
LEAD BRANCH MANAGER: Rob Smyth
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2016

Service Category: Recreation & Culture Major Initiative:

GROWTH	RENEWAL
5	95

PREVIOUSLY APPROVED:	3,520
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	3,520

PROFILE DESCRIPTION

This profile addresses the repair, replacement and upgrade of utility infrastructure required for zoo operations. A 16-month comprehensive Utility Assessment was completed in 2012 for the Edmonton Valley Zoo which identified the condition of the existing utility infrastructure and required upgrades to sustain zoo operations and renovation as per the Council approved 2005 Valley Zoo Master Plan. The most significant area of concern was the water distribution system. The watermain service was determined to be inadequate to provide sufficient flow for fire prevention and support future development. A 2nd watermain service was installed to the property line in 2014, however additional funds are required to tie in the water service from the property line to the existing zoo distribution system. This profile is linked to the Zoo Nature Wild Backyard profile 15-21-5357.

PROFILE BACKGROUND

A 16-month comprehensive Utility Assessment was completed in 2012 for the Edmonton Valley Zoo. The Assessment identified the condition of the existing utility infrastructure and required upgrades to sustain zoo operations and renovation as per the Council approved 2005 Edmonton Valley Zoo Master Plan. In addition to assessing the current utility infrastructure conditions, a Utility Replacement Master Plan Strategy was proposed. Analysis completed on the Zoo utilities infrastructure determined that the electrical and gas service has reached its limit, and the sewer system requires rehabilitation. Most significant, the water distribution system was determined to be inadequate to provide sufficient flow for fire prevention and support future development. A 2nd watermain service was installed to the property line in 2014, however additional funds are required to tie in the water service from the property line to the existing zoo distribution system.

PROFILE JUSTIFICATION

The original Edmonton Valley Zoo utilities, installed in the 1950's, are at the end of their lifecycle and require replacement. Replacement of utilities will support the current operations at the Zoo and the continuing implementation of the Edmonton Valley Zoo Master Plan approved by City Council in 2005. The Edmonton Valley Zoo Utility Assessment Report indicates that the water main service is inadequate and cannot provide the flow requirements to suppress a fire due to low system flow nor support daily operational needs as the Zoo continues to develop. In the event of a fire, animal welfare and City assets may be at risk. Completion of a 2nd water main connection will provide improve fire protection for the newly constructed Polar Extremes: Arctic Shores and the Entry Plaza and Wander, provide the zoo with a redundant water source, and improve water flow rates for fire prevention.

STRATEGIC ALIGNMENT

The project aligns with: The Way We Live: Improving Edmonton's Livability; The Way We Grow: Transforming Edmonton's Urban Form; and City Council's Infrastructure Strategy; and The Edmonton Valley Zoo Master Plan.

ALTERNATIVES CONSIDERED

Other alternatives considered included not replacing utilities or replacing when utilities fail. If these approaches are implemented, current services provided at the zoo may not be able to be maintained, nor will the Master Plan be realized.

COST BENEFITS

Tangible Benefits include a) Quality of Life for animals in care and visitors; b) Reduced Maintenance Costs through improved infrastructure; and c) Improved Services/Amenities to enhance visitor experience.

Intangible Benefits include: a) Quality of Life- providing safe and quality experience for citizens; and b) Social Capital-though community engagement.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

All procurement processes will adhere to Administrative Directive Purchasing of Goods and Services Construction. Due to the complexity of this project, an external consultant will be engaged, supported by existing City Administration staff resources

CONCLUSIONS AND RECOMMENDATIONS

Funding of Edmonton Valley Zoo Utilities profile for 2015-2018 in the amount of \$ 3.5M.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Valley Zoo Utilities**
 PROFILE NUMBER: **15-21-8843**

PROFILE TYPE: **Standalone**
 BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,366	2,154	-	-	-	-	-	-	-	3,520
Current Approved Budget		-	-	1,366	2,154	-	-	-	-	-	-	-	3,520
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	1,229	1,938	-	-	-	-	-	-	-	3,168
Pay-As-You-Go		-	-	137	215	-	-	-	-	-	-	-	352
Current Approved Funding Sources		-	-	1,366	2,154	-	-	-	-	-	-	-	3,520

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	1,366	2,154	-	-	-	-	-	-	-	3,520
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	1,229	1,938	-	-	-	-	-	-	-	3,168
Pay-As-You-Go		-	-	137	215	-	-	-	-	-	-	-	352
Requested Funding Source		-	-	1,366	2,154	-	-	-	-	-	-	-	3,520

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	326	2,154	-	-	-	-	-	-	-	2,479
	Design	-	-	1,040	-	-	-	-	-	-	-	-	1,040
	Total	-	-	1,366	2,154	-	-	-	-	-	-	-	3,520

OPERATING IMPACT OF CAPITAL

Type of Impact: Utilities

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Facility and Landscape Infrastructure	-	347	347	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	347	347	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **QUEEN ELIZABETH PARK PHASE 2**
PROFILE NUMBER: **15-28-1700**
DEPARTMENT: **Community Services**
BRANCH: **Community & Recreation Facilities**
LEAD BRANCH: **Community & Recreation Facilities**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	
PROFILE TYPE:	
PROFILE MANAGER:	Rob Smyth
LEAD BRANCH MANAGER:	Rob Smyth
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2017

Service Category:	Parks	Major Initiative:	
--------------------------	--------------	--------------------------	--

GROWTH	RENEWAL
10	90

PREVIOUSLY APPROVED:	5,448
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	5,448

PROFILE DESCRIPTION

This project will transform the functionality and capacity of Queen Elizabeth Park through implementation of the renewal components from Phase 2 of the City Council-approved master plan including some growth components such as the Aboriginal Art Park. Funding will support renewal of current infrastructure including the existing parking lot, park entries, picnic and seating areas, lookouts, as well as the Aboriginal Public Art Park and supporting shade shelter infrastructure. Phase 2 will require additional design work (scheduled for 2015), environmental approval under the River Valley Bylaw, engagement with the Aboriginal community as directed by the Steering Committee and coordination with the Edmonton Arts Council in the procurement of art pieces. Construction completion is anticipated for 2017.

PROFILE BACKGROUND

Queen Elizabeth Park has historically played an important recreational and cultural role in Edmonton. Over the years the park's functionality and capacity has declined, necessitating the need to renew this important, centrally located park. With the decommissioning and removal of the former Queen Elizabeth Outdoor Pool, the park presently offers limited opportunities to recreate. Additionally, there are a number of planned changes in the area, including the new Waltherdale Bridge and the 'touch the water' promenade in Rosssdale, which would benefit from the parks' renewal. Phase 2 of the Queen Elizabeth Park Master Plan, approved by City Council in August 2013, provides unique cultural and recreational opportunities for Edmontonians, including one of the first curated Aboriginal Public Art Parks.

PROFILE JUSTIFICATION

The projects in this profile will allow Queen Elizabeth Park to play a revitalized role in the recreational and cultural life of Edmonton and create a place-specific memorable park that capitalizes on the site's prominent location at the entrance to the city's core. With the removal of the outdoor pool, the park's condition, functionality and capacity have declined. The park is highly visible, centrally located and adjacent to the dynamic areas of Downtown and Strathcona. The park is adjacent to the new Waltherdale Bridge and Rosssdale, where there is need to renew the park to welcome new uses and increase visitation. These projects will renew existing amenities in the park and improve the aesthetic value of the area. Additionally, the development of Canada's first Aboriginal Art Park presents a timely opportunity for Edmonton to facilitate Aboriginal cultural self-expression.

STRATEGIC ALIGNMENT

These projects align with strategic directions identified in The Way We Live, The Way We Grow, The Way We Move, WinterCity Strategy, the City's Public Art Master Plan, Urban Parks Management Plan and the Edmonton Urban Aboriginal Accord.

ALTERNATIVES CONSIDERED

Alternatives include: 1) to fund limited rehabilitation projects through existing composite programs; 2) reduce the number of identified renewals and/or phase the projects over a longer period; or, 3) to leave the park in its current state.

COST BENEFITS

Completion of Phase 2 of the Queen Elizabeth Park Master Plan will ensure park users have a safe and enjoyable experience, access to and benefit from renewed amenities, including Canada's first Aboriginal Public Art Park. The value of well-maintained parks contribute to the economic, social, cultural and environmental health of the city. Cost estimates were completed by the consultant team and reviewed by the City. Contingency is based at 25%.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

City of Edmonton seeks to purchase goods, services, construction fairly and based on best value. Neighbourhood Parks and Community Recreation will follow the Human Resource Management policies and procedures for engagement, training and retention.

CONCLUSIONS AND RECOMMENDATIONS

The recommendation is to fund the Phase 2 renewal components of the Queen Elizabeth Park Plan and Aboriginal Public Ark Park in the amount of \$5.4 million, to allow for one of the first Aboriginal Art Parks and renewal of existing infrastructure.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Queen Elizabeth Park Phase 2**
 PROFILE NUMBER: **15-28-1700**

PROFILE TYPE: **Standalone**
 BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	947	2,585	1,917	-	-	-	-	-	-	5,448
Current Approved Budget		-	-	947	2,585	1,917	-	-	-	-	-	-	5,448
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	852	2,283	1,722	-	-	-	-	-	-	4,857
Pay-As-You-Go		-	-	95	302	195	-	-	-	-	-	-	591
Current Approved Funding Sources		-	-	947	2,585	1,917	-	-	-	-	-	-	5,448

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	947	2,585	1,917	-	-	-	-	-	-	5,448
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	852	2,283	1,722	-	-	-	-	-	-	4,857
Pay-As-You-Go		-	-	95	302	195	-	-	-	-	-	-	591
Requested Funding Source		-	-	947	2,585	1,917	-	-	-	-	-	-	5,448

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	346	2,439	1,917	-	-	-	-	-	-	4,702
	Design	-	-	601	144	-	-	-	-	-	-	-	745
	Percent for Art	-	-	-	1	-	-	-	-	-	-	-	1
	Total	-	-	947	2,585	1,917	-	-	-	-	-	-	5,448

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Material & Equipment, Personnel, Uncategorized Expenses, Utilities

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Facility and Landscape Infrastructure	-	5	5	-	-	-	-	-	-	-	-	-	-	-	-	-
Community & Recreation Facilities	-	135	135	-	-	-	-	-	-	-	-	-	-	-	-	-
Neighbourhoods	-	8	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	148	148	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **BUENA VISTA / LAURIER PARK RENEWAL**
 PROFILE NUMBER: **15-28-1900**
 DEPARTMENT: **Community Services**
 BRANCH: **Community & Recreation Facilities**
 LEAD BRANCH: **Community & Recreation Facilities**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Rob Smyth**
 LEAD BRANCH MANAGER: **Rob Smyth**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Parks** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	4,725
10	90	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	4,725

PROFILE DESCRIPTION

This profile implements the renewal components identified in the City Council approved Buena Vista/Sir Wilfrid Laurier Park Master Plan. Implementation of the renewal components in Phase II of the Master Plan includes parking and road renewal, pathway renewal on the existing riverside path, renewal of the existing washrooms in Laurier Park, picnic site rehabilitation and renewal of two existing playgrounds.

PROFILE BACKGROUND

Buena Vista/Sir Wilfrid Laurier Park master plan which was completed in 2014 and approved by City Council, is a ten year plan guiding the growth, renewal and investment in the parks. This profile involves implementation of the renewal components identified in Phase II of the master plan. Existing amenities including washrooms, roads, pathways and playgrounds are reaching the end of their service life. The renewal projects identified in master plan becomes a means to support increasing and ever changing patterns of use while ensuring the long-term ecological integrity of the river valley is preserved.

PROFILE JUSTIFICATION

The Master Plan supports the City's commitment to renew the river valley park system as outlined in the Urban Parks Management Plan, North Saskatchewan River Valley Area Redevelopment Plan, The Ribbon of Green Master Plan, The Way Ahead, and The Way We Live. The renewal of the park provides opportunities for recreational, aesthetic and cultural activities and ensures long term sustainability of the parks. Implementation of the renewal components of Phase II of the master plan will adhere to the Buena Vista/Sir Wilfrid Laurier Park Master Plan report.

STRATEGIC ALIGNMENT

Development of the renewal components of Phase II of the master plan supports The Way We Grow by protecting and enhancing the river valley and ravine park system as an accessible year round place for recreation and activity for people of all ages.

ALTERNATIVES CONSIDERED

Implementation of Phase II is required to maintain a high quality park space. Alternatives to consider are reducing the number of planned renewals. This could entail the renewal of one playground as opposed to two. Parking and access renewal could be phased to undertake selective parking rehabilitation. The scale of road work could be more selective to undertake basic maintenance work. The number of picnic areas to be rehabilitated to accommodate barrier free design could be reduced. Parking renewal could also be scaled back to only patch areas in the parking lot that are problematic. It may be possible to extend the service life of existing washroom facilities through enhanced maintenance and more selective replacement of fixtures but this solution may result in failing infrastructure and impacts to the users of the park.

COST BENEFITS

Park life cycle will be increased through renewal of existing amenities that are nearing the end of their service life including washrooms, trails, playgrounds and picnic areas. Total project costs are estimated at \$4.6M including \$160K in design, \$4.4M in construction.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

City of Edmonton seeks to purchase goods, services, construction fairly and based on best value. Community Strategies and Development will follow the Human Resource Management policies and procedures for engagement, training and retention.

CONCLUSIONS AND RECOMMENDATIONS

Implementation of the renewal projects in Phase II will ensure long-term sustainability of these parks with an emphasis on renewal and replacement of existing infrastructure.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Buena Vista / Laurier Park Renewal**
 PROFILE NUMBER: **15-28-1900**

PROFILE TYPE: **Standalone**
 BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	168	1,449	1,620	1,488	-	-	-	-	-	4,725
Current Approved Budget		-	-	168	1,449	1,620	1,488	-	-	-	-	-	4,725
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	151	1,320	1,402	1,329	-	-	-	-	-	4,203
Pay-As-You-Go		-	-	17	129	218	158	-	-	-	-	-	523
Current Approved Funding Sources		-	-	168	1,449	1,620	1,488	-	-	-	-	-	4,725

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	168	1,449	1,620	1,488	-	-	-	-	-	4,725
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	151	1,320	1,402	1,329	-	-	-	-	-	4,203
Pay-As-You-Go		-	-	17	129	218	158	-	-	-	-	-	523
Requested Funding Source		-	-	168	1,449	1,620	1,488	-	-	-	-	-	4,725

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	1,449	1,620	1,488	-	-	-	-	-	4,557
	Design	-	-	168	-	-	-	-	-	-	-	-	168
	Total	-	-	168	1,449	1,620	1,488	-	-	-	-	-	4,725

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel, Uncategorized Expenses

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	140	140	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	140	140	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **COMMONWEALTH STADIUM EQUIPMENT**
 PROFILE NUMBER: **CM-21-2000**
 DEPARTMENT: **Community Services**
 BRANCH: **Community & Recreation Facilities**
 LEAD BRANCH: **Community & Recreation Facilities**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Rob Smyth**
 LEAD BRANCH MANAGER: **Rob Smyth**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Recreation & Culture** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	800
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	800

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.

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.

STRATEGIC ALIGNMENT

The Commonwealth Stadium Equipment Composite contributes to goals in The Way We Live and The Way We Grow.

ALTERNATIVES CONSIDERED

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

COST BENEFITS

The Composite is requesting \$200k per year from the 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 Reserve would prevent the Stadium from effectively responding to equipment needs, thereby decreasing the marketability of, and customer satisfaction with, Commonwealth Stadium.

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 2015-2018.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Commonwealth Stadium Equipment**
 PROFILE NUMBER: **CM-21-2000**

PROFILE TYPE: **Composite**
 BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	200	200	200	200	-	-	-	-	-	800
Current Approved Budget		-	-	200	200	200	200	-	-	-	-	-	800
Approved Funding Sources													
Stadium Reserve		-	-	200	200	200	200	-	-	-	-	-	800
Current Approved Funding Sources		-	-	200	200	200	200	-	-	-	-	-	800

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	200	200	200	200	-	-	-	-	800
Requested Funding Source												
Stadium Reserve		-	-	200	200	200	200	-	-	-	-	800
Requested Funding Source		-	-	200	200	200	200	-	-	-	-	800

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Equip FurnFixt		-	-	200	200	200	-	-	-	-	-	800
	Total		-	-	200	200	200	-	-	-	-	-	800

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **EQUIPMENT CONSERVATION**
PROFILE NUMBER: **CM-21-5601**
DEPARTMENT: **Community Services**
BRANCH: **Community & Recreation Facilities**
LEAD BRANCH: **Community & Recreation Facilities**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Rob Smyth**
LEAD BRANCH MANAGER: **Rob Smyth**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Recreation & Culture** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	7,000
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	7,000

PROFILE DESCRIPTION

Equipment Conservation provides for the planned replacement of high dollar value program/service delivery equipment to optimize performance in the areas of revenue generation, customer service and facility operations within the Community and Recreation Facilities Branch and Fort Edmonton Park.

Equipment replacement requests must meet the following criteria:

- Minimum value of \$5000.
- Equipment life span > 1 year
- Equipment supports facility services or functionality, but is not rented directly by customers

Equipment categories and funding allocations will be reviewed annually by the Equipment Conservation Committee to be responsive to changing needs and circumstances. For 2015, the planned division of funds is:

- Fitness Equipment (ex. cardio, plate-loaded): 45%
- Operational Equipment (ex. floor scrubber, pool vacuums): 25%
- Program Equipment (ex. hockey nets, skis, bikes): 15%
- Furniture & Appliance (ex. tables, chairs): 8%
- Signage Replacement (ex. wayfinding signs): 7%

PROFILE BACKGROUND

The Equipment Conservation Composite was established in 2003 in response to a report from the Office of the Auditor General where it stated: "Leisure Centre operations have not been successful in getting items such as weight room equipment into the capital budget. This equipment needs to be current and in good working condition to maintain day to day operations and positive customer satisfaction with Leisure Centres." As the challenge of funding high dollar value equipment replacement is not limited to fitness equipment, the scope and scale of the Composite has increased over time to include equipment replacement at all facilities operated by the Community and Recreation Facilities Branch.

The current system has proven to be an effective and efficient method for equipment replacement. Since its inception, the Composite has been funding as many as 60 requests per year, and has replaced more than 6000 pieces of equipment.

PROFILE JUSTIFICATION

60 community facilities and the River Valley are managed and animated by the Community and Recreation Facilities Branch. In 2013, the Branch recorded an attendance of nearly 7 million visitors. With the opening of two multi-purpose recreation centres in Fall 2014, Branch attendance is expected to grow by another million visitors by the end of 2015. This high volume visitation correlates to significant wear and tear on equipment. The Branch needs to be responsive to replacement requirements in order to meet customer expectations and ensure quality, safe and enjoyable visits.

Cancellation of this equipment replacement program would be noticed by facility users as the following impacts would be realized:

- Decrease in service levels as worn equipment is removed from service but not replaced.
- Slow and inefficient responses to facility maintenance needs.
- Decrease in quality of rental and program spaces.

These impacts may ultimately contribute to decreased attendance and revenues.

STRATEGIC ALIGNMENT

This Composite strongly supports The Way Ahead and The Way We Live by contributing to safe, clean facilities where citizens can participate in services and programs that provide enjoyment and personal health benefits.

ALTERNATIVES CONSIDERED

A lease vs. buy analysis was conducted with the results indicating a capital purchase to be the preferred option. Another (unpopular) alternative would be a significant increase in user fees to generate the \$1.5M - \$2M required annually.

COST BENEFITS

The Composite is requesting \$7 million for 2015-2018.

Tangible Benefits

1. Facilities stay competitive.
2. Facilities are kept safe.
3. Significant costs are avoided in trying to maintain/repair old/failing equipment.

Intangible Benefits

1. Positive facility perception promotes repeat visitation.
2. Ability to proactively and reactively respond to issues that arise.
3. Support ongoing improvements and growth in programs and services

KEY RISKS & MITIGATING STRATEGY

If funding is not provided, Community and Recreation Facilities will be unable to address equipment replacement which could result in increased safety incidents and customer dissatisfaction.

RESOURCES

The Composite and associate projects are managed by City of Edmonton employees. All purchasing will adhere to Administrative Directive A1439B: Purchasing Goods, Services and Construction

CONCLUSIONS AND RECOMMENDATIONS

Given the ongoing needs for equipment replacement within Community and Recreation Facilities, the cost of the equipment and its importance to sustain revenues and attendance, it is recommended that this Composite be fully funded for 2015-2018.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Equipment Conservation**
 PROFILE NUMBER: **CM-21-5601**

PROFILE TYPE: **Composite**
 BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,500	1,500	2,000	2,000	-	-	-	-	-	7,000
Current Approved Budget		-	-	1,500	1,500	2,000	2,000	-	-	-	-	-	7,000
Approved Funding Sources													
Pay-As-You-Go		-	-	1,500	1,500	2,000	2,000	-	-	-	-	-	7,000
Current Approved Funding Sources		-	-	1,500	1,500	2,000	2,000	-	-	-	-	-	7,000

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	1,500	1,500	2,000	2,000	-	-	-	-	-	7,000
Requested Funding Source													
Pay-As-You-Go		-	-	1,500	1,500	2,000	2,000	-	-	-	-	-	7,000
Requested Funding Source		-	-	1,500	1,500	2,000	2,000	-	-	-	-	-	7,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Equip FurnFixt	-	-	1,500	1,500	2,000	2,000	-	-	-	-	-	7,000
	Total	-	-	1,500	1,500	2,000	2,000	-	-	-	-	-	7,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: RIVER VALLEY TRAIL AND PARK RENEWAL
PROFILE NUMBER: CM-28-8530
DEPARTMENT: Community Services
BRANCH: Community & Recreation Facilities
LEAD BRANCH: Community & Recreation Facilities
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Rob Smyth
LEAD BRANCH MANAGER: Rob Smyth
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2018

Service Category: Parks Major Initiative:

GROWTH	RENEWAL
10	90

PREVIOUSLY APPROVED:	17,000
BUDGET REQUEST:	-250
TOTAL PROFILE BUDGET:	16,750

PROFILE DESCRIPTION

This composite provides funding for major trail rehabilitation and the renewal and/or refurbishment of aging parks and trails located in the River Valley. There are over 160 kilometers of maintained multi-use trails, 22 major parks and a total of 61 named parks and ravines in the River Valley. This profile will fund major trail rehabilitation to deal with structural stability to further reduce the potential for trail collapses. The projects undertaken within the program will also replace or renew infrastructure in existing River Valley parks which extends the life of existing capital assets or renews aging parks infrastructure such as aging utilities and replacement or renewal of additional assets within the River Valley parks system. A small portion of funding (10%), includes establishing new trail connections where warranted to ensure safe access for users of the system.

PROFILE BACKGROUND

Edmonton's River Valley is the longest stretch of urban parkland in North America and is one of the most important tourist attractions for Edmonton. There are over 160 kilometers of trails, 22 major parks and 41 named parks and ravines with attendance of over 10,000,000 visitors a year. The River Valley has experienced numerous trail collapses which have resulted in trail closures. Trail rehabilitation can range in the millions of dollars. Others require attention to rehabilitate and/or replace the utilities due to aging infrastructure. If infrastructure is not replaced/rehabilitated, it will lead to trail closures, parks in disrepair and unsafe conditions for the users of the park and ravine.

This profile will also provide funding for renewal of existing parks that have aging infrastructure. Many parks in the River Valley are in need of re-investment to upgrade existing infrastructure. This funding will extend the life of the City's existing assets and refresh aging parks.

PROFILE JUSTIFICATION

Edmonton's River Valley is the longest stretch of urban parkland in North America and is recognized as one of the most important tourist attractions for Edmonton. River Valley trails and parks that have failing infrastructure can lead to trail closures, injury of citizens, programming and scheduling challenges. The River Valley is a valued asset that requires upgrades, rehabilitation and repair due to aging infrastructure and trail damage. Connecting to existing trails will improve access into the River Valley system and will provide increased connectivity from the top of bank to new infrastructure being completed as part of the River Valley Alliance projects. Ongoing funding is needed for re-investment in the River Valley to prevent further deterioration. By providing composite funding, this allows administration to address emerging needs in a timely and proactive manner on a yearly basis, ranking the highest priority issues first.

STRATEGIC ALIGNMENT

Alignment includes: Infrastructure Strategy to renew the asset, The Way We Live, Improve Edmonton's Livability, The Way We Grow, protect, preserve and enhance the River Valley as Edmonton's greatest asset and The Way We Move, walkable river valley.

ALTERNATIVES CONSIDERED

Alternatives include seeking funding through the Capital Supplementary Budget Adjustment on a yearly basis for urgent projects as a reactive measure or not repair trails or which may result in closed trails, safety issues or re-routing.

COST BENEFITS

Tangible benefits are: having safe and accessible trails for citizens, significant costs are avoided in trying to rehabilitate aging park infrastructure, improved services and amenities which will attract more visitors, events and festivals. Intangible benefits include: repeat visits from citizens/visitors which may result in more revenues for city programs and local businesses, meeting citizen's expectations and improving the quality of life.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

This profile and associate projects are managed by City of Edmonton employees. All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive. For larger projects external consultants will be used.

CONCLUSIONS AND RECOMMENDATIONS

Given the ongoing needs for continued investment in the River Valley to manage trail collapses and park renewal, and with no other funding source identified, it is recommended that this profile be funded for 2015-2018.

CHANGES TO APPROVED PROFILE

January 20, 2014
Adjustment # 2015-GM-022

As part of the regulatory approvals from the Department of Fisheries and Ocean's Canada (DFO) for construction of the Fort Edmonton Footbridge project, the City of Edmonton has to maintain the area within the construction footprint to prevent soil and surface erosion for five years after construction completion. As a result of the high water levels in 2012 & 2013 damage occurred to the rip rap that is required to be repaired as part of the authorization requirement from the DFO's office. There is not enough funding in the original profile to cover this deficiency. Funding is being requested from River Valley Trail and Park Renewal to cover this expense. If funding is approved, work will commence at the end of January 2015.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **River Valley Trail and Park Renewal**
 PROFILE NUMBER: **CM-28-8530**

PROFILE TYPE: **Composite**
 BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	4,200	4,500	4,400	3,900	-	-	-	-	-	17,000
Current Approved Budget		-	-	4,200	4,500	4,400	3,900	-	-	-	-	-	17,000
Approved Funding Sources													
Pay-As-You-Go		-	-	4,200	4,500	4,400	3,900	-	-	-	-	-	17,000
Current Approved Funding Sources		-	-	4,200	4,500	4,400	3,900	-	-	-	-	-	17,000

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-	-
	Revised Funding Sources (if approved)												
	Pay-As-You-Go	-	-	-	-	-	-	-	-	-	-	-	-
	Requested Funding Source	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	-	4,200	4,500	4,400	3,900	-	-	-	-	-	17,000
	Requested Funding Source												
	Pay-As-You-Go	-	-	4,200	4,500	4,400	3,900	-	-	-	-	-	17,000
	Requested Funding Source	-	-	4,200	4,500	4,400	3,900	-	-	-	-	-	17,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		Construction	-	-	3,154	4,100	3,800	3,600	-	-	-	-	-
	Design	-	-	1,046	400	600	300	-	-	-	-	-	2,346
	Other Costs	-	-	-	-	-	-	-	-	-	-	-	-
	Total	-	-	4,200	4,500	4,400	3,900	-	-	-	-	-	17,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	WELLINGTON/ AFRICAN MULTICULTURAL CENTRE	FUNDED
PROFILE NUMBER:	15-21-1040	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Community Services	PROFILE TYPE: Standalone
BRANCH:	Community Strategies & Development	PROFILE MANAGER: Lyall Brenneis
LEAD BRANCH:	Community Strategies & Development	LEAD BRANCH MANAGER: Lyall Brenneis
PROGRAM NAME:		ESTIMATED START DATE: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2016

Service Category: Recreation & Culture		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	838
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	838

PROFILE DESCRIPTION

This profile is seeking funding for schematic design dollars (including consultation and park site plan) to establish concept drawings and strategies for the future building of a new African Multicultural Centre on the Wellington School park site in partnership with the African community. Conceptually, the proposed new building will be approximately 40,000 square feet, but further consideration must be given to future operating costs. Funding for detailed design and construction would be requested in 2019-2022 capital budget.

PROFILE BACKGROUND

The Africa Centre initiative is currently based out of the Wellington Junior High School, (leased from Edmonton Public Schools) and is an aging facility, which has a limited structural lifespan but high usage due to the valuable programs and services being offered for newcomers.

PROFILE JUSTIFICATION

The proposed centre responds to the needs and wishes of newcomer citizens and provides a unique and timely opportunity to enhance their capacity to meet future needs and aspirations. It is an opportunity for Edmonton to show how municipalities can play a role in the successful settlement, intercultural engagement, social cohesion and civic vibrancy of immigrant and refugee newcomer communities.

STRATEGIC ALIGNMENT

This initiative improve's Edmonton's livability and is representative of Community Services' vision of being a frontline partner with citizens and communities, committed to creating a safe, healthy, and vibrant city.

ALTERNATIVES CONSIDERED

1) City provide funding for schematic design; 2) Move centre to another existing facility; 3) Continue to operate in current until deemed unsafe, community funds schematic design, however they have limited capacity

COST BENEFITS

Moving forward with the consultation and schematic design of a new multicultural centre will allow a more accurate cost estimate, development of a clear operating model, operating impacts and completion of the business case, time for partner fundraising allowing the project to move forward into detailed design and construction. Cost for work including and up to schematic building design is estimated at \$838,000.

KEY RISKS & MITIGATING STRATEGY

Beyond Community Services' ability to provide funds to construct and staff to operationalize the proposed building, there are several internal and external key risks to realize. The risk management framework will be applied to all project aspects.

RESOURCES

All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive. The African Multicultural Centre will be operated by Community Services and follow Human Resource's Management policies and procedures.

CONCLUSIONS AND RECOMMENDATIONS

The funding of schematic design in the amount of \$838,000 is recommended to move the project towards design and construction of a new African Multicultural Centre, as a new solution to meet our growing city's challenges in this realm.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Wellington/ African Multicultural Centre**
 PROFILE NUMBER: **15-21-1040**

PROFILE TYPE: **Standalone**
 BRANCH: **Community Strategies & Development**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	57	781	-	-	-	-	-	-	-	838
Current Approved Budget		-	-	57	781	-	-	-	-	-	-	-	838
Approved Funding Sources													
Pay-As-You-Go		-	-	57	781	-	-	-	-	-	-	-	838
Current Approved Funding Sources		-	-	57	781	-	-	-	-	-	-	-	838

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

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	-	57	781	-	-	-	-	-	-	-	838
	Requested Funding Source												
	Pay-As-You-Go	-	-	57	781	-	-	-	-	-	-	-	838
	Requested Funding Source	-	-	57	781	-	-	-	-	-	-	-	838

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		Design	-	-	57	781	-	-	-	-	-	-	-
	Total	-	-	57	781	-	-	-	-	-	-	-	838

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **WINSPEAR FACILITY EXPANSION PROJECT**
 PROFILE NUMBER: **15-21-3300**
 DEPARTMENT: **Community Services**
 BRANCH: **Community Strategies & Development**
 LEAD BRANCH: **Community Strategies & Development**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Standalone
PROFILE MANAGER:	Lyll Brenneis
LEAD BRANCH MANAGER:	Lyll Brenneis
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2015

Service Category:	Recreation & Culture	Major Initiative:
-------------------	----------------------	-------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	3,750
90	10	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	3,750

PROFILE DESCRIPTION

As per the capital budget amendment CAP 15, \$3.75M approved for funding expansion design subject to a staged funding agreement with COE. With the proposed expansion project, the Winspear will address its long-term space and programming needs and will build capacity to generate new and sustainable sources of revenue. This project includes \$53M towards six multipurpose programming spaces, a 500 – 600 seat flex-use performance hall, commercial retail bays including space for a YMCA daycare, and connectivity to the pedway and \$21M (separately financed) for a future parkade.

The project is estimated to cost a total of \$53 million. The \$13 million funding request from the Winspear Centre represents 25% of the total project costs. The balance of construction costs, amounting to \$40 million (75% of costs) will be covered by the Winspear Centre and other funding sources made available through provincial and federal government funding programs, along with donors to the Capital Campaign.

PROFILE BACKGROUND

The current City lease with Winspear requires the Winspear to develop the acoustic performance hall further or lose the surplus land. Proposed facility expansion includes theatre and commercial space.

In December 2012, City Council approved \$1.75 million for the Winspear Centre to develop a business case for the concept development design phase for the facility expansion. The preliminary business case was approved and \$250,000 was advanced in January 2013. The detailed business case was approved by the Corporate Budget Office in August 2013, with \$1.5 million advanced in September 2013.

PROFILE JUSTIFICATION

The Winspear Centre Expansion will meet the lease requirements and fulfill the original vision for the centre. The facility was not built to its originally planned size and specifications, which imposes limitations on the number and type of events and programs that can be offered.

The completion of the Winspear Centre in 2018/19 will create expanded cultural, educational, and social outreach programming for the whole community. More activity in the downtown core helps the City meet its goals to invigorate tourism, support an arts-rich community by providing additional revenue streams for the facility and local artists, and promote downtown revitalization with safe all-season connections between Churchill Square with the Quarters.

STRATEGIC ALIGNMENT

The Winspear Centre Expansion aligns with The Way Ahead goals 2, 3 and 6. It also aligns with The Way We Live goals 1, 2, 3, 5 and 6, as well as, ten other strategic documents.

ALTERNATIVES CONSIDERED

1) Do not expand; 2) Develop separate building; 3) Expand – realizes vision, fulfills agreement with COE and meets space needs. Recommendation: to accept alternative number three as presented, with approval of full funding.

COST BENEFITS

Tangible Benefits: 1) Opportunity for more community engagement programs and musical performances; 2) More space available to community and corporate groups; 3) Improved economic viability for the Winspear due to more diverse revenue streams.

Intangible Benefits: 1) Aligns with many City strategies and plans and will be contributing to the vision of a city energized by arts and culture, urban design and learning; 2) Contributes to local economy

KEY RISKS & MITIGATING STRATEGY

A risk management framework will be applied to all aspects of the project. A significant project risk is financial. The project can only proceed if funding targets are reached. These risks will be addressed through a comprehensive funding strategy.

RESOURCES

The Winspear Centre Expansion is not a City-led project. As such, the City's Procurement of Goods, Services & Construction directive does not apply and will be the responsibility of Winspear, rather than the City.

CONCLUSIONS AND RECOMMENDATIONS

The expansion will satisfy the Winspear's original vision, meet lease requirements and provide an outstanding venue for citizens of Edmonton with numerous benefits. The recommendation is to accept alternative number three with full funding approval.

CONTINGENCY OF APPROVAL

December 11, 2014 - City Council Meeting

1. That Capital Profile Winspear Facility Expansion Project #15-21-3300 be added and funded in the amount of \$3.75 million to fund expansion design with funding from an increase in use of Pay-As-You-Go, subject to a staged funding agreement with the City of Edmonton.

Francis Winspear Centre for Music – Staged Funding Agreement

2. That Administration provide, for Council's consideration, the principles for a staged funding agreement with the Francis Winspear Centre for Music, based upon the approved Capital Profile Winspear Facility Expansion Project 15-21-3300, the principles to include implications related to confirmation of funding from other orders of government, and a community fundraising strategy including results achieved.

Contingency met on day/mo/yr

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Winspear Facility Expansion Project**
 PROFILE NUMBER: **15-21-3300**

PROFILE TYPE: **Standalone**
 BRANCH: **Community Strategies & Development**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	3,750	-	-	-	-	-	-	-	-	3,750
Current Approved Budget		-	-	3,750	-	-	-	-	-	-	-	-	3,750
Approved Funding Sources													
Pay-As-You-Go		-	-	3,750	-	-	-	-	-	-	-	-	3,750
Current Approved Funding Sources		-	-	3,750	-	-	-	-	-	-	-	-	3,750

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	3,750	-	-	-	-	-	-	-	-	3,750
Requested Funding Source													
Pay-As-You-Go		-	-	3,750	-	-	-	-	-	-	-	-	3,750
Requested Funding Source		-	-	3,750	-	-	-	-	-	-	-	-	3,750

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Grants	-	-	3,750	-	-	-	-	-	-	-	-	3,750
	Total	-	-	3,750	-	-	-	-	-	-	-	-	3,750

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **KIHCIY ASKIY SACRED EARTH**
PROFILE NUMBER: **15-21-3400**
DEPARTMENT: **Community Services**
BRANCH: **Community Strategies & Development**
LEAD BRANCH: **Community Strategies & Development**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Standalone
PROFILE MANAGER:	Lyll Brenneis
LEAD BRANCH MANAGER:	Lyll Brenneis
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2016

Service Category: **Recreation & Culture**

Major Initiative:

GROWTH	RENEWAL
81	19

PREVIOUSLY APPROVED:	2,000
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	2,000

PROFILE DESCRIPTION

Kihciy Askiy - Sacred Earth is in the project initiation and fundraising phase. There will be four sweat lodges for prayer and personal purification rituals, Tipis for prayer ceremonies and small group workshops, a large tent gathering area for ceremonial feasts and cultural teachings, outdoor amphitheatre for lectures and presentations, herbal garden for interpretive programs and an earth lodge/indoor learning centre which will be a multipurpose facility for learning about Aboriginal cultures, teaching cultural traditions and holding presentations to support those efforts via cultural based programs, services and dialogue. In a common effort to affect healthy living and community wellness, the cultural site would be used for such cultural ceremonies and events as sweat lodges, pipe ceremonies, cultural camps and talking circles. The group is looking to have all pieces of Kihciy Askiy - Sacred Earth completed by 2017.

PROFILE BACKGROUND

Kihciy Askiy will create a permanent urban aboriginal traditional healing and cultural centre for all people within the City, eliminating the need to travel to attend spiritual / cultural events. The cultural centre will provide a home for outdoor cultural-based programs, day camps for youth, schools, and community agencies.

PROFILE JUSTIFICATION

Aboriginal people of Edmonton do not have spiritual and/or cultural grounds within the city that are designated for that specific use. The project is strategically aligned with several City of Edmonton strategies, master plans, declarations and relationship agreements including City Council's Declaration Strengthening Relationships Between the City of Edmonton and Urban Aboriginal People and the Edmonton Urban Aboriginal Accord Relationship Agreement between City Administration and Aboriginal Communities. A Memorandum of Understanding is underway with the Indigenous Elders regarding the use of Fox Farms. In March of 2014 at the National Truth & Reconciliation Event, Mayor Iveson proclaimed a Year of Reconciliation and one of the Mayor's commitments include working with Edmonton's Aboriginal community to create and support a venue, or venues, to promote the spiritual and cultural practices of all indigenous communities, for cultural reconnection, ceremony and celebration.

STRATEGIC ALIGNMENT

The Way We Live, Urban Parks Master Plan, City Council Declaration, Edmonton Aboriginal Accord, Recreation Facility Master Plan and Community Services Business Plan 2012-2015

ALTERNATIVES CONSIDERED

The alternative for urban indigenous Edmontonians has been to utilize healing lodges and other cultural locations outside of the City of Edmonton. This has made it very difficult to obtain the necessary healing and cultural knowledge.

COST BENEFITS

The site will provide a natural setting to enable different Aboriginal groups to host spiritual ceremonies, grow medicinal herbs, practice traditional crafts and facilitate inter-generational learning in an appropriately designed outdoor learning space. This space will provide an opportunity for all Edmontonians to experience multiple Aboriginal ceremonies, engage Aboriginal Youth and bring awareness to their customs.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive. The project will be managed by the City and will follow the Human Resource management policies and procedures.

CONCLUSIONS AND RECOMMENDATIONS

Aboriginal people do not have spiritual and/or cultural grounds within Edmonton. In an effort to affect healthy living and community wellness, Kihciy Askiy would be used for sweat lodges, pipe ceremonies, cultural camps and talking circles.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Kihciy Askiy Sacred Earth**
 PROFILE NUMBER: **15-21-3400**

PROFILE TYPE: **Standalone**
 BRANCH: **Community Strategies & Development**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget											
Original Budget Approved	-	-	210	1,790	-	-	-	-	-	-	-	2,000
Current Approved Budget	-	-	210	1,790	-	-	-	-	-	-	-	2,000
Approved Funding Sources												
Pay-As-You-Go	-	-	210	1,790	-	-	-	-	-	-	-	2,000
Current Approved Funding Sources	-	-	210	1,790	-	-	-	-	-	-	-	2,000

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	-	-	210	1,790	-	-	-	-	-	-	2,000
Requested Funding Source											
Pay-As-You-Go	-	-	210	1,790	-	-	-	-	-	-	2,000
Requested Funding Source	-	-	210	1,790	-	-	-	-	-	-	2,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	1,684	-	-	-	-	-	-	-	1,684
	Design	-	-	210	-	-	-	-	-	-	-	-	210
	Equip FurnFixt	-	-	-	106	-	-	-	-	-	-	-	106
	Total	-	-	210	1,790	-	-	-	-	-	-	-	2,000

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment, Personnel

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Facility and Landscape Infrastructure	-	61	61	-	-	-	-	-	-	-	-	-	-	-	-	-
Community Strategies & Development	-	50	50	-	-	-	-	-	-	-	-	-	-	-	-	-
Neighbourhoods	-	31	31	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	142	142	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **TELUS WORLD OF SCIENCE**
 PROFILE NUMBER: **15-21-6600**
 DEPARTMENT: **Community Services**
 BRANCH: **Community Strategies & Development**
 LEAD BRANCH: **Community Strategies & Development**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Standalone
PROFILE MANAGER:	Lyall Brenneis
LEAD BRANCH MANAGER:	Lyall Brenneis
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2018

Service Category: **Recreation & Culture** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	40,000
40	60	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	40,000

PROFILE DESCRIPTION

In 2009, the Edmonton Space & Science Foundation (The Foundation) developed a Master Plan to redevelop the TWoSE which had a total project cost of \$285M. The proposed expansions would more than double the facility size, increasing the square footage to approximately 245,827 sf (22,837 m²). The original plan has been phased into three parts, as requested by the City, with Phase 1 completed - the traveling exhibition gallery expansion and the IMAX renewal. Phase 2 adds the new Central Galleries and Lobby to meet demand and to transform the science centre from an overcrowded collection of buildings into a broad-based, functionally integrated, science & technology centre. Council awarded \$1.046 M for the detailed design of Phase 2. Phase 2 has a total projected cost of \$182.2 M with the request of \$47.4 M funding from the City over four years. The targeted completion date for Phase 2 is early 2020. Out of Scope: Phase 3 – Complete renovations of existing building.

PROFILE BACKGROUND

In June 2011, Council approved \$3.5M for the travelling exhibition gallery expansion, which has hosted events such as Star Wars Identities. In November 2012 Council approved \$3.696M for IMAX upgrades, Phase 2 business case development and architectural detailed design. TWoSE is overextended trying to handle the crowds, and its staff and support needs are also limited by space. The facility is physically split in half with some exhibits still in the original, Cardinal Building, and some in the 2001 and 2012 galleries on the other side of the entrance.

PROFILE JUSTIFICATION

The project supports The Way Ahead through The Way We Live: Improving Edmonton's Livability; The Way We Grow: Transforming Edmonton's Urban Form; The Way We Prosper: Diversifying Edmonton's Economy and the Infrastructure Strategy; The Way We Green: Preserve and Sustain Edmonton's Environment

STRATEGIC ALIGNMENT

Supports The Way We Live, The Way We Grow, The Way We Prosper, and The Way We Green

ALTERNATIVES CONSIDERED

Telus World of Science has responded to the City's original request by creating a phased plan for its expansion project, currently in Phase 2. Originally within Phase 2, two alternatives were suggested: eliminating some specific capital elements or doing nothing. With the new proposal Phase 2a: The Aurora Initiative, TWoSE is implementing one of these alternatives; eliminating specific capital elements.

COST BENEFITS

Phase 2a expansion offers tangible benefits in return for investment in areas like economic impact, attendance growth and efficiency and productivity improvements. The intangible benefits include exhibit galleries being popular with residents; helping Edmonton develop regional identity and citizenship; earning respect as a world-class science centre and connecting Edmonton's science and technology community to the public.

KEY RISKS & MITIGATING STRATEGY

Risks: inadequate project management credentials, negative public support, incomplete project funding, project schedule & cost control, operational sustainability after opening, unexpected inflation, project delay or no action.

RESOURCES

The Foundation seeks to purchase goods, services and construction fairly; based on best value. Where possible, considerations of environmentally sound products and services, in particular the utilization of post-consumer waste will be incorporated.

CONCLUSIONS AND RECOMMENDATIONS

Phase 2a will make Telus World of Science the right size for tomorrow's population, make operational sense of the current, overcrowded scattering of buildings, and allow a more solid operating economic model. Phase 2 implementation is recommended.

CONTINGENCY OF APPROVAL

December 11, 2014 - City Council Meeting

1. That the Capital Profile Telus World of Science #15-21-6600 be added and funded in the amount of \$40 million, with \$12 million funding from Pay-as-You-Go, \$20 million from other orders of Government and \$8 million in funding from other partners, subject to a funding agreement with the City of Edmonton.

Telus World of Science – Funding Agreement

2. That Administration provide, for Council's consideration, the principles for a funding agreement with Telus World of Science, based upon the approved Capital Profile Telus World of Science 15-21-6600, the principles to include implications related to confirmation of funding from other orders of government, and a community fundraising strategy and results achieved.

Due By: Feb.23, 2015 CS Committee

Contingency met: dd/mo/yr

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **TELUS World of Science**
 PROFILE NUMBER: **15-21-6600**

PROFILE TYPE: **Standalone**
 BRANCH: **Community Strategies &**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	6,500	6,000	16,000	11,500	-	-	-	-	-	40,000
Current Approved Budget		-	-	6,500	6,000	16,000	11,500	-	-	-	-	-	40,000
Approved Funding Sources													
Partnership Funding		-	-	1,500	3,000	13,000	10,500	-	-	-	-	-	28,000
Pay-As-You-Go		-	-	5,000	3,000	3,000	1,000	-	-	-	-	-	12,000
Current Approved Funding Sources		-	-	6,500	6,000	16,000	11,500	-	-	-	-	-	40,000

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	6,500	6,000	16,000	11,500	-	-	-	-	-	40,000
Requested Funding Source													
Partnership Funding		-	-	1,500	3,000	13,000	10,500	-	-	-	-	-	28,000
Pay-As-You-Go		-	-	5,000	3,000	3,000	1,000	-	-	-	-	-	12,000
Requested Funding Source		-	-	6,500	6,000	16,000	11,500	-	-	-	-	-	40,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	6,500	6,000	16,000	11,500	-	-	-	-	-
Total		-	-	6,500	6,000	16,000	11,500	-	-	-	-	-	40,000

OPERATING IMPACT OF CAPITAL

Type of Impact: General Costs, Interdepartmental

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Facility and Landscape Infrastructure	-	320	320	-	-	-	-	-	-	-	-	-	-	-	-	-
Community Strategies & Development	-	-	-	-	-	-	-	-	-	385	385	-	-	-	-	-
Total Operating Impact	-	320	320	-	-	-	-	-	-	385	385	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **MACEWAN WEST CAMPUS PURCHASE**
 PROFILE NUMBER: **15-21-7777**
 DEPARTMENT: **Community Services**
 BRANCH: **Community Strategies & Development**
 LEAD BRANCH: **Community Strategies & Development**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Standalone
PROFILE MANAGER:	Lyll Brenneis
LEAD BRANCH MANAGER:	Lyll Brenneis
ESTIMATED START DATE:	January, 2017
ESTIMATED COMPLETION:	December, 2017

Service Category: **Recreation & Culture** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	16,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	16,000

PROFILE DESCRIPTION

Profile is for the Council approved purchase of the MacEwan University west campus and land for an arts, multicultural, and not-for-profit hub. It will provide office and creative space for arts, multicultural, not-for-profits groups and community. It will also include retail/commercial space and upgrades to the public entrances. Total project cost is \$47.038 million (\$36 million for land and \$11.038 million for building renovations in unfunded profile 15-21-7778). Of this amount, \$20 million has been previously approved and will be funded by the Great Neighbourhood Renewal Program (\$5 million from 2012-2014 budget cycle, \$15 million from 2015-2018 budget cycle). The balance (\$16 million) is requested in this profile to meet the terms of the building purchase in 2017 from this profile.

PROFILE BACKGROUND

Purchase of the MacEwan west campus and land as a space for arts, multicultural, not-for-profit and community groups. It will offer offices and be a creative spaces hub. Also included are retail-commercial space and upgrades to the public entrances.

PROFILE JUSTIFICATION

The purchase and re-purposing of MacEwan's west campus was recommended by the Mayor's Arts Visioning Committee and later approved by City Council in 2012. It aligns with The Way Ahead, The Way We Live, The Way We Prosper, The Way We Move, and The Way We Grow. It also supports The Art of Living, Elevate and Jasper Place revitalization. There is broad community support and a need for affordable and accessible spaces for non-profits. MacEwan West has unique facilities for arts: a professional theatre; theatre labs; computer labs; studios; library; cafeteria; parkade and facilities for conferences and workshops. A \$5 million deposit was made by the City in 2014.

Anticipated outcomes:

- 1) Arts and Cultural Hub: affordable and small-scale space to groups who otherwise would not find a stable location
- 2) Arts and Culture Centre
- 3) Community Hub
- 4) Transit Orientated Development: this can be a demonstration of the ability to reach the guidelines for sites adjacent to LRT stations

STRATEGIC ALIGNMENT

This project supports goals, objectives and outcomes of The Way Ahead, The Way We Live, The Way We Prosper, The Way We Move, and The Way We Grow. Also supports The Art of Living, Mayor's Arts Committee and Elevate report.

ALTERNATIVES CONSIDERED

- 1) The City does not purchase the site; 2) The City purchases the site and develops it for an alternate purpose; 3) The City purchases the site, redevelops it and sells it for profit; 4) The City purchases the site as proposed (recommended)

COST BENEFITS

Tangible benefits: 1) Space needs met for more than 14 arts, multicultural and not-for-profits; 2) Tangible hub for surrounding communities; 3) Use of Transit-Orientated Design lands 4) Rejuvenation of building. Intangible benefits: 1) Strengthens area revitalization; 2) Social return on investment; 3) Synergies costs: \$47.038 million for facility purchase and renovations; diminishing annual operating subsidy starting at \$300,000.

KEY RISKS & MITIGATING STRATEGY

A preliminary risk assessment has been completed, as well as a facility assessment. The risk management framework will be applied to all aspects of the project and will continue to develop and evolve as the project and partnerships are defined.

RESOURCES

All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive. MacEwan West will be operated by a partner organization who will follow the Human Resources management policies and procedures.

CONCLUSIONS AND RECOMMENDATIONS

City Council approve 1)purchase of MacEwan West 2) retrofit the facility so it is usable to the public . This project addresses space needs of arts, multicultural and not-for-profit groups, supports area revitalization and aligns with City plans.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **MacEwan West Campus Purchase**
 PROFILE NUMBER: **15-21-7777**

PROFILE TYPE: **Standalone**
 BRANCH: **Community Strategies &**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	16,000	-	-	-	-	-	-	16,000
Current Approved Budget		-	-	-	-	16,000	-	-	-	-	-	-	16,000
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	-	-	14,400	-	-	-	-	-	-	14,400
Pay-As-You-Go		-	-	-	-	1,600	-	-	-	-	-	-	1,600
Current Approved Funding Sources		-	-	-	-	16,000	-	-	-	-	-	-	16,000

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	-	16,000	-	-	-	-	-	-	16,000
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	-	-	14,400	-	-	-	-	-	-	14,400
Pay-As-You-Go		-	-	-	-	1,600	-	-	-	-	-	-	1,600
Requested Funding Source		-	-	-	-	16,000	-	-	-	-	-	-	16,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Land		-	-	-	16,000	-	-	-	-	-	-	16,000
	Total		-	-	-	16,000	-	-	-	-	-	-	16,000

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Community & Recreation Facilities	-	300	300	-	-	-100	-100	-	-	-	-	-	-	-50	-50	-
Total Operating Impact	-	300	300	-	-	-100	-100	-	-	-	-	-	-	-50	-50	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	ED. FEDER. COMM. LEAGUES - HAWRELAK PARK (100 ANN. PROJECT)	FUNDED
PROFILE NUMBER:	15-28-4152	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Community Services	PROFILE TYPE: Standalone
BRANCH:	Community Strategies & Development	PROFILE MANAGER: Lyall Brenneis
LEAD BRANCH:	Community Strategies & Development	LEAD BRANCH MANAGER: Lyall Brenneis
PROGRAM NAME:		ESTIMATED START DATE: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2015

Service Category:	Parks	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	600
52	48	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	600

PROFILE DESCRIPTION

Edmonton Federation of Community Leagues will be 100 years old in 2021. This profile is seeking \$600,000 to support the Edmonton Federation of Community Leagues in their efforts to build a \$3.15 million capital project in William Hawrelak Park. The Edmonton Federation of Community Leagues 100th Anniversary project is a park enhancement to be constructed in phases during the spring and fall of 2015 to 2017. The project includes construction of a Community League Plaza, restoration of an existing natural stream, and a scenic informative pathway. This enhancement will revitalize the park, increase functionality of existing infrastructure, be educational, encourage community pride, increase park appeal and develop a City asset at a net benefit. Profile 15-28-2600 W. Hawrelak Park Road Upgrade is linked to this profile, but not directly dependent upon the profile.

PROFILE BACKGROUND

In celebration, The Edmonton Federation of Community Leagues will honour volunteers that have put in decades of energy and care by creating a place of recognition, education and enjoyment. This will be a Community League Plaza, a restored natural stream, a scenic informative pathway and a secondary access point. The Federation will give back to the City and the volunteers that have put in decades of energy and commitment to building great communities. The City and Federation have created a successful community system that nurtures local resident connection. This system is admired internationally and creating a tangible, central space to foster the understanding and value of this system will encourage membership and sustainability. The project will create significant positive impact for Edmonton's future.

PROFILE JUSTIFICATION

The project will modernize and upgrade the infrastructure and increase flexibility of this portion of William Hawrelak Park. The project will revitalize a dormant, less used area of the park, increase park infrastructure assets with more seating, shade areas, warming area's, lighting, artwork and landscaping. It will be ready for use by 2017, Canada's 150th Birthday. There is no dedicated area in the city for residents to learn about the Edmonton success story of community leagues. This project will immortalize and celebrate our history, bringing benefits for years to come. Celebration of great accomplishments will in turn inspire future generations of community volunteers. In promoting community leagues, we are also promoting City of Edmonton. Success is achieved by increased recreational use in this specific area. This profile supports the City Council motion passed on Dec. 11/13-item 6.7

STRATEGIC ALIGNMENT

Project goals align with the City's strategic goals by improving lake and stream water quality, increasing social connectedness, celebrating heritage and arts, renewing existing infrastructure and achieving a net financial benefit to the city.

ALTERNATIVES CONSIDERED

Three sites were considered. A small park by the Walterdale Bridge, Borden Park & Hawrelak Park. City recommended Hawrelak. It needed an upgrade and a partner to help. It was more central, had less complications & better potential.

COST BENEFITS

Financial Benefit: \$600,000 investment to receive a \$3.15 million park renewal. City will allocated limited staff resources to during development and construction phases.

The Edmonton Federation of Community Leagues is responsible for the development, management and construction of this project. Once construction is completed, the project will be owned, operated and maintained by the City of Edmonton, Community Services.

KEY RISKS & MITIGATING STRATEGY

Cost inflation due to phasing, 20% contingency and Lafarge mitigates.

Fundraising Risk - only 6% of budget

Assessment Risk - satisfying all governing and regulatory bodies requirements, meetings early in process to mitigate redesign risk costs.

RESOURCES

All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive. Once completed, the plaza will be operated by the City and will follow the Human Resource management policies and procedures.

CONCLUSIONS AND RECOMMENDATIONS

Funding of this project for the 2015-2018 capital budget in the amount of \$ 600,000 will support the Federation and community league volunteers efforts to create a place of recognition, education & enjoyment.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Ed. Feder. Comm. Leagues - Hawrelak Park (100 Ann. Project)**

PROFILE TYPE: **Standalone**

PROFILE NUMBER: **15-28-4152**

BRANCH: **Community Strategies &**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	600	-	-	-	-	-	-	-	-	600
Current Approved Budget		-	-	600	-	-	-	-	-	-	-	-	600
Approved Funding Sources													
Pay-As-You-Go		-	-	600	-	-	-	-	-	-	-	-	600
Current Approved Funding Sources		-	-	600	-	-	-	-	-	-	-	-	600

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	600	-	-	-	-	-	-	-	600
Requested Funding Source												
Pay-As-You-Go		-	-	600	-	-	-	-	-	-	-	600
Requested Funding Source		-	-	600	-	-	-	-	-	-	-	600

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	510	-	-	-	-	-	-	-	-	510
	Equip FurnFixt	-	-	90	-	-	-	-	-	-	-	-	90
	Total	-	-	600	-	-	-	-	-	-	-	-	600

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment, Personnel, Utilities

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Community & Recreation Facilities	-	-	-	-	-	-	-	-	-	88	88	-	-	-	-	-
Neighbourhoods	-	45	45	.5	-	45	45	.5	-	-	-	-	-	-	-	-
Total Operating Impact	-	45	45	.5	-	45	45	.5	-	88	88	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	SAFETY & SECURITY	FUNDED
PROFILE NUMBER:	CM-21-5771	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Community Services	PROFILE TYPE: Composite
BRANCH:	Community Strategies & Development	PROFILE MANAGER: Lyll Brenneis
LEAD BRANCH:	Community Strategies & Development	LEAD BRANCH MANAGER: Lyll Brenneis
PROGRAM NAME:		ESTIMATED START DATE: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2018

Service Category:	Recreation & Culture	Major Initiative:	
--------------------------	---------------------------------	--------------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,000
45	55	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,000

PROFILE DESCRIPTION

The Safety & 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 & 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. 40 projects have already been requested for 2015, and range from CCTV installations to testing a swimmer monitoring system in pools.

PROFILE BACKGROUND

The Safety and Security Composite has been in place since 2005 and enables the Community and Recreation Facilities and Neighbourhoods, Parks and Community Recreation branches to address identified safety and security concerns, and respond to changing OH&S regulations. Since its inception, the composite has funded numerous initiatives ranging from crime deterring closed-circuit television video surveillance systems, to the purchase and installation of automatic defibrillators in all facilities.

This approach to addressing safety & security concerns has proven to be an effective means for improving safety and security within park and facility settings. With more than 1800 security incidents city-wide, and nearly 1200 safety and security incidents within Community and Recreation Facilities, documented in 2013, and the regular updates to Occupational Health and Safety legislation, the need for sustained funding is ongoing.

PROFILE JUSTIFICATION

Community 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 and efficient method for responding to areas of concern. With the 2012-2014 capital budget, more than 60 projects have been/are being completed and the budget has been distributed and managed efficiently. 40 projects have already been requested for 2015, demonstrating that the demand for this program continues.

OUTCOMES:

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

STRATEGIC ALIGNMENT

This composite most directly connects to The Way We Live through goal 4: Edmonton is a Safe City. The Safety and Security Composite is integral for existing parks and facilities to achieve success with this goal.

ALTERNATIVES CONSIDERED

Alternative funding for some safety and security measures could be through operating budgets, however resource limitations would prevent large-scale projects from occurring, and there would be a loss of consistency in systems between locations.

COST BENEFITS

The composite is requesting \$6 million for 2015-2018 (\$1.5 million/year). This budget increase (current \$800,000/year) is in response to the City's increasing inventory of parks and facilities.

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 renewed, many facilities/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. 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 2015-2018.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Safety & Security**
 PROFILE NUMBER: **CM-21-5771**

PROFILE TYPE: **Composite**
 BRANCH: **Community Strategies &**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,500	1,500	1,500	1,500	-	-	-	-	-	6,000
Current Approved Budget		-	-	1,500	1,500	1,500	1,500	-	-	-	-	-	6,000
Approved Funding Sources													
Pay-As-You-Go		-	-	1,500	1,500	1,500	1,500	-	-	-	-	-	6,000
Current Approved Funding Sources		-	-	1,500	1,500	1,500	1,500	-	-	-	-	-	6,000

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	1,500	1,500	1,500	1,500	-	-	-	-	-	6,000
Requested Funding Source													
Pay-As-You-Go		-	-	1,500	1,500	1,500	1,500	-	-	-	-	-	6,000
Requested Funding Source		-	-	1,500	1,500	1,500	1,500	-	-	-	-	-	6,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Equip FurnFixt	-	-	1,500	1,500	1,500	1,500	-	-	-	-	-	6,000
	Total	-	-	1,500	1,500	1,500	1,500	-	-	-	-	-	6,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: ENVIRONMENTAL SUSTAINABILITY
PROFILE NUMBER: CM-21-9783
DEPARTMENT: Community Services
BRANCH: Community Strategies & Development
LEAD BRANCH: Community Strategies & Development
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE: Post Budget Approval
PROFILE TYPE: Composite
PROFILE MANAGER: Lyall Brenneis
LEAD BRANCH MANAGER: Lyall Brenneis
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2018

Service Category: Parks

Major Initiative:

GROWTH	RENEWAL
10	90

PREVIOUSLY APPROVED:	1,300
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	1,300

PROFILE DESCRIPTION

This composite allows for the planned replacement and purchase of equipment and related project activities to preserve and sustain Edmonton's environment. It addresses identified activities, products and services that cause significant environmental impacts and may involve regulatory implications. Eligibility for composite funding is derived from the goals and objectives outlined in The Way We Green and the commitments required to maintain an ISO 14001 registration. This program is available to three Community Services Branches, with projects broadly targeting two categories:

1. Pollution Prevention: the City is obligated to take measures to prevent environmental contamination as a result of its activities, products or services.
 2. Energy Conservation: to reduce the carbon and water footprint generated by City Operations.
- All projects are directed towards existing infrastructure and equipment.

PROFILE BACKGROUND

Three Community Services Branches, all with ISO 14001:2004 certification, are integrating environmental management systems. These systems include management processes and procedures to allow the branches to analyze, control and reduce the environmental impacts of their activities. This Composite permits the undertaking of environmental improvement initiatives from within the department thus allowing these high risk business areas to set and achieve high standards of environmental preservation and sustainability both in its own practices and by encouraging and enabling the practices of its partners.

ISO 14001:2004 Standard 4.4.1 mandates that "management shall ensure the availability of resources essential to establish, implement, maintain and improve the environmental management system." The existing Environmental Sustainability Composite was established in 2012 and to support Community and Recreation Facilities environmental management programs only.

PROFILE JUSTIFICATION

Capital funding will support the preservation of Edmonton's natural environment with innovations for green infrastructure to improve environmental performance in a sustainable way that will minimize the ecological footprint of the City. This composite will also contribute to the continuation of ISO 14001 Registration. Achieving and maintaining ISO 14001 Registration was council-directed through policy C505 Environmental Management Systems. Rigorous audit processes evaluate the effectiveness of a system's ability to continually improve, prevent pollution and comply with legislation as directed by Environmental Policy C512. Without this profile, limited funding for environmental-related projects would put the three Branches at risk of losing ISO 14001:2004 Registration by failing to comply with element 4.4.1 Resources, Roles, Responsibility and Authority.

STRATEGIC ALIGNMENT

Through direct contributions towards improving environmental performance, the Environmental Sustainability Composite aligns with multiple objectives identified in The Way Ahead, The Way We Green and The Way We Live.

ALTERNATIVES CONSIDERED

External funding through grants and subsidies will be pursued to support certain initiatives. This funding is not guaranteed and typically requires the recipient to also contribute funds to the projects.

COST BENEFITS

The Environmental Sustainability Composite is requesting \$1.3 million for 2015-2018.

Tangible Benefits

1. Improved environmental performance
2. Decrease in environmental incidences.
3. Maintaining ISO 14001:2004 certification for three branches of Community Services.

Intangible Benefits

1. Protection of native biodiversity.
2. Contribution to Edmonton's long term sustainability.
3. Healthier citizens.

KEY RISKS & MITIGATING STRATEGY

The key risks of not funding the Composite include the potential loss of ISO 14001:2004 certification and an increase in environmental incidents. There are also risks inherent with the first time use of new technologies/systems.

RESOURCES

The coordination of Composite funds will be by City of Edmonton employees. Community Services staff will manage the projects and ensure compliance with A1439B Purchasing Goods, Services and Construction and Project Management guidelines.

CONCLUSIONS AND RECOMMENDATIONS

In order to continually improve the environmental performance of Community Services and strategically manage Enviso projects across three branches, it is recommended that the Environmental Sustainability Composite be funded for 2015-2018.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Environmental Sustainability**
 PROFILE NUMBER: **CM-21-9783**

PROFILE TYPE: **Composite**
 BRANCH: **Community Strategies &**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	250	300	350	400	-	-	-	-	-	1,300
Current Approved Budget		-	-	250	300	350	400	-	-	-	-	-	1,300
Approved Funding Sources													
Pay-As-You-Go		-	-	250	300	350	400	-	-	-	-	-	1,300
Current Approved Funding Sources		-	-	250	300	350	400	-	-	-	-	-	1,300

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	250	300	350	400	-	-	-	-	-	1,300
Requested Funding Source													
Pay-As-You-Go		-	-	250	300	350	400	-	-	-	-	-	1,300
Requested Funding Source		-	-	250	300	350	400	-	-	-	-	-	1,300

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Equip FurnFixt	-	-	250	300	350	400	-	-	-	-	-	1,300
	Total	-	-	250	300	350	400	-	-	-	-	-	1,300

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	PARKS CONSERVATION	FUNDED
PROFILE NUMBER:	CM-28-8510	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Community Services	PROFILE TYPE: Composite
BRANCH:	Community Strategies & Development	PROFILE MANAGER: Lyll Brenneis
LEAD BRANCH:	Community Strategies & Development	LEAD BRANCH MANAGER: Lyll Brenneis
PROGRAM NAME:		ESTIMATED START DATE: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2018

Service Category:	Parks	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	26,000
10	90	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	26,000

PROFILE DESCRIPTION

The Parks Conservation Composite provides funding to support the renewal requirements of all City parks: their landscapes, utilities and access systems. The projects undertaken within the program extend the life of existing capital assets, reduce longer term repair costs, and correct potential or impending safety concerns within the parks system. Renewal projects for parks, park amenities, parkland utilities and park access features are eligible for funding. Projects are generally required in order to improve condition; meet user requirements; reduce/prevent injuries, maintenance costs and closures.

Projects within this Composite are typically small to medium in scale, ranging in cost from \$20,000 - \$500,000.

PROFILE BACKGROUND

Edmonton's 875 parks range greatly in size, function and amenities provided. As parks age, experience high usage, and have continued exposure to the elements, they develop condition, functional and safety issues that warrant reconstruction or replacement in order to meet user requirements and safety. Commonly noted renewal requirements include landscape rehabilitation, park area drainage systems, roadway & parking lot resurfacing, pedestrian bridge abutment rehabilitation, utility installations/renewal, trail rehabilitation, realignment and widening.

Currently this rehabilitation work is funded through two separate composites: Parks Conservation and Utilities and Access Renewal. For 2015-2018, the two composites are being combined into one for efficiency purposes. With more than 150 projects receiving funding in the past 3 years alone, these long-standing composites have funded significant renewal work that has ensured that City Parks continue to meet the diverse needs of citizens.

PROFILE JUSTIFICATION

Parks and their amenities experience degradation due to weather and usage impacts. The Composite provides critical funds to enable the necessary rehabilitation work to occur. Failure to keep up with required rehabilitation work could result in structural failure, increased user injuries, closure of parks and/or amenities, and increased corrective or major maintenance costs at a later date. The current Parks Conservation program is significantly oversubscribed as reflected by the volume of annual requests. During the 2012-2014 budget cycle more than 40 projects remain unfunded. For 2015-2018, 90 requests, valued at more than \$17 million, have been received to date, demonstrating the need for ongoing funding.

Anticipated Outcomes:

1. Parks are safe and enjoyable for all users and meet safety/legislative requirements.
2. Assets are maintained in good condition until the end of their life cycle.
3. Service reduction/closures are avoided; visitation increases.

STRATEGIC ALIGNMENT

Keeping Edmonton's park system in good condition supports The Way We Live, The Way We Grow & The Way We Green. Further support is in the Community Services and NPCR business plans which refer to public spaces being sustained to meet community needs.

ALTERNATIVES CONSIDERED

In order to effectively sustain excellence in our urban parks, funding for ongoing renewal work is required. Instead of composite funding, projects could be approved as individual capital projects. This approach would be less efficient & effective.

COST BENEFITS

The Composite is requesting \$26 million for 2015-2018.

Tangible Benefits

1. Improved park conditions to meet user needs, current standards, safety and legislative requirements.
2. Increased usage and revenue generation opportunities.
3. Reduction in injuries and maintenance costs.

Intangible Benefits

1. Healthy citizens.
2. Quality of parks experience is improved.
3. Contribution to civic pride.

KEY RISKS & MITIGATING STRATEGY

The key risks of not proceeding with Parks Conservation work include increased injury incidents, closure of assets, reduced revenues and increased corrective or major maintenance costs.

RESOURCES

The coordination of Composite funds will be by City of Edmonton employees. Land Design and Construction will manage the projects and ensure compliance with Administrative Directive A1439B Purchasing Goods, Services and Construction.

CONCLUSIONS AND RECOMMENDATIONS

Parks are of significant importance to Edmontonians, it is recommended that the Parks Conservation composite be fully funded for 2015-2018.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Parks Conservation**
 PROFILE NUMBER: **CM-28-8510**

PROFILE TYPE: **Composite**
 BRANCH: **Community Strategies &**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	4,000	6,500	7,500	8,000	-	-	-	-	-	26,000
Current Approved Budget		-	-	4,000	6,500	7,500	8,000	-	-	-	-	-	26,000
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	1,500	3,500	4,500	4,500	-	-	-	-	-	14,000
Other Reserve		-	-	50	50	50	50	-	-	-	-	-	200
Pay-As-You-Go		-	-	2,450	2,950	2,950	3,450	-	-	-	-	-	11,800
Current Approved Funding Sources		-	-	4,000	6,500	7,500	8,000	-	-	-	-	-	26,000

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	4,000	6,500	7,500	8,000	-	-	-	-	-	26,000
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	1,500	3,500	4,500	4,500	-	-	-	-	-	14,000
Other Reserve		-	-	50	50	50	50	-	-	-	-	-	200
Pay-As-You-Go		-	-	2,450	2,950	2,950	3,450	-	-	-	-	-	11,800
Requested Funding Source		-	-	4,000	6,500	7,500	8,000	-	-	-	-	-	26,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	3,050	6,000	7,000	7,550	-	-	-	-	-
Design		-	-	950	500	500	450	-	-	-	-	-	2,400
Total		-	-	4,000	6,500	7,500	8,000	-	-	-	-	-	26,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **DISPATCH SYSTEM RADIO REPLACEMENT**
PROFILE NUMBER: **08-70-9000**
DEPARTMENT: **Community Services**
BRANCH: **Fire Rescue Services**
LEAD BRANCH: **Fire Rescue Services**
PROGRAM NAME:
BUDGET CYCLE: **2003**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Ken Block**
LEAD BRANCH MANAGER: **Ken Block**
ESTIMATED START DATE: **January, 2010**
ESTIMATED COMPLETION: **December, 2017**

Service Category: Protection		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,326
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,326

PROFILE DESCRIPTION

This profile will fund the replacement of all FRS radio equipment to the appropriate technology standard. The City of Edmonton has reached agreement with the province to migrate all City radio users to the provincial Alberta First Responders Radio Communication System (AFRRCS).

FRS has identified all radio equipment replacement needs (mobile, portable and base radios) to move to the new system. This profile will also fund the equipment for the back-up dispatch room being designed as part of the Lewis Farms fire station (this will replace inferior technology currently used for emergency back up).

EPS, as stewards of the current radio system, will request budget for common radio infrastructure, each user department will request funding for their end user equipment as this will vary greatly depending on the specific needs of the user groups.

PROFILE BACKGROUND

The City EDACS radio system is nearing the end of life and will need to be replaced by 2018.

FRS relies on the radio system when dispatching FRS personnel to emergency events and for all fire ground communications. Effective radio communications is vital to not only the safety of responding crews but also directly impacts public safety.

Work to replace radio equipment was initiated in 2012-2014 but has been delayed due to uncertainty over the provincial AFRRCS radio system for first responders. A corporate decision to move to AFRRCS was made in June 2014 and as a result all current city radio users will need to replace their aging radio infrastructure by 2018.

FRS currently has \$4.8m of approved funding. Based on current equipment inventory and estimated equipment prices an additional \$1.6m of funding will be required to ensure all equipment can be replaced.

PROFILE JUSTIFICATION

The City of Edmonton radio system is at the end of its life cycle and will need to be replaced before the end of the 2015-2018 budget cycle. FRS relies on the radio system for dispatching units to emergency events, communicating with responding crews and for all on scene fire ground communications. An effective, reliable radio system is integral to providing emergency response services to the public, is required for communication with responding partner agencies and is vital to ensure the safety of responding fire personnel.

FRS needs to plan and replace all radio equipment in conjunction with the move to the new AFRRCS radio system. It may be possible to purchase equipment that can work on both the existing and future system which will streamline migration implementation.

STRATEGIC ALIGNMENT

Fire Rescue Services, through its Master Plan and its mission to protect life, property and the environment, plays an integral role in The Way We Live by ensuring Edmonton is a safe city and that Edmonton is an environmentally sustainable city.

ALTERNATIVES CONSIDERED

FRS (and other City radio users) need to replace aging radio infrastructure before the end of 2018. Failure to do so will significantly jeopardize public and responder safety as there is no viable alternative for emergency communications.

COST BENEFITS

Replacement of obsolete radio equipment will allow FRS to maintain effective communications while responding to emergency events, this will maintain public and staff safety.

KEY RISKS & MITIGATING STRATEGY

Without funding to replace radios, FRS faces the real possibility of losing all ability to communicate on emergency events if the EDACS system can not be maintained. This would have a severe impact on public and firefighter safety.

RESOURCES

All procurement, purchasing and staff hiring activities for the initiative will follow standards administrative directions and policies (A1439 and A1104A).

CONCLUSIONS AND RECOMMENDATIONS

FRS will need to replace all existing radio equipment with new equipment in time to migrate to the new provincial AFRRCS radio system.

Additional funding of \$1.6m is required to complete equipment purchases and implementation.

CHANGES TO APPROVED PROFILE

Replacement of obsolete radio equipment will allow FRS to maintain effective communications while responding to emergency events, this will maintain public and staff safety.

Fire Rescue estimates funding of approximately \$6.3m is required to replace all exiting radio communications equipment of which only \$4.8m is currently funded. A change request for an additional \$1.6m has been submitted.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Dispatch System Radio Replacement**
 PROFILE NUMBER: **08-70-9000**

PROFILE TYPE: **Standalone**
 BRANCH: **Fire Rescue Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET	Approved Budget									
	Original Budget Approved	7,706	2,096	-	-	-	-	-	-	-	-	9,802
	2010 CBS Budget Adjustment	-500	-	-	-	-	-	-	-	-	-	-500
	2011 CBS Budget Adjustment	-4,539	-	-	-	-	-	-	-	-	-	-4,539
	2012 CBS Budget Adjustment	-916	-	-	-	-	-	-	-	-	-	-916
	2013 Cap - Carry Forward	-2,081	-	-	-	-	-	-	-	-	-	-2,081
	2013 CBS Budget Adjustment	929	-	-	-	-	-	-	-	-	-	929
	2014 Cap - Budget Request for Next Cycle	-	-	-	1,550	-	-	-	-	-	-	1,550
	2014 Cap - Carry Forward	-	2,081	-	-	-	-	-	-	-	-	2,081
	Current Approved Budget	599	4,177	-	1,550	-	-	-	-	-	-	6,326
	Approved Funding Sources											
	Pay-As-You-Go	599	4,177	-	1,550	-	-	-	-	-	-	6,326
	Current Approved Funding Sources	599	4,177	-	1,550	-	-	-	-	-	-	6,326

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		599	4,177	-	1,550	-	-	-	-	-	-	6,326
Requested Funding Source												
Pay-As-You-Go		599	4,177	-	1,550	-	-	-	-	-	-	6,326
Requested Funding Source		599	4,177	-	1,550	-	-	-	-	-	-	6,326

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)	Equip FurnFixt	-	-	-	1,550	-	-	-	-	-
	Other Costs	599	4,177	-	-	-	-	-	-	-	-	-	4,776
	Total	599	4,177	-	1,550	-	-	-	-	-	-	-	6,326

OPERATING IMPACT OF CAPITAL

Type of Impact: Personnel

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Fire Rescue Services	-	107	107	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	107	107	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **PILOT SOUND FIRE STATION**
 PROFILE NUMBER: **12-70-0020**
 DEPARTMENT: **Community Services**
 BRANCH: **Fire Rescue Services**
 LEAD BRANCH: **Fire Rescue Services**
 PROGRAM NAME:
 BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Block K.**
 LEAD BRANCH MANAGER: **Ken Block**
 ESTIMATED START DATE: **January, 2012**
 ESTIMATED COMPLETION: **December, 2016**

Service Category: **Protection** Major Initiative:

GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	12,570
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	12,570

PROFILE DESCRIPTION

This project will fund the purchase of land, the design and the construction of a new 13,000ft², 3 bay Fire Station in Pilot Sound in accordance with the Fire Rescue Services Station Location Master Plan. This project will also fund the purchase of the necessary Fire Rescue pumper truck apparatus and equipment to make the station operational. The station will be staffed with a five firefighter pumper crew on a permanent 24x7x365 basis. 25 firefighters will be required to be hired in early / mid 2016.

Land for the station at 50th street and 157th avenue has been purchased and re-zoned for fire station use, site servicing is underway and the design of the station is in progress and expected to be tender ready by the end of 2014. Based on previously approved funding, costs incurred to date and projected construction costs, an additional \$10.0m is required to complete the station and purchase the pumper truck.

PROFILE BACKGROUND

The FRS Station Location Master Plan identifies a need for a future fire station in the North East of the city in the Pilot Sound / Holick Kenyon area. Current service is provided by the Lake District (#25), the Londonderry (#14), and the Clareview (#18) stations, however travel times are well outside council endorsed response time service level targets.

Land for the station has been acquired by the city at 50th street and 157th ave and has been re-zoned, site servicing is underway and design of the station is expected to be tender ready by the end of 2014 / early 2015.

The station will be a standard 3-bay fire station of 13,000ft² initially housing a pumper crew. The 3-Bay model provides future opportunity to deploy additional units from the station as growth and demands for service change over time.

City Council approved \$2.6m to purchase the land and initiate the design. Additional funding of \$10.0m is required to construct the station and purchase the pumper truck.

PROFILE JUSTIFICATION

The Fire Station will provide effective response in the north east of the city that has experienced rapid development and growth. Capital Region Board Residential Population projections indicate significant population growth is anticipated around the site selected for the Pilot Sound station. Fire Rescue utilizes a station based deployment model and this station is required to ensure that FRS is able to move towards the Council endorsed Service Level Target of a 4 minute travel time, 90% of the time. Current response to the area meets this service level target 35-40% of the time.

Adding new Fire Stations not only provides improved response in the growth areas of the city but also incrementally improves response across the whole of the city as units from existing stations are more available to respond in their home communities.

Previously approved funding has been used to purchase land for the station. Site servicing is underway and the design of the station is in progress.

STRATEGIC ALIGNMENT

Fire Rescue Services, through its Master Plan and its mission to protect life, property and the environment, plays an integral role in The Way We Live by ensuring Edmonton is a safe city and that Edmonton is an environmentally sustainable city.

ALTERNATIVES CONSIDERED

Fire Rescue Services employs an industry accepted station based deployment model for service provision and as such, there are no practical alternatives to this model that will allow the required level of service to be provided.

COST BENEFITS

Tangible Benefits

- Improved travel and response time in neighbourhoods around the station
- Improved full alarm assignment to events
- Incremental improvement in response city-wide

Intangible

- Improved building development options
- Improved public education and awareness
- Improved community engagement

Cost Estimate +/- 20% (Detailed design at 80%, land purchased, other 2013/2014 fire station tenders and apparatus orders)

KEY RISKS & MITIGATING STRATEGY

Fire Rescue Services experience with new stations shows that anticipated benefits and business outcomes are realized immediately upon the station opening. Detailed design is in progress so scope change on the station will not occur.

RESOURCES

All procurement, purchasing and staff hiring activities for the initiative will follow standards administrative directions and policies (A1439 and A1104A).

CONCLUSIONS AND RECOMMENDATIONS

Fire Rescue Services strongly recommends that funding for the station construction and pumper truck purchase be approved beginning in 2015 to allow for a projected station opening of mid / late 2016.

CHANGES TO APPROVED PROFILE

In 2011 City Council approved \$2.6m for the purchase of land and the design of the Pilot Sound station. Over the 2012-2014 capital budget cycle, land has been purchased and re-zoned, site servicing is underway and detailed design has been initiated. Fire Rescue Services anticipates that detailed design will be completed and ready to go out for construction tender proposals in early 2015 at the latest.

Fire Rescue Services has identified additional costs of \$10.0m to allow the construction of the station to begin in 2015 and purchase of a Pumper truck (also to be ordered in 2015). If construction commences in spring summer of 2015, the station should be operational in the fall of 2016.

Cost estimates have been reviewed and revised based on recent constructions tenders for the Ellerslie and Heritage Valley Fire Stations.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Pilot Sound Fire Station**
 PROFILE NUMBER: **12-70-0020**

PROFILE TYPE: **Standalone**
 BRANCH: **Fire Rescue Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	2,620	-	-	-	-	-	-	-	-	-	-	2,620
2012 CBS Budget Adjustment	-2,322	-	-	-	-	-	-	-	-	-	-	-2,322
2013 Cap - Carry Forward	-2,272	-	-	-	-	-	-	-	-	-	-	-2,272
2013 CBS Budget Adjustment	2,322	-	-	-	-	-	-	-	-	-	-	2,322
2014 Cap - Budget Request for Next Cycle	-	-	4,958	4,992	-	-	-	-	-	-	-	9,950
2014 Cap - Carry Forward	-	2,272	-	-	-	-	-	-	-	-	-	2,272
Current Approved Budget	348	2,272	4,958	4,992	-	-	-	-	-	-	-	12,570
Approved Funding Sources												
Munc Sustain. Initiative - MSI	-	-	4,733	4,678	-	-	-	-	-	-	-	9,411
Pay-As-You-Go	348	2,272	225	314	-	-	-	-	-	-	-	3,159
Current Approved Funding Sources	348	2,272	4,958	4,992	-	-	-	-	-	-	-	12,570

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

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	348	2,272	4,958	4,992	-	-	-	-	-	-	-	12,570
Requested Funding Source												
Munc Sustain. Initiative - MSI	-	-	4,733	4,678	-	-	-	-	-	-	-	9,411
Pay-As-You-Go	348	2,272	225	314	-	-	-	-	-	-	-	3,159
Requested Funding Source	348	2,272	4,958	4,992	-	-	-	-	-	-	-	12,570

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction	-	-	4,433	4,371	-	-	-	-	-	-	-	-	8,804
Equip FurnFixt	-	-	525	532	-	-	-	-	-	-	-	-	1,057
Other Costs	348	2,272	-	89	-	-	-	-	-	-	-	-	2,709
Total	348	2,272	4,958	4,992	-	-	-	-	-	-	-	-	12,570

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Personnel, Utilities

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	2,500	2,500	25.0	-	325	325	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	2,500	2,500	25.0	-	325	325	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	REACTIVATION OF FIRE STATION #21 (ROSSDALE)	FUNDED	
PROFILE NUMBER:	15-70-0002	PROFILE STAGE:	
DEPARTMENT:	Community Services	PROFILE TYPE:	
BRANCH:	Fire Rescue Services	PROFILE MANAGER:	Ken Block
LEAD BRANCH:	Fire Rescue Services	LEAD BRANCH MANAGER:	Ken block
PROGRAM NAME:		ESTIMATED START DATE:	January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2016

Service Category:	Protection	Major Initiative:	
--------------------------	------------	--------------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	4,796
22	78	BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:			4,796

PROFILE DESCRIPTION

The profile will ensure that the existing Rosssdale station can be renovated to a similar standard as existing fire stations and will include upgrades to all mechanical and electrical systems and site security improvements. Funding will also include the purchase a new rescue truck with all associated equipment for the full time river rescue crew of 5 firefighters. The project will require consolidation of all lots on the site and the re-zoning of a parcel of land for a future linear park to the north of the station (the park is funded in profile 08-28-5382). A plan to delineate and re-mediate contamination on the site will be completed in 2014.

Funding for the replacement of the boat ramp (\$1.4M) and roof (\$500k) have been identified in the existing facility rehabilitation capital composites. Work on these projects has been placed on hold pending the approval of this profile and funding will need to be carried forward to 2015 to enable this project to be completed.

PROFILE BACKGROUND

Fire Rescue Services has identified a need to rehabilitate and reactivate the existing Rosssdale fire station so that a full time river rescue crew can be deployed from the station. Fire Rescue Services has identified that current response times by the river rescue crew deployed from the Millcreek station (#6) lead to a significant delay in launching the rescue boat. In June 2013, City Council deemed the Rosssdale station site as essential under the requirements of the River Valley Area Redevelopment Plan. The crew deployed at the station will also provide back up rescue services to the downtown core.

The station requires renovation and rehabilitation prior to reactivation to bring it up to an acceptable standard for the deployment of a permanent rescue crew. Renovations are not expected to change the footprint of the existing building. The profile also includes the purchase of a new rescue truck and all associated equipment.

PROFILE JUSTIFICATION

Fire Rescue Services has identified a need to reactivate the existing Rosssdale fire station so that a full time river rescue crew can be deployed from the station. Current response times by the river rescue crew deployed from the Millcreek station (#6) lead to a significant delay in launching the rescue boat. In June 2013, City Council deemed the Rosssdale station site as essential under the requirements of the River Valley Area Redevelopment Plan and that the station be re-purposed for the provision of river rescue services.

The river rescue crew deployed at the station will be able to respond immediately to river rescue events eliminating the time required to travel from the Millcreek station to the Rosssdale station. This will significantly improve the response time to river rescue events. The rescue truck and crew at the station will also provide back up rescue coverage to the downtown core, especially when Rescue 1 is already assigned to an event.

STRATEGIC ALIGNMENT

Fire Rescue Services, through its Master Plan and its mission to protect life, property and the environment, plays an integral role in The Way We Live by ensuring Edmonton is a safe city and that Edmonton is an environmentally sustainable city.

ALTERNATIVES CONSIDERED

In 2012 / 2013, FRS investigated alternative sites that may have had potential to allow the construction of a river rescue station. None of the sites ranked as high as the existing Rosssdale location. In June 2013, City Council deemed the Rosssdale Site essential under the requirements of the River Valley Area Redevelopment Plan.

If funding is not approved for the renovation of the station, then FRS will be required to continue to provide river rescue response from the Millcreek station and the current extended river rescue response times will continue.

FRS will not be able to improve the rescue response to the downtown core.

COST BENEFITS

Tangible Benefits

- Improved response time to river rescue events
- Improved rescue response time to events in the downtown core
- Incremental improvements to overall city-wide response coverage

Intangible

- Improved public safety
- Improved public safety, public education and community engagement

Cost Estimate +/- 30% based on other 2013/2014 fire station rehabilitation costs and fire apparatus tenders.

KEY RISKS & MITIGATING STRATEGY

The main risks to the project are unexpected inflationary increases that may require an additional funding request or increased opposition to the project from some community stakeholders.

RESOURCES

All procurement, purchasing and staff hiring activities for the initiative will follow standards administrative directions and policies (A1439 and A1104A).

CONCLUSIONS AND RECOMMENDATIONS

Fire Rescue Services strongly recommends that funding for the station be approved beginning in 2015 to allow for a projected station opening of mid 2017.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Reactivation of Fire Station #21 (Rosssdale)**
 PROFILE NUMBER: **15-70-0002**

PROFILE TYPE: **Standalone**
 BRANCH: **Fire Rescue Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,226	3,570	-	-	-	-	-	-	-	4,796
Current Approved Budget		-	-	1,226	3,570	-	-	-	-	-	-	-	4,796
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	1,157	3,385	-	-	-	-	-	-	-	4,542
Pay-As-You-Go		-	-	69	186	-	-	-	-	-	-	-	254
Current Approved Funding Sources		-	-	1,226	3,570	-	-	-	-	-	-	-	4,796

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	1,226	3,570	-	-	-	-	-	-	-	4,796
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	1,157	3,385	-	-	-	-	-	-	-	4,542
Pay-As-You-Go		-	-	69	186	-	-	-	-	-	-	-	254
Requested Funding Source		-	-	1,226	3,570	-	-	-	-	-	-	-	4,796

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	704	3,033	-	-	-	-	-	-	-	3,736
	Other Costs	-	-	522	538	-	-	-	-	-	-	-	1,060
	Total	-	-	1,226	3,570	-	-	-	-	-	-	-	4,796

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment, Personnel

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Fire Rescue Services	-	3,165	3,165	25.0	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	3,165	3,165	25.0	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	CO-LOCATED DISPATCH AND EMERGENCY OPERATIONS CENTRE	FUNDED	
PROFILE NUMBER:	15-70-0003	PROFILE STAGE:	
DEPARTMENT:	Community Services	PROFILE TYPE:	
BRANCH:	Fire Rescue Services	PROFILE MANAGER:	Ken Block
LEAD BRANCH:	Fire Rescue Services	LEAD BRANCH MANAGER:	Ken Block
PROGRAM NAME:		ESTIMATED START DATE:	January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2019

Service Category:	Protection	Major Initiative:
--------------------------	-------------------	--------------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	66,268
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	66,268

PROFILE DESCRIPTION

The initiative will fund the purchase of land, the design, construction and commissioning of a new joint facility to house the Fire Communications, EOC, Police Communications and Community Standards Dispatch at the North West Police Campus site. The initiative will also fund all the equipment, technology and furniture required to make the facility operational. A site of approximately 4.5 acres is required to construct the facility (approximately 66,000ft²), provide sufficient parking (specifically for EOC activation) and to allow for the required security setbacks. A detailed program statement and business case for the facility has been developed by all stakeholders.

Based on the size of the facility, it is assumed that design, construction and commissioning could take 4 to 5 years. If funding is received in 2015, it is anticipated that the facility will be operational sometime in 2019/2020.

PROFILE BACKGROUND

Over the past several years concerns have been raised about the Fire Communications, Emergency Operations Centre (EOC) and the Police Communications branch operating spaces:

- insufficient capacity for current operations leading to service degradation
- no ability to expand existing space to meet growing service needs.
- facility locations do not meet industry standards (security risks, public access, impact of North LRT and EPCOR substations)

With continued growth pressures, the development of LRT and the new Arena project, the current situation is critical and, if not addressed, will have significant impact on the city's ability to provide emergency services.

A comprehensive business case has been developed for a new purpose built co-located facility, which will achieve operational synergies and be cost effective for all programs. Including Community Standards dispatch is seen as an opportunity to maximize those synergies and provide a corporate emergency dispatch facility.

PROFILE JUSTIFICATION

Fire Rescue Services (including EOC), Edmonton Police Services and Community Standards have each identified a number of concerns with current facilities that significantly impact the ability to provide effective and efficient emergency services and which cannot be addressed by renovation or retrofitting.

- insufficient capacity for current operations leading to service degradation
- no available space to expand to meet growing service needs.
- facility locations do not meet industry standards (security risks, public access, impact of North LRT and EPCOR substations)

The need for a new facility has been defined as urgent, based on the impact of the issues identified and the time required to construct a new facility. The facility will meet industry standards and a 20-year time horizon has been planned, to ensure future growth is accommodated. Existing space can be re-purposed to provide disaster back up sites or other corporate uses.

STRATEGIC ALIGNMENT

The proposed co-location of Fire Communications, EOC, Police Communications and Community Standards Dispatch directly supports The Way We Live, specifically Edmonton is a safe city and Edmonton is an environmentally sustainable city.

ALTERNATIVES CONSIDERED

A facility that is designed and built specifically for this purpose is the most effective and efficient alternative to address current service challenges. Leasing and/or retrofitting an existing building has been explored but is not supported.

COST BENEFITS

Tangible Benefits

- Improved facility space
- Improved service delivery
- Improved synergies between agencies during an emergency
- Reduced financial cost

Intangible

- Improved confidence of the public
- Enhanced reputation of the city as an industry leader.

Cost estimate is \$59.5m (2014 dollars) \$66.3M (escalated) +/- 50%. Concept design has been completed, cost comparison with the recently constructed Calgary EOC

KEY RISKS & MITIGATING STRATEGY

The key risk to the project is the ability to design, construct and commission the new facility before operational concerns with the current facilities negatively impact the level of service provision.

RESOURCES

All procurement, purchasing and staff hiring activities for the initiative will follow standards administrative directions and policies (A1439 and A1104A).

CONCLUSIONS AND RECOMMENDATIONS

Fire Rescue Services, Edmonton Police Services and Community Services believe a co-located facility is the most effective and efficient alternative to address current service delivery challenges.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Co-located Dispatch and Emergency Operations Centre**
 PROFILE NUMBER: **15-70-0003**

PROFILE TYPE: **Standalone**
 BRANCH: **Fire Rescue Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,037	5,649	18,199	32,583	8,800	-	-	-	-	66,268
Current Approved Budget		-	-	1,037	5,649	18,199	32,583	8,800	-	-	-	-	66,268
Approved Funding Sources													
Pay-As-You-Go		-	-	157	185	994	1,701	426	-	-	-	-	3,463
Tax-Supported Debt		-	-	881	5,464	17,205	30,882	8,374	-	-	-	-	62,806
Current Approved Funding Sources		-	-	1,037	5,649	18,199	32,583	8,800	-	-	-	-	66,268

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	1,037	5,649	18,199	32,583	8,800	-	-	-	-	66,268
Requested Funding Source													
Pay-As-You-Go		-	-	157	185	994	1,701	426	-	-	-	-	3,463
Tax-Supported Debt		-	-	881	5,464	17,205	30,882	8,374	-	-	-	-	62,806
Requested Funding Source		-	-	1,037	5,649	18,199	32,583	8,800	-	-	-	-	66,268

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	953	2,638	18,111	26,700	2,890	-	-	-	-
Equip FurnFixt		-	-	-	-	-	5,792	5,910	-	-	-	-	11,702
Land		-	-	-	2,925	-	-	-	-	-	-	-	2,925
Other Costs		-	-	84	86	88	90	-	-	-	-	-	348
Total		-	-	1,037	5,649	18,199	32,583	8,800	-	-	-	-	66,268

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Personnel

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Facility and Landscape Infrastructure	-	-	-	-	-	300	300	3.0	-	-	-	-	-	-	-	-
Community Policing Bureau	-	-	-	-	-	240	240	2.0	-	-	-	-	-	-	-	-
Fire Rescue Services	-	500	500	-	-	700	700	2.0	-	-	-	-	-	-	-	-
Total Operating Impact	-	500	500	-	-	1,240	1,240	7.0	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **WINDERMERE FIRE STATION**
 PROFILE NUMBER: **15-70-0004**
 DEPARTMENT: **Community Services**
 BRANCH: **Fire Rescue Services**
 LEAD BRANCH: **Fire Rescue Services**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Ken Block**
 LEAD BRANCH MANAGER: **Ken Block**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Protection** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	14,690
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	14,690

PROFILE DESCRIPTION

To design, construct and equip a new 3-bay (approx 13,000ft²) fire station in Windermere (3865 Allan Drive) and to purchase and equip a Pumper and Rescue truck for the station (to be staffed 24x7x365) and all associated equipment required to make the station fully operational. The station will provide "first in" response to the Windermere ASP and will immediately improve response times to the area when operational. Recent history indicates an improvement in response of approximately 40 - 50% in the neighbourhoods around a new station.

The initiative will fund the purchase of the land, land servicing, design and construction of the station. To date, the city has acquired and re-zoned the land for the station, however FRS has not yet paid for it. As land has been acquired, the station is anticipated to be operational by mid 2017.

The station is not a district station so does not include a district office, a training room, a hose tower or space for fire prevention officers.

PROFILE BACKGROUND

The FRS Station Location Master Plan identifies a need for a future fire station in the south west of the city, in the Windermere ASP. Current service is provided by the Terwillegar station (#24), with support from Callingwood (#19) and Rainbow Valley (#13) stations, however travel times from these stations are well outside council endorsed response time service level targets. Overall response time for the first arriving pumper into the area is at 17%, well below the Service Level Target of 90%. Call volume into the area has increased almost 150% since 2011.

Land for the station has been acquired and rezoned at 3865 Allan Drive (Ambleside neighbourhood). This site is strategically located to maximize service efficiency and effectiveness and to minimize overlap with existing station deployment areas.

The Windermere fire station will be a standard 3-bay fire station (13,000ft²) that will initially house a pumper and a rescue crew.

PROFILE JUSTIFICATION

The FRS Station Location Master Plan identifies a need for a future fire station in the south west of the city, in the Windermere ASP. Current service is provided by the Terwillegar station (#24), with support from Callingwood (#19) and Rainbow Valley (#13) stations, however travel times for the first pumper unit is at 17%, well outside council endorsed response time service level target of 90%. As population and call volume continues to increase in this ASP, response times are expected to deteriorate. Note, call volume is up almost 150% since 2011.

Immediately upon opening, the pumper crew based at the station will respond to emergency events and the response time for the first arriving pumper unit will be improved across the whole of the Windermere ASP. Response times across the rest of the city are also incrementally improved as other units are not required to respond as frequently into this area. Full First Alarm response times will also be incrementally improved.

STRATEGIC ALIGNMENT

Fire Rescue Services, through its Master Plan and its mission to protect life, property and the environment, plays an integral role in The Way We Live by ensuring Edmonton is a safe city and that Edmonton is an environmentally sustainable city.

ALTERNATIVES CONSIDERED

FRS employs an industry accepted station based deployment model for service provision and as such there are no practical alternatives to this model that will allow the required level of service to be provided.

COST BENEFITS

Tangible Benefits

- Improved travel and response time around the station
- Improved full alarm assignment to events
- Incremental improvement in response city-wide

Intangible

- Improved building development options
- Improved public education and awareness
- Improved community engagement

Cost estimate +/-20%. Defined program statement, land has been purchased, other 2013/2014 fire station tenders and 2014 fire apparatus tenders.

KEY RISKS & MITIGATING STRATEGY

FRS experience with new stations shows that anticipated benefits and business outcomes are realized immediately upon the station opening.

The main project risk is unexpected inflation increases that may require an additional funding request.

RESOURCES

All procurement, purchasing and staff hiring activities for the initiative will follow standards administrative directions and policies (A1439 and A1104A).

CONCLUSIONS AND RECOMMENDATIONS

Fire Rescue Services strongly recommends that funding for the station construction and pumper truck purchase be approved beginning in 2015 to allow for a projected station opening of mid 2017.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Windermere Fire Station**
 PROFILE NUMBER: **15-70-0004**

PROFILE TYPE: **Standalone**
 BRANCH: **Fire Rescue Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,951	4,095	7,175	1,469	-	-	-	-	-	14,690
Current Approved Budget		-	-	1,951	4,095	7,175	1,469	-	-	-	-	-	14,690
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	1,820	3,760	6,887	1,469	-	-	-	-	-	13,936
Pay-As-You-Go		-	-	131	335	289	-	-	-	-	-	-	754
Current Approved Funding Sources		-	-	1,951	4,095	7,175	1,469	-	-	-	-	-	14,690

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	1,951	4,095	7,175	1,469	-	-	-	-	-	14,690
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	1,820	3,760	6,887	1,469	-	-	-	-	-	13,936
Pay-As-You-Go		-	-	131	335	289	-	-	-	-	-	-	754
Requested Funding Source		-	-	1,951	4,095	7,175	1,469	-	-	-	-	-	14,690

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	271	2,985	6,306	1,469	-	-	-	-	-	11,031
	Land	-	-	1,430	-	-	-	-	-	-	-	-	1,430
	Other Costs	-	-	250	1,110	869	-	-	-	-	-	-	2,229
	Total	-	-	1,951	4,095	7,175	1,469	-	-	-	-	-	14,690

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment, Personnel

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Fire Rescue Services	-	5,150	5,150	45.0	-	605	605	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	5,150	5,150	45.0	-	605	605	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **TRAFFIC LIGHT PRE-EMPTION**
 PROFILE NUMBER: **15-70-0005**
 DEPARTMENT: **Community Services**
 BRANCH: **Fire Rescue Services**
 LEAD BRANCH: **Fire Rescue Services**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Ken Block**
 LEAD BRANCH MANAGER: **Ken Block**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Protection** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	2,250
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	2,250

PROFILE DESCRIPTION

Funding will allow FRS to equip all front line response units with the necessary GPS equipment to activate the pre-emption system and it will allow FRS to work with EPCOR and Traffic Operations to install the system controllers on traffic lights along other major traffic corridors across the city. Due to the resourcing and timing requirements to fit the fleet and to install the traffic light control systems, funding has been spread out over the budget cycle. Year one will primarily be an equipment purchase and initial installation phase. Because of the impact that changing a traffic light sequence can have on adjacent traffic lights and traffic flow, installation on lights may occur significantly before the light is actually activated on the system.

The intent of the project is not incorporate all traffic lights in the city on the system, rather to concentrate on those areas where traffic congestion is a known concern or where safety due to poor sight lines may be an issue.

PROFILE BACKGROUND

FRS has equipped a number of front line units and traffic lights on two traffic corridors to assess the potential for the traffic Light Pre-emption system to improve FRS response times, specifically for the first arriving pumper unit. Units responding from stations 4, 12, 19 & 23 have been equipped along with traffic lights on the 156th street and 178th street corridors.

When units activate lights and siren, the system automatically activates which turns traffic lights in the direction of travel to a green light. This allows other traffic to clear the intersection before the units arrive and it allows the FRS units to proceed without the delays related to a red stop light.

The pilot project was initiated in late 2013 and will run through to June 2014. If results validate a noticeable improvement of response times, expansion of the system will require an additional source of funding as the pilot was funded with one time funding only.

PROFILE JUSTIFICATION

The pilot project has demonstrated that a GPS based traffic pre-emption system installed on a major traffic corridor can noticeably improve the response time for the first arriving pumper unit into neighbourhoods along the corridor. Improved response performance from the pilot project demonstrated the 4 minute travel time response improved from 76.5% of the time to 86.3% of the time and saving over 30 seconds on an average response time.

In the case of a confirmed fire, the size of the fire will double every minute and a fast and effective response is critical to limit the spread of fire beyond the room of origin and to adjacent properties. Faster response times to critical medical events will also improve public safety through early treatment intervention.

Expansion of the system to other major traffic corridors should lead to a similar improvement in Fire Rescue response to neighbourhoods along those traffic corridors.

STRATEGIC ALIGNMENT

Use of the Traffic Light Pre-emption system actively supports:

- Edmonton is a safe city
- Edmonton is an environmentally sustainable city.
- The City of Edmonton has a resilient financial position.

ALTERNATIVES CONSIDERED

Line of sight pre-emption systems have been discounted due to the issues related to dense urban areas and the inability to affect light sequence outside of a straight line of travel. Passive systems are not flexible enough to improve performance.

COST BENEFITS

Tangible Benefits

- Improved response times (specifically to neighbourhoods along the traffic corridors)
- Improved public safety (especially at traffic intersections)
- Reduced use of Air Horns

Intangible (difficult to measure)

- Improved fuel efficiency
- Reduced maintenance on vehicles

Cost Estimate +/-10% based on 2013 pilot project costs (note, expansion will be adjusted within the approved budget)

KEY RISKS & MITIGATING STRATEGY

Unexpected cost increases may require a reduction in the number of intersections or types of vehicles that can be brought onto the system.

The project is also dependent on EPCOR for installation work on traffic controllers.

RESOURCES

All procurement and purchasing activities for the initiative will follow standards administrative directions and policies (A1439).

CONCLUSIONS AND RECOMMENDATIONS

The pilot project demonstrated that a GPS based traffic pre-emption system can noticeably improve FRS response times.

FRS recommends funding the expansion of the system to allow additional traffic corridors to be brought on to the system.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Traffic Light Pre-emption**
 PROFILE NUMBER: **15-70-0005**

PROFILE TYPE: **Standalone**
 BRANCH: **Fire Rescue Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	750	500	500	500	-	-	-	-	-	2,250
Current Approved Budget		-	-	750	500	500	500	-	-	-	-	-	2,250
Approved Funding Sources													
Pay-As-You-Go		-	-	750	500	500	500	-	-	-	-	-	2,250
Current Approved Funding Sources		-	-	750	500	500	500	-	-	-	-	-	2,250

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	750	500	500	500	-	-	-	-	2,250
Requested Funding Source												
Pay-As-You-Go		-	-	750	500	500	500	-	-	-	-	2,250
Requested Funding Source		-	-	750	500	500	500	-	-	-	-	2,250

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Technology	-	-	750	500	500	500	-	-	-	-	-	2,250
	Total	-	-	750	500	500	500	-	-	-	-	-	2,250

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Fire Rescue Services	-	40	40	-	-	40	40	-	-	40	40	-	-	-	-	-
Total Operating Impact	-	40	40	-	-	40	40	-	-	40	40	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: FIRE RESCUE EQUIPMENT REPLACEMENT
 PROFILE NUMBER: CM-70-0001
 DEPARTMENT: Community Services
 BRANCH: Fire Rescue Services
 LEAD BRANCH: Fire Rescue Services
 PROGRAM NAME:
 BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: Ken Block
 LEAD BRANCH MANAGER: Ken Block
 ESTIMATED START DATE: January, 2015
 ESTIMATED COMPLETION: December, 2018

Service Category: Protection Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	3,948
10	90	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	3,948

PROFILE DESCRIPTION

This composite initiative will fund the replacement of critical Fire Rescue Emergency Equipment. An annual expenditure plan will be prioritized and confirmed based on the life-cycle of each piece of equipment and a review of the current demands on the service. FRS equipment has a 10-12 year replacement cycle (depending on the asset) and assets are currently valued at almost \$20M. Initial plans for 2015-2018 include replacing:

- Equipping approximately 70 recruits annually to replace retirees
- 70 sets of SCBA annually.
- 5 sets of specialized rescue and equipment annually.
- 65 radios annually.
- On-board equipment (thermal imaging cameras) across the fire rescue fleet.
- Specialized Hazmat equipment
- Fitness equipment in 4 to 5 stations per year.

If a full replacement of any equipment type is required to be completed in a specific year, FRS will try and accommodate this within the level of funding within the composite.

PROFILE BACKGROUND

FRS uses a range of critical specialized equipment in daily emergency response operations that significantly impact both firefighter and public safety. This equipment includes (but is not limited to) portable and mobile radios, SCBA (breathing apparatus), rescue and heavy lifting equipment, thermal imaging cameras, on-board equipment and fitness equipment. FRS also requires specialized training equipment to ensure that all recruits are adequately trained as well as for the on-going competency training for all firefighters and personnel.

The nature of Fire Rescue work means that equipment is subjected to significant environmental challenges and physical demands and can become damaged during response to events. Equipment needs to be replaced as a matter of urgency to ensure units are not taken out of service.

Based on the 2013 Inventory Assessment, the average age and the average expected asset life, annual replacement funding of approximately \$1.0m has been identified.

PROFILE JUSTIFICATION

FRS uses a range of specialized emergency equipment in emergency response operations. This equipment needs to be replaced when worn out or damaged to ensure all FRS units remain in service 24x7x365. The FRS fleet has limited capacity and replacing damaged equipment is vital to keep the fleet up to strength. In addition, changes to equipment regulations and standards may require equipment to be replaced. Replacement of equipment requires a stable source of funds.

FRS needs to train recruits and maintain competency training of almost 1,200 front line firefighters. As a result FRS is looking at innovative ways to deliver training year round through the adoption of specialized training equipment such as command vehicle simulators. These options have a lower capital cost than purchasing additional apparatus for training.

STRATEGIC ALIGNMENT

Fire Rescue Services, through its Master Plan and its mission to protect life, property and the environment, plays an integral role in The Way We Live providing for a Safe and Clean city. Equipment assets are integral to meeting that goal.

ALTERNATIVES CONSIDERED

The alternative to replacing equipment through a composite is to have multiple individual urgent budget requests or not replacing equipment. This could mean trucks are removed from stations, and firefighters are unable to respond to emergency events.

COST BENEFITS

Tangible

- All equipment is to the required standard.
- Lifecycle replacement of assets is managed and effective.
- Firefighter and public safety is maintained

Intangible

- FRS reputation is maintained
- CFAI Accreditation is maintained

KEY RISKS & MITIGATING STRATEGY

The initiative has minimal implementation risk as all equipment purchased will either be to current or new industry approved specifications. Standard equipment purchasing and installation practices will apply.

RESOURCES

All procurement and purchasing activities for the initiative will follow standard administrative directions and policies.

CONCLUSIONS AND RECOMMENDATIONS

FRS has identified a need to replace capital equipment to the value of approximately \$1.0m annually based on RIMS allocations. FRS recommends approval of the equipment replacement composite to ensure firefighter and public safety is maintained.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Fire Rescue Equipment Replacement**
 PROFILE NUMBER: **CM-70-0001**

PROFILE TYPE: **Composite**
 BRANCH: **Fire Rescue Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	987	987	987	987	-	-	-	-	-	3,948
Current Approved Budget		-	-	987	987	987	987	-	-	-	-	-	3,948
Approved Funding Sources													
Pay-As-You-Go		-	-	987	987	987	987	-	-	-	-	-	3,948
Current Approved Funding Sources		-	-	987	987	987	987	-	-	-	-	-	3,948

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	987	987	987	987	-	-	-	-	3,948
Requested Funding Source												
Pay-As-You-Go		-	-	987	987	987	987	-	-	-	-	3,948
Requested Funding Source		-	-	987	987	987	987	-	-	-	-	3,948

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Equip FurnFixt	-	-	987	987	987	987	-	-	-	-	-	3,948
	Total	-	-	987	987	987	987	-	-	-	-	-	3,948

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **LOUISE MCKINNEY RIVERFRONT PARK**
 PROFILE NUMBER: **03-28-4147**
 DEPARTMENT: **Community Services**
 BRANCH: **Neighbourhoods**
 LEAD BRANCH:
 PROGRAM NAME:
 BUDGET CYCLE: **2007**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Standalone
PROFILE MANAGER:	Brenneis L.
LEAD BRANCH MANAGER:	
ESTIMATED START DATE:	January, 2006
ESTIMATED COMPLETION:	December, 2018

Service Category: Parks		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	15,623
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	15,623

PROFILE DESCRIPTION

Louise McKinney Riverfront Park is our newest river valley park, located within the downtown core below the Shaw Conference Center. Once this postcard park is completed, lighted walkways, major plazas, public docks, amenity buildings, formal gardens and a cable car lift will provide residents and visitors a major park destination and events site. In 1998 City Council approved the plans for Louise McKinney Riverfront Park and declared it the City's Millennium Project. The project is a partnership with the Federal and Provincial Governments, businesses, community groups, downtown organizations, and park supporters.

#13-34 Reflect additional funding received from the benchmark (commemorative) program in 2012 (\$100K)

#13-35 Add 1K from Parkland Purchase Reserve to account for rounding of life-to date actuals.

PROFILE JUSTIFICATION

The park will compliment and enhance the attractiveness of tourism venues and facilities in the downtown, and create economic spin-offs such as new housing developments. Three new housing developments in close proximity of the park have been completed or are in progress as of August 2001. Increased tourist visitation is projected at 0.1% to 0.5% per year during the first five years of the 'parks' operation. Corporate Business Plan Initiatives: Planned Growth; Prepare and implement "Smart Choices for Developing our Communities". Service Challenge: Meeting the needs of a growing city.

CHANGES TO APPROVED PROFILE

As per Council reported dated June 16, 2014 CR_169 Louise McKinney shall release \$4 million to be allocated to other growth priorities during the 2015-2018 period. The work being deferred to the 2019-2022 period, including any cost escalation would then be a pre-approved growth project for the 2019-2022 Capital Budget cycle.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Louise McKinney Riverfront Park**
 PROFILE NUMBER: **03-28-4147**

PROFILE TYPE: **Standalone**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	31,528	-	-	-	-	-	-	-	-	-	-	31,528
2006 CBS Budget Adjustment	3,312	-	-	-	-	-	-	-	-	-	-	3,312
2007 CBS Budget Adjustment	2,878	-	-	-	-	-	-	-	-	-	-	2,878
2008 CBS Budget Adjustment	645	-	-	-	-	-	-	-	-	-	-	645
2009 CBS Budget Adjustment	-4,358	-	-	-	-	-	-	-	-	-	-	-4,358
2010 CBS Budget Adjustment	-7,892	-	-	-	-	-	-	-	-	-	-	-7,892
2011 CBS Budget Adjustment	-9,691	-	-	-	-	-	-	-	-	-	-	-9,691
2012 CBS Budget Adjustment	-3,330	-	-	-	-	-	-	-	-	-	-	-3,330
2013 Cap - Carry Forward	-9,228	-	-	-	-	-	-	-	-	-	-	-9,228
2013 CBS Budget Adjustment	6,531	-	-	-	-	-	-	-	-	-	-	6,531
2014 Cap - Capital Budget Adj (one-off)	-	-8,228	700	28	250	3,250	-	-	-	-	-	-4,000
2014 Cap - Carry Forward	-	9,228	-	-	-	-	-	-	-	-	-	9,228
Current Approved Budget	10,395	1,000	700	28	250	3,250	-	-	-	-	-	15,623
Approved Funding Sources												
Cenn Legacy Grant - Phase 3	1,662	-	-	-	-	-	-	-	-	-	-	1,662
Developer Financing	716	-	-	-	-	-	-	-	-	-	-	716
Munc Sustain. Initiative - MSI	3,522	750	700	28	250	3,250	-	-	-	-	-	8,500
Other Grants - Provincial	513	-	-	-	-	-	-	-	-	-	-	513
Parkland Purchase Reserve	505	1	-	-	-	-	-	-	-	-	-	506
Partnership Funding	16	84	-	-	-	-	-	-	-	-	-	100
Pay-As-You-Go	3,461	165	-	-	-	-	-	-	-	-	-	3,626
Current Approved Funding Sources	10,395	1,000	700	28	250	3,250	-	-	-	-	-	15,623

	BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		Budget Request	-	-	-	-	-	-	-	-	-	-

	REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		Revised Budget (if Approved)	10,395	1,000	700	28	250	3,250	-	-	-	-
Requested Funding Source												
Cenn Legacy Grant - Phase 3	1,662	-	-	-	-	-	-	-	-	-	-	1,662
Developer Financing	716	-	-	-	-	-	-	-	-	-	-	716
Munc Sustain. Initiative - MSI	3,522	750	700	28	250	3,250	-	-	-	-	-	8,500
Other Grants - Provincial	513	-	-	-	-	-	-	-	-	-	-	513
Parkland Purchase Reserve	505	1	-	-	-	-	-	-	-	-	-	506
Partnership Funding	16	84	-	-	-	-	-	-	-	-	-	100
Pay-As-You-Go	3,461	165	-	-	-	-	-	-	-	-	-	3,626
Requested Funding Source	10,395	1,000	700	28	250	3,250	-	-	-	-	-	15,623

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			Construction	-	9,228	-	-	-	-	-	-	-	-
Other Costs	10,395	-8,228	700	28	250	3,250	-	-	-	-	-	-	6,395
Total	10,395	1,000	700	28	250	3,250	-	-	-	-	-	-	15,623

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	75	75	-	-	75	75	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	75	75	-	-	75	75	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: PAUL KANE PARK
PROFILE NUMBER: 15-28-1100
DEPARTMENT: Community Services
BRANCH: Neighbourhoods
LEAD BRANCH: Neighbourhoods
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Heather McRae
LEAD BRANCH MANAGER: Heather McRae
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2018

Service Category: Parks Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	3,288
10	90	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	3,288

PROFILE DESCRIPTION

The ornamental pond at Paul Kane Park needs upgrades to meet revised Alberta Public Health Act regulations and Alberta Health Services standards. Recommendations and development of options for park users to continue actively enjoying the water are needed.

PROFILE BACKGROUND

The ornamental pond at Paul Kane Park is often used for wading and needs upgrades to meet Alberta Health Services standards and Alberta Public Health Act regulations. Site assessment has occurred; design work and site renewal are needed for safe water interaction.

PROFILE JUSTIFICATION

Current Alberta Health Services water quality guidelines must be met, and user safety from contaminants and existing/proposed infrastructure must be considered. The community has a strong connection with the existing water feature.

STRATEGIC ALIGNMENT

Renewal of Paul Kane Ornamental Pond contributes to the strategic direction and outcomes of The Way Ahead, The Way We Live, and the Urban Parks Management Plan by contributing to outstanding parks and public spaces for citizens.

ALTERNATIVES CONSIDERED

To prevent permanent closure of the ornamental pond by Alberta Health Services, the City explored options for regulatory compliance. Several options for renewal of the ornamental pond were explored, ranging in work required, cost and end product.

COST BENEFITS

Tangible Benefits: increased park visitation; increased/improved amenities; regulatory compliance.
Intangible Benefits: increased perception of neighbourhood safety; increased community pride in the park and the neighbourhood; increased quality of life.

KEY RISKS & MITIGATING STRATEGY

Due to updated health regulations, the ornamental pond at Paul Kane Park is at risk of being permanently shut down unless the City takes measures to ensure public health and safety.

RESOURCES

The project will be overseen by the City of Edmonton. The City seeks to purchase goods, services and construction fairly based on best value. All purchasing will adhere to the City's Procurement of Goods, Services and Construction directive.

CONCLUSIONS AND RECOMMENDATIONS

Renewal of the Paul Kane ornamental pond is recommended to receive capital funding in the 2015-2018 capital budget, to both revitalize this pocket park as well as to comply with provincial health regulations.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Paul Kane Park**
 PROFILE NUMBER: **15-28-1100**

PROFILE TYPE: **Standalone**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	525	1,831	912	20	-	-	-	-	-	3,288
Current Approved Budget		-	-	525	1,831	912	20	-	-	-	-	-	3,288
Approved Funding Sources													
Pay-As-You-Go		-	-	525	1,831	912	20	-	-	-	-	-	3,288
Current Approved Funding Sources		-	-	525	1,831	912	20	-	-	-	-	-	3,288

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	525	1,831	912	20	-	-	-	-	3,288
Requested Funding Source												
Pay-As-You-Go		-	-	525	1,831	912	20	-	-	-	-	3,288
Requested Funding Source		-	-	525	1,831	912	20	-	-	-	-	3,288

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	1,831	717	-	-	-	-	-	-
Design		-	-	525	-	-	-	-	-	-	-	-	525
Equip FurnFixt		-	-	-	-	194	-	-	-	-	-	-	194
Percent for Art		-	-	-	-	-	20	-	-	-	-	-	20
Total		-	-	525	1,831	912	20	-	-	-	-	-	3,288

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment, Personnel, Utilities

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	90	90	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	90	90	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **DERMOTT DISTRICT PARK RENEWAL**
 PROFILE NUMBER: **15-28-1200**
 DEPARTMENT: **Community Services**
 BRANCH: **Neighbourhoods**
 LEAD BRANCH: **Neighbourhoods**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Heather McRae**
 LEAD BRANCH MANAGER: **Heather McRae**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2017**

Service Category: **Parks** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	5,344
10	90	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	5,344

PROFILE DESCRIPTION

Park Renewal includes improved circulation and access, utility replacements, operational improvements, sports field renewal and additional amenities identified as high priorities by the community. Coordinated development opportunities for Council's consideration include 15-21-5820 Bonnie Doon Twin Arena, 15-21-4283 Leisure Centre Renewal, 2015-2018 Bonnie Doon Neighbourhood Renewal, and Valley Line LRT extension.

PROFILE BACKGROUND

Dermott District Park was officially named in December 2013 (formerly known as Bonnie Doon Campus Park). A long-term strategic approach to renew District Parks in mature neighbourhoods is provided through the District Park Renewal Program. The Program identified Dermott District Park as a priority based on an assessment of the park's physical condition, demand capacity and functionality. The Park Master Plan considers priorities to improve circulation and access, programs and services, utility replacements, address aging infrastructure, upgrade park amenities and support park operations.

PROFILE JUSTIFICATION

Supports The Way Ahead, The Way We Live, The Way We Grow, Urban Parks Management Plan and Recreation Facility Master Plan. Aligns with the Infrastructure Strategy to renew and upgrade the asset to contribute to the vitality and growth of its neighbourhoods. Renewal meets the corporate outcome: Attractive and compact physical design with diverse neighbourhoods, amenities and public open spaces.

STRATEGIC ALIGNMENT

The Park Renewal aligns corporate goals and outcomes: The Way We Live: Improving Edmonton's Livability; The Way We Grow: Transforming Edmonton's Urban Form; and City Council's Infrastructure Strategy supporting long-term infrastructure investment.

ALTERNATIVES CONSIDERED

The Master Plan ensures Dermott District park continues to provide recreation opportunities, addresses its aging infrastructure, supports efficient parks operations and ensures connectivity and integration of all site developments.

COST BENEFITS

The Dermott District Park will ensure citizens of all ages, ethnicity and abilities will have access to and benefit from a wide range of recreational and leisure opportunities, reduce operation and maintenance costs, improve programs, services, infrastructure and safety. The value of well-maintained parks contributes to the economic, social, cultural and environmental health of the City.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

City of Edmonton seeks to purchase goods, services and construction fairly based on best value. Neighbourhood Parks and Community Recreation will follow the Human Resource Management policies and procedures for engagement, training and retention.

CONCLUSIONS AND RECOMMENDATIONS

The renewal is based on community needs and supports integration with planned facility developments. The renewal improves circulation, connectivity, aging infrastructure, program amenities and efficiencies to parks operations.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Dermott District Park Renewal**
 PROFILE NUMBER: **15-28-1200**

PROFILE TYPE: **Standalone**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	331	3,081	1,932	-	-	-	-	-	-	5,344
Current Approved Budget		-	-	331	3,081	1,932	-	-	-	-	-	-	5,344
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	284	2,771	1,739	-	-	-	-	-	-	4,793
Pay-As-You-Go		-	-	47	310	193	-	-	-	-	-	-	551
Current Approved Funding Sources		-	-	331	3,081	1,932	-	-	-	-	-	-	5,344

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	331	3,081	1,932	-	-	-	-	-	-	5,344
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	284	2,771	1,739	-	-	-	-	-	-	4,793
Pay-As-You-Go		-	-	47	310	193	-	-	-	-	-	-	551
Requested Funding Source		-	-	331	3,081	1,932	-	-	-	-	-	-	5,344

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	3,048	1,932	-	-	-	-	-	-	4,980
	Design	-	-	315	-	-	-	-	-	-	-	-	315
	Percent for Art	-	-	16	33	-	-	-	-	-	-	-	49
	Total	-	-	331	3,081	1,932	-	-	-	-	-	-	5,344

OPERATING IMPACT OF CAPITAL

Type of Impact: Personnel

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	89	89	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	89	89	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	AMBLESIDE SW DISTRICT OFFICE, MAINTENANCE YARD & FUEL SITE	FUNDED	
PROFILE NUMBER:	15-28-4200	PROFILE STAGE:	
DEPARTMENT:	Community Services	PROFILE TYPE:	
BRANCH:	Neighbourhoods	PROFILE MANAGER:	Heather McRae
LEAD BRANCH:	Neighbourhoods	LEAD BRANCH MANAGER:	Heather McRae
PROGRAM NAME:		ESTIMATED START DATE:	January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2018

Service Category:	Parks	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	24,698
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	24,698

PROFILE DESCRIPTION

This profile is for development of the Ambleside Site, including a new office and service yard for Neighbourhood, Parks and Community Recreation's (NPCR) southwest district and a new Fleet Services fuel site. Although some land has been purchased for the southwest district office and yard, more land is required to meet the requirements of the office and yard site and the fuel site. The SW NPCR District facility will consolidate office and yard space that is spread throughout the southwest and southeast districts. It will serve branch business lines including: recreation, social, parks and forestry activities; it will deploy operation units for horticulture, turf, vegetation management, sports fields, play spaces and forestry and beautification; and it will accommodate growth in services until the year 2035. Adding a fuel site to the south-west quadrant at Ambleside will relieve capacity restraints on area fuel sites and accommodate demands of the City's growing fleet.

PROFILE BACKGROUND

Currently the Neighbourhoods, Parks and Community Recreation's main office and parks maintenance yard serving southwest (SW) Edmonton is located outside of the SW quadrant. Similarly, there are no City owned fueling sites located in the SW. Development of the Ambleside site presents an opportunity to address the service needs of the SW, meet projected demands and relieve existing capacity restraints. A Parks Service Yards Location Planning Study (2009) recommended yard locations not exceed a 30 minute travel zone. The highest coverage deficiency is in SW district, which will continue to grow. Also, SW district staff are located in office spaces outside of the district. The decentralization of forestry into the districts adds to the needs. The closest fueling site to the SW Quadrant is located in the South-East Quadrant at the Davies Facility. To avoid all south-side service vehicles/equipment refueling and congesting the South-East site a new fuel site is proposed at Ambleside.

PROFILE JUSTIFICATION

The Ambleside Site will address the increased service needs resulting from rapid urban growth in the southwest sector of the site. Anticipated Outcomes:

- Better and timelier service delivery. The NPCR office and service yard will result in increased optimal operational coverage, cost savings and ability to address current service deficiencies. A positive impact of balancing service delivery with effective management is the main outcome
- The fuel site will ensure continued service to Fleet Clients and protection of the environment.
- Aligns with The Way Ahead, The Way We Live, Grow and Move.

STRATEGIC ALIGNMENT

Project aligns with the Way Ahead Corporate Outcome: The City has Well Managed and Sustainable Assets and Services. It also supports goals and objectives of The Way We Live, Grow and Green and the 2009 Parks Branch Service Yard Location Study.

ALTERNATIVES CONSIDERED

1) Continue with existing yard and fuel sites (operationally costly and unfavorable to the environment) 2) Lease a site (currently no leasing options available that meets the needs) 3) Develop Ambleside site (meets needs and some land is acquired).

COST BENEFITS

Tangible Benefits: 1) Operational savings due to routing efficiencies, closer proximity to fuel and elimination of lease charges; 2) Supports the demand and capacity of the growing southwest quadrant.
Intangible Benefits: 1) Aligns with The Way Ahead; The Way We Live, Grow and Green; 2) Improved quality of service to citizens; 3) Environmental - lower emissions due to less travelling, less congestion and less idling at existing sites

KEY RISKS & MITIGATING STRATEGY

If project does not proceed, operating costs will continue to increase and the expectation of reserve fuel for Emergency Preparedness will not be met. Risk management framework will be applied to all project aspects.

RESOURCES

All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive. The Ambleside Site will be operated by the City and will follow the Human Resource management policies and procedures.

CONCLUSIONS AND RECOMMENDATIONS

To address operational inefficiencies and ineffectiveness, development of a district office, service yard and fuel site within the boundaries of southwest Edmonton is required.

Recommendation: Develop the site at Ambleside as proposed.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Ambleside SW District Office, Maintenance Yard & Fuel Site**
 PROFILE NUMBER: **15-28-4200**

PROFILE TYPE: **Standalone**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	4,250	3,794	12,277	4,377	-	-	-	-	-	24,698
Current Approved Budget		-	-	4,250	3,794	12,277	4,377	-	-	-	-	-	24,698
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	3,825	3,403	10,936	3,939	-	-	-	-	-	22,103
Pay-As-You-Go		-	-	425	392	1,341	438	-	-	-	-	-	2,595
Current Approved Funding Sources		-	-	4,250	3,794	12,277	4,377	-	-	-	-	-	24,698

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	4,250	3,794	12,277	4,377	-	-	-	-	-	24,698
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	3,825	3,403	10,936	3,939	-	-	-	-	-	22,103
Pay-As-You-Go		-	-	425	392	1,341	438	-	-	-	-	-	2,595
Requested Funding Source		-	-	4,250	3,794	12,277	4,377	-	-	-	-	-	24,698

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	3,340	11,983	3,813	-	-	-	-	-
Design		-	-	1,290	441	169	-	-	-	-	-	-	1,899
Equip FurnFixt		-	-	-	-	-	563	-	-	-	-	-	563
Land		-	-	2,960	-	-	-	-	-	-	-	-	2,960
Percent for Art		-	-	-	14	125	-	-	-	-	-	-	139
Total		-	-	4,250	3,794	12,277	4,377	-	-	-	-	-	24,698

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Interdepartmental, Material & Equipment, Personnel, Utilities

Branch:	2016				2017				2018				2019				
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	
Fleet Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10	-
Neighbourhoods	-	300	300	2.5	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	300	300	2.5	-	-	-	-	-	-	-	-	-	-	10	10	-

CAPITAL PROFILE REPORT

PROFILE NAME: **TERWILLEGAR HEIGHTS ARTIFICIAL TURF**
 PROFILE NUMBER: **15-28-5821**
 DEPARTMENT: **Community Services**
 BRANCH: **Neighbourhoods**
 LEAD BRANCH: **Neighbourhoods**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Heather McRae**
 LEAD BRANCH MANAGER: **Heather McRae**
 ESTIMATED START DATE: **January, 2017**
 ESTIMATED COMPLETION: **December, 2017**

Service Category: **Recreation & Culture** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	700
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	700

PROFILE DESCRIPTION

This project includes completing the Design for a single artificial turf field, combo-sized with permanent FIFA soccer lines (105mx68m) and CFL football game lines with other lines painted as required. Includes sports field lighting, sound system, scoreboard, parking, spectator bleachers and team change rooms, concession, public washrooms and storage for equipment.

PROFILE BACKGROUND

The Terwillegar Heights Artificial Turf Facility, guided by the Artificial Turf Strategy, includes the design development of an artificial turf field and support amenities at the Terwillegar Heights District Park to support various sports and informal use. Design development in 2017 will support capital budget planning in the 2019 - 2022 budget cycle.

PROFILE JUSTIFICATION

Supports the Way's plans & outcomes, The Way We Live, Urban Parks Management Plan, Recreation Facility Master Plan & Artificial Turf Strategy; increases program opportunities with game play earlier and later in the season, multiple games throughout the day, playability in poor weather conditions.

STRATEGIC ALIGNMENT

Supports The Way's plans & outcomes, The Way We Live, Urban Parks Management Plan, Recreation Facility Master Plan & Artificial Turf Strategy; opportunities for game play earlier/later in the season, multiple games daily, playability in poor weather.

ALTERNATIVES CONSIDERED

Alternative is development of premier level natural turf fields. The Artificial Turf Strategy, suggests a combination of natural and artificial fields to support sport development and hosting of local, provincial, national and international events.

COST BENEFITS

A comprehensive design will support increased community access, participant safety, efficiencies in land use, increased ability to bid for events, reduced environmental impacts, cost savings for maintenance and utilities. Total project costs for the design is \$700K.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

All procurement processes will adhere to Administrative Directive Purchasing of Goods and Services Construction. The artificial turf facility will be operated by the Community Services and will follow the Human Resource Management policies and proc..

CONCLUSIONS AND RECOMMENDATIONS

The Artificial Turf Strategy recommendations identify Terwillegar Heights District Park as a priority location for an Artificial Turf Facility. Target usage levels have been met at all existing facilities supporting the need for a new facility.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Terwillegar Heights Artificial Turf**
 PROFILE NUMBER: **15-28-5821**

PROFILE TYPE: **Standalone**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	700	-	-	-	-	-	-	700
Current Approved Budget		-	-	-	-	700	-	-	-	-	-	-	700
Approved Funding Sources													
Pay-As-You-Go		-	-	-	-	700	-	-	-	-	-	-	700
Current Approved Funding Sources		-	-	-	-	700	-	-	-	-	-	-	700

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	-	-	700	-	-	-	-	-	700
Requested Funding Source												
Pay-As-You-Go		-	-	-	-	700	-	-	-	-	-	700
Requested Funding Source		-	-	-	-	700	-	-	-	-	-	700

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Design	-	-	-	-	700	-	-	-	-	-	-	700
	Total	-	-	-	-	700	-	-	-	-	-	-	700

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Material & Equipment, Personnel

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	199	199	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	199	199	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **LONDONDERRY ARTIFICIAL TURF & PARK RENEWAL**
 PROFILE NUMBER: **15-28-5822**
 DEPARTMENT: **Community Services**
 BRANCH: **Neighbourhoods**
 LEAD BRANCH: **Neighbourhoods**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Heather McRae**
 LEAD BRANCH MANAGER: **Heather McRae**
 ESTIMATED START DATE: **January, 2017**
 ESTIMATED COMPLETION: **December, 2017**

Service Category: **Parks** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	1,500
60	40	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	1,500

PROFILE DESCRIPTION

Project includes completing the Design of a new artificial turf field with amenities (bleachers, change rooms) and park improvements to circulation and access in the park, utility replacements, sports field renewal and additional park amenities identified as high priorities by the community and required supports for parks operations.

PROFILE BACKGROUND

Londonderry Artificial Turf and Park Renewal includes the design development of an artificial turf and implementation of the park master plan priorities to improve circulation, access and opportunities, address aging infrastructure and utilities and support park operations. Design development in 2017 will support capital budget planning in the 2019-2022 capital budget cycle.

PROFILE JUSTIFICATION

Supports the Way's plans & outcomes; integrates Artificial Turf Strategy & Urban Parks Management Plan; aligns with Infrastructure Strategy; keeps mature neighbourhoods lively & vibrant; increases opportunities - game play earlier & later in the season, multiple games a day, playability in poor weather conditions.

STRATEGIC ALIGNMENT

Aligns corporate goals and outcomes: The Way We Grow: Transforming Edmonton's Urban Form, The Way We Live: Improving Edmonton's Livability; Urban Parks Management Plan, Artificial Turf Strategy and Council's Infrastructure Strategy.

ALTERNATIVES CONSIDERED

The Londonderry District Park Master Plan ensures continued active and passive recreation opportunities, addresses aging infrastructure requirements, supports efficient parks operations and ensures connectivity and integration within the park.

COST BENEFITS

A comprehensive design will ensure citizens of all ages, ethnicities and abilities will have access to and benefit from a wide range of recreational and leisure opportunities, reduce operation and maintenance costs, improve programs, infrastructure, services and safety. The value of well-maintained parks contributes to the economic, social, cultural and environmental health of the City. Total project costs for the design is \$1.5M.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

The City seeks to purchase goods, services and construction fairly, based on best value. Neighbourhood Parks and Community Recreation will follow the Human Resource Management policies and procedures for engagement, training and retention.

CONCLUSIONS AND RECOMMENDATIONS

Londonderry Park Master Plan focuses on addressing community needs and ensuring integration of all park & facility elements. The plan improves circulation, connectivity, programs and services, aging infrastructure and park operational efficiencies.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Londonderry Artificial Turf & Park Renewal**
 PROFILE NUMBER: **15-28-5822**

PROFILE TYPE: **Standalone**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	1,500	-	-	-	-	-	-	1,500
Current Approved Budget		-	-	-	-	1,500	-	-	-	-	-	-	1,500
Approved Funding Sources													
Pay-As-You-Go		-	-	-	-	1,500	-	-	-	-	-	-	1,500
Current Approved Funding Sources		-	-	-	-	1,500	-	-	-	-	-	-	1,500

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	-	1,500	-	-	-	-	-	-	1,500
Requested Funding Source												
Pay-As-You-Go		-	-	-	1,500	-	-	-	-	-	-	1,500
Requested Funding Source		-	-	-	1,500	-	-	-	-	-	-	1,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Design		-	-	-	1,500	-	-	-	-	-	-	1,500
	Total		-	-	-	1,500	-	-	-	-	-	-	1,500

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Material & Equipment, Personnel

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Facility and Landscape Infrastructure	-	79	79	-	-	-	-	-	-	-	-	-	-	-	-	-
Neighbourhoods	-	151	151	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	230	230	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	JASPER PLACE BOWL GRANDSTAND REPLACEMENT	FUNDED	
PROFILE NUMBER:	15-28-5823	PROFILE STAGE:	
DEPARTMENT:	Community Services	PROFILE TYPE:	
BRANCH:	Neighbourhoods	PROFILE MANAGER:	Heather McRae
LEAD BRANCH:	Neighbourhoods	LEAD BRANCH MANAGER:	Heather McRae
PROGRAM NAME:		ESTIMATED START DATE:	January, 2016
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2018

Service Category:	Parks	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	5,046
10	90	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	5,046

PROFILE DESCRIPTION

Jasper Place Bowl Grandstand Replacement supports multiple sports field users. The project includes the replacement of spectator seating, public washrooms, dressing rooms, concession, storage and administrative spaces and the addition of a spotters box and dressing rooms. The lighting, sound, scoreboard are in good condition, however the artificial turf replacement will be required in 2019-2020.

PROFILE BACKGROUND

The Jasper Place Bowl Grandstand was constructed in 1967 and currently has a Physical Condition rating of D (Poor). Functionality is inadequate to support the current needs of facility users.

PROFILE JUSTIFICATION

In March 2014 Council approved: That Administration include renovations of Jasper Place Bowl in the proposed 2015 Capital budget to be considered by City Council in the fall of 2014. The project aligns with The Way's outcomes: improves Edmonton's livability, ensures Edmonton's financial sustainability and the Artificial Turf Strategy. The grandstand has a physical condition rating of D (Poor).

STRATEGIC ALIGNMENT

Supports The Way's goals: Way We Live - Improving Livability, Way We Grow - Transforming Urban Form, Way We Prosper - Diversifying Economy and is aligned with Recreation Facility Master Plan, Urban Parks Management Plan and Artificial Turf Strategy.

ALTERNATIVES CONSIDERED

Alternative is status quo which will continue to serve users in the short term. The current facility has a Physical Condition rating of D (Poor). Functionality is inadequate to support the current needs of facility users.

COST BENEFITS

The Jasper Place Bowl provides over 1,700 hours of play to all levels of football, soccer and other sports for practices and games.

The benefits include the ability to meet user requirements for competitions and flexibility for major events.

Total project costs for the renewal are \$5.0 million. The profile cost estimate is +/- 50% accurate based at the preliminary design stage.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

All procurement processes will adhere to Administrative Directive Purchasing of Goods and Services Construction. The facility will be operated by the COE, CS and will follow the Human Resource Management policies and procedures.

CONCLUSIONS AND RECOMMENDATIONS

The grandstand replacement includes the lifecycle replacement of the existing facility and aligns with the Artificial Turf Strategy and Council's direction to include renovations of Jasper Place Bowl in the proposed 2015 Capital budget.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Jasper Place Bowl Grandstand Replacement**
 PROFILE NUMBER: **15-28-5823**

PROFILE TYPE: **Standalone**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	557	3,794	695	-	-	-	-	-	5,046
Current Approved Budget		-	-	-	557	3,794	695	-	-	-	-	-	5,046
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	-	493	3,437	650	-	-	-	-	-	4,580
Pay-As-You-Go		-	-	-	63	358	44	-	-	-	-	-	465
Current Approved Funding Sources		-	-	-	557	3,794	695	-	-	-	-	-	5,046

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	-	557	3,794	695	-	-	-	-	-	5,046
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	-	493	3,437	650	-	-	-	-	-	4,580
Pay-As-You-Go		-	-	-	63	358	44	-	-	-	-	-	465
Requested Funding Source		-	-	-	557	3,794	695	-	-	-	-	-	5,046

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	3,636	414	-	-	-	-	-
Design		-	-	-	543	144	37	-	-	-	-	-	724
Equip FurnFixt		-	-	-	-	-	244	-	-	-	-	-	244
Percent for Art		-	-	-	14	14	-	-	-	-	-	-	28
Total		-	-	-	557	3,794	695	-	-	-	-	-	5,046

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment, Personnel, Revenue, Utilities

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	59	117	58	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	59	117	58	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **ROLLIE MILES ATHLETIC GROUNDS RENEWAL**
 PROFILE NUMBER: **15-28-6000**
 DEPARTMENT: **Community Services**
 BRANCH: **Neighbourhoods**
 LEAD BRANCH: **Neighbourhoods**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	
PROFILE TYPE:	
PROFILE MANAGER:	Heather McRae
LEAD BRANCH MANAGER:	Heather McRae
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2018

Service Category:	Parks	Major Initiative:	
-------------------	--------------	-------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	5,344
10	90	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	5,344

PROFILE DESCRIPTION

The park renewal includes improvements to circulation and access in the park, utility replacements, sports field renewal, additional amenities identified as priorities by the community and supports for parks operations.

PROFILE BACKGROUND

Rollie Miles Athletic Field Park Renewal will implement the Park Master Plan priorities to improve circulation, access and opportunities, utility replacements, address aging infrastructure, upgrade park amenities and support park operations.

PROFILE JUSTIFICATION

Supports The Way's plans, goals and outcomes; integrates the Recreation Facility Master Plan and the Urban Parks Management Plan; aligns with Infrastructure Strategy; increases program opportunities; keeps mature neighbourhoods lively and vibrant.

STRATEGIC ALIGNMENT

The Park Renewal aligns corporate goals and outcomes: The Way We Live: Improving Edmonton's Livability; The Way We Grow: Transforming Edmonton's Urban Form; and City Council's Infrastructure Strategy supporting long-term infrastructure investment.

ALTERNATIVES CONSIDERED

The Master Plan ensures Rollie Miles park continues to provide active and passive recreation opportunities, addresses its aging infrastructure, supports efficient parks operations and ensures connectivity and integration of all site developments.

COST BENEFITS

The Rollie Miles Athletic Field will ensure citizens of all ages, ethnicities and abilities will have access to and benefit from a wide range of recreational and leisure opportunities, reduce operation and maintenance costs, improve programs, services, infrastructure and safety. The value of well-maintained parks contributes to the economic, social, cultural and environmental health of the City.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

City of Edmonton seeks to purchase goods, services and construction fairly based on best value. Neighbourhood Parks and Community Recreation will follow the Human Resource Management policies and procedures for engagement, training and retention.

CONCLUSIONS AND RECOMMENDATIONS

The renewal is based on community needs and supports integration with planned facility developments. The renewal improves circulation, connectivity, ageing infrastructure, program amenities and efficiencies to parks operations.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Rollie Miles Athletic Grounds Renewal**
 PROFILE NUMBER: **15-28-6000**

PROFILE TYPE: **Standalone**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	20	331	3,081	1,912	-	-	-	-	-	5,344
Current Approved Budget		-	-	20	331	3,081	1,912	-	-	-	-	-	5,344
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	-	283	2,771	1,739	-	-	-	-	-	4,793
Pay-As-You-Go		-	-	20	48	310	173	-	-	-	-	-	551
Current Approved Funding Sources		-	-	20	331	3,081	1,912	-	-	-	-	-	5,344

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	20	331	3,081	1,912	-	-	-	-	-	5,344
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	-	283	2,771	1,739	-	-	-	-	-	4,793
Pay-As-You-Go		-	-	20	48	310	173	-	-	-	-	-	551
Requested Funding Source		-	-	20	331	3,081	1,912	-	-	-	-	-	5,344

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	3,050	1,912	-	-	-	-	-
Design		-	-	20	316	-	-	-	-	-	-	-	336
Percent for Art		-	-	-	15	31	-	-	-	-	-	-	46
Total		-	-	20	331	3,081	1,912	-	-	-	-	-	5,344

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	89	89	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	89	89	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **IVOR DENT SPORTS PARK - PHASE II**
 PROFILE NUMBER: **15-28-6100**
 DEPARTMENT: **Community Services**
 BRANCH: **Neighbourhoods**
 LEAD BRANCH: **Neighbourhoods**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Heather McRae**
 LEAD BRANCH MANAGER: **Heather McRae**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2016**

Service Category: **Parks** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	4,700
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	4,700

PROFILE DESCRIPTION

Project includes development of the internal roadways, parking lots & adequate water service to support the tournament site and fulfill the conditions of the development permit including permanent all-directional access to Ellerslie Road and adequate parking.

PROFILE BACKGROUND

In 2004, City Council approved a 55 hectare parcel of land at 50 St. & Ellerslie Road to be the site of a Multi-Sport Tournament & Recreation Park, now named the Ivor Dent Sports Park. In 2006, Council approved \$20 million in partnership with 4 sport groups to develop and operate the site.

PROFILE JUSTIFICATION

Supports the Way's plans, goals & outcomes; completes the City's vision of a major sport tournament site; integrates the partnership policy & the Urban Parks Management Plan; increases program opportunities

STRATEGIC ALIGNMENT

The project supports corporate goals and outcomes including The Way We Prosper: Diversifying Edmonton's Economy, The Way We Live: Improving Edmonton's Livability and its supporting plans Urban Parks Management Plan, Recreation Facility Master Plan.

ALTERNATIVES CONSIDERED

Phase II alternatives include: a) not completing or phasing the parking, internal road, signage, b) parking on undeveloped grass areas, c) seeking partner funding to accommodate the intended purpose of the programs and events of the site.

COST BENEFITS

The completion of the Ivor Dent Sports Park will ensure user of the park will have a safe and enjoyable experience, access to and benefit from a wide range of sport and recreational opportunities, reduce operation and maintenance costs, improve programs, services and safety. The value of well-maintained parks contributes to the economic, social, cultural and environmental health of the City.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

City of Edmonton seeks to purchase goods, services, construction fairly and based on best value. Neighbourhood Parks and Community Recreation will follow the Human Resource Management policies and procedures for engagement, training and retention.

CONCLUSIONS AND RECOMMENDATIONS

The completion of supporting infrastructure at Ivor Dent Sports Park will ensure that users have a safe and enjoyable experience at the Park and opportunities for programming and tournament hosting can be accommodated.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Ivor Dent Sports Park - Phase II**
 PROFILE NUMBER: **15-28-6100**

PROFILE TYPE: **Standalone**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	364	4,336	-	-	-	-	-	-	-	4,700
Current Approved Budget		-	-	364	4,336	-	-	-	-	-	-	-	4,700
Approved Funding Sources													
Pay-As-You-Go		-	-	364	4,336	-	-	-	-	-	-	-	4,700
Current Approved Funding Sources		-	-	364	4,336	-	-	-	-	-	-	-	4,700

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	364	4,336	-	-	-	-	-	-	-	4,700
Requested Funding Source													
Pay-As-You-Go		-	-	364	4,336	-	-	-	-	-	-	-	4,700
Requested Funding Source		-	-	364	4,336	-	-	-	-	-	-	-	4,700

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	4,296	-	-	-	-	-	-	-	4,296
	Design	-	-	364	-	-	-	-	-	-	-	-	364
	Percent for Art	-	-	-	40	-	-	-	-	-	-	-	40
	Total	-	-	364	4,336	-	-	-	-	-	-	-	4,700

OPERATING IMPACT OF CAPITAL

Type of Impact: Personnel

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	220	220	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **GREAT NEIGHBOURHOODS INITIATIVE**
PROFILE NUMBER: **CM-21-5800**
DEPARTMENT: **Community Services**
BRANCH: **Neighbourhoods**
LEAD BRANCH: **Neighbourhoods**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Heather McRae**
LEAD BRANCH MANAGER: **Heather McRae**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Neighbourhood Renewal** Major Initiative: **Great Neighbourhoods**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	60,435
20	80	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	60,435

PROFILE DESCRIPTION

The Great Neighbourhoods Capital Program invests in Neighbourhood Revitalization, Building Great Neighbourhoods, and Business Development. From 2015-2018, the Great Neighbourhoods Initiative is investing in 4 Revitalization areas through streetscape projects in McCauley, Central McDougall/Queen Mary Park, 118 Ave, Jasper Place (Stony Plain Road), and partial funding for MacEwan West Campus (\$15M) as part of the Jasper Place area revitalization. Profile 15-21-7777 includes \$16M to fund the remainder of the building's purchase. 38 neighbourhoods have been identified for the work of Building Great Neighbourhoods from 2015-2022, coordinated with Drainage Renewal and Neighbourhood Renewal Projects. The work identified reflects the uniqueness of each neighbourhood and includes priorities identified by the community. Enhancements may include connections made to neighbourhood amenities and/or business areas, upgraded pathways, trees, benches, and improving business areas.

PROFILE BACKGROUND

Great Neighbourhoods approach embraces efficiency and responsiveness, using a coordinated, cross departmental and corporate approach. In December 2008, City Council approved \$150 million in tax supported debt over ten years from 2009-2018.

PROFILE JUSTIFICATION

Great Neighbourhoods is a corporate approach to integrating and coordinating city work. It is one of three programs comprising the Building Great Neighbourhoods Initiative that undertakes coordinated infrastructure investment in neighbourhoods. It aligns with several strategic goals.

STRATEGIC ALIGNMENT

Great Neighbourhoods embodies the four principles of The Way Ahead: Integration, Sustainability, Livability and Innovation. Improves several strategic goals: Improving Livability, Shifting Transportation Mode and Transforming Urban Form.

ALTERNATIVES CONSIDERED

Not Applicable – Initiative is currently being implemented

COST BENEFITS

The Great Neighbourhoods Initiative works with other City of Edmonton programs such as Transportation Renewal and Drainage Renewal programs to find efficiencies and creates opportunities to add investments in neighbourhoods in an efficient and effective manner. Cost savings are realized by coordinating the planning, design and construction, as well as, public involvement and communication activities.

KEY RISKS & MITIGATING STRATEGY

The Great Neighbourhoods Initiative employs a "One City" approach to Building Great Neighbourhoods. Should this program not be funded, service delivery would suffer. Projects in the composite profile have had significant stakeholder engagement

RESOURCES

In 2008, funding for the Great Neighbourhoods Initiative was committed to by City Council using tax supported debt. Pay as you go funding is requested to cover percent of art program requirements.

CONCLUSIONS AND RECOMMENDATIONS

City Council made a ten year financial commitment to the Great Neighbourhoods Initiative with funding through tax supported debt. It is recommended that funding continue to be approved from 2015-2024 for the Great Neighbourhoods Initiative.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Great Neighbourhoods Initiative**
 PROFILE NUMBER: **CM-21-5800**

PROFILE TYPE: **Composite**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	11,113	13,334	26,601	9,387	-	-	-	-	-	60,435
Current Approved Budget		-	-	11,113	13,334	26,601	9,387	-	-	-	-	-	60,435
Approved Funding Sources													
Pay-As-You-Go		-	-	103	114	126	92	-	-	-	-	-	435
Tax-Supported Debt		-	-	11,010	13,220	26,475	9,295	-	-	-	-	-	60,000
Current Approved Funding Sources		-	-	11,113	13,334	26,601	9,387	-	-	-	-	-	60,435

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	11,113	13,334	26,601	9,387	-	-	-	-	-	60,435
Requested Funding Source													
Pay-As-You-Go		-	-	103	114	126	92	-	-	-	-	-	435
Tax-Supported Debt		-	-	11,010	13,220	26,475	9,295	-	-	-	-	-	60,000
Requested Funding Source		-	-	11,113	13,334	26,601	9,387	-	-	-	-	-	60,435

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	10,275	12,895	11,095	9,220	-	-	-	-	-
Design		-	-	735	325	380	75	-	-	-	-	-	1,515
Other Costs		-	-	-	-	15,000	-	-	-	-	-	-	15,000
Percent for Art		-	-	103	114	126	92	-	-	-	-	-	435
Total		-	-	11,113	13,334	26,601	9,387	-	-	-	-	-	60,435

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	REPLACEMENT TREE PLANTING AND NATURALIZATION	FUNDED	
PROFILE NUMBER:	CM-28-2001	PROFILE STAGE:	
DEPARTMENT:	Community Services	PROFILE TYPE:	
BRANCH:	Neighbourhoods	PROFILE MANAGER:	Heather McRae
LEAD BRANCH:	Neighbourhoods	LEAD BRANCH MANAGER:	Heather McRae
PROGRAM NAME:		ESTIMATED START DATE:	January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2018

Service Category:	Parks	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	3,000
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	3,000

PROFILE DESCRIPTION

The purpose of this profile is to replace and restore lost urban forest canopy. Led by the objectives of the Urban Forest Management Plan, The Way We Green, and the guiding principles of the Natural Connections Strategic Plan, street and park trees will be replaced and natural area linkages will be restored through the following objectives:

- Aligning with the Urban Forest Master Plan objective to effectively manage and sustain Edmonton's urban forest by replacing lost canopy
- Aligning with the Urban Forest Master Plan objective to effectively manage and sustain Edmonton's urban forest by consistently realizing a net gain in tree replacements over same year tree removals
- Restoring 100 hectares of existing turf with low maintenance naturalization plantings that enhance ecological networks

PROFILE BACKGROUND

Over the past decade, Edmonton's tree canopy has been in decline. Current tree health assessments show we are losing 0.5% of our tree canopy annually which is more than we are operationally budgeted to plant. This, combined with a vacancy rate of almost 7%, makes the potential of increasing the canopy virtually impossible without capital funding. This initiative will restore the urban canopy by addressing two areas of tree deficiency:

- Ornamental Tree Replacement - a 'no net loss' approach to urban tree replacement
- Natural Areas Replacement and Renewal - restore hectares of vital biologically diverse 'stepping stones' that have been lost through development.

PROFILE JUSTIFICATION

The urban forest has a value greater than \$1.3 billion, and is appreciating. Since 2000, Edmonton has lost almost 50,000 trees primarily due to drought and associated pests. Despite a combination of operational measures and capital funding over the years, more than half of these trees are yet to be replaced. On top of that, we lose 2000 additional trees per year that also require replacement. We need to plant trees for future generations. Trees provide environmental (reduced heat island effect & storm water runoff, improved air quality, essential habitat and corridors for wildlife movement) economic (reduced energy costs, attracts & maintains businesses, extends life of hard infrastructure) & social benefits (aesthetic value, privacy reduced crime) beyond what we can successfully measure. Edmonton has placed value on maintaining, preserving, and enhancing the urban forest in numerous strategic plans. A healthy, growing, thriving urban forest is part of Edmonton's future vision

STRATEGIC ALIGNMENT

Replacement Tree Planting and Naturalization aligns with specific goals and corporate outcomes of The Way We Grow, The Way We Live and The Way We Green and many other related departmental plans.

ALTERNATIVES CONSIDERED

- 1) Status quo – maintain existing urban forest. There will be a reduction in urban form, and the functionality and capacity of parks and neighbourhoods will not reflect the needs of the citizens.
- 2) Move forward with this initiative as per request.

COST BENEFITS

The urban forest contributes to all of the Ways plans. Some of the tangible benefits include removing an estimated 531.31 tonnes of pollutants valued at over \$3 million (2009 findings), reduce heat island effect, storm water runoff, reduce energy need and improve site services/amenities. The intangible benefits include improved quality of life, aesthetic value, sense of privacy, and reduced crime.

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

All procurement processes will adhere to the City's Procurement of Goods, Services & Construction directive. Replacement Tree Planting & Naturalization will be operated by the City and will follow the Human Resource Management policies and procedures

CONCLUSIONS AND RECOMMENDATIONS

City of Edmonton's urban forest is an important component of the Ways plans in making this a great city.

Recommend that this profile be fully funded. Plant trees today for the well being and quality of life for today's and future generations.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Replacement Tree Planting and Naturalization**
 PROFILE NUMBER: **CM-28-2001**

PROFILE TYPE: **Composite**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	750	750	750	750	-	-	-	-	-	3,000
Current Approved Budget		-	-	750	750	750	750	-	-	-	-	-	3,000
Approved Funding Sources													
Pay-As-You-Go		-	-	750	750	750	750	-	-	-	-	-	3,000
Current Approved Funding Sources		-	-	750	750	750	750	-	-	-	-	-	3,000

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	750	750	750	750	-	-	-	-	3,000
Requested Funding Source												
Pay-As-You-Go		-	-	750	750	750	750	-	-	-	-	3,000
Requested Funding Source		-	-	750	750	750	750	-	-	-	-	3,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	750	750	750	750	-	-	-	-	-	3,000
	Total	-	-	750	750	750	750	-	-	-	-	-	3,000

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel, Utilities

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	199	199	3.2	-	-57	-57	-6	-	-	-	-	-	-	-	-
Total Operating Impact	-	199	199	3.2	-	-57	-57	-6	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	NEIGHBOURHOOD PARK DEVELOPMENT PROGRAM - NEW	FUNDED	
PROFILE NUMBER:	CM-28-7050	PROFILE STAGE:	
DEPARTMENT:	Community Services	PROFILE TYPE:	
BRANCH:	Neighbourhoods	PROFILE MANAGER:	Heather McRae
LEAD BRANCH:	Neighbourhoods	LEAD BRANCH MANAGER:	Heather McRae
PROGRAM NAME:		ESTIMATED START DATE:	January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2018

Service Category:	Parks	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	12,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	12,000

PROFILE DESCRIPTION

This program provides matching funding for community partners for park projects on City-owned parkland classified as neighbourhood parks as outlined by the Urban Park Management Plan. Examples of projects include playgrounds, landscaping, shelters, community gardens, spray decks, benches, trails, signs and senior's amenities. The City provides support to partners through the strategy and concept development phases, and project management through the design and build phases of park projects on new neighbourhood park sites.

There are three levels of matching funding available per neighbourhood: Basic (\$15,000 once every five years), Intermediate (up to \$75,000 once every ten years), Extensive (up to \$250,000 once every 15 years). This profile also provides funding under the Outdoor Aquatic Strategy (up to \$125,000 one time per neighbourhood). Neighbourhoods are eligible for one level per year. Community groups may also apply for \$15,000 unmatched funding for project planning.

PROFILE BACKGROUND

The Neighbourhood Park Development Program was established in 1983 in response to concerns expressed by residents about the timing of neighbourhood park development, particularly in new neighbourhoods where parkland remains undeveloped. Community groups expressed interest in forming a partnership with the City to speed up the pace of new park development and improve the quality of parkland. The program has been revised, enhanced and updated over the years and continues to provide an opportunity for communities to undertake new park development projects in their own neighbourhoods to meet the needs of their residents. This profile also provides funding for park projects under the Outdoor Aquatic Strategy. Community needs assessments define the new park development priorities. Projects may include the development of new park amenities including playgrounds, spray parks, landscaping, shelters, trails and benches. Community partners match and often exceed the City funding provided.

PROFILE JUSTIFICATION

There are approximately 700 neighbourhood parks in Edmonton. New parks are added to the City's inventory annually. The City develops these parks to base level development. Neighbourhood park development projects provide an opportunity for communities to enhance parkland, in partnership with the City, through a shared funding model. Enhancing new neighbourhood recreation and park amenities, allows more programming for a variety of age groups and seasons while considering community needs. It also provides an opportunity for new elements to be added in mature parks to meet the changing needs of a neighbourhood.

Anticipated Outcomes: The Neighbourhood Park Development Program - New anticipates enhancing and/ or developing 6-8 park sites per year. This number will fluctuate based on the number and type of community park project applications received annually.

STRATEGIC ALIGNMENT

The Neighbourhood Park Development Program - New contributes to the strategic direction and outcomes of The Way Ahead, The Way We Live, The Way We Green, The Way We Grow, the Urban Parks Management Plan and the Outdoor Aquatic Strategy.

ALTERNATIVES CONSIDERED

In order to sustain excellence by building and growing our urban parks, funding for new park development and amenities is required.

COST BENEFITS

Tangible Benefits: City dollars are matched with significant partner/ community contributions, helping to increase the visitation and sustainability of parks.

Intangible Benefits: healthier citizens, quality of parks experience is improved and increased civic pride.

Costs: City matching funding to community plus non-matching in the average amount of 18% of construction costs (for project management, design costs and 10% project contingency).

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive. The parks will be operated and maintained by the City and will follow the Human Resource Management policies and procedures.

CONCLUSIONS AND RECOMMENDATIONS

The Neighbourhood Park Development Program-New is one means by which new neighbourhood parks are developed. In order to continue to develop great public spaces and leverage community partner funds it is recommended that this request is fully funded.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Neighbourhood Park Development Program - New**
 PROFILE NUMBER: **CM-28-7050**

PROFILE TYPE: **Composite**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	3,000	3,000	3,000	3,000	-	-	-	-	-	12,000
Current Approved Budget		-	-	3,000	3,000	3,000	3,000	-	-	-	-	-	12,000
Approved Funding Sources													
Partnership Funding		-	-	1,150	1,150	1,150	1,150	-	-	-	-	-	4,600
Pay-As-You-Go		-	-	1,850	1,850	1,850	1,850	-	-	-	-	-	7,400
Current Approved Funding Sources		-	-	3,000	3,000	3,000	3,000	-	-	-	-	-	12,000

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	3,000	3,000	3,000	3,000	-	-	-	-	-	12,000
Requested Funding Source													
Partnership Funding		-	-	1,150	1,150	1,150	1,150	-	-	-	-	-	4,600
Pay-As-You-Go		-	-	1,850	1,850	1,850	1,850	-	-	-	-	-	7,400
Requested Funding Source		-	-	3,000	3,000	3,000	3,000	-	-	-	-	-	12,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	2,850	2,850	2,850	2,850	-	-	-	-	-	11,400
	Design	-	-	150	150	150	150	-	-	-	-	-	600
	Total	-	-	3,000	3,000	3,000	3,000	-	-	-	-	-	12,000

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment, Personnel, Utilities

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	90	90	1.2	-	90	90	1.2	-	90	90	1.2	-	90	90	1.2
Total Operating Impact	-	90	90	1.2	-	90	90	1.2	-	90	90	1.2	-	90	90	1.2

CAPITAL PROFILE REPORT

PROFILE NAME:	NEIGHBOURHOOD PARK DEVELOPMENT PROGRAM - RENEWAL	FUNDED	
PROFILE NUMBER:	CM-28-7055	PROFILE STAGE:	
DEPARTMENT:	Community Services	PROFILE TYPE:	
BRANCH:	Neighbourhoods	PROFILE MANAGER:	Heather McRae
LEAD BRANCH:	Neighbourhoods	LEAD BRANCH MANAGER:	Heather McRae
PROGRAM NAME:		ESTIMATED START DATE:	January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2018

Service Category:	Parks	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	19,000
10	90	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	19,000

PROFILE DESCRIPTION

The Neighbourhood Park Development Program - Renewal provides matching funding for community partners for park renewal projects on established neighbourhood parks. Examples of projects include playgrounds, landscaping, community gardens, spray decks, benches, trails, signs and senior's amenities.

PROFILE BACKGROUND

The Neighbourhood Park Development Program-Renewal was established in 1983 to address timing of neighbourhood park development, encourage citizen input, leverage funding to renew park spaces and meet resident needs. Partnered projects build community spirit, revitalization and ownership.

PROFILE JUSTIFICATION

There are approximately 700 neighbourhood parks located within Edmonton neighbourhoods. Many of these older neighbourhood parks have aging infrastructure, poor connectivity and lack activities for a variety of age groups and seasons. Neighbourhood park renewal projects provide an opportunity for communities to undertake park renewal in partnership with the City through a shared funding model, in their own neighbourhoods to better meet the needs of their residents.

STRATEGIC ALIGNMENT

The Neighbourhood Park Development Program - Renewal contributes to the strategic direction and outcomes of The Way Ahead, The Way We Live, the Urban Parks Management Plan and the Outdoor Aquatic Strategy.

ALTERNATIVES CONSIDERED

- Alternative 1: No longer provide shared funding for partners for park renewal projects.
- Alternative 2: Approve the shared funding program.

Recommendation: Alternative 2 - Fund program as proposed.

COST BENEFITS

Tangible Benefits: Significant community funds are contributed to projects, increased park visitation and sustainability of parks.

Intangible Benefits: healthier citizens, quality of experience is improved and increased civic pride.

Costs: City funding to park project (matched by partner) plus internal costs (towards a City owned asset for project management, design costs etc).

2015-2018 funding request is \$19 million (City \$12M/Partner \$7M)

KEY RISKS & MITIGATING STRATEGY

The risk management framework will be applied to all aspects of the project and will continue to develop as the project and partnerships are defined. Risks will be mitigated with clear scopes, schedule, budgets, roles, and project management plans.

RESOURCES

All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive. The parks will be operated and maintained by the City and will follow the Human Resource Management policies and procedures.

CONCLUSIONS AND RECOMMENDATIONS

The Neighbourhood Park Development Program - Renew is the means by which neighbourhood parks are renewed. In order to continue to renew great public spaces and leverage community funds it is recommended that this request is fully funded.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Neighbourhood Park Development Program - Renewal**
 PROFILE NUMBER: **CM-28-7055**

PROFILE TYPE: **Composite**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	4,690	4,770	4,770	4,770	-	-	-	-	-	19,000
Current Approved Budget		-	-	4,690	4,770	4,770	4,770	-	-	-	-	-	19,000
Approved Funding Sources													
Partnership Funding		-	-	1,397	1,872	1,872	1,872	-	-	-	-	-	7,013
Pay-As-You-Go		-	-	3,293	2,898	2,898	2,898	-	-	-	-	-	11,987
Current Approved Funding Sources		-	-	4,690	4,770	4,770	4,770	-	-	-	-	-	19,000

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	4,690	4,770	4,770	4,770	-	-	-	-	-	19,000
Requested Funding Source													
Partnership Funding		-	-	1,397	1,872	1,872	1,872	-	-	-	-	-	7,013
Pay-As-You-Go		-	-	3,293	2,898	2,898	2,898	-	-	-	-	-	11,987
Requested Funding Source		-	-	4,690	4,770	4,770	4,770	-	-	-	-	-	19,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	4,421	4,532	4,532	4,532	-	-	-	-	-
Design		-	-	269	239	239	239	-	-	-	-	-	984
Total		-	-	4,690	4,770	4,770	4,770	-	-	-	-	-	19,000

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel, Utilities

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	79	79	.5	-	147	147	1.0	-	147	147	1.0	-	147	147	1.0
Total Operating Impact	-	79	79	.5	-	147	147	1.0	-	147	147	1.0	-	147	147	1.0

CAPITAL PROFILE REPORT

PROFILE NAME: **SPORTS FIELD RENEWAL**
PROFILE NUMBER: **CM-28-8515**
DEPARTMENT: **Community Services**
BRANCH: **Neighbourhoods**
LEAD BRANCH: **Neighbourhoods**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Heather McRae**
LEAD BRANCH MANAGER: **Heather McRae**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Parks** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	1,200
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	1,200

PROFILE DESCRIPTION

The City of Edmonton manages and maintains 2100 sports fields which contain more than 3500 fixtures. The Sports Field Renewal program provides funding to refurbish worn out and heavily used neighbourhood and district sports fields; replace aging sports fixtures as necessary; and realign sports fields to meet changing sport/community needs and design guidelines wherever practical. These renewal efforts enable the City to respond to safety and functionality issues while demonstrating a commitment to maintaining quality, safe, clean sports fields.

PROFILE BACKGROUND

The City manages and maintains 2100 sports fields which contain more than 3500 fixtures. The Sports Field Renewal program provides funding to refurbish worn out and heavily used neighbourhood and district sports fields; replace aging sports fixtures as necessary; and realign sports fields to meet changing sport/community needs and design guidelines wherever practical. These renewal efforts enable the City to respond to safety and functionality issues while demonstrating a commitment to maintaining quality, safe, clean sports fields.

The Sports Field Renewal composite has been funding this renewal/redevelopment work for several years. The decisions as to which projects receive funding are based on inventory assessments, impacts to safety and service delivery, as well as capacity and functionality issues. When completed, the Sports Field Strategy will also play a key role in determining project priorities.

PROFILE JUSTIFICATION

The Sports Fields Renewal program allows for the renewal of sports field sites to meet requirements of field layout standards, correct safety and functional problems, and respond to poor condition assessments. These outdoor venues experience high usage with more than 130,000 hours of bookings each year and countless usage by schools and community members. This high usage, combined with exposure to annual weather cycles, results in asset deterioration. In order to keep up with the ongoing replacement needs and realignment requirements of these highly used, highly valued sites, a source of funding must be identified to respond to emerging issues and proactively replace aging infrastructure. The need for this funding is ongoing.

STRATEGIC ALIGNMENT

Sports Field Renewal aligns with The Way We Live, The Way We Grow, the Urban Parks Management Plan and, in the future, the Sports Field Strategy. Quality sports fields also contribute to success in the NPCR & Community Services business plans.

ALTERNATIVES CONSIDERED

Home base agreements and lease opportunities exist for some locations, but cannot encompass or fund all sites. As opposed to a stand alone profile, funding could be combined with another park renewal profile such as Parks Conservation.

COST BENEFITS

The Sport Field Renewal composite is requesting \$1.2 million for 2015-2018.

Tangible Benefits

1. Creates opportunities to increase usage and bookings for redeveloped sites.
2. Reduction in user injuries.
3. Improved standards of play.

Intangible Benefits

1. Healthy citizens and users.
2. Increased recreation and parks usage.

KEY RISKS & MITIGATING STRATEGY

The key risks of not proceeding with Sports Field Renewal includes increased injury incidents, closure of assets, reduced revenues and increased corrective or major maintenance costs.

RESOURCES

The coordination of Composite funds will be by City of Edmonton employees. All contracting and purchasing associated with Composite projects will adhere to Administrative Directive A1439C, Procurement of Goods, Services and Construction.

CONCLUSIONS AND RECOMMENDATIONS

Sports fields are of significant importance to Edmontonians and experience high usage. With no other funding source identified for ongoing renewal requirements, it is recommended that the Sports Field Renewal composite be funded for 2015-2018.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Sports Field Renewal**
 PROFILE NUMBER: **CM-28-8515**

PROFILE TYPE: **Composite**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	200	300	300	400	-	-	-	-	-	1,200
Current Approved Budget		-	-	200	300	300	400	-	-	-	-	-	1,200
Approved Funding Sources													
Pay-As-You-Go		-	-	200	300	300	400	-	-	-	-	-	1,200
Current Approved Funding Sources		-	-	200	300	300	400	-	-	-	-	-	1,200

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

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	-	200	300	300	400	-	-	-	-	-	1,200
	Requested Funding Source												
	Pay-As-You-Go	-	-	200	300	300	400	-	-	-	-	-	1,200
	Requested Funding Source	-	-	200	300	300	400	-	-	-	-	-	1,200

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		Construction	-	-	180	270	270	360	-	-	-	-	-
	Design	-	-	20	30	30	40	-	-	-	-	-	120
	Total	-	-	200	300	300	400	-	-	-	-	-	1,200

OPERATING IMPACT OF CAPITAL

Type of Impact: Personnel

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	34	34	.3	-	34	34	.3	-	34	34	.3	-	34	34	.3
Total Operating Impact	-	34	34	.3	-	34	34	.3	-	34	34	.3	-	34	34	.3

CAPITAL PROFILE REPORT

PROFILE NAME: **PLAY SPACE CONSERVATION**
 PROFILE NUMBER: **CM-28-8520**
 DEPARTMENT: **Community Services**
 BRANCH: **Neighbourhoods**
 LEAD BRANCH: **Neighbourhoods**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Heather McRae**
 LEAD BRANCH MANAGER: **Heather McRae**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Parks** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	2,500
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	2,500

PROFILE DESCRIPTION

The Play Space Conservation program provides funding for the renewal of play equipment, play settings, and skateboard parks based upon condition inspection results that are completed on a regular basis. The program addresses code changes, unsafe equipment and worn out play features thereby restoring play spaces to an acceptable standard for continued usage and safety.

Projects within this composite are typically between \$30,000 - \$75,000 and serve to extend the life of existing play spaces. When the rehabilitation requirements exceed the scope of this composite, the play space is recommended for consideration in the Neighbourhood Park Development Program - Renewal (CM-28-7055)

PROFILE BACKGROUND

The City's playgrounds and skate parks experience wear and tear through regular usage and exposure to natural elements. All locations are routinely inspected and assigned a condition rating from good to poor. When a poor rating is assigned and the Community is not planning to redevelop, the play space is then considered for renewal through the Play Space Conservation Composite. Approved projects are of a larger scope than that of routine maintenance that is done through operational budgets. Projects are evaluated and prioritized based on condition ratings, safety considerations, service delivery, capacity and functionality issues. Examples of work completed through the composite include replacement of support beams, damaged swings, slides, and concrete finishing. These conservation efforts enable the City to extend the life of play spaces and provide a timely response to safety/functionality issues while demonstrating a commitment to maintaining safe, quality play spaces for citizens.

PROFILE JUSTIFICATION

This composite was developed to extend the life, and to address safety concerns of existing City-managed play spaces. As highly desired amenities in a community, the inventory of play spaces is continually growing with 20+ sites added annually. This program does not address ongoing maintenance issues but rather larger issues that cannot be addressed through regular operating budgets. Without this funding, the only option would be for communities to pursue play space replacement. This costly alternative would be challenging and unrealistic for many communities who have multiple priorities. The end result could be that play spaces deteriorate to a point where closure is the only viable option.

STRATEGIC ALIGNMENT

Ensuring that safe, reliable play spaces are readily available to Edmontonians contributes to multiple objectives in The Way We Live and contributes to outcomes and measures in the NPCR & Community Services business plans.

ALTERNATIVES CONSIDERED

Without conservation funding, communities would need to raise funds for the replacement of deteriorating play spaces. In communities that are struggling to raise funds there could be resulting closure/partial closure of play spaces.

COST BENEFITS

The Composite is requesting \$2.5 million for 2015-2018, with \$625,000 allocated annually.

Tangible Benefits

1. Injury reduction.
2. Reduction in ongoing maintenance costs to the City.
3. Increased lifespan and usage of play spaces.

Intangible Benefits

1. Children and youth have safe places to play.
2. Citizens are happy and healthy.

KEY RISKS & MITIGATING STRATEGY

The key risks of not proceeding with the Composite includes increased injury incidents and potential closures of play spaces. Primary project risks include completion of work in limited construction season, and site safety during construction.

RESOURCES

The coordination of Composite funds will be by City of Edmonton employees. Landscape Design and Construction will manage the projects and ensure compliance with A1439B Purchasing Goods, Services and Construction and Project Management guidelines.

CONCLUSIONS AND RECOMMENDATIONS

Play spaces are of significant importance to Edmontonians and experience high usage. With no other funding source identified for ongoing renewal requirements, it is recommended that the Play Space Conservation composite be funded for 2015-2018.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Play Space Conservation**
 PROFILE NUMBER: **CM-28-8520**

PROFILE TYPE: **Composite**
 BRANCH: **Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	625	625	625	625	-	-	-	-	-	2,500
Current Approved Budget		-	-	625	625	625	625	-	-	-	-	-	2,500
Approved Funding Sources													
Pay-As-You-Go		-	-	625	625	625	625	-	-	-	-	-	2,500
Current Approved Funding Sources		-	-	625	625	625	625	-	-	-	-	-	2,500

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	625	625	625	625	-	-	-	-	2,500
Requested Funding Source												
Pay-As-You-Go		-	-	625	625	625	625	-	-	-	-	2,500
Requested Funding Source		-	-	625	625	625	625	-	-	-	-	2,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	625	625	625	625	-	-	-	-	-	2,500
	Total	-	-	625	625	625	625	-	-	-	-	-	2,500

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	PROJECT MANAGEMENT INFORMATION SYSTEM (PMIS)	FUNDED	
PROFILE NUMBER:	14-75-0102	PROFILE STAGE:	
DEPARTMENT:	Community Services	PROFILE TYPE:	
BRANCH:	Facility and Landscape Infrastructure	PROFILE MANAGER:	Adam Laughlin
LEAD BRANCH:	Facility and Landscape Infrastructure	LEAD BRANCH MANAGER:	Adam Laughlin
PROGRAM NAME:		ESTIMATED START DATE:	January, 2014
BUDGET CYCLE:	2012-2014	ESTIMATED COMPLETION:	December, 2015

Service Category: Building Renewal		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	2,800
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	2,800

PROFILE DESCRIPTION

The purpose of this project is to acquire and implement a PMIS solution for capital construction projects.

PROFILE BACKGROUND

Project management has been practiced, however the practice and respective levels of maturity of project management varies across the Corporation. Some variation is expected due to COE's size and complexity, as it reflects the diverse project types.

PROFILE JUSTIFICATION

The goal of the PMIS Implementation Project is to acquire & implement a single integrated information technology tool to support the corporate Project Management practice, focusing on capital construction projects and to support mgmt and City Council

STRATEGIC ALIGNMENT

'The Way Ahead' – "consistent management practices and processes".
Consistency in project management information tracking and reporting contributes to the 'One City' strategy

ALTERNATIVES CONSIDERED

1. PACMAN project attempted to implement SAP Project Systems as a solution for the PMIS needs of the city.
2. POSSE is known to work, at least in one or two business areas.
3. Microsoft Project Server and
4. Off the Shelf PMIS

COST BENEFITS

- Timely & accurate forecasting
- Reduce time for report preparation
- Improve decision making, transparency, clarity of structure, roles & accountability
- Better communication & collaboration
- Effective organization & it's management approach

KEY RISKS & MITIGATING STRATEGY

Not proceeding with the initiative: Roll-out of the Project Management Reference Guide (PMRG) will provide common processes for construction project managers. The business areas would then need to continue to use area-specific solutions.

RESOURCES

A small project team, working with resources from the selected vendor, would be required to implement the PMIS for the City construction areas.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Project Management Information System (PMIS)**
 PROFILE NUMBER: **14-75-0102**

PROFILE TYPE: **Standalone**
 BRANCH: **Facility and Landscape**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	-	-	-	-	-	-	-	-
2014 SCBA >\$1MM or New		-	590	2,210	-	-	-	-	-	-	-	-	2,800
Current Approved Budget		-	590	2,210	-	-	-	-	-	-	-	-	2,800
Approved Funding Sources													
Pay-As-You-Go		-	590	2,210	-	-	-	-	-	-	-	-	2,800
Current Approved Funding Sources		-	590	2,210	-	-	-	-	-	-	-	-	2,800

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	590	2,210	-	-	-	-	-	-	-	-	2,800
Requested Funding Source													
Pay-As-You-Go		-	590	2,210	-	-	-	-	-	-	-	-	2,800
Requested Funding Source		-	590	2,210	-	-	-	-	-	-	-	-	2,800

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Technology	-	590	2,210	-	-	-	-	-	-	-	-	2,800
	Total	-	590	2,210	-	-	-	-	-	-	-	-	2,800

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	FACILITY ENERGY RETROFITS AND GREENHOUSE GAS RED'N	FUNDED	
PROFILE NUMBER:	15-75-3102	PROFILE STAGE:	
DEPARTMENT:	Community Services	PROFILE TYPE:	
BRANCH:	Facility and Landscape Infrastructure	PROFILE MANAGER:	Adam Laughlin
LEAD BRANCH:	Facility and Landscape Infrastructure	LEAD BRANCH MANAGER:	Adam Laughlin
PROGRAM NAME:		ESTIMATED START DATE:	January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2018

Service Category:	Building Renewal	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	9,427
10	90	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	9,427

PROFILE DESCRIPTION

The objective is to reduce energy consumption and GHG emissions from City Operations by improving energy efficiency in existing buildings and facilities. Scope: Building and facility renewal is managed by Project Management and Maintenance Services and this profile provides additional funding to enhance opportunities to create energy efficient buildings and facilities.

PROFILE BACKGROUND

Problem/Opportunity/ Current Situation: City buildings and facilities account for a majority of the City total energy consumption and greenhouse gas (GHG) emissions. Buildings constructed more recently are to a higher efficiency standard (in particular from 2008 onward when the City's Sustainable Building Policy was implemented) with older buildings and facilities there is an opportunity for effective energy retrofits to reduce energy usage and improve the indoor environment for building occupants. Rehabilitating buildings and facilities to a higher energy efficiency standard both reduces operating costs and GHG emissions. These initiatives contributes to the CLT approved target to reduce City operations greenhouse gas emissions 50% by 2020 from 2008 levels.

PROFILE JUSTIFICATION

There are various ways to reduce GHG emissions within City Operations. Buildings energy efficiency improvement was recognized as one of the prime opportunities to reduce energy consumption and related GHG emissions reduction. The energy efficiency retrofit will reduce emissions attributable to City Operations. Success will be determined by the amount of the reduction in energy use by City Operations in three project areas by the end of the capital budget period. Energy records must be maintained to ensure accurate attribution.

STRATEGIC ALIGNMENT

This plan complies with The Way We Green strategic action 6.10.1 "The COE establishes, implements, and maintains a City Operations Greenhouse Gas Management Plan aimed at significantly reducing greenhouse gas emissions from City Operations."

ALTERNATIVES CONSIDERED

A number of greenhouse gas emissions reduction opportunities were identified when developing the City Operations Greenhouse Gas Management Plan. This initiative was identified as a priority opportunity to support the reduction targets identified in the Plan. Utilizing the building and facility renewal program to implement energy retrofits provides an opportunity to realize significant energy efficiency upgrades in existing facilities.

COST BENEFITS

Building and Facility energy retrofits provide neutral or positive return on investment over the life of the asset. Tangible benefits include greenhouse gas emissions reductions at low cost, reduction in energy costs, potential reduction in maintenance costs. Intangible benefits include improved image and reputation for the City, greener and healthier environment for staff and patrons and asset renewal.

KEY RISKS & MITIGATING STRATEGY

The key risk for this initiative is that the investment identified in this profile does not achieve the energy and greenhouse gas emissions reduction. Appropriate management of projects associated with this initiative will mitigate this risk.

RESOURCES

All projects will be managed by the Project Management and Maintenance Services Branch with the support of Urban Planning and Environment Branch. Where outside resources are required, competitive bid processes will be used for goods and services.

CONCLUSIONS AND RECOMMENDATIONS

The initiative identified in the profile support Council's The Way Ahead, the Council approved The Way We Green and the Corporate Leadership Team approved City Operations Greenhouse Gas Management Plan and should be recommended for funding.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Facility Energy Retrofits and Greenhouse Gas Red'n**
 PROFILE NUMBER: **15-75-3102**

PROFILE TYPE: **Composite**
 BRANCH: **Facility and Landscape**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	624	1,806	3,851	3,146	-	-	-	-	-	9,427
Current Approved Budget		-	-	624	1,806	3,851	3,146	-	-	-	-	-	9,427
Approved Funding Sources													
Pay-As-You-Go		-	-	624	1,806	3,851	3,146	-	-	-	-	-	9,427
Current Approved Funding Sources		-	-	624	1,806	3,851	3,146	-	-	-	-	-	9,427

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	624	1,806	3,851	3,146	-	-	-	-	-	9,427
Requested Funding Source													
Pay-As-You-Go		-	-	624	1,806	3,851	3,146	-	-	-	-	-	9,427
Requested Funding Source		-	-	624	1,806	3,851	3,146	-	-	-	-	-	9,427

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	260	796	1,539	1,257	-	-	-	-	-	3,852
	Design	-	-	182	505	1,156	944	-	-	-	-	-	2,788
	Other Costs	-	-	182	505	1,156	944	-	-	-	-	-	2,788
	Total	-	-	624	1,806	3,851	3,146	-	-	-	-	-	9,427

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	HIGH VOLTAGE SYSTEM UPGRADES IN PARKS	FUNDED	
PROFILE NUMBER:	15-75-5005	PROFILE STAGE:	
DEPARTMENT:	Community Services	PROFILE TYPE:	
BRANCH:	Facility and Landscape Infrastructure	PROFILE MANAGER:	Adam Laughlin
LEAD BRANCH:	Facility and Landscape Infrastructure	LEAD BRANCH MANAGER:	Adam Laughlin
PROGRAM NAME:		ESTIMATED START DATE:	January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2018

Service Category:	Parks	Major Initiative:	
--------------------------	--------------	--------------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,544
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,544

PROFILE DESCRIPTION

Upgrade electrical distribution system (transformer replacements) in parks to match system upgrades planned by EPCOR

PROFILE BACKGROUND

As with most electrical system distribution companies in Alberta, EPCOR is upgrading the distribution systems within the City of Edmonton. When the distribution systems are upgraded the related City of Edmonton infrastructure needs to be upgraded.

PROFILE JUSTIFICATION

As with most electrical system distribution companies in Alberta and across North America, utilities companies are upgrading the distribution systems to operate at higher voltages. EPCOR is doing the same within the city of Edmonton. This change will require transformers in parks to be upgraded from 4,600 volts to work at the higher voltages (14,400 volts). The transition to higher distribution voltages allows for more efficiency in the electrical distribution system. Failure to upgrade the system will mean that lighting and electrical outlets for events will not be available for the citizens to use.

STRATEGIC ALIGNMENT

The goals and objectives are to improve energy efficiency and to provide safe, healthy productive built environments.

ALTERNATIVES CONSIDERED

The option will be a reactive replacement of transformers as needed. This is not a desirable option as this has a potential to impact service to the park and open spaces.

COST BENEFITS

Tangible Benefits:
Improved Reliability: A proactive upgrade program will ensure that our facilities are reliable and can perform without substantial interruptions, so that agencies can operate continuously on a routine basis.

KEY RISKS & MITIGATING STRATEGY

An unreliable power supply can have a negative impact on a park or open space's use and function. This could result in a reduction in use and a reactive approach to repairing the power supply leading to increased costs.

RESOURCES

All projects will be managed by the Project Management and Maintenance Services Branch. Where outside resources are required, competitive bid processes will be used to obtain goods and services.

CONCLUSIONS AND RECOMMENDATIONS

As a result of EPCOR upgrading their high-voltage distribution system the City needs to update associated transformers in park and open spaces to ensure there are minimal service disruptions.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **High Voltage System Upgrades in Parks**
 PROFILE NUMBER: **15-75-5005**

PROFILE TYPE: **Standalone**
 BRANCH: **Facility and Landscape**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	576	1,615	2,056	2,297	-	-	-	-	-	6,544
Current Approved Budget		-	-	576	1,615	2,056	2,297	-	-	-	-	-	6,544
Approved Funding Sources													
Pay-As-You-Go		-	-	576	1,615	2,056	2,297	-	-	-	-	-	6,544
Current Approved Funding Sources		-	-	576	1,615	2,056	2,297	-	-	-	-	-	6,544

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	576	1,615	2,056	2,297	-	-	-	-	-	6,544
Requested Funding Source													
Pay-As-You-Go		-	-	576	1,615	2,056	2,297	-	-	-	-	-	6,544
Requested Funding Source		-	-	576	1,615	2,056	2,297	-	-	-	-	-	6,544

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Other Costs	-	-	576	1,615	2,056	2,297	-	-	-	-	-	6,544
	Total	-	-	576	1,615	2,056	2,297	-	-	-	-	-	6,544

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **BUILDING AND FACILITY REHABILITATION**
PROFILE NUMBER: **CM-75-0100**
DEPARTMENT: **Community Services**
BRANCH: **Facility and Landscape Infrastructure**
LEAD BRANCH: **Facility and Landscape Infrastructure**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Adam Laughlin**
LEAD BRANCH MANAGER: **Adam Laughlin**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Building Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	153,146
10	90	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	153,146

PROFILE DESCRIPTION

To keep City owned buildings and facilities in safe and usable condition and to ensure a high level of service is provided to Citizens. Where applicable, opportunities to improve the energy efficiency of affected buildings will be incorporated into rehabilitation projects.

This profile provides funding for the rehabilitation works associated with the various building categories within the city including but not limited to Fire stations, Recreation Facilities, and Civic Operations. The scope of work will include upgrades to and replacement of major components within the mechanical, electrical and structural systems of each facility. City buildings have condition assessment reports prepared every 5 years. The buildings are then ranked based on criteria developed jointly by Facility Maintenance Services and the University of Alberta using a sophisticated software developed by the University of Alberta.

PROFILE BACKGROUND

Currently, 65% of the City's facilities are 30 years and older. Using a proactive reinvestment strategy ensures that all City buildings conform to the City's strategic alignment for the way we live, grow and prosper.

Over time the performance of facilities declines due to aging, wear and tear of systems and components, functional changes, and a variety of other factors. The life of facilities can be optimized through adequate and timely maintenance and repair. Conversely, delaying or deferring maintenance and repairs can, in the short term, diminish the quality of services and, in the long term, lead to shortened facility life and reduced asset value. The existence of deferred maintenance is significant because it can compound rehabilitation requirements resulting in urgent unanticipated rehabilitation leading to lower quality and reliability of services provided by the facilities.

PROFILE JUSTIFICATION

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

Since most facilities will still be in use for the next 20 to 30 years, the primary methods for meeting those goals will be through efficient operations, maintenance, repair and retrofitting of existing facilities, and the consolidation of the existing facilities footprint. The main objective is to transform the portfolio of City facilities into one that is more economically, physically, and environmentally sustainable over their life cycles.

STRATEGIC ALIGNMENT

The goals and objectives are to improve energy efficiency and water conservation; to provide safe, healthy, and productive built environments; and to promote sustainable environmental stewardship.

ALTERNATIVES CONSIDERED

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

COST BENEFITS

Tangible Benefits: Improved reliability, enhanced energy efficiency, and improved productivity.
Intangible Benefits: Customer satisfaction and improved public image.

KEY RISKS & MITIGATING STRATEGY

As facilities deteriorate, their components and systems age and will fail. Failure of these systems poses various risks on the users of the facility and the lack of rehabilitation activities can lead to the closure of the facility.

RESOURCES

All rehabilitation projects will be managed by the Project Management and Maintenance Services Branch. Where outside resources are required, competitive bid processes will be used to obtain goods and services.

CONCLUSIONS AND RECOMMENDATIONS

Investment in life cycle rehabilitation is a cost-effective method of maximizing the life of buildings and facilities to ensure a high level of service is provided to Citizens.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Building and Facility Rehabilitation**
 PROFILE NUMBER: **CM-75-0100**

PROFILE TYPE: **Composite**
 BRANCH: **Facility and Landscape**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	10,865	43,081	49,101	50,099	-	-	-	-	-	153,146
Current Approved Budget		-	-	10,865	43,081	49,101	50,099	-	-	-	-	-	153,146
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	2,088	33,000	38,000	38,000	-	-	-	-	-	111,088
Pay-As-You-Go		-	-	8,777	10,081	11,101	12,099	-	-	-	-	-	42,058
Current Approved Funding Sources		-	-	10,865	43,081	49,101	50,099	-	-	-	-	-	153,146

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	10,865	43,081	49,101	50,099	-	-	-	-	-	153,146
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	2,088	33,000	38,000	38,000	-	-	-	-	-	111,088
Pay-As-You-Go		-	-	8,777	10,081	11,101	12,099	-	-	-	-	-	42,058
Requested Funding Source		-	-	10,865	43,081	49,101	50,099	-	-	-	-	-	153,146

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	10,865	43,081	49,101	50,099	-	-	-	-	-	153,146
	Total	-	-	10,865	43,081	49,101	50,099	-	-	-	-	-	153,146

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **ROOF REHABILITATION AND REPLACEMENT**
 PROFILE NUMBER: **CM-75-0103**
 DEPARTMENT: **Community Services**
 BRANCH: **Facility and Landscape Infrastructure**
 LEAD BRANCH: **Facility and Landscape Infrastructure**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Adam Laughlin**
 LEAD BRANCH MANAGER: **Adam Laughlin**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Building Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	71,838
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	71,838

PROFILE DESCRIPTION

Replacement of roofs on City owned buildings and facilities when they approach the end of their service life (20+years) is required to ensure that current services can be provided to Citizens. This also provides workers with a safe environment as roofs must be equipped with fall arrest equipment, restraint mechanisms and guardrails. The scope of work will include upgrades to and replacement of major roof components.

Ideally a roof could fail due to age and exposure to natural factors however, poor design, lack of maintenance, material failure, improper construction, and severe weather can contribute to premature roof failure. Consequently, most roofs do not fail on a normal and predictable age-related deterioration curve. It should be expected that 4 to 5 % of the roof inventory should be replaced annually

PROFILE BACKGROUND

The City owns and maintains approx. 900 buildings and facilities which amount to over 10 million sq ft. of roof. A sound reinvestment strategy and proactive action plan is required to reduce the risk of failure and extend roof service life. Given that the life expectancy of a roof is 20 to 25 years, it is reasonable to expect that 4% to 5% of the City's roofs are replaced every year.

Inevitably, over time the performance of facilities along with their roofs decline due to aging, wear and tear, adverse environmental conditions, and a variety of other factors. The service life of roofs can be optimized through adequate and timely maintenance and repair. Deferring roof maintenance and repairs can, in the short term, diminish the quality of the roof, and in the long term it will impact some components of the facility and diminish the building service life.

PROFILE JUSTIFICATION

Roofs are not merely the skin on the top of a building. Today, the roof is an integrated component of a complex building envelope system that includes the foundation, walls, windows, and structural components. These components combine to provide an energy efficient, waterproof envelope. With energy efficiency a crucial goal in facility operations, the roof is expected to perform functions beyond merely providing a waterproof surface on the top of the building. Facility managers practice roof life-cycle management to obtain the lowest life –cycle cost of facilities.

STRATEGIC ALIGNMENT

The goals and objectives are to improve energy efficiency and conservation; to provide safe, healthy; productive built environments; and to promote sustainable environmental stewardship.

ALTERNATIVES CONSIDERED

Roofs have a finite life and they can be rehabilitated and/or replaced prior to failure or they can be left to deteriorate and fail. The latter is not a desirable option, as when they fail there is additional damage due to leaking and higher energy requirements which increases the overall operating cost to the City. To provide required service levels in City facilities therefore, the only option is to provide rehabilitation of City's roofs prior to failure.

COST BENEFITS

Tangible Benefits: Improved reliability, improved productivity, and fewer roof leaks and roof failures
 Intangible Benefits: Customer satisfaction and improved public image.

KEY RISKS & MITIGATING STRATEGY

As roofs deteriorate they become a risk to the whole facility. The diminished integrity of roofs poses risks on different components of a facility, affecting its energy use, ceiling damage, structural integrity and impacts on other building systems.

RESOURCES

All roof rehabilitation projects will be managed by the Project Management and Maintenance Services Branch. Where outside resources are required, competitive bid processes will be used to obtain goods and services.

CONCLUSIONS AND RECOMMENDATIONS

Roofing systems are an integral component to efficient facility operations. A well-coordinated program that focuses on system-wide improvement of the City's roofing inventory will provide a opportunity to save in repair, replacement and energy costs.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Roof Rehabilitation and Replacement**
 PROFILE NUMBER: **CM-75-0103**

PROFILE TYPE: **Composite**
 BRANCH: **Facility and Landscape**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	10,300	20,066	20,509	20,963	-	-	-	-	-	71,838
Current Approved Budget		-	-	10,300	20,066	20,509	20,963	-	-	-	-	-	71,838
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	8,000	17,333	17,333	17,334	-	-	-	-	-	60,000
Pay-As-You-Go		-	-	2,300	2,733	3,176	3,630	-	-	-	-	-	11,838
Current Approved Funding Sources		-	-	10,300	20,066	20,509	20,963	-	-	-	-	-	71,838

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	10,300	20,066	20,509	20,963	-	-	-	-	-	71,838
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	8,000	17,333	17,333	17,334	-	-	-	-	-	60,000
Pay-As-You-Go		-	-	2,300	2,733	3,176	3,630	-	-	-	-	-	11,838
Requested Funding Source		-	-	10,300	20,066	20,509	20,963	-	-	-	-	-	71,838

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	8,000	17,333	17,333	17,334	-	-	-	-	-	60,000
	Other Costs	-	-	2,300	2,733	3,176	3,630	-	-	-	-	-	11,838
	Total	-	-	10,300	20,066	20,509	20,963	-	-	-	-	-	71,838

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: PEDESTRIAN BRIDGE REHABILITATION
PROFILE NUMBER: CM-75-0104
DEPARTMENT: Community Services
BRANCH: Facility and Landscape Infrastructure
LEAD BRANCH: Facility and Landscape Infrastructure
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Adam Laughlin
LEAD BRANCH MANAGER: Adam Laughlin
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2018

Service Category: Parks Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	10,913
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	10,913

PROFILE DESCRIPTION

Edmonton prides itself with its unique river valley trail system, which is heavily used by cyclists, joggers and nature lovers. The pedestrian bridges are part of the unique network of Edmonton's river valley, walking, and cycling trail system.

This profile provides funding for the rehabilitation work associated with the various footbridges within the City. The scope of work will include rehabilitation and replacement of major components of each bridge. The bridges include the Rainbow Valley Access Bridge, and other pedestrian bridges within the river valley.

PROFILE BACKGROUND

The pedestrian bridges and other non-road right-of-way bridges are an integral component of the City of Edmonton's unique network of river valley, walking and cycling trail system. Currently, there are over 80 bridge structures of varying size and type. From a historical perspective, the original trestle bridges for the Edmonton, Yukon and Pacific Railways were constructed between 1900 and 1902. The railway replaced the original structures with the current structures in 1943 and ceased its operations in 1954. The bridges were transferred to the City of Edmonton in the 1970's and were converted for pedestrian use. Other major bridges in the inventory were once the responsibility of the Transportation Department, but they subsequently were converted to pedestrian usage and became part of the river valley system. There is a need for a proactive reinvestment strategy to ensure that all pedestrian bridges are rehabilitated to maximize the life of the facilities.

PROFILE JUSTIFICATION

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

The complete footbridge inventory consists of different types and sizes structures, including the major footbridges crossing the North Saskatchewan River, trestle bridges across Millcreek, and the 3 span concrete Rainbow Valley access bridge. Some of the bridge structures are over 60 years old and components such as foundation piles, bridge decks, central stringers, etc. have severely deteriorated.

STRATEGIC ALIGNMENT

This reinvestment strategy is integral to the City's strategic plan, Improve Edmonton's Livability—the Way We Live, Preserve and Sustain Edmonton's Environment – the Way We Green, and Ensure Edmonton's Financial Sustainability – the Way We Green.

ALTERNATIVES CONSIDERED

To manage and mitigate the risks posed by the ownership of older pedestrian bridges, an alternative is to pursue a proactive strategy to minimize the total bridge "footprint" and dispose of excess and underutilized bridges. This approach could reduce pedestrian access to Edmonton's River Valley

COST BENEFITS

A proactive renewal program will ensure that pedestrian bridges are reliable and can perform without substantial interruptions, so that citizens can use them without concern for their safety.

KEY RISKS & MITIGATING STRATEGY

As bridges deteriorate, their components and systems age and will fail. Failure of these systems poses various risks on the users of the bridges.

RESOURCES

All projects will be managed by of the Project Management and Maintenance Services Branch with support of Transportation Services. Where outside resources are required, competitive bid processes will be used to obtain goods and services.

CONCLUSIONS AND RECOMMENDATIONS

The rehabilitation of pedestrian bridges is very important as they are key elements in providing access to the river valley . Ensuring bridges are in good condition improves Edmonton's livability and ensures its citizen's satisfaction and safety.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Pedestrian Bridge Rehabilitation**
 PROFILE NUMBER: **CM-75-0104**

PROFILE TYPE: **Composite**
 BRANCH: **Facility and Landscape**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,576	4,308	2,484	2,546	-	-	-	-	-	10,913
Current Approved Budget		-	-	1,576	4,308	2,484	2,546	-	-	-	-	-	10,913
Approved Funding Sources													
Pay-As-You-Go		-	-	1,576	4,308	2,484	2,546	-	-	-	-	-	10,913
Current Approved Funding Sources		-	-	1,576	4,308	2,484	2,546	-	-	-	-	-	10,913

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	1,576	4,308	2,484	2,546	-	-	-	-	10,913
Requested Funding Source												
Pay-As-You-Go		-	-	1,576	4,308	2,484	2,546	-	-	-	-	10,913
Requested Funding Source		-	-	1,576	4,308	2,484	2,546	-	-	-	-	10,913

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Other Costs	-	-	1,576	4,308	2,484	2,546	-	-	-	-	-	10,913
	Total	-	-	1,576	4,308	2,484	2,546	-	-	-	-	-	10,913

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **UPGRADED FUEL SITE - KENNEDALE**
 PROFILE NUMBER: **16-25-4003**
 DEPARTMENT: **Corporate Services**
 BRANCH: **Fleet Services**
 LEAD BRANCH: **Facility and Landscape Infrastructure**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Steve Rapanos**
 LEAD BRANCH MANAGER: **Adam Laughlin**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2016**

Service Category: Corporate Support		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	4,330
16	84	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	4,330

PROFILE DESCRIPTION

This profile provides for the purchase of land and the replacement of aging fuel systems (tanks and associated equipment) before catastrophic failure. The site has surpassed the useful life of 25 years.

PROFILE BACKGROUND

The Kennedale fuel station infrastructure has exceeded expected useful service life and lacks new industry design standards for environmental protection. The infrastructure requires upgrading to support the City's daily fuel requirements.

PROFILE JUSTIFICATION

To comply with environmental and fire code requirements. The replacement of these tanks will ensure the protection of the environment.

STRATEGIC ALIGNMENT

This initiative supports the 10-Year Strategic Goal - Shift Edmonton's Transportation Mode as well as The Way We Move.

ALTERNATIVES CONSIDERED

The costs of decommissioning the existing fuel site and acquiring new lands to build a new fuel facility versus renewing the existing fuel site will be \$4.3M based on conceptual design estimates.

COST BENEFITS

- Tangible Benefits
- Reduced maintenance
 - Reduce environmental liability
 - Allow for expansion

- Intangible Benefits
- Highest safety and environmental design standards
 - Efficient use of space

KEY RISKS & MITIGATING STRATEGY

- Key risks of not implementing the project include:
- Environmental liability as a result of release of fuels due to aging infrastructure.
 - Immediate shut down of fueling services if a leak was to occur, preventing or limiting fueling services.

RESOURCES

Project management of this project will be provided by the PMMS Branch. Fleet Services will use internal staff resources to assist with scheduling and facilitating the work so that it does not impact current fleet operations.

CONCLUSIONS AND RECOMMENDATIONS

Recommendations

This report recommends Option 1 of decommissioning the existing Kennedale fuel site, acquiring new lands, and building a new fuel site that meet industry standards.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Upgraded Fuel Site - Kennedale**
 PROFILE NUMBER: **16-25-4003**

PROFILE TYPE: **Standalone**
 BRANCH: **Fleet Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,017	3,313	-	-	-	-	-	-	-	4,330
Current Approved Budget		-	-	1,017	3,313	-	-	-	-	-	-	-	4,330
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	305	2,998	-	-	-	-	-	-	-	3,303
Pay-As-You-Go		-	-	713	315	-	-	-	-	-	-	-	1,028
Current Approved Funding Sources		-	-	1,017	3,313	-	-	-	-	-	-	-	4,330

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	1,017	3,313	-	-	-	-	-	-	-	4,330
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	305	2,998	-	-	-	-	-	-	-	3,303
Pay-As-You-Go		-	-	713	315	-	-	-	-	-	-	-	1,028
Requested Funding Source		-	-	1,017	3,313	-	-	-	-	-	-	-	4,330

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	3,150	-	-	-	-	-	-	-	3,150
	Design	-	-	341	-	-	-	-	-	-	-	-	341
	Land	-	-	676	-	-	-	-	-	-	-	-	676
	Land Improvements	-	-	-	163	-	-	-	-	-	-	-	163
	Total	-	-	1,017	3,313	-	-	-	-	-	-	-	4,330

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **VEHICLE AND EQUIPMENT REPLACEMENT**
PROFILE NUMBER: **CM-25-1001**
DEPARTMENT: **Corporate Services**
BRANCH: **Fleet Services**
LEAD BRANCH: **Fleet Services**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Steve Rapanos**
LEAD BRANCH MANAGER: **Steve Rapanos**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Corporate Support** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	87,243
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	87,243

PROFILE DESCRIPTION

This composite project includes the total replacement cost of City Department fleets, which are within the Fleet replacement fund. All units proposed have reached their operational life cycle.

PROFILE BACKGROUND

Fleet Services manages annual vehicle and equipment replacement for units that are at the end of their useful service life. Based on an internal life cycle review, there are approximately 933 units scheduled for replacement from 2015 – 2018.

PROFILE JUSTIFICATION

Timely replacement of vehicles and equipment past their operational life cycle is critical as it affects the ability of the line departments to provide service to citizens if the reliability of the fleet is in question.

STRATEGIC ALIGNMENT

Ensure Edmonton's financial sustainability through The Way We Finance. Ensures that the City has well managed and sustainable assets and services. To preserve Edmonton's environment by minimizing the impact on air, land and water systems.

ALTERNATIVES CONSIDERED

Other Alternatives:

1. Performing costly repairs exceeding the value of the asset
2. Paying monthly rental fees in the event that a like-unit rental would be available

COST BENEFITS

Tangible Benefits

- Reduced cost in unscheduled repairs due to vehicle/equipment exceeding its useful service life
- Access to newer technology and higher efficiency vehicles/equipment reduces fuel costs and emissions
- Minimize the total life-cycle costs of the fleet
- Increased service reliability

Intangible Benefits

- Access to newer and more efficient technology
- Reduced down time for unscheduled repair work

KEY RISKS & MITIGATING STRATEGY

Key Risks:

- Decreased fleet utilization
- Disruption or delays in City services
- Increased operating costs
- Increased load on City maintenance/repair facilities

RESOURCES

Assets identified for replacement are purchased with consideration given to the best financial and operational benefit, and utilize the open procurement processes of a tender call.

CONCLUSIONS AND RECOMMENDATIONS

This report recommends the approval for the replacement of approximately 930 vehicles and equipment participating in the Replacement Fund Program that will be at the end of their useful service life between 2015 and 2018.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Vehicle and Equipment Replacement**
 PROFILE NUMBER: **CM-25-1001**

PROFILE TYPE: **Composite**
 BRANCH: **Fleet Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	20,108	17,487	23,441	26,208	-	-	-	-	-	87,243
Current Approved Budget		-	-	20,108	17,487	23,441	26,208	-	-	-	-	-	87,243
Approved Funding Sources													
Fleet Services Replacement Rsv		-	-	19,951	17,487	23,441	26,208	-	-	-	-	-	87,086
Pay-As-You-Go		-	-	157	-	-	-	-	-	-	-	-	157
Current Approved Funding Sources		-	-	20,108	17,487	23,441	26,208	-	-	-	-	-	87,243

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	20,108	17,487	23,441	26,208	-	-	-	-	-	87,243
Requested Funding Source													
Fleet Services Replacement Rsv		-	-	19,951	17,487	23,441	26,208	-	-	-	-	-	87,086
Pay-As-You-Go		-	-	157	-	-	-	-	-	-	-	-	157
Requested Funding Source		-	-	20,108	17,487	23,441	26,208	-	-	-	-	-	87,243

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Fleet Equipment	-	-	20,108	17,487	23,441	26,208	-	-	-	-	-	87,243
	Total	-	-	20,108	17,487	23,441	26,208	-	-	-	-	-	87,243

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **FUEL SITE & OIL TANK REPLACEMENTS**
 PROFILE NUMBER: **CM-25-3002**
 DEPARTMENT: **Corporate Services**
 BRANCH: **Fleet Services**
 LEAD BRANCH: **Facility and Landscape Infrastructure**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Steve Rapanos**
 LEAD BRANCH MANAGER: **Adam Laughlin**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2017**

Service Category: **Corporate Support** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	2,723
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	2,723

PROFILE DESCRIPTION

This project provides the replacement of aging fuel systems (tanks and associated equipment) before catastrophic failure. Ground analysis has been performed at the sites, as part of the risk analysis, to help determine priorities for upgrades. Fuel tank infrastructure has to comply with environmental (ISO) and fire code standards.

The fuel systems to be replaced are at the Ferrier Bus maintenance facility, as well as the replacement of the underground used tank at the Paterson bus maintenance facility.

PROFILE BACKGROUND

Fleet Services maintains and operates fuel dispensing stations at four bus maintenance facilities.

Fuel infrastructure is approaching, or has exceeded, their expected useful service life. Upgrades are required to support daily fuel requirements.

PROFILE JUSTIFICATION

To comply with environmental and fire code requirements. These sites have surpassed the useful life of 25 years as an average. The replacement of these tanks will ensure the protection of the environment. Prevention of such negative environmental impacts ensures the fuel site can remain operational and available to the clients it serves. Leaks would result in immediate shut-down at a detriment in service to the client base.

STRATEGIC ALIGNMENT

This initiative supports the 10-Year Strategic Goal - Shift Edmonton's Transportation Mode as well as The Way We Move.

ALTERNATIVES CONSIDERED

Other Alternatives:

1. Prolong the life of Fuel/Oil Storage Tank systems as best as possible through scheduled maintenance/inspections.
2. Continue to monitor tanks through leak detection methods

COST BENEFITS

Tangible

- Reduced maintenance, repair work, and monitoring
- Reduce environmental liability
- Increases storage

Intangible

- Infrastructure would meet standards
- Efficient and undisturbed flow of service
- Reduced down time

KEY RISKS & MITIGATING STRATEGY

Key risks of not implementing the project include:

- Environmental liability as a result of release of fuels due to aging infrastructure, and
- Immediate shut down of fueling services if a leak was to occur, preventing or limiting fueling services.

RESOURCES

Project management of this project will be provided by the PMMS Branch. Fleet Services will use internal staff resources to assist with scheduling and facilitating the work so that it does not impact current fleet operations.

CONCLUSIONS AND RECOMMENDATIONS

This report recommends replacing the fuel system at the Ferrier Bus maintenance facility, as well as the replacement of the underground used tank at the Paterson bus maintenance facility.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Fuel Site & Oil Tank Replacements**
 PROFILE NUMBER: **CM-25-3002**

PROFILE TYPE: **Composite**
 BRANCH: **Fleet Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	104	269	2,349	-	-	-	-	-	-	2,723
Current Approved Budget		-	-	104	269	2,349	-	-	-	-	-	-	2,723
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	-	269	2,349	-	-	-	-	-	-	2,619
Pay-As-You-Go		-	-	104	-	-	-	-	-	-	-	-	104
Current Approved Funding Sources		-	-	104	269	2,349	-	-	-	-	-	-	2,723

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	104	269	2,349	-	-	-	-	-	2,723
Requested Funding Source												
Munc Sustain. Initiative - MSI		-	-	-	269	2,349	-	-	-	-	-	2,619
Pay-As-You-Go		-	-	104	-	-	-	-	-	-	-	104
Requested Funding Source		-	-	104	269	2,349	-	-	-	-	-	2,723

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	1,858	-	-	-	-	-	-
Design		-	-	-	269	-	-	-	-	-	-	-	269
Equip FurnFixt		-	-	104	-	-	-	-	-	-	-	-	104
Land Improvements		-	-	-	-	492	-	-	-	-	-	-	492
Total		-	-	104	269	2,349	-	-	-	-	-	-	2,723

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **VEHICLE & EQUIPMENT HOIST PROGRAM**
PROFILE NUMBER: **CM-25-3003**
DEPARTMENT: **Corporate Services**
BRANCH: **Fleet Services**
LEAD BRANCH: **Facility and Landscape Infrastructure**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Steve Rapanos**
LEAD BRANCH MANAGER: **Adam Laughlin**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Corporate Support** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,921
2	98	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,921

PROFILE DESCRIPTION

This project funds the replacement of 23 in-ground floor hoists that have exceeded their life expectancy. These hoists are between 20 and 25 years old and are deteriorating due to wear and corrosion.

PROFILE BACKGROUND

Fleet Services requires the replacement of 30 automotive hoists and the purchase of 5 mobile hoists for growth. The replacement hoists have exceeded their useful service life and do not meet today's Automotive Lift Institute's safety standards.

PROFILE JUSTIFICATION

To comply with safety and environmental requirements. These hoists need to be upgraded to reduce the risk of environmental damage from hydraulic leaks and to incorporate the latest safety features available in modern hoists. Due to safety requirements, hoists need to be replaced prior to catastrophic failure.

STRATEGIC ALIGNMENT

Ensure financial sustainability through the Way We Finance. Ensure the City has well managed and sustainable assets and services. Preserve and sustain Edmonton's environment to minimize impact of City operations on air, land, and water systems.

ALTERNATIVES CONSIDERED

The alternatives are the City either replaces the hoists as planned or assume the risks for not replacing them in a timely manner. All failed hoists would close bays for operational use and pose significant safety risks.

COST BENEFITS

- Tangible Benefits
- Increased productivity
 - Increased safety environmental protection
- Intangible Benefits
- More efficient equipment
 - Reduced down time

KEY RISKS & MITIGATING STRATEGY

Key risks of not replacing the in-ground hoists recommended include:

- An increased risk of undetected site contamination
- Excessive down-time of hoist
- Risk of serious injury or even death resulting from failure of a lifting hoist.

RESOURCES

Project management of this project will be provided by the PMMS Branch. Fleet Services will use internal staff resources to assist with scheduling and facilitating the work so that it does not impact current fleet operations.

CONCLUSIONS AND RECOMMENDATIONS

Recommendations

This report recommends the approval for the replacement of 23 in-ground vehicle hoists, having reached or exceeded the end of their useful service life.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Vehicle & Equipment Hoist Program**
 PROFILE NUMBER: **CM-25-3003**

PROFILE TYPE: **Composite**
 BRANCH: **Fleet Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	2,156	2,333	2,388	44	-	-	-	-	-	6,921
Current Approved Budget		-	-	2,156	2,333	2,388	44	-	-	-	-	-	6,921
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	1,824	2,078	2,345	-	-	-	-	-	-	6,246
Pay-As-You-Go		-	-	333	254	43	44	-	-	-	-	-	674
Current Approved Funding Sources		-	-	2,156	2,333	2,388	44	-	-	-	-	-	6,921

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	2,156	2,333	2,388	44	-	-	-	-	-	6,921
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	1,824	2,078	2,345	-	-	-	-	-	-	6,246
Pay-As-You-Go		-	-	333	254	43	44	-	-	-	-	-	674
Requested Funding Source		-	-	2,156	2,333	2,388	44	-	-	-	-	-	6,921

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Design	-	-	-	-	-	44	-	-	-	-	-	44
	Equip FurnFixt	-	-	2,156	2,333	2,388	-	-	-	-	-	-	6,877
	Total	-	-	2,156	2,333	2,388	44	-	-	-	-	-	6,921

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **TOOLS & SHOP EQUIPMENT PROGRAM**
 PROFILE NUMBER: **CM-25-3005**
 DEPARTMENT: **Corporate Services**
 BRANCH: **Fleet Services**
 LEAD BRANCH: **Fleet Services**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Steve Rapanos**
 LEAD BRANCH MANAGER: **Steve Rapanos**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Corporate Support** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	3,618
11	89	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	3,618

PROFILE DESCRIPTION

To replace worn, obsolete, out of date tools and equipment for the support, maintenance and repair of the City of Edmonton's vehicle fleet.

PROFILE BACKGROUND

There are tools and equipment within Fleet Services' inventory that are 20+ years' old and have reached or exceeded its service life.

PROFILE JUSTIFICATION

Shop tools and equipment are managed to ensure optimum economic life of the fleet is achieved. Tools and equipment are required for fleet repair, maintenance, and body work. Thus, the availability of operational tools and equipment is critical in fulfilling this service. This program is required to achieve that goal.

STRATEGIC ALIGNMENT

This initiative supports the 10-Year Strategic Goal - Shift Edmonton's Transportation Mode as well as The Way We Move.

ALTERNATIVES CONSIDERED

Other Alternatives:

1. Repair broken tools and equipment if possible
2. Outsource repairs if tools are unavailable to purchase or repair
3. Delay or cancellation of projects

COST BENEFITS

Tangible Benefits

- Reduced down time due to unscheduled repair costs
- Higher vehicle turn-around/fleet availability

Intangible Benefits

- Access to newer and more efficient technology
- Improve employee safety

KEY RISKS & MITIGATING STRATEGY

Key risks of not replacing tools or equipment pass their service life include:

- Loss in productivity or maintenance down time
- Compromised Fleet availability
- Potential risk of serious injury

RESOURCES

Fleet Services will utilize internal staff resources from the Building Maintenance and Equipment area to assist with scheduling and facilitating the work so that it does not impact current fleet operations. .

CONCLUSIONS AND RECOMMENDATIONS

Recommendations

This report recommends the approval for the funding of to replace tools/equipment that are passed their service life and no longer serving its function and the purchase for new tools/equipment for growth.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Tools & Shop Equipment Program**
 PROFILE NUMBER: **CM-25-3005**

PROFILE TYPE: **Composite**
 BRANCH: **Fleet Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	968	902	864	883	-	-	-	-	-	3,618
Current Approved Budget		-	-	968	902	864	883	-	-	-	-	-	3,618
Approved Funding Sources													
Pay-As-You-Go		-	-	968	902	864	883	-	-	-	-	-	3,618
Current Approved Funding Sources		-	-	968	902	864	883	-	-	-	-	-	3,618

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	968	902	864	883	-	-	-	-	3,618
Requested Funding Source												
Pay-As-You-Go		-	-	968	902	864	883	-	-	-	-	3,618
Requested Funding Source		-	-	968	902	864	883	-	-	-	-	3,618

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Equip FurnFixt	-	-	968	902	864	883	-	-	-	-	-	3,618
	Total	-	-	968	902	864	883	-	-	-	-	-	3,618

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: TRANSIT BUS WASH REPLACEMENTS
PROFILE NUMBER: CM-25-3007
DEPARTMENT: Corporate Services
BRANCH: Fleet Services
LEAD BRANCH: Facility and Landscape Infrastructure
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Steve Rapanos
LEAD BRANCH MANAGER: Adam Laughlin
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2018

Service Category: Corporate Support Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	4,808
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	4,808

PROFILE DESCRIPTION

This project funds the replacement of the Central, Davies, Ferrier and Mitchell car/bus washes that have exceeded their life expectancy and have become obsolete.

PROFILE BACKGROUND

Fleet Services currently has bus wash systems that have exceeded their useful life, are expensive to maintain, and are not meeting functional requirements. An upgrade to the system is required.

PROFILE JUSTIFICATION

The washes proposed have reached their life expectancy and the equipment is obsolete creating high maintenance costs. This equipment is also not meeting operational requirements and have high frequencies of damaging City fleet.

STRATEGIC ALIGNMENT

This initiative supports the 10-Year Strategic Goal - Shift Edmonton's Transportation Mode as well as The Way We Move.

ALTERNATIVES CONSIDERED

- Alternatives:
- 1) Replace undating technology
 - 2) Do not replace and assume risks

COST BENEFITS

- Tangible
- Reduce down time for unscheduled repair work.
 - Cleaner buses and less wear on exterior bus fleet.
 - Reduce water consumption and waste disposal costs
- Intangible
- Citizens see improved cleanliness of the exterior of the buses

KEY RISKS & MITIGATING STRATEGY

- Key risks of not renewing the bus wash system:
- Down-time due for bus cleaning services
 - Collection of sediments and wash water can potentially create frequent drainage problems
 - Damage to the bus fleet and a reduction in bus cleanliness

RESOURCES

Project management of this project will be provided by the PMMS Branch. Fleet Services will use internal staff resources to assist with scheduling and facilitating the work so that it does not impact current fleet operations.

CONCLUSIONS AND RECOMMENDATIONS

This report recommends the approval for the replacement of bus wash systems at the Ferrier and Mitchell Transit Facilities that have reached the end of their useful service life within the 2015 – 2018 capital plan.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Transit Bus Wash Replacements**
 PROFILE NUMBER: **CM-25-3007**

PROFILE TYPE: **Composite**
 BRANCH: **Fleet Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	110	242	1,946	2,510	-	-	-	-	-	4,808
Current Approved Budget		-	-	110	242	1,946	2,510	-	-	-	-	-	4,808
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	-	219	1,788	2,330	-	-	-	-	-	4,337
Pay-As-You-Go		-	-	110	24	158	179	-	-	-	-	-	471
Current Approved Funding Sources		-	-	110	242	1,946	2,510	-	-	-	-	-	4,808

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	110	242	1,946	2,510	-	-	-	-	-	4,808
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	-	219	1,788	2,330	-	-	-	-	-	4,337
Pay-As-You-Go		-	-	110	24	158	179	-	-	-	-	-	471
Requested Funding Source		-	-	110	242	1,946	2,510	-	-	-	-	-	4,808

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	1,022	1,351	-	-	-	-	-
Design		-	-	-	242	193	-	-	-	-	-	-	435
Equip FurnFixt		-	-	-	-	731	717	-	-	-	-	-	1,448
Other Costs		-	-	110	-	-	441	-	-	-	-	-	551
Total		-	-	110	242	1,946	2,510	-	-	-	-	-	4,808

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **IT ENTERPRISE APPLICATION RENEWAL**
 PROFILE NUMBER: **CM-18-1504**
 DEPARTMENT: **Corporate Services**
 BRANCH: **Information Technology**
 LEAD BRANCH: **Information Technology**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **David Booth**
 LEAD BRANCH MANAGER: **David Booth**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: Corporate Support		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	14,922
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	14,922

PROFILE DESCRIPTION

This initiative covers IT foundational work required to ensure that the City's Enterprise Business Applications are effectively and efficiently managed, and maintained. This foundational work will ensure renewal of the applications through necessary application upgrades.

Most of these applications have been utilized for over fifteen years and while significant investment has been made to implement and upgrade these systems, as well as to merge legacy systems into them, they require ongoing foundational investments to be made. Although the application's age may seem old for a computer application, these "enterprise" class applications can be sustained for several decades providing they receive the appropriate ongoing renewal through upgrades.

PROFILE BACKGROUND

The ERP application strategy endorses the objective of ensuring that business applications used to support common processes and practices are leveraged by other departments or business units that perform the same or similar tasks. A common toolset was chosen for the Enterprise Applications (SAP, PeopleSoft, Spatial, POSSE, Business Intelligence/Data Warehouse, WEB/SharePoint, TACS, and CLASS) and the corporation has since been working on leveraging that investment both by decreasing the number of applications supporting the same business function, and by streamlining processes, ensuring they are consistently applied across the corporation, and are aligned with departmental and corporate strategic objectives. Funding to implement significant new enterprise application functionality, including new modules, will be submitted separately as growth/enhancement initiatives.

PROFILE JUSTIFICATION

It is important to include foundational or sustaining projects within the IT project portfolio in order to manage risk, refresh infrastructure, and maintain performance of the enterprise applications. Risks of not funding this project include:

- sustainability of the enterprise applications will become inefficient, resulting in increased operating and maintenance costs
- not effectively utilizing the technology enablers provided within the enterprise applications
- management of enterprise applications will not be optimized resulting in increased support costs
- new foundational technologies will be not effectively and efficiently integrated into the enterprise applications.

STRATEGIC ALIGNMENT

This initiative has a strong alignment with "The Way We Finance", and "Transforming Edmonton and Me" and contributes directly to the Corporate Outcome "The City has well managed and sustainable assets and services".

COST BENEFITS

Tangible Benefits

- Business areas are able to continue providing their services in efficient, automated ways.
- Continued Vendor support, resulting in uninterrupted business services.
- Vendors will assist us resolving problems if they occur.

Intangible Benefits

- Business units are satisfied with the application and they can rely on it.
- IT Services are sustainable

KEY RISKS & MITIGATING STRATEGY

Upgrading or replacing enterprise applications require a large coordination effort and all areas must be available for successful planning, testing and implementation. Renewal is more difficult if resources are not available.

RESOURCES

Resourcing for each application renewal may vary but would likely be a combination of internal IT staff, vendors, contractors, and business application users.

CONCLUSIONS AND RECOMMENDATIONS

All business areas are impacted by the results of this initiative. Enterprise applications promote common processes and practices embedded within the business, which positively impacts their ability to perform their work.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **IT Enterprise Application Renewal**
 PROFILE NUMBER: **CM-18-1504**

PROFILE TYPE: **Composite**
 BRANCH: **Information Technology**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	5,376	2,500	3,573	3,473	-	-	-	-	-	14,922
Current Approved Budget		-	-	5,376	2,500	3,573	3,473	-	-	-	-	-	14,922
Approved Funding Sources													
Pay-As-You-Go		-	-	5,376	2,500	3,573	3,473	-	-	-	-	-	14,922
Current Approved Funding Sources		-	-	5,376	2,500	3,573	3,473	-	-	-	-	-	14,922

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	5,376	2,500	3,573	3,473	-	-	-	-	14,922
Requested Funding Source												
Pay-As-You-Go		-	-	5,376	2,500	3,573	3,473	-	-	-	-	14,922
Requested Funding Source		-	-	5,376	2,500	3,573	3,473	-	-	-	-	14,922

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Technology	-	-	5,376	2,500	3,573	3,473	-	-	-	-	-	14,922
	Total	-	-	5,376	2,500	3,573	3,473	-	-	-	-	-	14,922

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Information Technology	-	117	117	-	-	38	38	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	117	117	-	-	38	38	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **IT INFRASTRUCTURE RENEWAL**
 PROFILE NUMBER: **CM-18-1505**
 DEPARTMENT: **Corporate Services**
 BRANCH: **Information Technology**
 LEAD BRANCH: **Information Technology**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **David Booth**
 LEAD BRANCH MANAGER: **David Booth**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Corporate Support** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	23,505
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	23,505

PROFILE DESCRIPTION

This initiative covers foundational work required to ensure that the City's Information Technology and Communication (ITC) Infrastructure is effectively and efficiently managed, and maintained. This work will ensure renewal of the technology infrastructure through necessary upgrades.

Examples of expenditures under this budget include:

- Maintenance of SAN and backup environment;
- Maintenance of data centre and environmental controls;
- Server evergreening;
- Network evergreening;
- IT Branch Desktops evergreening;
- Expected server environment yearly growth;
- Expected network environment yearly growth;
- Necessary software upgrades to remain supported by the vendors; and
- Yearly security testing.

PROFILE BACKGROUND

This budget profile provides the funding for the renewal of the City's ITC Infrastructure. The ITC Infrastructure includes all of the hardware and software used to support and interconnect computers and users within the corporation. The ITC Infrastructure components include:

- Data center facilities;
- Servers (application, presentation, integration, database);
- Network hardware, software & services;
- Storage hardware & software;
- Back-up and recovery software;
- Security hardware, software & services; and
- Infrastructure management hardware, software & services.

This budget profile provides for the renewal of functionally obsolete ITC Infrastructure components, ensures that the City is upgrading infrastructure component software to versions that are vendor supported, and ensures up to date security software is in place to minimize the risk of unauthorized access to the City's networks.

PROFILE JUSTIFICATION

IT Infrastructure is the underlying backbone for all IT assets within the City. All software applications rely on this backbone to operate effectively. Maintaining the infrastructure to vendor-supported versions will ensure that the City has up to date infrastructure in place to minimize the risk of unauthorized access to the City's networks.

Failure to replace the ITC infrastructure components in a timely fashion places them at risk of failure, causing interruption to City-services and potentially increasing costs to recover from interruptions. Remaining on vendor-supported technology reduces risk of failure and cost of maintenance, and minimizes the risk of extended service interruptions because of obsolete equipment. Advances in computing technology continue to occur at an extremely rapid pace and vendors only provide support for a limited number of hardware products.

STRATEGIC ALIGNMENT

- The Way We Grow
- The Way We Move
- The Way We Green
- The Way We Finance

COST BENEFITS

- Business areas are able to continue providing their services in efficient, automated ways;
- Continued Vendor support ensuring uninterrupted business services (vendors will assist city-staff in resolving problems if they occur, which could not happen if upgrades were not kept current);
- Shorter outages when they occur and lower maintenance and support costs as a result; and
- Reduced IT support required on renewed applications.

KEY RISKS & MITIGATING STRATEGY

Maintaining infrastructure at current vendor support levels is considered to be non-discretionary in order to maintain uninterrupted business services.

RESOURCES

Resourcing for each aspect of infrastructure renewal may vary but would likely be a combination of internal IT staff, vendors and contractors.

CONCLUSIONS AND RECOMMENDATIONS

Provide funding to support this initiative in order to maintain business services, and at the same time, develop a more detailed maintenance & upgrade plan in order to validate investment estimate requirements for future years.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **IT Infrastructure Renewal**
 PROFILE NUMBER: **CM-18-1505**

PROFILE TYPE: **Composite**
 BRANCH: **Information Technology**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	4,816	7,036	7,534	4,119	-	-	-	-	-	23,505
Current Approved Budget		-	-	4,816	7,036	7,534	4,119	-	-	-	-	-	23,505
Approved Funding Sources													
Pay-As-You-Go		-	-	4,816	7,036	7,534	4,119	-	-	-	-	-	23,505
Current Approved Funding Sources		-	-	4,816	7,036	7,534	4,119	-	-	-	-	-	23,505

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	4,816	7,036	7,534	4,119	-	-	-	-	23,505
Requested Funding Source												
Pay-As-You-Go		-	-	4,816	7,036	7,534	4,119	-	-	-	-	23,505
Requested Funding Source		-	-	4,816	7,036	7,534	4,119	-	-	-	-	23,505

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Technology	-	-	4,816	7,036	7,534	4,119	-	-	-	-	-	23,505
	Total	-	-	4,816	7,036	7,534	4,119	-	-	-	-	-	23,505

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **BUSINESS UNIT APPLICATION RENEWAL**
 PROFILE NUMBER: **CM-18-1506**
 DEPARTMENT: **Corporate Services**
 BRANCH: **Information Technology**
 LEAD BRANCH: **Information Technology**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **David Booth**
 LEAD BRANCH MANAGER: **David Booth**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Corporate Support** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	15,448
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	15,448

PROFILE DESCRIPTION

This profile will provide for ongoing renewal, upgrade or replacement of business unit specific IT applications.

This initiative will ensure the City's business unit specific applications are maintained at supported levels. Major upgrades are required approximately every two to three years. The ultimate outcome will be business service availability. The City has a current inventory of over 140 business unit specific IT applications. Every application will require a major upgrade about every two to three years. The City also has a number of custom developed applications. These applications will require replacement about every ten years.

This initiative does not include ERP applications or infrastructure applications. It also does not include single user (desktop) applications.

PROFILE BACKGROUND

This initiative will provide ongoing renewal, upgrade and replacement of departmental applications, and ensure that all applications continue to be maintained at vendor support levels. Maintaining applications at current vendor support levels is considered to be non-discretionary.

Every department currently has a number of business unit specific applications to support their business. There are currently over 140 business unit specific applications in use at the CoE. Examples of some of these applications include CLASS, Trapeze, Tririga, DRAINS, and COBS. In order to ensure ongoing vendor support, these applications require regular upgrades. A major upgrade is required about every two to three years, at an average cost of about \$300,000 for a medium sized application such as RMS, and as much as \$3,000,000 for a major application such as CAD. There are also a number of custom developed applications that require replacement approximately every ten years.

PROFILE JUSTIFICATION

Applications need to be upgraded to current vendor support levels approximately every three years. This profile is required to upgrade and/or replace aging applications in order to maintain vendor support. Not upgrading / replacing applications could result in significant outages, leading to significant downtime and additional support costs for business areas in every department. Additionally, services provided to citizens could be significantly impacted.

STRATEGIC ALIGNMENT

This initiative has a strong alignment with the strategic goal "The Way We Finance", and contributes directly to the Corporate Outcome "The City has well managed and sustainable assets and services".

COST BENEFITS

- Tangible Benefits
- Business areas are able to continue providing their services in efficient, automated ways.
 - Continued Vendor support, resulting in uninterrupted business services.
 - Reduced IT support required on renewed applications.
- Intangible Benefits
- Satisfied customers and Application Owners.
 - IT services are sustainable.

KEY RISKS & MITIGATING STRATEGY

Resource availability when required – The Project Manager will develop detailed workplans, in conjunction with key stakeholders to plan and schedule resource requirements and utilization.

RESOURCES

Resourcing for each application renewal would be a combination of internal IT staff, Vendors of third party applications, and business application users.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that funding be provided to support this initiative in order to maintain business services.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Business Unit Application Renewal**
 PROFILE NUMBER: **CM-18-1506**

PROFILE TYPE: **Composite**
 BRANCH: **Information Technology**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	3,247	5,566	2,456	4,179	-	-	-	-	-	15,448
Current Approved Budget		-	-	3,247	5,566	2,456	4,179	-	-	-	-	-	15,448
Approved Funding Sources													
Pay-As-You-Go		-	-	3,247	5,566	2,456	4,179	-	-	-	-	-	15,448
Current Approved Funding Sources		-	-	3,247	5,566	2,456	4,179	-	-	-	-	-	15,448

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	3,247	5,566	2,456	4,179	-	-	-	-	15,448
Requested Funding Source												
Pay-As-You-Go		-	-	3,247	5,566	2,456	4,179	-	-	-	-	15,448
Requested Funding Source		-	-	3,247	5,566	2,456	4,179	-	-	-	-	15,448

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Technology	-	-	3,247	5,566	2,456	4,179	-	-	-	-	-	15,448
	Total	-	-	3,247	5,566	2,456	4,179	-	-	-	-	-	15,448

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Information Technology	-	45	45	-	-	14	14	-	-	14	14	-	-	-	-	-
Total Operating Impact	-	45	45	-	-	14	14	-	-	14	14	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **ENTERPRISE APPLICATIONS GROWTH**
 PROFILE NUMBER: **CM-18-1508**
 DEPARTMENT: **Corporate Services**
 BRANCH: **Information Technology**
 LEAD BRANCH: **Information Technology**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **David Booth**
 LEAD BRANCH MANAGER: **David Booth**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Corporate Support** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	13,933
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	13,933

PROFILE DESCRIPTION

The ERP application growth initiatives described in this profile encompass the implementation of significantly new Enterprise Application functionalities and acquisition of new ERP modules not currently part of the City environment. The investment is directly associated with the asset acquisitions and resources required to plan and implement these IT ERP initiatives.

The following provides examples of the initiatives included in this profile:

- Pedestrian Wayfinding (Spatial)
- Spatial Business Intelligence (Data Warehouse & Business Intelligence)
- SAP Year End Forecasting tool (SAP)
- Performance and Talent Management System (HRIS Peoplesoft)
- Corporate Properties Integration (POSSE)
- MGA Changes (Taxation and Assessment)
- Social Media Tools Phase 2 (Internet /Intranet)

PROFILE BACKGROUND

There are currently eight Enterprise Application suites in use at the CoE. These include:

- SAP
- POSSE
- Spatial Applications (including SLIM, Microstation and more),
- Business Intelligence (including Open Data, Business Objects and more)
- Web/SharePoint
- CLASS
- PeopleSoft
- TACS

In order to address the business drivers facing the City of Edmonton, while leveraging the investment already made on Enterprise Application solutions, the City needs to proactively plan for and invest in the growth of the Enterprise Application suites. This profile outlines the consolidated corporate technology investment budget required to enhance the capabilities in the City's existing ERP application solutions to meet emerging internal and external stakeholder needs.

PROFILE JUSTIFICATION

Investment in ERP application growth initiatives as outlined in this profile is vital to address the increasing service demands while keeping operating costs under control; support the City's day to day operation in order to achieve the Corporate Outcomes; and to deliver on the Ways as outlined in the City's Strategic Plan.

Risks of not funding this profile include:

- Inadequate Enterprise Application functionality available to support and promote the use of common processes and practices in the business areas
- Business operational inefficiencies resulting in an overall increase in business operating costs or missed opportunities for cost saving not effectively utilizing the technology enablers provided within the Enterprise Application(s)
- Management of Enterprise Applications will not be optimized resulting in increased support costs
- Other technology solutions may not be effectively and efficiently integrated into the existing Enterprise Application(s).

STRATEGIC ALIGNMENT

The initiatives in this profile are a "Condition of Success" for the other departments' outcomes by building capabilities of ERP applications that are technologically current and meet internal and external stakeholders' needs.

COST BENEFITS

Tangible

- Business areas able to provide and/or improve their services.
- Improved business operating efficiency
- Reduce IT support required.
- Reduce IT application costs.

Intangible

- Satisfied customers and application owners.
- Enable City departments to deliver on the Ways.
- Meet Corporate Outcomes.
- Enhance performance of existing ERP applications.
- Continue to meet internal and external stakeholders' needs.

KEY RISKS & MITIGATING STRATEGY

Resource availability when required – The Project Manager will develop detailed workplans, in conjunction with key stakeholders to plan and schedule resource requirements and utilization.

RESOURCES

Resourcing for each ERP application growth initiative may vary but would likely be a combination of internal IT staff, business application users, contractors and vendors of ERP applications.

CONCLUSIONS AND RECOMMENDATIONS

Investment in ERP application growth initiatives is vital to address the increasing service demands and operations to achieve Corporate Outcomes and deliver on the Ways.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Enterprise Applications Growth**
 PROFILE NUMBER: **CM-18-1508**

PROFILE TYPE: **Composite**
 BRANCH: **Information Technology**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	3,503	3,601	3,192	3,638	-	-	-	-	-	13,933
Current Approved Budget		-	-	3,503	3,601	3,192	3,638	-	-	-	-	-	13,933
Approved Funding Sources													
Pay-As-You-Go		-	-	3,503	3,601	3,192	3,638	-	-	-	-	-	13,933
Current Approved Funding Sources		-	-	3,503	3,601	3,192	3,638	-	-	-	-	-	13,933

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	3,503	3,601	3,192	3,638	-	-	-	-	13,933
Requested Funding Source												
Pay-As-You-Go		-	-	3,503	3,601	3,192	3,638	-	-	-	-	13,933
Requested Funding Source		-	-	3,503	3,601	3,192	3,638	-	-	-	-	13,933

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Technology	-	-	3,503	3,601	3,192	3,638	-	-	-	-	-	13,933
	Total	-	-	3,503	3,601	3,192	3,638	-	-	-	-	-	13,933

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Information Technology	-	47	47	-	-	38	38	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	47	47	-	-	38	38	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **IT BUSINESS APPLICATIONS GROWTH**
PROFILE NUMBER: **CM-18-1509**
DEPARTMENT: **Corporate Services**
BRANCH: **Information Technology**
LEAD BRANCH: **Information Technology**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **David Booth**
LEAD BRANCH MANAGER: **David Booth**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Corporate Support** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	5,518
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	5,518

PROFILE DESCRIPTION

This composite is required to fund the City's investment in application growth initiatives that support the City department's lines of business for 2015 to 2018.

The business application growth initiatives described in this profile encompass the addition of new, improved and/or advanced application functionalities and the introduction of new solutions not currently part of the City environment. The investment is directly associated with resources required to plan, acquire or develop, and implement these IT initiatives.

The following provides examples of the initiatives included in this profile:

- Open Government Mobility Apps (Corporate Services)
- Road Construction Cost Estimating (Transportation)
- Enhance Facility Management Solution (Sustainable Development)
- Fire Fighter GPS Tracking (Community Services)
- Document Management System (DMS) implementation (Financial Service & Utilities)
- Social Media Analytics (Data Warehouse & Business Intelligence committee)

PROFILE BACKGROUND

Every City department relies upon a number of business specific applications to perform their business and to ensure services are delivered to citizens. Business applications and technology have become an integral part of the City's day to day operation. Every department currently has a number of business unit specific applications to support their business. There are currently over 140 business unit specific applications in use at the CoE. Examples of some of these applications include CAD, Trapeze, Tririga, DRAINS and COBS. The initiatives described within this profile increase the scope and capabilities of these business unit applications.

In order to address the business drivers that increase demand and pressure on City services, while keeping costs under control, the City must proactively plan for and invest in its future business applications and technology growth

PROFILE JUSTIFICATION

Investment in business application growth initiatives as outlined in this profile is vital to address the increasing service demands while keeping operating costs under control; support the City's day to day operation in order to achieve the Corporate Outcomes; and to deliver on the Ways as outlined in the City's Strategic Plan.

The business application growth initiatives submitted were identified by all City departments based on their business needs. Without the investment funding for this profile, the City's business areas would be at risk of not being able to meet its Corporate Outcomes of "delivering valued, quality, cost-effective services to its citizens" and "The City has well managed and sustainable assets and services". It would also run the risk of not fully delivering the plans and actions outlined under the Ways.

The specific resourcing requirements for each initiative are identified within the details of each TIR (Technology Investment Request).

STRATEGIC ALIGNMENT

The Way We Finance

COST BENEFITS

Business areas are able to provide and/or improve their services in efficient, automated ways.
The specific tangible and intangible benefits for each initiative are identified within the details of each project.

KEY RISKS & MITIGATING STRATEGY

Resource availability when required – The Project Manager will develop detailed workplans, in conjunction with key stakeholders to plan and schedule resource requirements and utilization.

RESOURCES

Resourcing for each application growth initiative may vary but would likely be a combination of internal IT staff, business application users, contractors and vendors of third-party applications (where applicable).

CONCLUSIONS AND RECOMMENDATIONS

Investment in application growth initiatives is vital to address the increasing service demands and operations to achieve the Corporate Outcomes; and to deliver on the Ways. Provide funding for the application growth initiatives for 2015 to 2018.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **IT Business Applications Growth**
 PROFILE NUMBER: **CM-18-1509**

PROFILE TYPE: **Composite**
 BRANCH: **Information Technology**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	783	1,378	1,640	1,717	-	-	-	-	-	5,518
Current Approved Budget		-	-	783	1,378	1,640	1,717	-	-	-	-	-	5,518
Approved Funding Sources													
Pay-As-You-Go		-	-	783	1,378	1,640	1,717	-	-	-	-	-	5,518
Current Approved Funding Sources		-	-	783	1,378	1,640	1,717	-	-	-	-	-	5,518

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	783	1,378	1,640	1,717	-	-	-	-	5,518
Requested Funding Source												
Pay-As-You-Go		-	-	783	1,378	1,640	1,717	-	-	-	-	5,518
Requested Funding Source		-	-	783	1,378	1,640	1,717	-	-	-	-	5,518

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Technology		-	-	783	1,378	1,640	1,717	-	-	-	-	-
Total		-	-	783	1,378	1,640	1,717	-	-	-	-	-	5,518

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Information Technology	-	27	27	-	-	-	-	-	-	60	60	-	-	-	-	-
Total Operating Impact	-	27	27	-	-	-	-	-	-	60	60	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **CURRENT PLANNING IT ENHANCEMENTS**
PROFILE NUMBER: **15-17-2031**
DEPARTMENT: **Sustainable Development**
BRANCH: **Current Planning**
LEAD BRANCH: **Current Planning**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Scott Mackie**
LEAD BRANCH MANAGER: **Scott Mackie**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: Corporate Support		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	10,949
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	10,949

PROFILE DESCRIPTION

Investment in IT technology and business process design related to Current Planning activities. This includes Land Development, Permitting, and Licensing work. The overarching project is called "Future State". The funding source is the Current Planning Reserve 281087.

PROFILE BACKGROUND

The Current Planning Branch has undertaken the Future State project to enhance its IT infrastructure, including investments in process redesign, software, hardware, and associated training.

PROFILE JUSTIFICATION

The Future State project has initiated several technology and business process changes as of 2012, which require this support to enable the project deliverables to be fully realized by and scalable to all branch operations.

STRATEGIC ALIGNMENT

This investment contributes to Current Planning's goal of ensuring the development of a sustainable community through improving the productivity, accountability, and communication of work in line with the Branch's business model.

ALTERNATIVES CONSIDERED

- A lack of investment in this program will:
- Induce the need for additional staff and facility resources and/or additional time for application processing
 - Limit the advancement of accountable business practices for application processing.

COST BENEFITS

- Tangible Benefits:
- Improved rezoning, development, building, and business licence application processing timelines
 - Improved customer service and satisfaction
- Intangible Benefits:
- Improved coordination and collaboration between internal and external partners for permits and licences
 - Efficient development coordination for residential, commercial, and industrial development

KEY RISKS & MITIGATING STRATEGY

The key risk for the business include insufficient investment and support for the program.

RESOURCES

Investments will include contractors and staff support for business analysis, software development, as well as new software and hardware purchases.

CONCLUSIONS AND RECOMMENDATIONS

These investments are intended to augment the productivity, accountability, and communication of the work undertaken in line with the business model's need for clear accountability and cost recovery.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Current Planning IT Enhancements**
 PROFILE NUMBER: **15-17-2031**

PROFILE TYPE: **Standalone**
 BRANCH: **Current Planning**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	2,744	2,716	2,732	2,758	-	-	-	-	-	10,949
Current Approved Budget		-	-	2,744	2,716	2,732	2,758	-	-	-	-	-	10,949
Approved Funding Sources													
Other Reserve		-	-	2,744	2,716	2,732	2,758	-	-	-	-	-	10,949
Current Approved Funding Sources		-	-	2,744	2,716	2,732	2,758	-	-	-	-	-	10,949

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	2,744	2,716	2,732	2,758	-	-	-	-	10,949
Requested Funding Source												
Other Reserve		-	-	2,744	2,716	2,732	2,758	-	-	-	-	10,949
Requested Funding Source		-	-	2,744	2,716	2,732	2,758	-	-	-	-	10,949

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Design	-	-	2,744	2,716	2,732	2,758	-	-	-	-	-	10,949
	Total	-	-	2,744	2,716	2,732	2,758	-	-	-	-	-	10,949

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Current Planning	-	250	250	-	-	250	250	-	-	250	250	-	-	250	250	-
Total Operating Impact	-	250	250	-	-	250	250	-	-	250	250	-	-	250	250	-

CAPITAL PROFILE REPORT

PROFILE NAME: **EDMONTON ARENA**
 PROFILE NUMBER: **11-17-0099**
 DEPARTMENT: **Sustainable Development**
 BRANCH: **Real Estate, Housing and Economic**
 LEAD BRANCH:
 PROGRAM NAME:
 BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE: **Post Budget Approval**
 PROFILE TYPE: **Standalone**
 PROFILE MANAGER: **Rick Daviss**
 LEAD BRANCH MANAGER:
 ESTIMATED START DATE: **January, 2011**
 ESTIMATED COMPLETION: **December, 2017**

Service Category: Economic Development		Major Initiative: Downtown Arena District	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	605,381
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	605,381

PROFILE DESCRIPTION

The Design & Building of the new downtown arena. Edmonton City Council has approved the master and location-related agreements to design and build a new downtown arena.

PROFILE BACKGROUND

The Downtown Arena Project is identified in the Capital City Downtown Plan as a transformational initiative that will revitalize the downtown and ensure the sustainability of NHL hockey in the city of Edmonton.

PROFILE JUSTIFICATION

Contribute to the revitalization of Edmonton's downtown and moving towards City's vision in the Way Ahead.

STRATEGIC ALIGNMENT

The Downtown Arena will contribute to all Strategic Goals of The Way Ahead re: preserve / sustain the environment; improve livability; transform urban form; shift transportation modes; ensure financial sustainability; and diversify the economy.

KEY RISKS & MITIGATING STRATEGY

Deferral of this project will remove the prime catalyst from the downtown revitalization movement.
 Deferral could also affect the regional sports and business culture by risking the departure of the Oilers from Edmonton.

RESOURCES

CoE staff will provide oversight and direction. Design and construction work will be tendered.

CONCLUSIONS AND RECOMMENDATIONS

Given the importance of the downtown revitalization movement, and the Arena project is a prime catalyst, as well as the cultural and economic importance of the Oilers operation to the region, approval of the project funding is recommended.

CHANGES TO APPROVED PROFILE

Fall 2014: Identifying and re-aligning funding sources with the expected allocation from Federal and Provincial grant providers.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Edmonton Arena**
 PROFILE NUMBER: **11-17-0099**

PROFILE TYPE: **Standalone**
 BRANCH: **Real Estate, Housing and Economic**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	29,000	38,274	39,756	9,489	43	-	-	-	-	-	116,562	
	2011 CBS Budget Adjustment	1,020	-	-	-	-	-	-	-	-	-	1,020	
	2012 CBS Budget Adjustment	-12,528	-	-	-	-	-	-	-	-	-	-12,528	
	2013 Cap - Capital Budget Adj (one-off)	28,705	-	-	-	-	-	-	-	-	-	28,705	
	2013 Cap - Carry Forward	-29,018	-	-	-	-	-	-	-	-	-	-29,018	
	2013 CBS Budget Adjustment	12,508	-	-	-	-	-	-	-	-	-	12,508	
	2014 Cap - Capital Budget Adj (one-off)	-	104,426	198,159	153,596	2,052	-	-	-	-	-	458,233	
	2014 Cap - Carry Forward	-	29,018	-	-	-	-	-	-	-	-	29,018	
	2014 SCBA >\$1MM or New	-	881	-	-	-	-	-	-	-	-	881	
	2014 SCBA Change in Sources of Funding	-	-	-	-600	600	-	-	-	-	-	-	
	Current Approved Budget	29,687	172,599	237,915	162,485	2,695	-	-	-	-	-	605,381	
	Approved Funding Sources												
	Debt CRL Downtown	10,904	82,900	73,119	31,670	407	-	-	-	-	-	-	199,000
Federal Gas Tax Rev Share	-	-	2,000	4,400	600	-	-	-	-	-	-	7,000	
Operating Revenues	-	881	-	-	-	-	-	-	-	-	-	881	
Other Grants - Provincial	-	11,000	12,000	9,000	-	-	-	-	-	-	-	32,000	
Partnership Funding	-	13,689	5,000	5,000	-	-	-	-	-	-	-	23,689	
Self Supporting-Tax Guaranteed	18,783	64,128	145,796	112,415	1,688	-	-	-	-	-	-	342,811	
Tax-Supported Debt	-	-	-	-	-	-	-	-	-	-	-	-	
Current Approved Funding Sources	29,687	172,599	237,915	162,485	2,695	-	-	-	-	-	-	605,381	

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	29,687	172,599	237,915	162,485	2,695	-	-	-	-	-	-	605,381
Requested Funding Source												
Debt CRL Downtown	10,904	82,900	73,119	31,670	407	-	-	-	-	-	-	199,000
Federal Gas Tax Rev Share	-	-	2,000	4,400	600	-	-	-	-	-	-	7,000
Operating Revenues	-	881	-	-	-	-	-	-	-	-	-	881
Other Grants - Provincial	-	11,000	12,000	9,000	-	-	-	-	-	-	-	32,000
Partnership Funding	-	13,689	5,000	5,000	-	-	-	-	-	-	-	23,689
Self Supporting-Tax Guaranteed	18,783	64,128	145,796	112,415	1,688	-	-	-	-	-	-	342,811
Tax-Supported Debt	-	-	-	-	-	-	-	-	-	-	-	-
Requested Funding Source	29,687	172,599	237,915	162,485	2,695	-	-	-	-	-	-	605,381

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
REVISED BUDGET (IF APPROVED)	Construction	-	139,286	237,915	162,485	2,695	-	-	-	-	-	-	542,381
	Design	12,195	33,313	-	-	-	-	-	-	-	-	-	45,508
	Other Costs	17,492	-	-	-	-	-	-	-	-	-	-	17,492
	Total	29,687	172,599	237,915	162,485	2,695	-	-	-	-	-	-	605,381

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **THE QUARTERS - PHASE 1**
 PROFILE NUMBER: **11-17-0407**
 DEPARTMENT: **Sustainable Development**
 BRANCH: **Real Estate, Housing and Economic**
 LEAD BRANCH:
 PROGRAM NAME:
 BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Standalone
PROFILE MANAGER:	Trocenko W.
LEAD BRANCH MANAGER:	
ESTIMATED START DATE:	January, 2012
ESTIMATED COMPLETION:	December, 2015

Service Category:	Economic Development	Major Initiative:
-------------------	----------------------	-------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	52,145
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	52,145

PROFILE DESCRIPTION

The Quarters Downtown project is a City led redevelopment initiative intended to provide the catalyst for private sector investment and redevelopment of the east side of Edmonton's downtown. The proposed urban design plan for the area allows for an increase in population from the current 2,400 people to as many as 20,000 people when full build out is achieved. The City's strategic investments in major infrastructure upgrades and new public amenities will address development impediments in the downtown east with the goal of attracting private investment that will revitalize this area.

Redevelopment of The Quarters will be done in a phased approach. It is anticipated that Phase I redevelopment project costs will be covered by The Quarters Downtown Community Revitalization Levy (CRL). The focus of Phase I will be to complete the drainage work on 96th Street (Armature) which serves as the backbone for the area, complete a minimum of two full blocks of streetscaping on 96th Street north of Jasper Avenue, complete drainage and streetscaping around the site planned for the Five Corners Tower, and complete streetscaping in Boyle Renaissance. Phase I project costs also include relocating and where applicable putting lines underground for gas, power, water, telephone and cable lines, relocation of the Boyle Renaissance community garden, as well as environmental remediation of City owned lands.

The percent for art has been included in The Quarters Downtown Community Revitalization Levy Plan Service Package in the Operating Budget. The total budget for Phase I is \$560,000 and is split between 2013 and 2014.

#13-40: The non TCA portion of 2013 (\$3,575k) and 2014 (\$280) has been transferred to Operating.

PROFILE JUSTIFICATION

The Quarters Project Profiles (Phases 1-3) were developed to implement plans approved by City Council in 2009; specifically, The Quarters Area Redevelopment Plan, The Quarters Urban Design Plan, The Quarters Downtown Statutory Plan Overlay and the Boyle Street/McCauley Area Redevelopment Plan.

At the June 20th public hearing, City Council approved The Quarters Downtown Community Revitalization Levy Area Plan - Bylaw 15800

Alignment

- The Quarters Downtown Plan aligns with the following 10-year Strategic Goals and Corporate Outcomes:
- Complete collaborative communities that are accessible, strong and inclusive with access to a full range of services
 - Attractive and compact physical design with diverse neighbourhoods, amenities and public open spaces
 - Citizens use public transit and active modes of transportation
 - The City has balanced revenue streams that are sustainable

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **The Quarters - Phase 1**
 PROFILE NUMBER: **11-17-0407**

PROFILE TYPE: **Standalone**
 BRANCH: **Real Estate, Housing and Economic**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	36,000	16,100	3,900	-	-	-	-	-	-	-	-	56,000
2012 CBS Budget Adjustment	-3,729	-	-	-	-	-	-	-	-	-	-	-3,729
2013 Cap - Carry Forward	-10,296	-	-	-	-	-	-	-	-	-	-	-10,296
2013 CBS Budget Adjustment	154	-	-	-	-	-	-	-	-	-	-	154
2014 Cap - Carry Forward	-	10,296	-	-	-	-	-	-	-	-	-	10,296
2014 CBS Budget Adjustment	-	-280	-	-	-	-	-	-	-	-	-	-280
Current Approved Budget	22,129	26,116	3,900	-	-	-	-	-	-	-	-	52,145
Approved Funding Sources												
Debt CRL Quarters	22,129	26,116	3,900	-	-	-	-	-	-	-	-	52,145
Tax-Supported Debt	-	-	-	-	-	-	-	-	-	-	-	-
Current Approved Funding Sources	22,129	26,116	3,900	-	-	-	-	-	-	-	-	52,145

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

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	22,129	26,116	3,900	-	-	-	-	-	-	-	-	52,145
Requested Funding Source												
Debt CRL Quarters	22,129	26,116	3,900	-	-	-	-	-	-	-	-	52,145
Tax-Supported Debt	-	-	-	-	-	-	-	-	-	-	-	-
Requested Funding Source	22,129	26,116	3,900	-	-	-	-	-	-	-	-	52,145

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		REVISED BUDGET (IF APPROVED)											
Land		-20,592	10,296	-	-	-	-	-	-	-	-	-	-10,296
Other Costs		42,721	15,820	3,900	-	-	-	-	-	-	-	-	62,441
Total		22,129	26,116	3,900	-	-	-	-	-	-	-	-	52,145

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **GALLERIA PROJECT - PEDWAY CONNECTION**
PROFILE NUMBER: **14-17-5037**
DEPARTMENT: **Sustainable Development**
BRANCH: **Real Estate, Housing and Economic**
LEAD BRANCH: **Real Estate, Housing and Economic**
PROGRAM NAME:
BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Rick Daviss**
LEAD BRANCH MANAGER: **Rick Daviss**
ESTIMATED START DATE: **January, 2014**
ESTIMATED COMPLETION: **December, 2016**

Service Category: **Economic Development** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	30,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	30,000

PROFILE DESCRIPTION

This pedway will connect the Galleria to the Royal Alberta Museum and Churchill LRT Station. Its elements are

- Design of the pedway and relocation of utilities on the Royal Alberta Museum site (2014).
- Pedway shell construction under part of the Royal Alberta Museum (2015).
- Pedway shell construction under 103A Avenue connecting to the Churchill LRT station and Interior finishing (2016).

PROFILE BACKGROUND

The City has been approached to contribute towards developing a downtown academic and cultural centre, including relocation of U of A Departments to the Downtown Core. The provision of a pedway is required by the University in its proposed relocation

PROFILE JUSTIFICATION

A significant factor of the Galleria project is the partnership with the University of Alberta. The establishment of an academic facility campus will bring more people to the downtown core every day, catalyzing services and development in and around the downtown area. The University participation is conditional upon connecting 104 Ave to the Churchill LRT Station via an underground Pedway.

STRATEGIC ALIGNMENT

Alignment with The Way Ahead:

- The Way We Grow: Edmonton's Municipal Development Plan
- The Way We Live: Edmonton's People Plan.
- The Art of Living: A Plan for Securing the Future of Arts and Heritage in the City of Edmonton 2008-2018.

ALTERNATIVES CONSIDERED

Without immediate City funding, the pedway will not proceed and the University of Alberta's involvement in the bigger project will cease. No future pedway can be built at this location, as the Museum is being constructed in the path.

COST BENEFITS

Benefits

1. New Pedway for the public to access both the RAM and developments north of 103A Ave.
2. University involvement in the Galleria project is preserved.
3. Quality of life is improved for the downtown core by giving the public enhanced access to new facilities.

Costs

Pedway Design(\$3Mil) & Utility relocation \$1.4Mil (2014 SCBA)
Funding for the Pedway shell construction will be part of the 2015-18 Capital Budget submission

KEY RISKS & MITIGATING STRATEGY

Timing is critical as construction of the shell protecting the pedway connection under the forecourt in front of the RAM must be completed no later than 2015.

Detailed design cost estimates may come out higher than expected.

RESOURCES

Cultural Trust is prepared to assume all operating cost for the pedway.

CONCLUSIONS AND RECOMMENDATIONS

Funding of \$4.4Mil is provided for Pedway Design and relocation of utilities on the Royal Alberta Museum site as part of the SCBA. Funding ask for balance of Pedway shell construction of \$3.1M is included in the 2015-18 Capital Budget submission.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Galleria Project - Pedway Connection**
 PROFILE NUMBER: **14-17-5037**

PROFILE TYPE: **Standalone**
 BRANCH: **Real Estate, Housing and Economic**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2014 Cap - Budget Request for Next Cycle	-	-	-	3,100	-	-	-	-	-	-	-	3,100
2014 Cap - Capital Budget Adj (one-off)	-	1,000	5,000	20,900	-	-	-	-	-	-	-	26,900
Current Approved Budget	-	1,000	5,000	24,000	-	-	-	-	-	-	-	30,000
Approved Funding Sources												
Developer Financing	-	750	3,750	18,000	-	-	-	-	-	-	-	22,500
Pay-As-You-Go	-	250	1,250	6,000	-	-	-	-	-	-	-	7,500
Current Approved Funding Sources	-	1,000	5,000	24,000	-	-	-	-	-	-	-	30,000

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	-	1,000	5,000	24,000	-	-	-	-	-	-	30,000
Requested Funding Source											
Developer Financing	-	750	3,750	18,000	-	-	-	-	-	-	22,500
Pay-As-You-Go	-	250	1,250	6,000	-	-	-	-	-	-	7,500
Requested Funding Source	-	1,000	5,000	24,000	-	-	-	-	-	-	30,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		REVISED BUDGET (IF APPROVED)										
Construction	-	-	-	24,000	-	-	-	-	-	-	-	24,000
Design	-	1,000	5,000	-	-	-	-	-	-	-	-	6,000
Total	-	1,000	5,000	24,000	-	-	-	-	-	-	-	30,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	SURPLUS SCHOOL SITES - FIRST PLACE PROGRAM	FUNDED	
PROFILE NUMBER:	15-17-5037	PROFILE STAGE:	
DEPARTMENT:	Sustainable Development	PROFILE TYPE:	
BRANCH:	Real Estate, Housing and Economic	PROFILE MANAGER:	Walter Trocenko
LEAD BRANCH:	Real Estate, Housing and Economic	LEAD BRANCH MANAGER:	Walter Trocenko
PROGRAM NAME:		ESTIMATED START DATE:	January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2018

Service Category:	Economic Development	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	2,530
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	2,530

PROFILE DESCRIPTION

Real Estate, Housing and Economic Sustainability is responsible for overseeing the implementation of the Council Approved First Place Program on 20 Surplus School Sites land in various locations in the city. The First Place Home Ownership Program (formerly known as the First Time Home Buyer Program) is a City of Edmonton program that gives home buyers who have never before owned property in Alberta the opportunity to purchase their first home. The First Place Home Ownership Program transforms undeveloped building sites into housing options for first-time home buyers by offering deferred land payments.

PROFILE BACKGROUND

In 2006, the City acquired 20 surplus school sites. The Council directed administration to use 20 sites for the First Time Home Buyer Program (now First Place Home Ownership Program) and required community design engagement occur in each neighbourhood.

PROFILE JUSTIFICATION

Development of vacant surplus school sites generate revenue to the City (approximately 30+ million in gross revenue from the First Place Program- COE will get 50% of net revenue). In order to realize this revenue potential, Real Estate, Housing and Economic Sustainability, acting as landowner on behalf of the City, must cover the upfront cost of subdivision, environmental testing, public consultation and other costs associated with development. These development costs are born upfront at the beginning of a project, whereas the revenue from each site is only recovered after the sale of the land, which occurs five years after the initial investment, due to deferral of land costs. This capital profile will utilize a reserve to provide the necessary funding to bridge this gap in time and allow each of the 20 sites to be developed in a timely manner.

STRATEGIC ALIGNMENT

This capital profile directly contributes to goals in following City Strategic Plans:

- The Way We Live (3.3.1)
- The Way We Move
- The Way We Grow (3.5.1, 4.1.1)
- The Way We Finance

ALTERNATIVES CONSIDERED

No alternative funding mechanism exists to support the development of First Place Program. Failure to fund this capital profile will result in the inability to proceed with this Council-approved initiative.

COST BENEFITS

Developing underutilized surplus school site land to create housing options for first time home buyers is a sustainable method of using existing infrastructure, increase vibrancy in neighbourhood and increase tax base. The First Place Program alone will add \$1.6 million to the annual tax base, plus revenue from land sales.

KEY RISKS & MITIGATING STRATEGY

Risk mitigation strategies include:

- Environmental testing of land
- Employing an extensive public engagement process that includes series of design engagement

RESOURCES

This initiative bears no additional demand on existing resources. First Place development is managed internally by the Strategic Planning section in collaboration with various other branches in the City.

CONCLUSIONS AND RECOMMENDATIONS

Ongoing funding is recommended as this initiative has been given Council approval. Funding this profile will enable the First Place program to continue to achieve goals in The Way Ahead strategic plans.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Surplus School Sites - First Place Program**
 PROFILE NUMBER: **15-17-5037**

PROFILE TYPE: **Standalone**
 BRANCH: **Real Estate, Housing and Economic**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,147	693	581	108	-	-	-	-	-	2,530
Current Approved Budget		-	-	1,147	693	581	108	-	-	-	-	-	2,530
Approved Funding Sources													
Other		-	-	1,147	693	581	108	-	-	-	-	-	2,530
Current Approved Funding Sources		-	-	1,147	693	581	108	-	-	-	-	-	2,530

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	1,147	693	581	108	-	-	-	-	2,530
Requested Funding Source												
Other		-	-	1,147	693	581	108	-	-	-	-	2,530
Requested Funding Source		-	-	1,147	693	581	108	-	-	-	-	2,530

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Design	-	-	1,147	693	581	108	-	-	-	-	-	2,530
	Total	-	-	1,147	693	581	108	-	-	-	-	-	2,530

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **THE QUARTERS DOWNTOWN - PHASE II**
 PROFILE NUMBER: **15-74-4031**
 DEPARTMENT: **Sustainable Development**
 BRANCH: **Real Estate, Housing and Economic**
 LEAD BRANCH: **Real Estate, Housing, and Economic**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	
PROFILE TYPE:	
PROFILE MANAGER:	Mary Ann Debrinski
LEAD BRANCH MANAGER:	Walter Trocenko
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2018

Service Category:	Economic Development	Major Initiative:	Quarters
-------------------	-----------------------------	-------------------	-----------------

GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	43,200
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	43,200

PROFILE DESCRIPTION

The Quarters Downtown is a City-led initiative intended to provide the catalyst for private sector investment and redevelopment of the east side of Edmonton's downtown.

The revitalization efforts propose to transform The Quarters into a vibrant, healthy community comprised of five distinct areas, each with its own character, activities and feel, structured around a unique linear pedestrian oriented street running through the neighbourhood that provides a defining element for the community.

The Quarters Downtown Phase II is a continuation of redevelopment of the area which will continue implementation of The Quarters Downtown Urban Design Plan, including park land acquisition, development of New City Park Phase I, drainage and streetscape improvements on the avenues. Funds are required for infrastructure work, detailed engineering, landscape and streetscape design and land acquisition.

PROFILE BACKGROUND

The Quarters Downtown is a City-led initiative intended to provide the catalyst for private sector investment and redevelopment of the east side of Edmonton's downtown. The Quarters Downtown Community Revitalization Levy (CRL) Area Plan 2011, Bylaw 15800, was approved by the Province in 2011 and came into force and effect on January 1, 2012. The CRL outlines the urban design approved by City Council for The Quarters Downtown and the proposed phasing for implementation. The phasing was based on CRL revenue forecasts with the first phase providing \$56 million for infrastructure investments based on original CRL revenue projections. Updated CRL revenue projections are higher than originally forecasted and will cover the cost of Phase II. Phase II was identified in the CRL Area Plan as a Future Phase which included completing the armature streetscaping, drainage/streetscaping on all other streets/avenues, land, water and drainage improvements, Environmental Remediation and Contingency.

PROFILE JUSTIFICATION

Since the 1960's the east downtown area has been in decline and has not benefited from investment and redevelopment that has occurred in other areas of Edmonton. With its proximity to downtown, The Quarters redevelopment will help the City achieve it's vision of being more sustainable. Phased implementation of City Council approved urban design and statutory plans for redevelopment of The Quarters Downtown will continue the momentum of revitalizing the area through strategic infrastructure investments. The Quarters Downtown Phase II is a continuation of redevelopment of the area; the objective is to transform this underutilized part of the downtown area of the City of Edmonton into a vibrant, healthy, walkable community.

STRATEGIC ALIGNMENT

Strategic Alignment with:

- The Way We Grow: aids in the evolution to a sustainable, healthy and compact city.
- The Way We Live: Assist in "giving Edmonton a greater range of housing, living and work place choice".

ALTERNATIVES CONSIDERED

Alternative approaches to revitalizing portions of the The Quarters started in 1964. At this point, the only alternative is not do anything which would not contribute to the City of Edmonton's effort of a sustainable, urban/compact City.

COST BENEFITS

Tangible Benefits:

- Increased tax revenue and density within the City
- Stimulate private sector investment Increase in development.

Intangible Benefits:

- More people living in the area and improved perceived safety of the community
- Quality urban design
- Improved community attractiveness and quality of life

KEY RISKS & MITIGATING STRATEGY

- Contaminated soil; contingency on site-by-site basis
- Unable to acquire land; City's legal avenues (MGA)
- Rise in construction costs; contingency on site-by-site basis
- CRL revenues does not match forecast; adjust timing/implementation

RESOURCES

This project will be led by The Quarters Team (Urban Renewal) who is the client and Roads Design and Construction, who are the project manager, with support from Parks Planning. External consultants will be engaged as required through the process.

CONCLUSIONS AND RECOMMENDATIONS

The Quarters Downtown Phase II will achieve corporate/departmental goals by contributing to the creation of a sustainable/compact City and the revitalization of Edmonton's Downtown.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **The Quarters Downtown - Phase II**
 PROFILE NUMBER: **15-74-4031**

PROFILE TYPE: **Standalone**
 BRANCH: **Real Estate, Housing and Economic**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	13,300	15,300	6,800	7,800	-	-	-	-	-	43,200
Current Approved Budget		-	-	13,300	15,300	6,800	7,800	-	-	-	-	-	43,200
Approved Funding Sources													
Debt CRL Quarters		-	-	13,300	15,300	6,800	7,800	-	-	-	-	-	43,200
Current Approved Funding Sources		-	-	13,300	15,300	6,800	7,800	-	-	-	-	-	43,200

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	13,300	15,300	6,800	7,800	-	-	-	-	-	43,200
Requested Funding Source													
Debt CRL Quarters		-	-	13,300	15,300	6,800	7,800	-	-	-	-	-	43,200
Requested Funding Source		-	-	13,300	15,300	6,800	7,800	-	-	-	-	-	43,200

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	3,800	11,300	6,800	7,800	-	-	-	-	-	29,700
	Design	-	-	500	-	-	-	-	-	-	-	-	500
	Land	-	-	9,000	4,000	-	-	-	-	-	-	-	13,000
	Total	-	-	13,300	15,300	6,800	7,800	-	-	-	-	-	43,200

OPERATING IMPACT OF CAPITAL

Type of Impact: Other

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
The Quarters	-	423	423	-	-	1,107	1,107	-	-	1,289	1,289	-	-	574	574	-
Total Operating Impact	-	423	423	-	-	1,107	1,107	-	-	1,289	1,289	-	-	574	574	-

CAPITAL PROFILE REPORT

PROFILE NAME:	INITIAL PHASE GREEN AND WALKABLE DOWNTOWN	FUNDED	
PROFILE NUMBER:	15-74-4101	PROFILE STAGE:	
DEPARTMENT:	Sustainable Development	PROFILE TYPE:	
BRANCH:	Real Estate, Housing and Economic	PROFILE MANAGER:	Mary Ann Debrinski
LEAD BRANCH:	Real Estate, Housing, and Economic	LEAD BRANCH MANAGER:	Walter Trocenko
PROGRAM NAME:		ESTIMATED START DATE:	January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2018

Service Category:	Economic Development	Major Initiative:
-------------------	----------------------	-------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	16,356
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	16,356

PROFILE DESCRIPTION

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

PROFILE BACKGROUND

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

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

PROFILE JUSTIFICATION

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

STRATEGIC ALIGNMENT

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

ALTERNATIVES CONSIDERED

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

COST BENEFITS

Tangible Benefits:

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

Intangible Benefits:

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

KEY RISKS & MITIGATING STRATEGY

Potential Risks for which mitigation strategies are in place include:

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

RESOURCES

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

CONCLUSIONS AND RECOMMENDATIONS

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

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Initial Phase Green and Walkable Downtown**
 PROFILE NUMBER: **15-74-4101**

PROFILE TYPE: **Standalone**
 BRANCH: **Real Estate, Housing and Economic**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,250	5,850	3,850	5,406	-	-	-	-	-	16,356
Current Approved Budget		-	-	1,250	5,850	3,850	5,406	-	-	-	-	-	16,356
Approved Funding Sources													
Debt CRL Downtown		-	-	1,250	5,850	3,850	5,406	-	-	-	-	-	16,356
Current Approved Funding Sources		-	-	1,250	5,850	3,850	5,406	-	-	-	-	-	16,356

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	1,250	5,850	3,850	5,406	-	-	-	-	16,356
Requested Funding Source												
Debt CRL Downtown		-	-	1,250	5,850	3,850	5,406	-	-	-	-	16,356
Requested Funding Source		-	-	1,250	5,850	3,850	5,406	-	-	-	-	16,356

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	250	5,250	3,750	5,406	-	-	-	-	-	14,656
	Design	-	-	1,000	600	100	-	-	-	-	-	-	1,700
	Total	-	-	1,250	5,850	3,850	5,406	-	-	-	-	-	16,356

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Other

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Downtown Arena	-	83	83	-	-	338	338	-	-	482	482	-	-	288	288	-
Total Operating Impact	-	83	83	-	-	338	338	-	-	482	482	-	-	288	288	-

CAPITAL PROFILE REPORT

PROFILE NAME: INITIAL PHASE JASPER AVENUE NEW VISION
PROFILE NUMBER: 15-74-4103
DEPARTMENT: Sustainable Development
BRANCH: Real Estate, Housing and Economic
LEAD BRANCH: Real Estate, Housing and Economic
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Mary Ann Debrinski
LEAD BRANCH MANAGER: Walter Trocenko
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2019

Service Category: Economic Development Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	20,752
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	20,752

PROFILE DESCRIPTION

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

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

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

PROFILE BACKGROUND

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

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

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

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

PROFILE JUSTIFICATION

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

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

STRATEGIC ALIGNMENT

This project contributes to achieving The Way Ahead's goal of Transforming Edmonton's Urban Form, The Way We Grow, The Way We Move, and The Way We Live, as well as the Capital City Downtown Plan, CRL Plan, and Sustainable Development objectives.

ALTERNATIVES CONSIDERED

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

COST BENEFITS

Tangible Benefits:

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

Intangible:

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

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

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

CONCLUSIONS AND RECOMMENDATIONS

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

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Initial Phase Jasper Avenue New Vision**
 PROFILE NUMBER: **15-74-4103**

PROFILE TYPE: **Standalone**
 BRANCH: **Real Estate, Housing and Economic**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	823	815	2,185	8,273	8,656	-	-	-	-	20,752
Current Approved Budget		-	-	823	815	2,185	8,273	8,656	-	-	-	-	20,752
Approved Funding Sources													
Debt CRL Downtown		-	-	823	815	2,185	8,273	8,656	-	-	-	-	20,752
Current Approved Funding Sources		-	-	823	815	2,185	8,273	8,656	-	-	-	-	20,752

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	823	815	2,185	8,273	8,656	-	-	-	20,752
Requested Funding Source												
Debt CRL Downtown		-	-	823	815	2,185	8,273	8,656	-	-	-	20,752
Requested Funding Source		-	-	823	815	2,185	8,273	8,656	-	-	-	20,752

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	-	1,639	8,273	8,656	-	-	-	-	18,568
	Design	-	-	823	815	546	-	-	-	-	-	-	2,184
	Total	-	-	823	815	2,185	8,273	8,656	-	-	-	-	20,752

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Other

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Downtown Arena	-	39	39	-	-	49	49	-	-	138	138	-	-	471	471	-
Total Operating Impact	-	39	39	-	-	49	49	-	-	138	138	-	-	471	471	-

CAPITAL PROFILE REPORT

PROFILE NAME:	WAREHOUSE CAMPUS NEIGHBOURHOOD CENTRAL PARK LAND ACQUISITION	FUNDED	
PROFILE NUMBER:	15-74-4104	PROFILE STAGE:	
DEPARTMENT:	Sustainable Development	PROFILE TYPE:	
BRANCH:	Real Estate, Housing and Economic	PROFILE MANAGER:	Mary Ann Debrinski
LEAD BRANCH:	Real Estate, Housing, and Economic	LEAD BRANCH MANAGER:	Walter Trocenko
PROGRAM NAME:		ESTIMATED START DATE:	January, 2016
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2018

Service Category:	Economic Development	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	28,047
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	28,047

PROFILE DESCRIPTION

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

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

PROFILE BACKGROUND

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

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

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

PROFILE JUSTIFICATION

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

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

STRATEGIC ALIGNMENT

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

ALTERNATIVES CONSIDERED

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

COST BENEFITS

Benefits:

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

Assumptions:

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

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

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

CONCLUSIONS AND RECOMMENDATIONS

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

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Warehouse Campus Neighbourhood Central Park Land**
 PROFILE NUMBER: **15-74-4104**

PROFILE TYPE: **Standalone**
 BRANCH: **Real Estate, Housing and Economic**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	6,710	9,287	12,050	-	-	-	-	-	28,047
Current Approved Budget		-	-	-	6,710	9,287	12,050	-	-	-	-	-	28,047
Approved Funding Sources													
Debt CRL Downtown		-	-	-	6,710	9,287	12,050	-	-	-	-	-	28,047
Current Approved Funding Sources		-	-	-	6,710	9,287	12,050	-	-	-	-	-	28,047

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	-	6,710	9,287	12,050	-	-	-	-	28,047
Requested Funding Source												
Debt CRL Downtown		-	-	-	6,710	9,287	12,050	-	-	-	-	28,047
Requested Funding Source		-	-	-	6,710	9,287	12,050	-	-	-	-	28,047

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Land	-	-	-	6,710	9,287	12,050	-	-	-	-	-	28,047
	Total	-	-	-	6,710	9,287	12,050	-	-	-	-	-	28,047

OPERATING IMPACT OF CAPITAL

Type of Impact: Other

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Downtown Arena	-	79	79	-	-	453	453	-	-	728	728	-	-	845	845	-
Total Operating Impact	-	79	79	-	-	453	453	-	-	728	728	-	-	845	845	-

CAPITAL PROFILE REPORT

PROFILE NAME: **INITIAL PHASE 105 STREET 102 AVENUE PARK**
 PROFILE NUMBER: **15-74-4106**
 DEPARTMENT: **Sustainable Development**
 BRANCH: **Real Estate, Housing and Economic**
 LEAD BRANCH: **Real Estate, Housing and Economic**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Mary Ann Debrinski**
 LEAD BRANCH MANAGER: **Walter Trocenko**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2016**

Service Category: **Economic Development** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	4,351
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	4,351

PROFILE DESCRIPTION

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

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

PROFILE BACKGROUND

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

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

PROFILE JUSTIFICATION

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

STRATEGIC ALIGNMENT

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

ALTERNATIVES CONSIDERED

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

COST BENEFITS

Tangible Benefits:

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

Intangible Benefits:

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

KEY RISKS & MITIGATING STRATEGY

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

RESOURCES

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

CONCLUSIONS AND RECOMMENDATIONS

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

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Initial Phase 105 Street 102 Avenue Park**

PROFILE TYPE: **Standalone**

PROFILE NUMBER: **15-74-4106**

BRANCH: **Real Estate, Housing and Economic**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	549	3,802	-	-	-	-	-	-	-	4,351
Current Approved Budget		-	-	549	3,802	-	-	-	-	-	-	-	4,351
Approved Funding Sources													
Debt CRL Downtown		-	-	549	3,802	-	-	-	-	-	-	-	4,351
Current Approved Funding Sources		-	-	549	3,802	-	-	-	-	-	-	-	4,351

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	549	3,802	-	-	-	-	-	-	-	4,351
Requested Funding Source												
Debt CRL Downtown		-	549	3,802	-	-	-	-	-	-	-	4,351
Requested Funding Source		-	549	3,802	-	-	-	-	-	-	-	4,351

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	165	3,802	-	-	-	-	-	-	-
Design		-	-	384	-	-	-	-	-	-	-	-	384
Total		-	-	549	3,802	-	-	-	-	-	-	-	4,351

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Other, Personnel

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Downtown Arena	-	26	26	-	-	201	201	-	-	66	66	-	-	29	29	-
Neighbourhoods	-	-	-	-	-	30	30	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	26	26	-	-	231	231	-	-	66	66	-	-	29	29	-

CAPITAL PROFILE REPORT

PROFILE NAME:	FUTURE PHASE GREEN AND WALKABLE - OTHER STREETS	FUNDED	
PROFILE NUMBER:	15-74-4109	PROFILE STAGE:	
DEPARTMENT:	Sustainable Development	PROFILE TYPE:	
BRANCH:	Real Estate, Housing and Economic	PROFILE MANAGER:	Mary Ann Debrinski
LEAD BRANCH:	Real Estate, Housing and Economic	LEAD BRANCH MANAGER:	Walter Trocenko
PROGRAM NAME:		ESTIMATED START DATE:	January, 2018
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2019

Service Category:	Economic Development	Major Initiative:
--------------------------	-----------------------------	--------------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	8,672
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	8,672

PROFILE DESCRIPTION

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

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

PROFILE BACKGROUND

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

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

PROFILE JUSTIFICATION

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

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

STRATEGIC ALIGNMENT

Aligns with The Way We Grow, The Way We Move, The Way We Live, and the Way We Prosper, as well as Sustainable Development Departmental objectives; More Sustainable Community, and Creative and Innovative Community Design.

ALTERNATIVES CONSIDERED

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

COST BENEFITS

Tangible Benefits:

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

Intangible Benefits:

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

KEY RISKS & MITIGATING STRATEGY

Potential Risks for which mitigation strategies are in place include:

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

RESOURCES

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

CONCLUSIONS AND RECOMMENDATIONS

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

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Future Phase Green and Walkable - Other Streets**
 PROFILE NUMBER: **15-74-4109**

PROFILE TYPE: **Standalone**
 BRANCH: **Real Estate, Housing and Economic**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget											
Original Budget Approved	-	-	-	-	-	827	7,845	-	-	-	-	8,672
Current Approved Budget	-	-	-	-	-	827	7,845	-	-	-	-	8,672
Approved Funding Sources												
Debt CRL Downtown	-	-	-	-	-	827	7,845	-	-	-	-	8,672
Current Approved Funding Sources	-	-	-	-	-	827	7,845	-	-	-	-	8,672

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	-	-	-	-	-	827	7,845	-	-	-	8,672
Requested Funding Source											
Debt CRL Downtown	-	-	-	-	-	827	7,845	-	-	-	8,672
Requested Funding Source	-	-	-	-	-	827	7,845	-	-	-	8,672

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	-	-	-	7,845	-	-	-	-	7,845
	Design	-	-	-	-	-	827	-	-	-	-	-	827
	Total	-	-	-	-	-	827	7,845	-	-	-	-	8,672

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Other

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Downtown Arena	-	41	41	-	-	430	430	-	-	-310	-310	-	-	-	-	-
Total Operating Impact	-	41	41	-	-	430	430	-	-	-310	-310	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **EETP - STORMWATER DRAINAGE SOLUTIONS**
PROFILE NUMBER: **15-74-4111**
DEPARTMENT: **Sustainable Development**
BRANCH: **Real Estate, Housing and Economic**
LEAD BRANCH: **Real Estate, Housing, and Economic**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Walter Trocenko**
LEAD BRANCH MANAGER: **Walter Trocenko**
ESTIMATED START DATE: **January, 2016**
ESTIMATED COMPLETION: **December, 2016**

Service Category: **Economic Development** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	2,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	2,000

PROFILE DESCRIPTION

Strategic investment in a stormwater outlet trunk that will service the Edmonton Energy and Technology Park (EETP) will help to catalyze major energy and petrochemical investment for the development of a chemical cluster. This initiative is critical to preserve the downstream portions of Horsehill Creek from erosion and environmental degradation. Without a stormwater outlet trunk through EETP and Horse Hill residential area to the North Saskatchewan River, development of the EETP cannot proceed. A developer of Horse Hill Neighbourhood 2 is currently undergoing design and construction approval process for a portion of a stormwater outlet trunk, which, if oversized, would serve development within the EETP as well. Without contribution from the City towards oversizing costs, the outlet trunk will not be oversized and this would result in a much more costly second outlet trunk (to be 100% paid for upfront by the City) or the inability to develop within the EETP.

PROFILE BACKGROUND

The Edmonton Energy and Technology Park (EETP) is a 5,244 hectare area in the North East part of the city envisaged to become a world-class eco-industrial park with precincts for petrochemicals, manufacturing, logistics and research and development. The City is currently undertaking an initiative in investment readiness in order to increase the competitiveness of the Edmonton Energy and Technology Park to attract heavy industrial investment. An Area Structure Plan Amendment and Rezoning/Zoning Bylaw Amendment have been undertaken as part of this initiative.

Further to these initiative activities, the investment in the required infrastructure is the next step in ensuring the development of the EETP. The investment in municipal infrastructure is expected to encourage development of a chemical cluster and attract investment in metal fabrication, logistics, plastics and other manufacturing.

PROFILE JUSTIFICATION

The initial outcome of this initiative is to contribute to the costs associated with a Horse Hill Neighbourhood 2 developer oversizing a proposed stormwater outlet trunk in order to service the EETP. This contribution will allow for the opportunity for catalytic, strategic and innovative eco-industrial development in this area which will provide significant opportunity to diversify and grow the City's industrial tax base. Without this contribution, the Horse Hill developer will proceed with development of a stormwater outlet trunk that is not oversized and therefore will not be able to service the EETP. The result will be a requirement for a second outlet trunk to service EETP that will need to be oversized to service other future residential development within future Horse Hill Neighbourhood 4 & 5. This second trunk will be at a much higher overall cost and could require the EETP to upfront 100% of those costs, otherwise further development within the EETP will not be possible.

STRATEGIC ALIGNMENT

Aligns with the WAYS: City has a resilient financial position (FINANCE); Edmonton-Internationally renowned as a powerhouse of industry (PROSPER); Prevent erosion of Edmonton's River Valley, link growth with optimized infrastructure investment (GROW)

ALTERNATIVES CONSIDERED

- (1) Contribute to costs of oversizing proposed stormwater outlet trunk to be constructed by a developer of Horse Hill Neighbourhood 2 - Total oversizing costs of first stage are ~ \$2.7M with the City's contribution proposed at \$2M (Recommended) (An additional \$11M in contributions is expected in the coming years and will be acquired through Capital Budget Amendment process as per Council's December 2, 2014 discussion)
- (2) EETP will develop and construct a second stormwater outlet trunk that will need to be oversized for future Horse Hill Neighbourhoods 4 & 5. This will result in higher total costs (in the order of \$60M) and the City will be required to upfront 100% of those costs, with uncertainty in recovery timing.

COST BENEFITS

1. Cost savings overall and upfront (a stormwater trunk will eventually be required regardless and this alternative represents a total construction savings of approximately \$20+million)
2. Cost recovery certainty on future stages of stormwater trunk development
3. Phased contributions. Original ask was \$ 13M, Council approved \$2M in 2016 and remainder acquired through future Capital Budget amendments as discussed by Council on Dec 2/14.

KEY RISKS & MITIGATING STRATEGY

Risks include failure to attract major investment projects to EETP. Mitigation includes:
-shifting the focus of the EETP to traditional industrial uses to help ensure cost recovery of the investment; and
-staging construction of the outlet trunk

RESOURCES

Drainage Services will provide direction on the preferred solution for stormwater trunk system options. Sustainable Development will lead project activities related to the approvals process, including rezoning, supported by technical consultants.

CONCLUSIONS AND RECOMMENDATIONS

To show commitment to future investors, the City should invest in responsible and efficient infrastructure solutions. The risks associated with inaction are far greater than those associated with this profile. The potential benefits are great.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **EETP - Stormwater Drainage Solutions**
 PROFILE NUMBER: **15-74-4111**

PROFILE TYPE: **Standalone**
 BRANCH: **Real Estate, Housing and Economic**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	2,000	-	-	-	-	-	-	-	2,000
Current Approved Budget		-	-	-	2,000	-	-	-	-	-	-	-	2,000
Approved Funding Sources													
Pay-As-You-Go		-	-	-	2,000	-	-	-	-	-	-	-	2,000
Current Approved Funding Sources		-	-	-	2,000	-	-	-	-	-	-	-	2,000

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	-	2,000	-	-	-	-	-	-	2,000
Requested Funding Source												
Pay-As-You-Go		-	-	-	2,000	-	-	-	-	-	-	2,000
Requested Funding Source		-	-	-	2,000	-	-	-	-	-	-	2,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	2,000	-	-	-	-	-	-	-	2,000
	Total	-	-	-	2,000	-	-	-	-	-	-	-	2,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **RVA CONNECTIVE INFRASTRUCTURE**
 PROFILE NUMBER: **12-17-6100**
 DEPARTMENT: **Sustainable Development**
 BRANCH: **Urban Planning & Environment**
 LEAD BRANCH:
 PROGRAM NAME:
 BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE: **Post Budget Approval**
 PROFILE TYPE: **Standalone**
 PROFILE MANAGER: **Peter Ohm**
 LEAD BRANCH MANAGER:
 ESTIMATED START DATE: **January, 2012**
 ESTIMATED COMPLETION: **December, 2017**

Service Category: Parks		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	76,085
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	76,085

PROFILE DESCRIPTION

This profile provides funding for the development of River Valley projects. Costs will be shared equally by the River Valley Alliance, Federal Government and The City of Edmonton. Agreements with the funding partners indicate that some costs (i.e. internal staff cost, % for Art, environmental monitoring after construction, etc.) are not considered eligible for cost sharing. This budget request is to fund essential costs that the partners consider ineligible. The list of projects include:

Valley Attractions:
 Terwillegar Park Footbridge \$24.50M
 Primary and secondary trails \$3.50M
 Water Access Improvements \$1.22M
 City Centre:
 Water Access Improvements \$0.61M
 West Rosedale Projects \$34.40M
 - Mechanized Valley Access
 - Touch the Water Promenade
 Valley Parks:
 Secondary Trail \$0.50M
 Water Access Improvements \$0.17M
 Other:
 NE Trail to Anthony Henday Bridge \$8.00M

PROFILE JUSTIFICATION

The River Valley parks development and protection is supported by many strategic plans, policies and regulations including The Way Ahead, The Municipal Development Plan (The Way We Grow), Ribbon of Green Master Plan and the Urban Parks Management Plan (UPMP). The projects meet The Way Ahead Corporate Outcomes that include Transform Edmonton's Urban Form, Improve Edmonton's Liveability and Preserve and Sustain Edmonton's Environment.

CHANGES TO APPROVED PROFILE

This \$3.2M budget change request is for the non-eligible costs for the RVA Connective Infrastructure projects that was not included in the original budget profile 12-17-6100. Non-Eligible costs include internal COE project staff, % for art costs of the for the Terwillegar Park Footbridge, Mechanized River Valley Access System and Touch the Water Promenade, Soft Costs exceeding 15% as established by the funding partners, as well as future environmental monitoring for the Terwillegar Park Footbridge that extends past the Feb 2017 deadline.

Funding partners (Building Canada Fund and River Valley Alliance) will not support some specifically defined project costs in Profile 12-17-6100 RVA Connective Infrastructure. If the City uses General Finance or Parkland Reserve funds approved in the existing profile for these non-eligible costs, the City can lose up to \$5.9M of matching fund from the funding partners.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **RVA Connective Infrastructure**
 PROFILE NUMBER: **12-17-6100**

PROFILE TYPE: **Standalone**
 BRANCH: **Urban Planning & Environment**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	25,515	40,095	-	-	-	-	-	-	-	-	-	65,610
2012 CBS Budget Adjustment	22	-	-	-	-	-	-	-	-	-	-	22
2013 Cap - Carry Forward	-30,912	-	-	-	-	-	-	-	-	-	-	-30,912
2013 CBS Budget Adjustment	7,268	-	-	-	-	-	-	-	-	-	-	7,268
2014 Cap - Budget Request for Next Cycle	-	-	2,181	886	164	-	-	-	-	-	-	3,231
2014 Cap - Carry Forward	-	30,912	-	-	-	-	-	-	-	-	-	30,912
2014 SCBA >\$1MM or New	-	-46	-	-	-	-	-	-	-	-	-	-46
Current Approved Budget	1,893	70,961	2,181	886	164	-	-	-	-	-	-	76,085
Approved Funding Sources												
Munc Sustain. Initiative - MSI	1,893	20,742	-	-	-	-	-	-	-	-	-	22,635
Parkland Purchase Reserve	-	400	-	-	-	-	-	-	-	-	-	400
Partnership Funding	-	48,600	-	-	-	-	-	-	-	-	-	48,600
Pay-As-You-Go	-	1,219	2,181	886	164	-	-	-	-	-	-	4,450
Current Approved Funding Sources	1,893	70,961	2,181	886	164	-	-	-	-	-	-	76,085

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	1,893	70,961	2,181	886	164	-	-	-	-	-	76,085
Requested Funding Source											
Munc Sustain. Initiative - MSI	1,893	20,742	-	-	-	-	-	-	-	-	22,635
Parkland Purchase Reserve	-	400	-	-	-	-	-	-	-	-	400
Partnership Funding	-	48,600	-	-	-	-	-	-	-	-	48,600
Pay-As-You-Go	-	1,219	2,181	886	164	-	-	-	-	-	4,450
Requested Funding Source	1,893	70,961	2,181	886	164	-	-	-	-	-	76,085

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction	-	-	1,260	466	-	-	-	-	-	-	-	-	1,726
Design	-	-	626	209	-	-	-	-	-	-	-	-	834
Follow Up Warranty	-	-	-	-	-	164	-	-	-	-	-	-	164
Other Costs	1,893	71,007	-	-	-	-	-	-	-	-	-	-	72,900
Percent for Art	-	-46	295	212	-	-	-	-	-	-	-	-	461
Total	1,893	70,961	2,181	886	164	-	-	-	-	-	-	-	76,085

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	210	210	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	210	210	-	-	-	-	-	-	-	-	-	-	-	-	

CAPITAL PROFILE REPORT

PROFILE NAME: **MACTAGGART SCHOOL/PARK SITE DEVELOPMENT**
 PROFILE NUMBER: **14-17-1069**
 DEPARTMENT: **Sustainable Development**
 BRANCH: **Urban Planning & Environment**
 LEAD BRANCH: **Urban Planning & Environment**
 PROGRAM NAME:
 BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Peter Ohm**
 LEAD BRANCH MANAGER: **Peter Ohm**
 ESTIMATED START DATE: **January, 2014**
 ESTIMATED COMPLETION: **December, 2015**

Service Category: **Parks** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	1,940
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	1,940

PROFILE DESCRIPTION

The Mactaggart School/Park Site has been fully assembled and anticipated to be placed in the 2015-18 budget cycle for base level development. In 2013 the Provincial Government announced the funding for the school with a scheduled opening fall of 2016

PROFILE BACKGROUND

The Mactaggart School/Park Site has been fully assembled and was anticipated to be placed in the next budget cycle for base level development. However, due to the announcement for the school opening in 2015, accelerated site development is required.

PROFILE JUSTIFICATION

The announcement for the school development has created the need for accelerated development of the site to be in compliance of the Joint Use Agreement and have the recreational space in place for school programming.

STRATEGIC ALIGNMENT

Development of this park site contributes to social, recreational, and environmental benefits for the community as well as fulfilling obligations set out in the Joint Use Agreement.

ALTERNATIVES CONSIDERED

Park site development is currently the City's responsibility. Alternatively, the City could delay the park development to the spring of 2015 with a potential construction cost increase of \$450,000.

COST BENEFITS

The project will result in tangible assets including trees, landscaping, site furnishings as well as intangible assets such as, social capital, healthier lifestyles, carbon sequestration, water retention, pollution removal, and urban heat reduction.

KEY RISKS & MITIGATING STRATEGY

There could be some variations in the cost for unknown factors such as soil amendments or site servicing. All earthworks and servicing will be completed first and any over-expenditures will be addressed with landscape reassessments.

RESOURCES

The construction and project management are included with that capital costs identified in this profile. The planning and overall budget monitoring will require Planner resources from Urban Parks and Environment which is part of our service delivery.

CONCLUSIONS AND RECOMMENDATIONS

This profile is necessary to advance the development of the Mactaggart School/Park site which is scheduled for school opening in the fall of 2016. The funding for the project is needed to meet legal obligations set out in the Joint Use Agreement.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Mactaggart School/Park Site Development**
 PROFILE NUMBER: **14-17-1069**

PROFILE TYPE: **Standalone**
 BRANCH: **Urban Planning & Environment**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	-	-	-	-	-	-	-	-
2014 SCBA >\$1MM or New		-	1,375	565	-	-	-	-	-	-	-	-	1,940
Current Approved Budget		-	1,375	565	-	-	-	-	-	-	-	-	1,940
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	1,100	565	-	-	-	-	-	-	-	-	1,665
Parkland Purchase Reserve		-	-	-	-	-	-	-	-	-	-	-	-
Pay-As-You-Go		-	275	-	-	-	-	-	-	-	-	-	275
Current Approved Funding Sources		-	1,375	565	-	-	-	-	-	-	-	-	1,940

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	1,375	565	-	-	-	-	-	-	-	-	1,940
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	1,100	565	-	-	-	-	-	-	-	-	1,665
Parkland Purchase Reserve		-	-	-	-	-	-	-	-	-	-	-	-
Pay-As-You-Go		-	275	-	-	-	-	-	-	-	-	-	275
Requested Funding Source		-	1,375	565	-	-	-	-	-	-	-	-	1,940

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	1,375	565	-	-	-	-	-	-	-	-
Design		-	-	-	-	-	-	-	-	-	-	-	-
Total		-	1,375	565	-	-	-	-	-	-	-	-	1,940

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, General Costs, Personnel

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	53	53	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	53	53	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	WINDERMERE SCHOOL/PARK SITE DEVELOPMENT	FUNDED
PROFILE NUMBER:	14-17-1070	PROFILE STAGE:
DEPARTMENT:	Sustainable Development	PROFILE TYPE:
BRANCH:	Urban Planning & Environment	PROFILE MANAGER:
LEAD BRANCH:	Urban Planning & Environment	LEAD BRANCH MANAGER:
PROGRAM NAME:		ESTIMATED START DATE:
BUDGET CYCLE:	2012-2014	ESTIMATED COMPLETION:
		Peter Ohm
		Peter Ohm
		January, 2014
		December, 2016

Service Category: Parks		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	2,762
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	2,762

PROFILE DESCRIPTION

The Windermere School/Park Site development was anticipated to be placed in the next budget cycle for base level development. Alberta Infrastructure recently announced the funding for the school, with an anticipated opening of fall of 2016.

PROFILE BACKGROUND

The Windermere School/Park Site was anticipated to be placed in the next budget cycle for base level development. The Provincial Government recently announced the funding for the school with an anticipated opening of fall of 2016.

PROFILE JUSTIFICATION

The announcement for the school development has created the need for accelerated development of the site to be in compliance of the Joint Use Agreement and have the recreational space in place for school programming.

STRATEGIC ALIGNMENT

Development of this park site contributes to social, recreational, and environmental benefits for the community as well as fulfilling obligations set out in the Joint Use Agreement.

ALTERNATIVES CONSIDERED

Park site development is currently the City's responsibility. Alternatively, the City could delay the detailed design until construction funding is secured, however this could delay construction completion.

COST BENEFITS

Early design work may provide opportunity for early tendering and more competitive construction costs.

KEY RISKS & MITIGATING STRATEGY

Should construction funding not be secured in a timely manor, school board and community needs could potentially change and require amendments to the site programming and detailed design.

RESOURCES

This profile accounts for all internal and external services required to deliver the project with the exception of a planner resource from Urban Planning and Environment. All design work will be assigned to Community Services.

CONCLUSIONS AND RECOMMENDATIONS

This profile is necessary to advance the development of the Windermere School/Park site which is scheduled for school opening in the fall of 2016. The funding for the project is needed to meet legal obligations set out in the Joint Use Agreement.

CHANGES TO APPROVED PROFILE

The Provincial Government recently announced the development of a new Catholic K-9 school in Windermere with a scheduled opening in the fall of 2016. The Windermere Neighbourhood is well established and development of this site will provide essential recreational opportunities for the community and ensure the City meets obligations set out in the Joint Use Agreement with the School Boards.

During 2014 SCBA, only design component of Windermere School/Park Site development was requested and approved. This Change Request is to request \$2,487K additional funding for base level development of Windermere School/Park Site including grade, level, seed, sports fixtures, trees, landscaping, utilities, parking, walkways, signage, etc, as defined by the Urban Parks Management Plan.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Windermere School/Park Site Development**
 PROFILE NUMBER: **14-17-1070**

PROFILE TYPE: **Standalone**
 BRANCH: **Urban Planning & Environment**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2014 Cap - Budget Request for Next Cycle	-	-	1,376	1,111	-	-	-	-	-	-	-	2,487
2014 SCBA >\$1MM or New	-	275	-	-	-	-	-	-	-	-	-	275
Current Approved Budget	-	275	1,376	1,111	-	-	-	-	-	-	-	2,762
Approved Funding Sources												
Parkland Purchase Reserve	-	-	-	-	-	-	-	-	-	-	-	-
Pay-As-You-Go	-	275	1,376	1,111	-	-	-	-	-	-	-	2,762
Current Approved Funding Sources	-	275	1,376	1,111	-	-	-	-	-	-	-	2,762

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	-	275	1,376	1,111	-	-	-	-	-	-	2,762
Requested Funding Source											
Parkland Purchase Reserve	-	-	-	-	-	-	-	-	-	-	-
Pay-As-You-Go	-	275	1,376	1,111	-	-	-	-	-	-	2,762
Requested Funding Source	-	275	1,376	1,111	-	-	-	-	-	-	2,762

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		REVISED BUDGET (IF APPROVED)										
Activity Type												
Construction	-	-	1,376	1,111	-	-	-	-	-	-	-	2,487
Design	-	275	-	-	-	-	-	-	-	-	-	275
Total	-	275	1,376	1,111	-	-	-	-	-	-	-	2,762

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **AMBLESIDE SCHOOL/PARK SITE DEVELOPMENT**
 PROFILE NUMBER: **14-17-1071**
 DEPARTMENT: **Sustainable Development**
 BRANCH: **Urban Planning & Environment**
 LEAD BRANCH: **Urban Planning & Environment**
 PROGRAM NAME:
 BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Peter Ohm**
 LEAD BRANCH MANAGER: **Peter Ohm**
 ESTIMATED START DATE: **January, 2014**
 ESTIMATED COMPLETION: **December, 2016**

Service Category: **Parks** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	2,178
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	2,178

PROFILE DESCRIPTION

The Ambleside School/Park Site has been assembled and was anticipated to be placed in the 2015-18 budget cycle for base level development. The Provincial Government recently announced the funding for the school with a scheduled opening fall of 2016

PROFILE BACKGROUND

The Ambleside School/Park Site was anticipated to be placed in the next capital budget cycle for base level development. The Provincial Government recently announced the funding for the school with an anticipated opening of fall of 2016.

PROFILE JUSTIFICATION

The announcement for the school development has created the need for accelerated development of the site to be in compliance of the Joint Use Agreement and have the recreational space in place for school programming.

STRATEGIC ALIGNMENT

Development of this park site contributes to social, recreational, and environmental benefits for the community as well as fulfilling obligations set out in the Joint Use Agreement.

ALTERNATIVES CONSIDERED

Park site development is currently the City's responsibility. Alternatively, the City could delay the detailed design until construction funding is secured however this could delay construction completion.

COST BENEFITS

Early design work may provide opportunity for early tendering and more competitive construction costs.

KEY RISKS & MITIGATING STRATEGY

Should construction funding not be secured in a timely manor, school board and community needs could potentially change and require amendments to the site programming and detailed design.

RESOURCES

This profile accounts for all internal and external services required to deliver the project with the exception of a planner resource from Urban Planning and Environment. All design work will be assigned to Community Services.

CONCLUSIONS AND RECOMMENDATIONS

This profile is necessary to advance the development of the Ambleside School/Park site which is scheduled for school opening in the fall of 2016. The funding for the project is needed to meet legal obligations set out in the Joint Use Agreement.

CHANGES TO APPROVED PROFILE

The City is responsible to provide the basic recreational needs for the community and school boards and is legally obligated by the Joint Use Agreement to do so. This profile will provide the design of the basic recreational space needs for the community and school board athletic program. Substantial development has occurred in the Ambleside Neighbourhood and the development of this site will provide the recreational hub for the community. Full success for this project will be determined by the timely construction and sustainability of the park development, ensuring that we adhere to the Joint Use Agreement, and providing a well used park space that contributes to healthier lifestyles.

During 2014 SCBA, only design component of Ambleside School/Park Site development was requested and approved. This Change Request is to request \$1,988K additional funding for base level development of Ambleside School/Park Site including grade, level, seed, sports fixtures, trees, landscaping, utilities, parking, walkways, signage, etc, as defined by the Urban Parks Management Plan

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Ambleside School/Park Site Development**
 PROFILE NUMBER: **14-17-1071**

PROFILE TYPE: **Standalone**
 BRANCH: **Urban Planning & Environment**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		Approved Budget										
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2014 Cap - Budget Request for Next Cycle	-	-	1,012	976	-	-	-	-	-	-	-	1,988
2014 SCBA >\$1MM or New	-	190	-	-	-	-	-	-	-	-	-	190
Current Approved Budget	-	190	1,012	976	-	-	-	-	-	-	-	2,178
Approved Funding Sources												
Parkland Purchase Reserve	-	-	-	-	-	-	-	-	-	-	-	-
Pay-As-You-Go	-	190	1,012	976	-	-	-	-	-	-	-	2,178
Current Approved Funding Sources	-	190	1,012	976	-	-	-	-	-	-	-	2,178

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	-	190	1,012	976	-	-	-	-	-	-	2,178
Requested Funding Source											
Parkland Purchase Reserve	-	-	-	-	-	-	-	-	-	-	-
Pay-As-You-Go	-	190	1,012	976	-	-	-	-	-	-	2,178
Requested Funding Source	-	190	1,012	976	-	-	-	-	-	-	2,178

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			Construction	-	-	1,012	976	-	-	-	-	-	-
Design	-	190	-	-	-	-	-	-	-	-	-	-	190
Total	-	190	1,012	976	-	-	-	-	-	-	-	-	2,178

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **TOD STADIUM STATION PLAN STREET NETWORK**
 PROFILE NUMBER: **15-17-3117**
 DEPARTMENT: **Sustainable Development**
 BRANCH: **Urban Planning & Environment**
 LEAD BRANCH: **Urban Planning & Environment**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Peter Ohm**
 LEAD BRANCH MANAGER: **Peter Ohm**
 ESTIMATED START DATE: **January, 2016**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Economic Development** Major Initiative: **Quarters**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	14,127
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	14,127

PROFILE DESCRIPTION

This project will construct roads required to support transit oriented development at Stadium Station. It represents an induced market approach based on public/private partnership that leverages the access provided by a new "main street" connection and rail crossing between Jasper Avenue and Stadium Road to support higher density mixed-use development. A new main street will connect Jasper Avenue to Stadium Road, across the LRT tracks, and an additional road will parallel the LRT tracks.

PROFILE BACKGROUND

This project proposes new streets and pedestrian improvements that will transform the Stadium Station area into a walkable, vibrant, mixed-use transit-oriented community.

PROFILE JUSTIFICATION

This project will implement the Stadium Station ARP (to be approved by City Council, pending decision to confirm a development concept for City-owned ETS and Muttart lands) through an induced market approach. This is based on an anticipated public/private partnership that leverages the access provided by a new Main Street connection and rail crossing between Jasper Avenue and Stadium Road to support higher density mixed-use development and create a strong public realm.

STRATEGIC ALIGNMENT

This project is well aligned with the strategic goals of the City of Edmonton 'The Ways', TOD City Policy C565 and Guidelines, and Sustainable Development work program to implement transit oriented development planning.

ALTERNATIVES CONSIDERED

Alternatives: The only alternative contemplated at this point is the "Do Nothing" option.

COST BENEFITS

Land assembly, roadway, servicing and streetscaping costs are typical of providing a high quality pedestrian oriented main street and LRT crossing.

Benefits of this project include: new roadway network, enhanced streetscaping, increased property values, tax revenue, attraction of private sector investment, transit ridership and active modes of travel, community pride, improved sense of safety and security, and connection to the river valley.

KEY RISKS & MITIGATING STRATEGY

Roadway improvements are anticipated to impact local residences. Traffic control measures and effective communication with stakeholders will be required to mitigate short term congestion and associated impacts.

RESOURCES

Staff will implement this project by coordinating work with City departments, engaging key stakeholders, ensuring funds are well managed, policies adhered to, and public expectations addressed. Where required, external consultants may be necessary.

CONCLUSIONS AND RECOMMENDATIONS

Construction of a new main street and roadways will leverage investment and stimulate development around Stadium LRT station, improve pedestrian safety and accessibility, transit ridership, connection to existing recreation centre and river valley.

CONTINGENCY OF APPROVAL

December 11, 2014 - City Council Meeting

That Capital Profile TOD Stadium Station Plan Street Network #15-17-3117 be added and funded in the amount of \$14.127 million, with \$9.127 million funding from an increase in use of Pay-As-You-Go and \$5 million funding from the Quarters Phase 2 Community Revitalization Levy, with the expenditure of funds being subject to a report with an update on projects for the Quarters, Phase 2 and on the availability of cash flow from the Quarters Phase 2 Community Revitalization Levy.

Contingency met: dd/mm/yyyy

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **TOD Stadium Station Plan Street Network**
 PROFILE NUMBER: **15-17-3117**

PROFILE TYPE: **Standalone**
 BRANCH: **Urban Planning & Environment**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	3,143	6,034	4,950	-	-	-	-	-	14,127
Current Approved Budget		-	-	-	3,143	6,034	4,950	-	-	-	-	-	14,127
Approved Funding Sources													
Debt CRL Quarters		-	-	-	1,000	1,000	3,000	-	-	-	-	-	5,000
Pay-As-You-Go		-	-	-	2,143	5,034	1,950	-	-	-	-	-	9,127
Current Approved Funding Sources		-	-	-	3,143	6,034	4,950	-	-	-	-	-	14,127

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	-	3,143	6,034	4,950	-	-	-	-	-	14,127
Requested Funding Source													
Debt CRL Quarters		-	-	-	1,000	1,000	3,000	-	-	-	-	-	5,000
Pay-As-You-Go		-	-	-	2,143	5,034	1,950	-	-	-	-	-	9,127
Requested Funding Source		-	-	-	3,143	6,034	4,950	-	-	-	-	-	14,127

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Design	-	-	-	1,393	1,927	-	-	-	-	-	-	3,320
	Land	-	-	-	1,750	560	-	-	-	-	-	-	2,310
	Land Improvements	-	-	-	-	3,547	4,950	-	-	-	-	-	8,497
	Total	-	-	-	3,143	6,034	4,950	-	-	-	-	-	14,127

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: RIVER VALLEY LAND ACQUISITION
 PROFILE NUMBER: CM-17-1001
 DEPARTMENT: Sustainable Development
 BRANCH: Urban Planning & Environment
 LEAD BRANCH: Urban Planning & Environment
 PROGRAM NAME:
 BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: Peter Ohm
 LEAD BRANCH MANAGER: Peter Ohm
 ESTIMATED START DATE: January, 2015
 ESTIMATED COMPLETION: December, 2018

Service Category: Parks Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	5,500
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	5,500

PROFILE DESCRIPTION

This profile funds the acquisition of remaining private properties within the boundary of the North Saskatchewan River Valley and Ravine system. The City is under obligation to respond to property offers as the Way We Grow policy directs public acquisition of the remaining properties.

PROFILE BACKGROUND

Since early 1900's the City has placed special emphasis on its river valley system and is deeply involved in planning, acquisition, development, and system management. Approximately seventy-five private properties remain to be acquired by the City.

PROFILE JUSTIFICATION

The North Saskatchewan River Valley is the largest regional park in the City, often mentioned as its best feature. The Way We Grow directs Administration to act proactively to acquire land in the River Valley for park purposes and natural area protection.

STRATEGIC ALIGNMENT

The Way We Grow directs administration to proactively ensure that ecological land in the River Valley system is acquired for park purposes and natural area protection.

ALTERNATIVES CONSIDERED

The provision of public access rights-of-way does not relieve the City of its obligation to own all river valley land. RVA funding through Federal/Provincial grants will be sought and may be available during the budget period.

COST BENEFITS

Acquisition of public space. Added operational costs for maintenance including trail maintenance and forestry. Tangible benefits include title to the land with existing landscaping and continued greenspace benefits of carbon sequestration, water retention, landscape shading etc. Intangible benefits include the potential for recreation and greenspace programming by partners and the City. Social focal point encouraging civic pride/participation.

KEY RISKS & MITIGATING STRATEGY

Risks include a need to negotiate with multiple land owners concurrently, not knowing if we will be successful with some, or any. A mitigating strategy is the use of expropriation, although seldom used. RVA funding has not been assigned to the City.

RESOURCES

Acquisition budget could include site design, zoning and other property transactions, or demolition if required. Acquisition is through Corporate Properties, and requires Planner resources from Urban Planning and Environment.

CONCLUSIONS AND RECOMMENDATIONS

Acquisition remains a high priority and we continue to negotiate. Recommendation: Continue responding to all offers and to approach owners where land is required for capital development.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **River Valley Land Acquisition**
 PROFILE NUMBER: **CM-17-1001**

PROFILE TYPE: **Composite**
 BRANCH: **Urban Planning & Environment**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	2,750	2,750	-	-	-	-	-	-	-	5,500
Current Approved Budget		-	-	2,750	2,750	-	-	-	-	-	-	-	5,500
Approved Funding Sources													
Parkland Purchase Reserve		-	-	2,500	2,500	-	-	-	-	-	-	-	5,000
Partnership Funding		-	-	250	250	-	-	-	-	-	-	-	500
Current Approved Funding Sources		-	-	2,750	2,750	-	-	-	-	-	-	-	5,500

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	2,750	2,750	-	-	-	-	-	-	-	5,500
Requested Funding Source													
Parkland Purchase Reserve		-	-	2,500	2,500	-	-	-	-	-	-	-	5,000
Partnership Funding		-	-	250	250	-	-	-	-	-	-	-	500
Requested Funding Source		-	-	2,750	2,750	-	-	-	-	-	-	-	5,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Land	-	-	2,750	2,750	-	-	-	-	-	-	-	5,500
	Total	-	-	2,750	2,750	-	-	-	-	-	-	-	5,500

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	2	2	-	-	2	2	-	-	1	1	-	-	1	1	-
Total Operating Impact	-	2	2	-	-	2	2	-	-	1	1	-	-	1	1	-

CAPITAL PROFILE REPORT

PROFILE NAME: **SUBURBAN SCHOOL AND PARK LAND ACQUISITION**
PROFILE NUMBER: **CM-17-1004**
DEPARTMENT: **Sustainable Development**
BRANCH: **Urban Planning & Environment**
LEAD BRANCH: **Urban Planning & Environment**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Peter Ohm**
LEAD BRANCH MANAGER: **Peter Ohm**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Parks** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	15,966
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	15,966

PROFILE DESCRIPTION

This profile is for the acquisition of land for suburban school and park use in concert with the subdivision process, for lands not acquired through municipal reserve (i.e., compensation for a parkland over-dedication). Acquisition timing is developer-driven through the subdivision process and should allow for school construction and neighbourhood partnering opportunities. Analysis of development patterns identifies the potential need to purchase park space in Albany, Eaux Claires, Edgemont, Heritage Valley Towne Centre, Hollick Kenyon, Hudson, Matson, McConachie, Rapperswill, Rosenthal, Starling, Secord, and The Meadows Neighbourhood 5. As development patterns change, administration requires the ability to respond to subdivisions and land purchase needs that could potentially change.

PROFILE BACKGROUND

Acquires land for suburban school and park use in concert with the subdivision process for lands beyond the municipal reserve dedication level (i.e., parkland over-dedication). Acquisition timing is developer-driven.

PROFILE JUSTIFICATION

The City has a policy directive to acquire school and park sites, and a contractual obligation to assemble school sites and provide community league sites. These sites form the basis of public open space in new suburban neighbourhoods.

STRATEGIC ALIGNMENT

Provides school/park land and form part of the primary neighbourhood open space. The Way We Grow requires public infrastructure and services for livability, while timing park development with the development it intends to serve.

ALTERNATIVES CONSIDERED

Consideration could be given to acquire less land for suburban park/school needs in order to reduce the amount of the over-dedication owing to the developer. However, this would require negotiation with school partners and Community Services.

COST BENEFITS

This initiative will provide the City with an opportunity to purchase land for public space, with continued operational costs for maintenance. Tangible benefits include title to the land with existing landscaping and greenspace benefits of water retention, landscape shading, carbon advantages. Intangible benefits include the potential for Department and community league development, programming, social development, civic pride/participation.

KEY RISKS & MITIGATING STRATEGY

Inflation results in higher land acquisition costs for the City due to urbanization. Early land acquisition will result in cost savings. The City could negotiate acquiring less land, but would require support from schools and Community Services.

RESOURCES

This is an acquisition requirement. Acquisition is through Corporate Properties and requires planner time from Urban Planning and Environment.

CONCLUSIONS AND RECOMMENDATIONS

This profile supports land acquisition for suburban school/park development, specifically for lands not available through MR dedication. Recommendation is for full funding required to meet subsequent school/community recreational/development needs.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Suburban School and Park Land Acquisition**
 PROFILE NUMBER: **CM-17-1004**

PROFILE TYPE: **Composite**
 BRANCH: **Urban Planning & Environment**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	3,771	3,914	4,063	4,217	-	-	-	-	-	15,966
Current Approved Budget		-	-	3,771	3,914	4,063	4,217	-	-	-	-	-	15,966
Approved Funding Sources													
Funds-in-Lieu Reserve		-	-	3,771	3,914	4,063	4,217	-	-	-	-	-	15,966
Current Approved Funding Sources		-	-	3,771	3,914	4,063	4,217	-	-	-	-	-	15,966

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	3,771	3,914	4,063	4,217	-	-	-	-	15,966
Requested Funding Source												
Funds-in-Lieu Reserve		-	-	3,771	3,914	4,063	4,217	-	-	-	-	15,966
Requested Funding Source		-	-	3,771	3,914	4,063	4,217	-	-	-	-	15,966

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Land	-	-	3,771	3,914	4,063	4,217	-	-	-	-	-	15,966
	Total	-	-	3,771	3,914	4,063	4,217	-	-	-	-	-	15,966

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	4	4	-	-	4	4	-	-	4	4	-	-	4	4	-
Total Operating Impact	-	4	4	-	-	4	4	-	-	4	4	-	-	4	4	-

CAPITAL PROFILE REPORT

PROFILE NAME: **SHARED PARK DEVELOPMENT PROGRAM**
 PROFILE NUMBER: **CM-17-1010**
 DEPARTMENT: **Sustainable Development**
 BRANCH: **Urban Planning & Environment**
 LEAD BRANCH: **Urban Planning & Environment**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Peter Ohm**
 LEAD BRANCH MANAGER: **Peter Ohm**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Parks** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	3,257
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	3,257

PROFILE DESCRIPTION

This profile funds park development to a base level standard and provides some enhanced level amenities through a cost shared program with developer participation. The base level development includes utilities, grade, level, seed, landscaping etc. and the enhanced amenities consist of elements such as playgrounds and spray parks. This is a voluntary program and this profile will enable administration the ability to enter into park development partnerships. Administration as been proceeding with a pilot program that has seen 12 parks site partnerships enter the program and will have a potential cost saving to the City and community of \$13M, once the developments are completed.

PROFILE BACKGROUND

This profile funds base level park and school site development through a cost-shared program with developers. Includes grade, level, seed, utilities, landscaping etc. Shared/enhanced park development can occur upon the base level development.

PROFILE JUSTIFICATION

Open space/school site development must respond to school and community recreational needs in a timely fashion. Neighbourhood sites must be ready to receive further shared/enhanced park development and compliance with the Joint Use Agreement (JUA) regarding school site and sportsfield needs.

STRATEGIC ALIGNMENT

Construction of school/park sites in new neighbourhoods fulfills The Ways, including plan/design/acquire/operate according to Urban Parks Management Plan and JUA, explore new ways of funding, while timing construction closely with development.

ALTERNATIVES CONSIDERED

Without developer contributions as part of a cost shared program, open space development is entirely funded by the City. Alternatively, request Provincial funding as part of education programming space or full funding from developers.

COST BENEFITS

Tangible benefits include property title and added greenspace benefits including carbon sequestration, water retention, pollution removal and urban heat reduction. Fewer in-house resources will be required for construction. Intangible benefits include the ability to build capital in the community, become more physically active to reduce stress, lose weight, etc. Costs include added operational responsibility for landscaping maintenance.

KEY RISKS & MITIGATING STRATEGY

Non-residential construction index may not be adequate for park construction needs. No site testing until after approval of design/construction budgets, with potentially greater costs. Cost sharing will be subject to negotiation.

RESOURCES

This is a construction requirement that is typically undertaken in-house or by tender. Requires planner time from Urban Planning and Environment. If there are acquisition costs, they are under profile CM-17-1004.

CONCLUSIONS AND RECOMMENDATIONS

Development will provide a base level of neighbourhood public service and ready sites for community and educational use. Recommendation is for full funding required to meet subsequent school/community recreational and educational development needs.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Shared Park Development Program**
 PROFILE NUMBER: **CM-17-1010**

PROFILE TYPE: **Composite**
 BRANCH: **Urban Planning & Environment**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	312	636	864	1,444	-	-	-	-	-	3,257
Current Approved Budget		-	-	312	636	864	1,444	-	-	-	-	-	3,257
Approved Funding Sources													
Pay-As-You-Go		-	-	312	636	864	1,444	-	-	-	-	-	3,257
Current Approved Funding Sources		-	-	312	636	864	1,444	-	-	-	-	-	3,257

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	312	636	864	1,444	-	-	-	-	3,257
Requested Funding Source												
Pay-As-You-Go		-	-	312	636	864	1,444	-	-	-	-	3,257
Requested Funding Source		-	-	312	636	864	1,444	-	-	-	-	3,257

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	312	636	864	1,444	-	-	-	-	-	3,257
	Total	-	-	312	636	864	1,444	-	-	-	-	-	3,257

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Material & Equipment, Personnel, Utilities

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	136	136	-	-	134	134	-	-	135	135	-	-	137	137	-
Total Operating Impact	-	136	136	-	-	134	134	-	-	135	135	-	-	137	137	-

CAPITAL PROFILE REPORT

PROFILE NAME: **NATURAL AREAS ACQUISITION**
PROFILE NUMBER: **CM-17-3001**
DEPARTMENT: **Sustainable Development**
BRANCH: **Urban Planning & Environment**
LEAD BRANCH: **Urban Planning & Environment**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Peter Ohm**
LEAD BRANCH MANAGER: **Peter Ohm**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Parks** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,000

PROFILE DESCRIPTION

This profile funds the purchase of table land natural areas that are not acquired through either Environmental Reserve (ER) dedication or Municipal Reserve (MR) dedication, in the Rural SE Area Structure Plan (ASP), which is currently under review. Lands for purchase will be prioritized as identified in natural area studies, in order to achieve the maximum results to preserve natural heritage and connectivity.

PROFILE BACKGROUND

Increasingly, there is a broad understanding of the important role that natural areas play in supporting the urban environment. This profile funds the purchase of table land natural areas not acquired through Environmental Reserve (ER) or Municipal Reserve (MR) dedication. Lands will be prioritized as identified in natural area studies and will focus on the Rural Southeast Area Structure Plan (ASP), which is currently under review.

PROFILE JUSTIFICATION

Natural areas purchase is opportunity-driven and must be able to respond in a timely manner. Opportunities to purchase natural areas can occur either in advance of subdivision review or as subdivision occurs. Natural areas will become more resilient when preserved using a systems approach, where connectivity is maintained following development and urbanization of adjacent neighbourhoods. The identification and strategic purchase of natural areas can supplement the acquisition of environmental reserve (ER) and municipal reserve (MR) lands ahead of, or concurrent with, the subdivision of land. This profile protects and supports the preservation of natural heritage systems and supports legacy building for future generations of citizens. It also adds to the range of urban recreational, social and cultural history experiences for present and future generations.

STRATEGIC ALIGNMENT

Preserves and sustains our natural heritage, improves livability, and transforms the urban form to provide healthier outcomes. The Way We Grow requires to link parks and open spaces with natural systems; The Way We Green promotes nature be retained.

ALTERNATIVES CONSIDERED

Secured natural areas with adequate buffers are the goal. Municipal reserve land and ER is used as much as possible. Alternative (not preferred) is partial natural or buffer area purchase. Without funding, natural areas will be lost to development.

COST BENEFITS

Benefits include property title, water sequestration, landscape amenities, shading, carbon advantages, and greenspace connections. Intangible benefits include the potential for department and community development, programming. Social focal point encourages civic pride/participation through passive recreation opportunities and nature observation. Operational costs for edge management activities include litter and hazardous tree removal.

KEY RISKS & MITIGATING STRATEGY

Associated uncertainty of land negotiations, leading to partially secured or fewer natural areas secured. Increases possibility that City will buy fewer natural areas, despite expressed needs and availability of funding.

RESOURCES

This is an acquisition requirement, and is through Corporate Properties requiring planner time from Urban Planning and Environment. Acquisitions are requested to be funded through the balance in Natural Areas Reserve.

CONCLUSIONS AND RECOMMENDATIONS

Natural areas are a necessary part of our open space system and a natural heritage legacy. Recommend full funding of natural area acquisition. If only partial funding is approved, acquisition should focus on priority areas.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Natural Areas Acquisition**
 PROFILE NUMBER: **CM-17-3001**

PROFILE TYPE: **Composite**
 BRANCH: **Urban Planning & Environment**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	2,500	2,000	1,500	-	-	-	-	-	-	6,000
Current Approved Budget		-	-	2,500	2,000	1,500	-	-	-	-	-	-	6,000
Approved Funding Sources													
Natural Area Reserve		-	-	2,500	2,000	1,500	-	-	-	-	-	-	6,000
Current Approved Funding Sources		-	-	2,500	2,000	1,500	-	-	-	-	-	-	6,000

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	2,500	2,000	1,500	-	-	-	-	-	6,000
Requested Funding Source												
Natural Area Reserve		-	-	2,500	2,000	1,500	-	-	-	-	-	6,000
Requested Funding Source		-	-	2,500	2,000	1,500	-	-	-	-	-	6,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Land	-	-	2,500	2,000	1,500	-	-	-	-	-	-	6,000
	Total	-	-	2,500	2,000	1,500	-	-	-	-	-	-	6,000

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel, Transfer to Reserves

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	7	7	-	-	7	7	-	-	-	-	-	-	-	-	-
Urban Planning & Environment	-	150	150	-	-	150	150	-	-	150	150	-	-	150	150	-
Total Operating Impact	-	157	157	-	-	157	157	-	-	150	150	-	-	150	150	-

CAPITAL PROFILE REPORT

PROFILE NAME:	BLATCHFORD REDEVELOPMENT IMPLEMENTATION	FUNDED
PROFILE NUMBER:	14-02-2106	PROFILE STAGE:
DEPARTMENT:	Sustainable Development	PROFILE TYPE:
BRANCH:	Blatchford Redevelopment	PROFILE MANAGER: Mark Hall
LEAD BRANCH:	Blatchford Redevelopment	LEAD BRANCH MANAGER: Mark Hall
PROGRAM NAME:		ESTIMATED START DATE: January, 2013
BUDGET CYCLE:	2012-2014	ESTIMATED COMPLETION: December, 2023

Service Category:	Economic Development	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	631,925
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	631,925

PROFILE DESCRIPTION

Development of former City Centre Airport into a sustainable mixed use community: planning, preliminary and detailed engineering, construction of infrastructure, and sale of serviced properties.

PROFILE BACKGROUND

Blatchford will be a world-leading mixed-use community for up to 30,000 people. As set out in Council's vision, this walkable, transit-oriented, family-friendly and sustainable community will be built over 20–25 years, with the first stage starting in 2014.

July 2009 City Council voted to redevelop and close (in phases) the City Centre Airport. May 16, 2012, Council approved the City Centre Area Redevelopment Plan (Bylaw 16033), establishing the framework for future implementation of the redevelopment concept. In November 2013, the City Centre Airport closed.

PROFILE JUSTIFICATION

On June 10, 2014 City Council approved the Blatchford Concept Plan Implementation report and Business Case report which described the proposed approach to achieve the Council defined vision for the project and the objectives of the Area Redevelopment Plan. The detailed financial analysis for the recommended scenario (5A) was also approved, along with Council's first motion to have administration provide a Capital Profile and funding strategy for Council's consideration.

STRATEGIC ALIGNMENT

Blatchford contributes to The Way Ahead by increasing density; to The Way We Grow by being healthy and livable; to The Way We Move by enhancing use of transit, walking and bikes; and to The Way We Green by being a sustainable community.

ALTERNATIVES CONSIDERED

The June 10, 2014 Business Case report to Council included the recommended and approved scenario along with 4 others. The proforma evaluates each stage, including an analysis of requirements (capital, servicing & resources) vs. financial return.

COST BENEFITS

Project cost estimates include traditional on-site charges (e.g. sewer, road, earthwork, curb/gutter) and non-traditional outcomes such as a district energy system, low impact drainage design features, urban agriculture opportunities and significantly enhanced park space. Blatchford will generate net profit, from which investments will be made in strategic municipal initiatives and environmentally sustainable infrastructure.

KEY RISKS & MITIGATING STRATEGY

Key risks include economic slowdown, residential market competition, cost escalation and interest rate risk. Blatchford will be reevaluated annually to ensure that activities and staging are adapted to respond to market conditions and forecasts.

RESOURCES

The Blatchford project team will lead project activities with the support of internal staff and external consultants, expert advisors and contractors.

CONCLUSIONS AND RECOMMENDATIONS

Given The Way Ahead vision, it is recommended funding be established for the Blatchford Redevelopment project land development activities to contribute to housing supply, housing affordability, community building and livability.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Blatchford Redevelopment Implementation**
 PROFILE NUMBER: **14-02-2106**

PROFILE TYPE: **Standalone**
 BRANCH: **Blatchford Redevelopment**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2013 Cap - Capital Budget Adj (one-off)	56,212	-	-	-	-	-	-	-	-	-	-	56,212
2014 Cap - Capital Budget Adj (one-off)	-	14,264	77,060	38,693	9,587	16,973	40,139	41,796	19,012	14,246	303,943	575,713
Current Approved Budget	56,212	14,264	77,060	38,693	9,587	16,973	40,139	41,796	19,012	14,246	303,943	631,925
Approved Funding Sources												
Land Fund Retained Earnings	56,212	1,598	9,184	38,693	9,587	16,973	40,139	41,796	19,012	14,246	303,943	551,383
Tax-Supported Debt	-	12,666	67,876	-	-	-	-	-	-	-	-	80,542
Current Approved Funding Sources	56,212	14,264	77,060	38,693	9,587	16,973	40,139	41,796	19,012	14,246	303,943	631,925

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL	
Revised Budget (if Approved)	56,212	14,264	77,060	38,693	9,587	16,973	40,139	41,796	19,012	14,246	303,943	631,925
Requested Funding Source												
Land Fund Retained Earnings	56,212	1,598	9,184	38,693	9,587	16,973	40,139	41,796	19,012	14,246	303,943	551,383
Tax-Supported Debt	-	12,666	67,876	-	-	-	-	-	-	-	-	80,542
Requested Funding Source	56,212	14,264	77,060	38,693	9,587	16,973	40,139	41,796	19,012	14,246	303,943	631,925

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Other Costs	56,212	14,264	77,060	38,693	9,587	16,973	40,139	41,796	19,012	14,246	303,943	631,925
Total	56,212	14,264	77,060	38,693	9,587	16,973	40,139	41,796	19,012	14,246	303,943	631,925	

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **ICI LAND DEVELOPMENT**
PROFILE NUMBER: **CM-16-2010**
DEPARTMENT: **Sustainable Development**
BRANCH: **Land Enterprise**
LEAD BRANCH: **Land Enterprise**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Walter Trocencko**
LEAD BRANCH MANAGER: **Walter Trocencko**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: Land		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	87,248
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	87,248

PROFILE DESCRIPTION

Land Enterprise owns land supply intended for Industrial-Commercial-Investment (ICI) development in Ellerslie, Goodridge Corners, Southeast Industrial, Rampart and Roper.

Land development activities comprise 4 phases:

1. Land acquisition & conceptual planning
2. Development detailed design
3. Development construction
4. Development sales

PROFILE BACKGROUND

Land Enterprise Industrial-Commercial-Investment (ICI) land development projects are multi-year initiatives (5+ years) requiring reinvestment of Land Enterprise retained earnings to further activities. Land development activities create serviced lots, generating revenue and return on investment to the City while contributing to The Ways strategic plans primarily economic prosperity and diversification.

PROFILE JUSTIFICATION

Approval of ongoing capital investment for land development activities is required to ensure a continuous cycle of land development prior to sale. Land development activities generate revenue and provide an annual dividend return to the City in accordance with Land Enterprise Dividend Policy C516B.

Land development activities are completed in accordance with Land Development Policy C511 to ensure "Administration will maintain an inventory of residential and industrial development land sufficient to enable the City to maintain existing development activities." In addition activities contribute to The Ways strategic plans, in particular The Way We Prosper and the Industrial Land Strategy to attract business investment and promote economic diversity and prosperity.

STRATEGIC ALIGNMENT

Land Enterprise Industrial-Commercial-Investment land development contributes to The Way Ahead 10 Year strategic goal "Diversify Edmonton's Economy", The Way We Grow strategic goals and the Industrial Land Strategy.

ALTERNATIVES CONSIDERED

Project proformas evaluate land development projects including analysis of requirements (capital, servicing, & resources) vs. financial return. Individual project activities and staging are adapted to respond to competitive market conditions.

COST BENEFITS

Project costs include planning, design and construction costs. Construction costs include both off-site charges (e.g. sewer, road) and on-site servicing costs (e.g. earthwork, curb/gutter).

Land development activities generate profit, contribute to strategic municipal initiatives and/or infrastructure, and may additionally serve as catalysts for private sector land development.

KEY RISKS & MITIGATING STRATEGY

Key risks for land development activities are project risk and market risk. Market risks include economic and local market condition changes, both supply and demand, which impact saleability and project profitability.

RESOURCES

Enterprise Land Development project managers lead project activities with the support of internal staff and external consultants and contractors. Property Sales staff negotiate and sell lots.

CONCLUSIONS AND RECOMMENDATIONS

Given The Way Ahead and Industrial Land Strategy objectives, ongoing funding is recommended to ensure ongoing ICI land development activity to provide lot supply contributing to economic diversification, prosperity and business attraction.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **ICI Land Development**
 PROFILE NUMBER: **CM-16-2010**

PROFILE TYPE: **Composite**
 BRANCH: **Land Enterprise**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	38,827	11,069	13,311	24,041	-	-	-	-	-	87,248
Current Approved Budget		-	-	38,827	11,069	13,311	24,041	-	-	-	-	-	87,248
Approved Funding Sources													
Land Fund Retained Earnings		-	-	38,827	11,069	13,311	24,041	-	-	-	-	-	87,248
Current Approved Funding Sources		-	-	38,827	11,069	13,311	24,041	-	-	-	-	-	87,248

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	38,827	11,069	13,311	24,041	-	-	-	-	87,248
Requested Funding Source												
Land Fund Retained Earnings		-	-	38,827	11,069	13,311	24,041	-	-	-	-	87,248
Requested Funding Source		-	-	38,827	11,069	13,311	24,041	-	-	-	-	87,248

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Land	-	-	38,827	11,069	13,311	24,041	-	-	-	-	-	87,248
	Total	-	-	38,827	11,069	13,311	24,041	-	-	-	-	-	87,248

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: ICI LAND DEVELOPMENT ACQUISITION
PROFILE NUMBER: CM-16-2015
DEPARTMENT: Sustainable Development
BRANCH: Land Enterprise
LEAD BRANCH: Land Enterprise
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Walter Trocenko
LEAD BRANCH MANAGER: Walter Trocenko
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2018

Service Category: Land Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	46,973
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	46,973

PROFILE DESCRIPTION

Land Enterprise acquires land to replenish supply for Industrial Commercial Investment (ICI) land development activities. Strategic opportunity purchases occur 3-7 years in advance of land development activities, aligned with Land Development Policy C511 "over a ten-year forecast period".

Land Enterprise land development projects are multi-year initiatives (5+ years) requiring reinvestment of Land Enterprise retained earnings to further activities. Land development activities comprise 4 phases:

1. Land acquisition & conceptual planning
2. Development detailed design
3. Development construction
4. Development sales

ICI land development project activities diminish land supply as projects deliver serviced lots to market for sale. Therefore, capital funding to replenish land supply is required to further the ongoing activities of Land Enterprise.

PROFILE BACKGROUND

Land Enterprise Industrial-Commercial-Investment (ICI) land development projects are multi-year initiatives (5+ years) requiring reinvestment of Land Enterprise retained earnings to further activities. Land development activities create serviced lots, generating revenue and return on investment (ROI) to the City while contributing to The Way strategic plans and contributing specifically to The Way We Prosper.

PROFILE JUSTIFICATION

Approval of ongoing capital funding is required to ensure a continuous cycle of land development prior to sale.

Capital investment in ICI land development projects generate profit and provide a dividend of 25% annually to the City in accordance with Land Enterprise Dividend Policy C516B. Land development activities are completed in accordance with Land Development Policy C511 to ensure "Administration will maintain an inventory of residential and industrial development land sufficient to enable the City to maintain existing development activities."

STRATEGIC ALIGNMENT

Land Enterprise ICI land acquisition is the first capital investment in land development activities, contributing to The Way Ahead 10 Year strategic goal "Diversify Edmonton's Economy", The Way We Grow goals and Industrial Land Strategy.

ALTERNATIVES CONSIDERED

The feasibility of land acquisition is evaluated prior to purchase which includes evaluation of requirements (capital, servicing, & resources) versus financial return.

COST BENEFITS

Land Enterprise is a self-funded business model for large scale land development projects. Retained earnings are reinvested in land acquisition to further development activity and contribute to the ongoing profitability of Land Enterprise. Land development creates serviced ICI lots for sale and in addition, on-site amenities (eg. stormwater facilities, municipal reserve land).

Costs of land acquisition are typically market value.

KEY RISKS & MITIGATING STRATEGY

Key risks for land development acquisition activities are market risk and unforeseen site specific risks. Market risks include economic and local market condition changes, both supply and demand, which impacts forecast profitability.

RESOURCES

Enterprise Land Development identifies and evaluates strategic opportunity land purchases in collaboration with Property Acquisition. Property Appraisers identify market valuation while project team members evaluate project feasibility.

CONCLUSIONS AND RECOMMENDATIONS

Funding is recommended to advance goals in The Way Ahead strategic plans through the ongoing activities of Land Enterprise ICI land development activities which contribute to ICI lot supply, economic diversification and prosperity.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **ICI Land Development Acquisition**
 PROFILE NUMBER: **CM-16-2015**

PROFILE TYPE: **Composite**
 BRANCH: **Land Enterprise**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,020	20,021	25,932	-	-	-	-	-	-	46,973
Current Approved Budget		-	-	1,020	20,021	25,932	-	-	-	-	-	-	46,973
Approved Funding Sources													
Land Fund Retained Earnings		-	-	1,020	20,021	25,932	-	-	-	-	-	-	46,973
Current Approved Funding Sources		-	-	1,020	20,021	25,932	-	-	-	-	-	-	46,973

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	1,020	20,021	25,932	-	-	-	-	-	-	46,973
Requested Funding Source													
Land Fund Retained Earnings		-	-	1,020	20,021	25,932	-	-	-	-	-	-	46,973
Requested Funding Source		-	-	1,020	20,021	25,932	-	-	-	-	-	-	46,973

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Land	-	-	1,020	20,021	25,932	-	-	-	-	-	-	46,973
	Total	-	-	1,020	20,021	25,932	-	-	-	-	-	-	46,973

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: RESIDENTIAL/MIXED-USE LAND DEVELOPMENT
PROFILE NUMBER: CM-16-2020
DEPARTMENT: Sustainable Development
BRANCH: Land Enterprise
LEAD BRANCH: Land Enterprise
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Walter Trocenko
LEAD BRANCH MANAGER: Walter Trocenko
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2018

Service Category: Land Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	74,121
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	74,121

PROFILE DESCRIPTION

Land Enterprise owns land supply intended for residential/mixed-use lot development in Goodridge Corners , Laurel, and Schonsee with plans to develop surplus municipal land in McConachie. Reinvestment of Land Enterprise retained earnings furthers land development activities.

Land development is comprised of 4 phases:

1. Land acquisition & conceptual planning
2. Development detailed design
3. Development construction
4. Development sales

PROFILE BACKGROUND

Land Enterprise residential/mixed-use land development projects are multi-year initiatives (5+ years) requiring reinvestment of Land Enterprise retained earnings to further activities. Land development activities create serviced lots, generating revenue and profit for Land Enterprise while contributing to The Ways strategic initiatives, primarily The Way We Grow.

PROFILE JUSTIFICATION

Approval of ongoing capital funding is required to ensure a continuous cycle of land development prior to sale. Land development activities generate revenue and provide an annual dividend of 25% to the City in accordance with Land Enterprise Dividend Policy C516B.

Land development activities are carried out in accordance with Land Development Policy C511 to ensure "Administration will maintain an inventory of residential and industrial development land sufficient to enable the City to maintain existing development activities."

Residential/mixed-use land development provide diverse and affordable residential lot options for the general public, while facilitating community building and livability.

STRATEGIC ALIGNMENT

Land Enterprise residential land development contributes to The Way We Grow objectives: Transform Edmonton's Urban Form (by increasing density) and advances Complete, Healthy and Livable Communities.

ALTERNATIVES CONSIDERED

Project proformas evaluate requirements (capital, servicing, and resources) and project profitability. Individual project activities and staging are adapted to respond to competitive market conditions.

COST BENEFITS

Project cost include both design and construction costs. Construction costs include established off-site charges (e.g. sewer, road) and on-site servicing costs (e.g. earthwork, curb/gutter).

Land development activities generate profit, contribute to strategic municipal initiatives and/or infrastructure, and may additionally serve as catalyst for private sector land development.

KEY RISKS & MITIGATING STRATEGY

Key risks for land development activities are project risk and market risk. Market risks include economic and local market condition changes, both supply and demand, which impacts saleability and project profitability.

RESOURCES

Enterprise Land Development project managers lead project activities with the support of internal staff and external consultants and contractors. Property Sales staff negotiate and sell serviced lots.

CONCLUSIONS AND RECOMMENDATIONS

Funding is recommended to advance goals in The Way Ahead strategic plans through Land Enterprise residential land development activities to contribute to residential supply, housing affordability, community building and livability.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Residential/Mixed-Use Land Development**
 PROFILE NUMBER: **CM-16-2020**

PROFILE TYPE: **Composite**
 BRANCH: **Land Enterprise**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	24,430	24,770	6,164	18,757	-	-	-	-	-	74,121
Current Approved Budget		-	-	24,430	24,770	6,164	18,757	-	-	-	-	-	74,121
Approved Funding Sources													
Land Fund Retained Earnings		-	-	24,430	24,770	6,164	18,757	-	-	-	-	-	74,121
Current Approved Funding Sources		-	-	24,430	24,770	6,164	18,757	-	-	-	-	-	74,121

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	24,430	24,770	6,164	18,757	-	-	-	-	74,121
Requested Funding Source												
Land Fund Retained Earnings		-	-	24,430	24,770	6,164	18,757	-	-	-	-	74,121
Requested Funding Source		-	-	24,430	24,770	6,164	18,757	-	-	-	-	74,121

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Land	-	-	24,430	24,770	6,164	18,757	-	-	-	-	-	74,121
	Total	-	-	24,430	24,770	6,164	18,757	-	-	-	-	-	74,121

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	RESIDENTIAL/MIXED-USE LAND DEVELOPMENT ACQUISITION	FUNDED	
PROFILE NUMBER:	CM-16-2025	PROFILE STAGE:	
DEPARTMENT:	Sustainable Development	PROFILE TYPE:	
BRANCH:	Land Enterprise	PROFILE MANAGER:	Walter Trocenko
LEAD BRANCH:	Land Enterprise	LEAD BRANCH MANAGER:	Walter Trocenko
PROGRAM NAME:		ESTIMATED START DATE:	January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2018

Service Category:	Land	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	16,216
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	16,216

PROFILE DESCRIPTION

Land Enterprise acquires land to replenish supply for residential/mixed-use land development activities. Strategic opportunity purchases occur 3-7 years in advance of land development activities, aligned with Land Development Policy C511 "over a ten-year forecast period". Land Enterprise land development projects are multi-year initiatives (5+ years) requiring reinvestment of Land Enterprise retained earnings to further activities. Land development activities are comprised of 4 phases:

1. Land acquisition & conceptual planning
2. Development detailed design
3. Development construction
4. Development sales

Residential/mixed-use land development project activities diminish land supply as projects deliver serviced lots to market for sale. Therefore, capital funding for raw land acquisition (Phase 1) is required to replenish supply to further the ongoing activities of Land Enterprise.

PROFILE BACKGROUND

Land Enterprise land development projects are multi-year initiatives (5+ years) requiring reinvestment of Land Enterprise retained earnings to further activities. Land development activities create serviced lots, generating revenue and return on investment (ROI) to the City while contributing to objectives of The Ways strategic initiatives and creating affordable housing opportunities.

PROFILE JUSTIFICATION

Approval of ongoing capital funding is required to ensure a continuous cycle of land development prior to sale. Capital investment is a key success factor for land development. Funding invests in residential and mixed-use land development activities to generate profit and provide a dividend annually to the City in accordance with Land Enterprise Dividend Policy C516B. Land development activities are completed in accordance with Land Development Policy C511 to ensure "Administration will maintain an inventory of residential and industrial development land sufficient to enable the City to maintain existing development activities."

Profit from land development activities is reinvested as capital for future land development activities and to provide a 25% annual dividend to the City.

STRATEGIC ALIGNMENT

Land Enterprise residential land development contributes to The Way We Grow objectives: Transform Edmonton's Urban Form (by increasing density) and Complete, Healthy and Livable Communities.

ALTERNATIVES CONSIDERED

The feasibility of land acquisition is evaluated prior to purchase which includes evaluation of requirements (capital, servicing, & resources) vs. financial return. In addition projects are evaluated annually for revenue and profitability.

COST BENEFITS

Land acquisition is typically acquired at market value plus additional due diligence costs.

Land Enterprise is a self-funded business model for land development projects. Retained earnings are reinvested in land acquisition to further development activity creating serviced residential/mixed-use lots for sale and public amenities (eg. stormwater facilities, parks).

KEY RISKS & MITIGATING STRATEGY

Key risks for land development acquisition activities are market risk and unforeseen site specific risks. Market risks include economic and local market condition changes, both supply and demand, which impacts forecast profitability.

RESOURCES

Enterprise Land Development evaluates strategic opportunity land purchases in collaboration with Property Acquisition. Property Appraisers identify market valuation while development project team members evaluate project feasibility.

CONCLUSIONS AND RECOMMENDATIONS

Funding is recommended to advance goals in The Way Ahead strategic plans through Land Enterprise residential land development activities which contribute to residential supply, housing affordability, community building and livability.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Residential/Mixed-Use Land Development Acquisition**
 PROFILE NUMBER: **CM-16-2025**

PROFILE TYPE: **Composite**
 BRANCH: **Land Enterprise**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	4,078	-	-	12,137	-	-	-	-	-	16,216
Current Approved Budget		-	-	4,078	-	-	12,137	-	-	-	-	-	16,216
Approved Funding Sources													
Land Fund Retained Earnings		-	-	4,078	-	-	12,137	-	-	-	-	-	16,216
Current Approved Funding Sources		-	-	4,078	-	-	12,137	-	-	-	-	-	16,216

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	4,078	-	-	12,137	-	-	-	-	-	16,216
Requested Funding Source													
Land Fund Retained Earnings		-	-	4,078	-	-	12,137	-	-	-	-	-	16,216
Requested Funding Source		-	-	4,078	-	-	12,137	-	-	-	-	-	16,216

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Land	-	-	4,078	-	-	12,137	-	-	-	-	-	16,216
	Total	-	-	4,078	-	-	12,137	-	-	-	-	-	16,216

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	SMARTBUS	FUNDED
PROFILE NUMBER:	11-66-1293	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Transportation Services	PROFILE TYPE: Standalone
BRANCH:	Edmonton Transit	PROFILE MANAGER: Charles Stolte
LEAD BRANCH:		LEAD BRANCH MANAGER:
PROGRAM NAME:		ESTIMATED START DATE: January, 2011
BUDGET CYCLE:	2010	ESTIMATED COMPLETION: December, 2015

Service Category: Public Transit	Major Initiative:
GROWTH 90	RENEWAL 10
PREVIOUSLY APPROVED:	13,900
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	13,900

PROFILE DESCRIPTION

The Smart Bus program leverages Intelligent Transportation Systems (ITS) technology to better inform and assist customers, enable operations to better manage the on-road service and to deliver needed information to transit planners to improve services in the future.

This initiative is to equip the remaining fleet of 628 transit buses with Smart Bus equipment, delivering real-time bus information to Edmonton Transit riders and also delivering additional communication, monitoring and analysis tools that will enable Edmonton Transit to better manage the transit service. Given the common on-board equipment and data requirements with the Smart Fare initiative, this project is complimentary to and contingent on approval and funding of the Smart Fare initiative (12-66-1294). This project includes procurement and installation of the remaining on-board equipment and backend information systems not funded through the Smart Fare project.

PROFILE BACKGROUND

Intelligent transportation systems offer opportunities to address existing challenges related to bus schedule reliability, fleet management, safety, and accessibility while providing vast improvements to the transit customer's experience.

PROFILE JUSTIFICATION

Intelligent Transportation Systems have emerged as a key component in managing large transit systems. As Canada's 6th largest transit system, ETS requires additional, integrated tools to ensure that the bus fleet is optimally allocated and maintained and to provide the necessary level of safety, accessibility, and real-time data that customers require in order to catalyze large scale shifts in transportation modes. The initial roll out of Smart Bus (Phase 1) demonstrated that the solution met the objectives set out in the initial business case and outlined below. In order to fully realize the anticipated outcomes and deliver "smart" technology solutions for ETS in the most cost-effective manner, the remaining fleet needs to be equipped with the Smart Bus infrastructure.

STRATEGIC ALIGNMENT

- This project aligns with the following City Council goals:
- The Way We MOVE - Shift Edmonton's Transportation Modes
 - The Way We GREEN - Preserve and Sustain Edmonton's Environment
 - The Way We LIVE - Connecting with Citizens

ALTERNATIVES CONSIDERED

The alternative to utilizing Intelligent Transit System technology involves expanding personnel assigned to on road incident management as well as customer service support. This is not seen as sustainable and would not address underlying issues. Deferring system-wide Smart Bus deployment to the 2019 – 2022 Capital Priorities Plan period, after implementation of the Smart Fare System is completed, was also considered. This approach results in significant project cost increase for the combined Smart Fare and Smart Bus initiatives, less flexibility for implementing advanced fare pricing policies and greater complexity and risks related to on-board equipment and data management.

COST BENEFITS

The Smart Bus initiative provides benefits that will be experienced directly by customers as well as a broad ranges of efficiencies in the manner in which bus operations are managed.

KEY RISKS & MITIGATING STRATEGY

Key risks include resourcing and change management. The use of consistent processes and clear communication to all stakeholders will mitigate these risks.

RESOURCES

It is preferable to use a mixed team of dedicated external and internal resources to deliver the solution, as the City benefits from the experienced external resources and knowledge is transferred to the City staff over the course for the project.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that funding be provided to fully equip the remaining ETS bus fleet with the Smart Bus equipment and IT infrastructure.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **SMARTBUS**
 PROFILE NUMBER: **11-66-1293**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	2,800	-	-	-	-	-	-	-	-	-	-	2,800
2011 CBS Budget Adjustment	436	-	-	-	-	-	-	-	-	-	-	436
2012 CBS Budget Adjustment	-1,805	-	-	-	-	-	-	-	-	-	-	-1,805
2013 Cap - Carry Forward	-493	-	-	-	-	-	-	-	-	-	-	-493
2013 CBS Budget Adjustment	2,319	-	-	-	-	-	-	-	-	-	-	2,319
2014 Cap - Budget Request for Next Cycle	-	-	10,150	-	-	-	-	-	-	-	-	10,150
2014 Cap - Carry Forward	-	493	-	-	-	-	-	-	-	-	-	493
2014 CBS Budget Adjustment	-	-	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	3,257	493	10,150	-	-	-	-	-	-	-	-	13,900
Approved Funding Sources												
Fuel Rebate	350	-	-	-	-	-	-	-	-	-	-	350
Munc Sustain. Initiative - MSI	2,500	-	9,846	-	-	-	-	-	-	-	-	12,346
Pay-As-You-Go	407	493	304	-	-	-	-	-	-	-	-	1,204
Current Approved Funding Sources	3,257	493	10,150	-	-	-	-	-	-	-	-	13,900

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	3,257	493	10,150	-	-	-	-	-	-	-	-	13,900
Requested Funding Source												
Fuel Rebate	350	-	-	-	-	-	-	-	-	-	-	350
Munc Sustain. Initiative - MSI	2,500	-	9,846	-	-	-	-	-	-	-	-	12,346
Pay-As-You-Go	407	493	304	-	-	-	-	-	-	-	-	1,204
Requested Funding Source	3,257	493	10,150	-	-	-	-	-	-	-	-	13,900

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	6,444	-	-	-	-	-	-	-	-	6,444
	Design	-	-	3,706	-	-	-	-	-	-	-	-	3,706
	Other Costs	3,257	493	-	-	-	-	-	-	-	-	-	3,750
	Total	3,257	493	10,150	-	-	-	-	-	-	-	-	13,900

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Interdepartmental, Material & Equipment, Personnel, Revenue, Utilities

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Transit	-	-	-	1.0	400	1,813	1,413	4.0	200	-1,156	-1,356	-	-	-621	-621	-
Total Operating Impact	-	-	-	1.0	400	1,813	1,413	4.0	200	-1,156	-1,356	-	-	-621	-621	-

CAPITAL PROFILE REPORT

PROFILE NAME: VALLEY LINE LRT
 PROFILE NUMBER: 11-66-1673
 DEPARTMENT: Transportation Services
 BRANCH: Edmonton Transit
 LEAD BRANCH: LRT Design & Construction
 PROGRAM NAME:
 BUDGET CYCLE: 2011

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: Wayne Mandryk
 LEAD BRANCH MANAGER: Wayne Mandryk
 ESTIMATED START DATE: January, 2012
 ESTIMATED COMPLETION: December, 2020

Service Category: Public Transit Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	1,776,302
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	1,776,302

PROFILE DESCRIPTION

This project provides funding requirements for detailed design, land acquisition, and construction of the Mill Woods to Lewis Estates LRT line. Also included in this project is the purchase of light rail vehicles and construction of a LRT maintenance facility. Phase 2 commencement is subject to funding from other orders of Government.

The conceptual schedule is as follows (subject to preliminary design and constructability reviews):

Phase 1

2012-2014: SE land acquisition (Centre West to Millwoods Town Centre) and critical land/opportunity land acquisitions west of Centre West (\$102 million). SE to W Preliminary design for \$39 million is funded under capital profile 11-66-1668.

Phase 2

2013-2026: Detailed design, utility relocations, land acquisition (\$114 million), maintenance facility construction, purchase of light rail vehicles, LRT line and station construction. LRT Construction would commence in 2014 or 2015 depending funding and delivery method. Costs are based on a 2014 construction start and a 2017 completion with phase 1 and stage 1 of phase 2 proposed for this time horizon. Costs for the \$3.161 billion are based on a 2017 completion.

The LRT line is expected to be operational for a 75-100 year period. Various equipment, structures, and assets and along the right of way will have design life ranging from 10 to 50 years. Design life for the light rail vehicles is 35 years.

PROFILE JUSTIFICATION

Strategic Objective 5.1 of The Transportation Master Plan (2009) Bylaw 15101, approved by City Council in December 2009. Constructing the LRT from Mill Woods to Lewis Estates meets the objectives of the Transportation Master Plan and the High Speed Transit Strategic Plan.

CHANGES TO APPROVED PROFILE

2014 FSCBA - Changes to financing sources to reflect the timing of grant receive (Federal P3 Canada Grant in 2020)

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Valley Line LRT**
 PROFILE NUMBER: **11-66-1673**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	68,000	34,000	-	-	-	-	-	-	-	-	-	102,000
2012 CBS Budget Adjustment	-7,486	-	-	-	-	-	-	-	-	-	-	-7,486
2013 Cap - Carry Forward	-30,211	-	-	-	-	-	-	-	-	-	-	-30,211
2013 CBS Budget Adjustment	32,847	-	-	-	-	-	-	-	-	-	-	32,847
2014 Cap - Capital Budget Adj (one-off)	-	-	-	256,811	275,386	266,098	233,591	581,114	-	-	-	1,613,000
2014 Cap - Carry Forward	-	30,211	-	-	-	-	-	-	-	-	-	30,211
2014 CBS Budget Adjustment	-	30,000	5,000	-	-	-	-	-	-	-	-	35,000
2014 SCBA >\$1MM or New	-	941	-	-	-	-	-	-	-	-	-	941
2014 SCBA Change in Sources of Funding	-	-	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	63,150	95,152	5,000	256,811	275,386	266,098	233,591	581,114				1,776,302
Approved Funding Sources												
Developer Financing	1,302	-	-	-	-	-	-	-	-	-	-	1,302
Federal Bldg Canada Fund	-	-	-	27,500	27,500	27,500	27,500	40,000	-	-	-	150,000
Federal P3 Canada Grant	-	-	-	-	-	-	-	250,000	-	-	-	250,000
Green-trip	-	-	-	60,000	60,000	60,000	60,000	70,000	-	-	-	310,000
Munc Sustain. Initiative - MSI	-	20,915	-	-	-	-	-	-	-	-	-	20,915
Other	-	-	-	-	-	-	-	-	-	-	-	-
Other Reserve	-	10,000	-	-	-	-	-	-	-	-	-	10,000
Provincial BCF - matching	-	-	-	27,500	27,500	27,500	27,500	40,000	-	-	-	150,000
Tax-Supported Debt	61,848	64,237	5,000	141,811	160,386	151,098	118,591	181,114	-	-	-	884,085
Current Approved Funding Sources	63,150	95,152	5,000	256,811	275,386	266,098	233,591	581,114				1,776,302

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

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		REVISED BUDGET (IF APPROVED)										
Revised Budget (if Approved)	63,150	95,152	5,000	256,811	275,386	266,098	233,591	581,114	-	-	-	1,776,302
Requested Funding Source												
Developer Financing	1,302	-	-	-	-	-	-	-	-	-	-	1,302
Federal Bldg Canada Fund	-	-	-	27,500	27,500	27,500	27,500	40,000	-	-	-	150,000
Federal P3 Canada Grant	-	-	-	-	-	-	-	250,000	-	-	-	250,000
Green-trip	-	-	-	60,000	60,000	60,000	60,000	70,000	-	-	-	310,000
Munc Sustain. Initiative - MSI	-	20,915	-	-	-	-	-	-	-	-	-	20,915
Other	-	-	-	-	-	-	-	-	-	-	-	-
Other Reserve	-	10,000	-	-	-	-	-	-	-	-	-	10,000
Provincial BCF - matching	-	-	-	27,500	27,500	27,500	27,500	40,000	-	-	-	150,000
Tax-Supported Debt	61,848	64,237	5,000	141,811	160,386	151,098	118,591	181,114	-	-	-	884,085
Requested Funding Source	63,150	95,152	5,000	256,811	275,386	266,098	233,591	581,114				1,776,302

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction	-	941	-	192,829	269,814	260,714	228,866	569,358	-	-	-	-	1,522,522
Design	-	-	-	3,982	5,572	5,384	4,725	11,756	-	-	-	-	31,419
Land	-	-	-	60,000	-	-	-	-	-	-	-	-	60,000
Other Costs	63,150	94,211	5,000	-	-	-	-	-	-	-	-	-	162,361
Total	63,150	95,152	5,000	256,811	275,386	266,098	233,591	581,114					1,776,302

CAPITAL PROFILE REPORT

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: WESTWOOD TRANSIT GARAGE REPLACEMENT
PROFILE NUMBER: 12-66-1413
DEPARTMENT: Transportation Services
BRANCH: Edmonton Transit
LEAD BRANCH: Edmonton Transit
PROGRAM NAME:
BUDGET CYCLE: 2011

FUNDED

PROFILE STAGE: Post Budget Approval
PROFILE TYPE: Standalone
PROFILE MANAGER: Charles Stolte
LEAD BRANCH MANAGER: Charles Stolte
ESTIMATED START DATE: January, 2012
ESTIMATED COMPLETION: December, 2017

Service Category: Public Transit

Major Initiative:

GROWTH	RENEWAL
10	90

PREVIOUSLY APPROVED:	201,518
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	201,518

PROFILE DESCRIPTION

This project includes construction and equipment for a new transit garage to replace the existing Westwood facility. The replacement facility pricing is based on housing and maintaining a similar capacity of transit fleet of 300 buses which is currently held at the Westwood Transit Garage. The new facility is planned to be operational by 2018.

Land has been purchased for the site in the northeast section of the city and preliminary design has been completed. The base cost estimate included in this profile of \$181.6M is for construction a 300 bus transit garage with facilities to replace the maintenance functions at the existing Westwood garage. The new garage also includes additional workspace to deal with overcrowding issues and best optimize resources among the ETS transit garages. Additional contemporary workspace enhancements are presented in capital profile 15-66-3551.

PROFILE BACKGROUND

The Westwood Garage will be at the end of its life by 2018. A new facility is required in the NE to replace Westwood Garage.

PROFILE JUSTIFICATION

The existing Westwood transit garage is at the end of its service life and is experiencing numerous operational challenges related to facility and fleet maintenance, fueling, cleaning, and service delivery. In addition to offering modern design features to optimize efficiency in these areas, a replacement transit garage is deemed more economically attractive than the alternative of extending the life cycle of the existing Westwood garage. This fact is largely due to the impending land requirements at the existing site; with implications for both NAIT and the Blatchford development, it makes more economic sense to build a new garage now than to continue to extend the life of the existing facility only to build a new garage in the near future.

STRATEGIC ALIGNMENT

The profile aligns with The Way we Move by supporting a shift in Edmonton's transportation mode and The Way we Green through reducing impacts on air, land and water systems.

ALTERNATIVES CONSIDERED

Rehabilitation of the Westwood Garage was considered as part of the 2012-2014 Capital Plan but ruled out as a viable, cost efficient alternative. Contemporary workspace enhancements for the new facility are outlined in profile 15-66-3551.

COST BENEFITS

Constructing a new garage provides better long term value (both return on investment and operationally) than rehabilitating the Westwood Garage. Cost savings of \$600k are expected due to more efficient maintenance and lower utilities.

KEY RISKS & MITIGATING STRATEGY

Deferral of the NE transit garage will require significant rehabilitation of the existing Westwood garage to keep the building operational beyond the end of 2017. The building is currently only being maintained to a "run down" condition.

RESOURCES

The project will be managed by Community Services Building and Landscape Services.

CONCLUSIONS AND RECOMMENDATIONS

Construction a new NE bus garage as a replacement for Westwood Garage is recommended. A new garage provides a better return on investment as compared to maintaining operations at Westwood, especially given future plans for the existing Westwood site.

CONTINGENCY OF APPROVAL

Business Case for Workspace Enhancements – Westwood Garage Replacement - Transportation Svcs.
December 11, 2014 - City Council Meeting

That Capital Profile Westwood Transit Garage Replacement #12-66-1413 increase by \$5.13 million to fund contemporary workspace enhancements with funding from debt, with the expenditure of funds subject to the Transportation Services report to Committee on the Business Case for Workspace Enhancements - Westwood Garage Replacement, brought back to Committee.

Due By: Apr. 22, 2015 Transportation Committee

Contingency met: dd/mm/yyyy

CHANGES TO APPROVED PROFILE

Capital Budget Amendment number CAP #18 - Approved December 10, 2014

An additional approval to this profile costs of \$5.13 million which provides enhancements including provisions for onsite daycare for working parents that operate out of the garage, city employees and potentially the public. Informal meeting area / concession would provide opportunities for staff collaboration while ensuring staff have access to a modest selection of healthy food. Also an onsite River City Credit Union provides various financial products to all city employees; the intended space would replace the existing branch at Westwood.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Westwood Transit Garage Replacement**
 PROFILE NUMBER: **12-66-1413**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET	Approved Budget									
	Original Budget Approved	26,500	-80,000	19,000	13,500	-	-	-	-	-	-	-21,000
	2012 CBS Budget Adjustment	-9,209	-	-	-	-	-	-	-	-	-	-9,209
	2013 Cap - Carry Forward	-8,401	-	-	-	-	-	-	-	-	-	-8,401
	2013 CBS Budget Adjustment	-2,531	-	-	-	-	-	-	-	-	-	-2,531
	2014 Cap - Budget Request for Next Cycle	-	-	55,963	56,593	74,202	-	-	-	-	-	186,758
	2014 Cap - Carry Forward	-	8,401	-	-	-	-	-	-	-	-	8,401
	2014 CBS Budget Adjustment	-	80,000	-19,000	-13,500	-	-	-	-	-	-	47,500
	Current Approved Budget	6,359	8,401	55,963	56,593	74,202	-	-	-	-	-	201,518
	Approved Funding Sources											
	Munc Sustain. Initiative - MSI	6,220	7,852	-	-	-	-	-	-	-	-	14,072
	Pay-As-You-Go	139	549	54	57	119	-	-	-	-	-	918
	Tax-Supported Debt	-	-	55,908	56,536	74,083	-	-	-	-	-	186,527
	Current Approved Funding Sources	6,359	8,401	55,963	56,593	74,202	-	-	-	-	-	201,518

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		6,359	8,401	55,963	56,593	74,202	-	-	-	-	-	201,518
Requested Funding Source												
	Munc Sustain. Initiative - MSI	6,220	7,852	-	-	-	-	-	-	-	-	14,072
	Pay-As-You-Go	139	549	54	57	119	-	-	-	-	-	918
	Tax-Supported Debt	-	-	55,908	56,536	74,083	-	-	-	-	-	186,527
	Requested Funding Source	6,359	8,401	55,963	56,593	74,202	-	-	-	-	-	201,518

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)	Construction	-	-	54,362	56,536	74,133	-	-	-	-
	Design	-	-	1,547	-	-	-	-	-	-	-	-	1,547
	Other Costs	6,359	8,401	-	-	-	-	-	-	-	-	-	14,760
	Percent for Art	-	-	54	57	69	-	-	-	-	-	-	180
	Total	6,359	8,401	55,963	56,593	74,202	-	-	-	-	-	-	201,518

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Utilities

Branch:	2019				2020				2021				2022			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Transit	-	600	600	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	600	600	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	TRANSIT SMART FARE SYSTEM (SMART CARD)	FUNDED	
PROFILE NUMBER:	13-66-1294	PROFILE STAGE: Post Budget Approval	
DEPARTMENT:	Transportation Services	PROFILE TYPE: Standalone	
BRANCH:	Edmonton Transit	PROFILE MANAGER:	Charles Stolte
LEAD BRANCH:	Edmonton Transit	LEAD BRANCH MANAGER:	Charles Stolte
PROGRAM NAME:		ESTIMATED START DATE:	January, 2013
BUDGET CYCLE:	2012-2014	ESTIMATED COMPLETION:	December, 2018

Service Category:	Public Transit	Major Initiative:	
--------------------------	-----------------------	--------------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	42,219
90	10	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	42,219

PROFILE DESCRIPTION

The Smart Fare initiative will undertake the necessary steps to procure and deploy an account based, open payment electronic fare system that will scale to accommodate the size and scope of the region and provide Edmonton Transit and its regional transit partners the ability to introduce innovative fare policy options. The requirements gathering, currently underway, and procurement will require approximately one to 1.5 years to complete. It is anticipated that the Smart Fare initiative will be implemented in two years following the selection of a preferred Smart Fare vendor. Much of the on-board equipment and communications infrastructure that supports Smart Fare will also support a potential future Smart Bus initiative (11-66-1293).

PROFILE BACKGROUND

ETS has seen significant growth in recent years and the capacity to accommodate continued growth is constrained by the limitations of the current fare collection system. In 2013 ETS sold over 8 million tickets, 60,000 U-Passes and 900,000 other types of passes. All are individually bar-coded and manually tracked and reconciled throughout the production, distribution and sales cycle. As ridership grows, this manual process is increasingly expensive. The manual fare system constrains Transit's ability to manage fares efficiently. \$7 million was approved in the 2012-14 capital budget cycle to undertake the ground work for a regional smart fare system. Both Strathcona and St. Albert councils have approved motions to participate in the Smart Fare program. The current proposal would see Edmonton apply for GreenTRIP funding for 2/3 of the project costs, including St. Albert and Strathcona. A tri-party agreement would ensure an equitable distribution of the non-GreenTRIP funding.

PROFILE JUSTIFICATION

Smart Fare enables Transit to efficiently manage transit fare products by reducing / eliminating paper products, reducing the use of cash, easily introduce new fare products and reduce fare evasion. Transit riders will use electronic account based products that are accessed through the use of a contactless card. Using this card, the Smart Fare initiative will allow transit riders to load / purchase additional fare products electronically and immediately ride the transit system. Similarly, if a rider loses their card, they will be able to disable it and assign a replacement card in real time / near real-time. Transit riders will be able to use Smart Fare to travel across the Capital Region, using one fare media. The other Capital Region public transit agencies support the introduction of Smart Fare. This innovation is one of the top priorities defined by the Capital Region Board as part of the regional transit network program.

Each transit agency has unique characteristics depending on the nature of their operations. For example, both St. Albert and Strathcona operations have a much greater proportion of their service focused on regional and intermunicipal service and consequently they rely much more on interlining routes. Therefore, GPS and on-bus technology needs are much greater for their fleet as they implement Smart Fare and as a result their costs on a per-bus basis is greater than that for ETS.

STRATEGIC ALIGNMENT

Project allows ETS to:
 -meet policy directions set out in the City Transportation Master Plan, with respect to achieving a modal shift to transit
 -achieve the goals stated by the Capital Region Board for improving inter-municipal transit service

ALTERNATIVES CONSIDERED

Implementation alternatives were assessed with respect to a sequential (phased-in) approach as well as a parallel (accelerated) approach in conjunction with Smart Bus. The primary alternatives that were assessed for fare collection systems are:
 -Smart Fare - using an account based system
 -Smart Fare - using a card based system
 -using existing cash a pass based system

COST BENEFITS

Measurable tangible benefits are expected with reduced fare evasion, reduced fare sale and distribution costs, reduced fare media production, reduced commission fees, reduced cash handling costs, and reduced administration, marketing, and research costs. Intangible benefits are expected with reduced fare disputes, better data to support service planning and marketing improved fare policy flexibility, and improved customer experience.

KEY RISKS & MITIGATING STRATEGY

The primary risks involve uncertainty in entering a partnership model, ensuring fare autonomy, public acceptance of fare policy changes, as well as legislative privacy concerns.

RESOURCES

The project will involve coordination between internal and external resources. Specific allocation of responsibility between external and internal resources will be dependent on the results of the RFP.

CONCLUSIONS AND RECOMMENDATIONS

Administration recommends the implementation of an account based smart faring solution.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Transit Smart Fare System (Smart Card)**
 PROFILE NUMBER: **13-66-1294**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	2,000	2,000	3,000	-	-	-	-	-	-	-	-	7,000
2013 Cap - Carry Forward	-1,721	-	-	-	-	-	-	-	-	-	-	-1,721
2014 Cap - Budget Request for Next Cycle	-	-	3,500	14,696	9,004	8,019	-	-	-	-	-	35,219
2014 Cap - Carry Forward	-	1,721	-	-	-	-	-	-	-	-	-	1,721
2014 SCBA Within Dept <\$250K	-	-	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	279	3,721	6,500	14,696	9,004	8,019	-	-	-	-	-	42,219
Approved Funding Sources												
Green-trip	-	-	1,150	9,575	8,885	7,900	-	-	-	-	-	27,510
Munc Sustain. Initiative - MSI	171	3,721	3,000	5,121	119	119	-	-	-	-	-	12,251
Partnership Funding	-	-	2,350	-	-	-	-	-	-	-	-	2,350
Pay-As-You-Go	108	-	-	-	-	-	-	-	-	-	-	108
Current Approved Funding Sources	279	3,721	6,500	14,696	9,004	8,019	-	-	-	-	-	42,219

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		REVISED BUDGET (IF APPROVED)										
Revised Budget (if Approved)	279	3,721	6,500	14,696	9,004	8,019	-	-	-	-	-	42,219
Requested Funding Source												
Green-trip	-	-	1,150	9,575	8,885	7,900	-	-	-	-	-	27,510
Munc Sustain. Initiative - MSI	171	3,721	3,000	5,121	119	119	-	-	-	-	-	12,251
Partnership Funding	-	-	2,350	-	-	-	-	-	-	-	-	2,350
Pay-As-You-Go	108	-	-	-	-	-	-	-	-	-	-	108
Requested Funding Source	279	3,721	6,500	14,696	9,004	8,019	-	-	-	-	-	42,219

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Design	-	-	1,260	5,575	3,239	2,885	-	-	-	-	-	-	12,959
Equip FurnFixt	-	-	2,240	9,121	5,765	5,134	-	-	-	-	-	-	22,260
Other Costs	279	3,721	3,000	-	-	-	-	-	-	-	-	-	7,000
Total	279	3,721	6,500	14,696	9,004	8,019	-	-	-	-	-	-	42,219

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Material & Equipment, Personnel, Revenue, Utilities

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	6,387	6,387	-	-	7,263	7,263	-	-	-	-	-	-	-	-	-
Edmonton Transit	-	4,792	4,792	-	2,400	-3,131	-5,531	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	11,179	11,179	-	2,400	4,132	1,732	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: ETS RADIO SYSTEMS REPLACEMENT
 PROFILE NUMBER: 15-66-3004
 DEPARTMENT: Transportation Services
 BRANCH: Edmonton Transit
 LEAD BRANCH: Edmonton Transit
 PROGRAM NAME:
 BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Standalone
PROFILE MANAGER:	Charles Stolte
LEAD BRANCH MANAGER:	Charles Stolte
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2018

Service Category:	Public Transit	Major Initiative:
-------------------	----------------	-------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,301
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,301

PROFILE DESCRIPTION

Replacement of the ETS and DATS voice radio system and mobile and portable radios.

PROFILE BACKGROUND

The two way radio system that ETS currently uses to communicate with buses, LRT and other personnel is the same one used by Police and Fire. This system has exceeded its lifespan and is approaching failure condition. The replacement and upgrade of the system is of critical importance for the functionality of all city departments, including ETS, that depend on this communication system.

PROFILE JUSTIFICATION

Life cycle replacement is required to keep the voice communication system in a reliable state. In addition, EPS and Fire are migrating to a new radio system (AFRRCS) and ETS and DATS need to be on the same system to be part of a unified City wide radio system.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by maintaining and improving operational efficiency and safety of Edmonton Transit System.

ALTERNATIVES CONSIDERED

Replacement and upgrade of the radio system and equipment is required to maintain reliability and serviceability. The alternative approach would be to take over operation of the current radio system from Police. This will have a large impact on the operating budget as the entire ~\$900,000 yearly budget (of which transit contributes a portion of) would have to be incorporated into the ETS communications budget and increased as appropriate. In addition, a least one FTE would be required to administer the system for ETS.

As the system gets older and parts become harder and harder to find, it will become nearly impossible to maintain the current system in a reliable manner that will server the needs of ETS.

COST BENEFITS

Costs are based on cost experience for previous similar work.

Tangible benefits include lower maintenance costs due to fewer service calls and increased reliability and serviceability of the radio system and equipment.

Intangible benefits include improvements in Transit operational efficiency, improved safety with the implementation of an upgraded system and newer technology that will serve ETS for many years to come.

KEY RISKS & MITIGATING STRATEGY

Risks include: Costs of good and services increase at higher rate than projected and the City's available internal resources are not sufficient to manage the work.

RESOURCES

LRT Communication's Group and DATS will be managing the project. The project may require external contractors or may be sole sourced to a particular vendor.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this profile be approved to replace and upgrade the radio system and equipment.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **ETS Radio Systems Replacement**
 PROFILE NUMBER: **15-66-3004**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,364	2,087	2,126	724	-	-	-	-	-	6,301
Current Approved Budget		-	-	1,364	2,087	2,126	724	-	-	-	-	-	6,301
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	1,225	1,879	1,914	655	-	-	-	-	-	5,673
Pay-As-You-Go		-	-	139	208	212	68	-	-	-	-	-	627
Current Approved Funding Sources		-	-	1,364	2,087	2,126	724	-	-	-	-	-	6,301

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	1,364	2,087	2,126	724	-	-	-	-	-	6,301
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	1,225	1,879	1,914	655	-	-	-	-	-	5,673
Pay-As-You-Go		-	-	139	208	212	68	-	-	-	-	-	627
Requested Funding Source		-	-	1,364	2,087	2,126	724	-	-	-	-	-	6,301

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	1,023	313	319	108	-	-	-	-	-
Design		-	-	341	-	-	-	-	-	-	-	-	341
Equip FurnFixt		-	-	-	1,774	1,808	616	-	-	-	-	-	4,197
Total		-	-	1,364	2,087	2,126	724	-	-	-	-	-	6,301

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Material & Equipment

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Transit	-	-5	-5	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	-5	-5	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	LAW COURTS PEDWAY CONNECTION LEAKAGE REPAIRS	FUNDED
PROFILE NUMBER:	15-66-3204	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Transportation Services	PROFILE TYPE: Standalone
BRANCH:	Edmonton Transit	PROFILE MANAGER: Charles Stolte
LEAD BRANCH:	Edmonton Transit	LEAD BRANCH MANAGER: Charles Stolte
PROGRAM NAME:		ESTIMATED START DATE: January, 2014
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2016

Service Category:	Public Transit	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	3,305
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	3,305

PROFILE DESCRIPTION

Repairs to the pedway system linking the Law Courts and Churchill Station (located above the LRT tunnels) to address water leakage. Total budget required is not yet known.

PROFILE BACKGROUND

The LRT tunnel north of Churchill Station includes a pedway link connecting Churchill station and Brownlee Building operated by the Province. The Province has experienced water leakage inside the pedway and has advised the City to make repairs.

PROFILE JUSTIFICATION

The Province's pedway is located within the cut and cover LRT tunnel structure downtown. CoE received a letter from the Province directing the City to make repairs. CoE Law Branch concurs CoE is responsible for maintaining the tunnel structure. The Province is responsible only for maintaining the pedway fit up.

STRATEGIC ALIGNMENT

The tunnel structure is a city asset. Well-maintained infrastructure is a strategic goal within the Way We Move.

ALTERNATIVES CONSIDERED

Various alternatives were looked at as part of the waterproofing design for Churchill and Central LRT stations. The only viable alternative was to replace of the road deck and install a waterproofing membrane above the structure.

COST BENEFITS

Benefits include:

- a) rehabilitated tunnel roof structure (extending the useful life of the tunnel and pedway)
- b) a new roadway structure (extending the useful life of the road as a bridge structure over the pedway)

Costs: the estimated cost is \$3.305m based on the experience for Churchill and Central waterproofing work. Refined cost estimates will be developed during the design phase.

KEY RISKS & MITIGATING STRATEGY

Deferral of work will result in higher future repairs scope/costs and future impacts to the RAM site. If the extent of structural damage discovered upon removal of the road greater than expected, higher repair costs and a delays may result.

RESOURCES

The project could be managed either by Roadways Design & Construction or by LRT Design and Construction. The work under the RAM could be done by the RAM contractor; the work under 103A Ave and 97 Street would be tendered.

CONCLUSIONS AND RECOMMENDATIONS

Given the Province's position that the City must address the leakage problems, the degraded condition of the pedway structure and the construction schedules for the RAM and Galleria, it's recommended that funds for the Law Courts repairs be approved.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Law Courts Pedway Connection Leakage Repairs**
 PROFILE NUMBER: **15-66-3204**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2014 Cap - Capital Budget Adj (one-off)	-	1,500	-	-	-	-	-	-	-	-	-	1,500
2014 SCBA >\$1MM or New	-	1,100	675	30	-	-	-	-	-	-	-	1,805
Current Approved Budget	-	2,600	675	30	-	-	-	-	-	-	-	3,305
Approved Funding Sources												
Fuel Rebate	-	1,500	-	-	-	-	-	-	-	-	-	1,500
Munc Sustain. Initiative - MSI	-	750	675	30	-	-	-	-	-	-	-	1,455
Pay-As-You-Go	-	350	-	-	-	-	-	-	-	-	-	350
Current Approved Funding Sources	-	2,600	675	30	-	-	-	-	-	-	-	3,305

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	-	2,600	675	30	-	-	-	-	-	-	3,305
Requested Funding Source											
Fuel Rebate	-	1,500	-	-	-	-	-	-	-	-	1,500
Munc Sustain. Initiative - MSI	-	750	675	30	-	-	-	-	-	-	1,455
Pay-As-You-Go	-	350	-	-	-	-	-	-	-	-	350
Requested Funding Source	-	2,600	675	30	-	-	-	-	-	-	3,305

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	2,600	675	30	-	-	-	-	-	-	-	-
Total	-	2,600	675	30	-	-	-	-	-	-	-	-	3,305

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	BELVEDERE TRANSIT CENTRE BUSWAY RENEWAL	FUNDED
PROFILE NUMBER:	15-66-3502	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Transportation Services	PROFILE TYPE: Standalone
BRANCH:	Edmonton Transit	PROFILE MANAGER: Charles Stolte
LEAD BRANCH:	Edmonton Transit	LEAD BRANCH MANAGER: Charles Stolte
PROGRAM NAME:		ESTIMATED START DATE: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2016

Service Category:	Public Transit	Major Initiative:	
--------------------------	-----------------------	--------------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	3,075
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	3,075

PROFILE DESCRIPTION

This profile includes replacement of the existing Belvedere Transit Centre busway (road pavement). The design work for the busway replacement was completed in 2013.

PROFILE BACKGROUND

The Belvedere Transit Centre Busway (road pavement) has reached the end of its useful life; it is beyond repair and requires replacement.

The Transit Centre Building is also near the end of its useful life and also requires replacement. However, in order to balance the Transit's large portfolio of assets, assessing risk and determining the highest need of investment the design and construction can be deferred to the next capital cycle.

It is recommended that funding be approved to replace the Belvedere's Busway only.

PROFILE JUSTIFICATION

Belvedere Transit Centre was constructed in 1983. The busway is beyond repair and requires replacement. The building is also at the end of its useful life and no longer meets the needs of Transit passengers in terms of capacity and public washroom.

STRATEGIC ALIGNMENT

The Way Ahead, City of Edmonton Strategic Plan - Improve Edmonton's Livability.
 The Way We Move, City of Edmonton's Transportation Master Plan: Enhancing transit safety and security measures.

ALTERNATIVES CONSIDERED

- Three alternatives were considered:
1. Defer the renewal.
 2. Stage the renewal of the building structure and the busway pavement in separate capital cycles.
 3. Coordinate the building structure and busway pavement renewal together as one project.

Alternative 2 is recommended in this profile.

COST BENEFITS

The profile cost estimate is +/- 30% accurate based at the preliminary design stage. Refined cost estimates will be developed during the pre-tender phase.

KEY RISKS & MITIGATING STRATEGY

- Deferral of work - will continue with ongoing maintenance but maintenance costs will significantly increase.
- Funding not sufficient - will scale back project scope

RESOURCES

Community Services Project Management will manage the design and construction of the transit centre and the park and ride lot. Community Services Project Management have the experience with similar scope with this type of construction projects.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that funding be approved to replace the busway as it is beyond repair. Although the TC building is nearing the end of its useful life, sufficient funding is not available through the RIMS allocation to replace it at this time.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Belvedere Transit Centre Busway Renewal**
 PROFILE NUMBER: **15-66-3502**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	25	3,050	-	-	-	-	-	-	-	3,075
Current Approved Budget		-	-	25	3,050	-	-	-	-	-	-	-	3,075
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	25	2,743	-	-	-	-	-	-	-	2,768
Pay-As-You-Go		-	-	-	307	-	-	-	-	-	-	-	307
Current Approved Funding Sources		-	-	25	3,050	-	-	-	-	-	-	-	3,075

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	25	3,050	-	-	-	-	-	-	-	3,075
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	25	2,743	-	-	-	-	-	-	-	2,768
Pay-As-You-Go		-	-	-	307	-	-	-	-	-	-	-	307
Requested Funding Source		-	-	25	3,050	-	-	-	-	-	-	-	3,075

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	3,050	-	-	-	-	-	-	-	3,050
	Design	-	-	25	-	-	-	-	-	-	-	-	25
	Total	-	-	25	3,050	-	-	-	-	-	-	-	3,075

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Material & Equipment, Utilities

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	35	35	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	35	35	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	WEST EDMONTON MALL TRANSIT CENTRE RENEWAL	FUNDED
PROFILE NUMBER:	15-66-3504	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Transportation Services	PROFILE TYPE: Standalone
BRANCH:	Edmonton Transit	PROFILE MANAGER: Charles Stolte
LEAD BRANCH:	Edmonton Transit	LEAD BRANCH MANAGER: Charles Stolte
PROGRAM NAME:		ESTIMATED START DATE: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2016

Service Category:	Public Transit	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	4,400
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	4,400

PROFILE DESCRIPTION

This profile includes replacement of the existing West Edmonton Mall (WEM) Transit Centre building and busway (road pavement).

PROFILE BACKGROUND

The West Edmonton Mall (WEM) Transit Centre building is at the end of its useful life and no longer meets the need of Transit passengers in terms of capacity and public washrooms.

The Transit Centre Busway is also near the end of its useful life and also requires replacement. However, in order to balance Transit's large portfolio of assets, assessing risk and determining the highest need of investment the design and construction can be deferred to the next capital cycle.

It is recommended that funding be approved to replace the West Edmonton Mall (WEM) Transit Centre building only.

Note - As a result of 2015-18 council budget deliberations, funding is contingent on Administration providing a report to council outlining various options for the replacement of the Transit Centre.

PROFILE JUSTIFICATION

The WEM Transit Centre was constructed in 1981. The building and busway is at the end of its useful life and no longer meets the needs of Transit passengers in terms of capacity and public washrooms.

STRATEGIC ALIGNMENT

The Way Ahead, City of Edmonton Strategic Plan - Improve Edmonton's Livability.
The Way We Move, City of Edmonton's Transportation Master Plan: Enhancing transit safety and security measures.

ALTERNATIVES CONSIDERED

- Three alternatives were considered:
1. Defer the renewal
 2. Stage the renewal of the building structure and the busway pavement in separate capital cycles
 3. Coordinate the building structure and busway pavement renewal together as one project

Alternative 2 is proposed in this profile.

COST BENEFITS

- Tangible Benefits:
- Improved transit user's access and egress
 - Improved station safety and security
 - Improved weather protection

- Intangible Benefits:
- Presentable transit centre for tourist
 - Will promote Transit use as the preferred mode of transportation
 - Improved access to WEM Mall

Costs

The profile cost is +/- 50% accurate based on preliminary estimate. Refined cost estimates will be developed during the design phase.

KEY RISKS & MITIGATING STRATEGY

- Deferral of work - will continue with ongoing maintenance but maintenance costs will significantly increase.
- Funding not sufficient - will scale back project scope; may require deletion of public washrooms and other customer amenities

RESOURCES

Community Services Project Management will manage the design and construction of the transit centre and the park and ride lot. Community Services Project Management have the experience with similar scope with this type of construction projects.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that the funding be approved to replace the Transit Centre Building only. Although the Busway is also at nearing the end of its useful life, sufficient funding is not available through the RIMS allocation to replace it at this time.

CONTINGENCY OF APPROVAL

West Edmonton Mall Transit Centre - Options for Temporary Enhancement, Refurbishment or Renewal
December 11, 2014 - City Council Meeting

That expenditure of the funds in Capital Profile West Edmonton Mall Transit Centre 15-66-3504 be subject to a report to Committee with options for temporary enhancement, refurbishment or full renewal of the transit centre, including consideration of implications of timing for expansion of the LRT.

Due By: Mar. 25, 2015 Transportation Committee

Contingency met: dd/mm/yyyy

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **West Edmonton Mall Transit Centre Renewal**
 PROFILE NUMBER: **15-66-3504**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	404	3,997	-	-	-	-	-	-	-	4,400
Current Approved Budget		-	-	404	3,997	-	-	-	-	-	-	-	4,400
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	364	3,585	-	-	-	-	-	-	-	3,949
Pay-As-You-Go		-	-	40	412	-	-	-	-	-	-	-	451
Current Approved Funding Sources		-	-	404	3,997	-	-	-	-	-	-	-	4,400

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	404	3,997	-	-	-	-	-	-	-	4,400
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	364	3,585	-	-	-	-	-	-	-	3,949
Pay-As-You-Go		-	-	40	412	-	-	-	-	-	-	-	451
Requested Funding Source		-	-	404	3,997	-	-	-	-	-	-	-	4,400

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	3,997	-	-	-	-	-	-	-	3,997
	Design	-	-	404	-	-	-	-	-	-	-	-	404
	Total	-	-	404	3,997	-	-	-	-	-	-	-	4,400

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Material & Equipment, Utilities

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Transit	-	35	35	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	35	35	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	CAPITAL LINE LRT HERITAGE VALLEY PARK AND RIDE CONSTRUCTION	FUNDED
PROFILE NUMBER:	18-66-3514	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Transportation Services	PROFILE TYPE: Standalone
BRANCH:	Edmonton Transit	PROFILE MANAGER: Charles Stolte
LEAD BRANCH:	Edmonton Transit	LEAD BRANCH MANAGER: Charles Stolte
PROGRAM NAME:		ESTIMATED START DATE: January, 2018
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2019

Service Category:	Public Transit	Major Initiative:	LRT Expansion
--------------------------	-----------------------	--------------------------	----------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	20,215
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	20,215

PROFILE DESCRIPTION

This profile is for the construction of Heritage Valley Transit Centre and first stage Park and Ride Lot. Heritage Valley is the planned site of an LRT station on the future Capital Line extension. The Land acquisition and the design is included in a separate profile 16-66-7006.

Building the Heritage Valley Transit Centre and the first stage of the Park and Ride Lot will accommodate the growth requirements of Heritage Valley Neighbourhoods, promote regional transit and replacement of the leased park and ride at Century Park Transit Centre and LRT station.

PROFILE BACKGROUND

The construction of Transit Facilities at Heritage Valley is required to meet the rapid development of communities at Heritage Valley neighborhood. It warrants the demand to build the Transit Centre and first stage Park and Ride Lot. It will also serve the satellite communities and support to the surrounding local businesses.

This project will also replace the leased Century Park and Ride Lot. The current lease agreement will expire in March, 2015 with an option to renew for up to an additional 5 years to March 2020. It is unlikely however that the developer will agree to an extension beyond March, 2020.

The existing City owned parking lot at Century Park is also under capacity.

As a result of 2015-18 capital budget deliberations, funding of \$6,771M was approved contingent upon a report from Administration regarding options for a Century Park site park and ride. The remainder of the funding is to come from partnership funding sources.

PROFILE JUSTIFICATION

There are various reasons for implementing the Heritage Valley Transit Centre and Park and Ride Lot they are as follows:

1. It will accommodate the growth requirements of Heritage Valley Neighbourhoods
2. It will promote regional transit
3. It will replace the leased park and ride lot at Century Park Transit Centre
4. It will alleviate the under capacity park and ride lot that the City owned at Century Park
5. It supports the City's Strategic Goals and Alignment

STRATEGIC ALIGNMENT

The City's strategic vision calls for a more compact, livable and sustainable city, where people have an opportunity and choose to use alternate transportation modes. Expanding the bus network is one of the ways to meet these objectives.

ALTERNATIVES CONSIDERED

1. Renew the lease agreement at Century Park
2. Increase the parking capacity at Century Park by constructing the parkade building (Profile #17-66-3512)
3. Stage the Transit Centre and Park 'n Ride construction
4. Engage in a Public-private partnerships (P3s) program
5. Defer the design and construction- do nothing

Item 3 is the recommended alternative.

COST BENEFITS

Tangible Benefits:
Retains parking for Transit customers

Intangible Benefits:
Will provide easy access to the LRT and Bus Transit service from Heritage Valley and the regional area south of Edmonton
Will promote Transit use

The profile cost estimate is +/- 50% accurate based at the preliminary design stage. Refined cost estimates will be developed during the design phase.

KEY RISKS & MITIGATING STRATEGY

Funding not approved/deferred - The leased parking lot at Century Park will end by 2020 and without replacement public parking being made available will result in a reduction in Transit use.

RESOURCES

The construction will be managed through LRT Design and Construction or by Community Services Project Management Section.

Transportation Planning will manage the land acquisition and design through the profile 16-66-7006.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended to build the Heritage Valley Transit Centre and the first stage of Park and Ride to accommodate the growth at Heritage Valley Area, local businesses, promote regional transit and replace the leased parking lot at Century Park TC.

CONTINGENCY OF APPROVAL

Century Park Site - Park and Ride Options – Park and Ride Strategy
December 11, 2014 - City Council Meeting

That Capital Profile S-LRT Heritage Valley-Park and Ride #18-66-3514 be added and funded in the amount of \$20.215 million, with \$6.771 million of funding from an increase in use of Pay-As-You-Go, and that the expenditure of funds be subject to the Century Park Site Park and Ride Options report and the Park and Ride Strategy report to Council through Transportation Committee, and \$13.444 million funding from partner funding.

Due By: Feb. 25, 2015 Transportation Committee

Contingency met: dd/mm/yyyy

(Upon meeting of Contingency, consideration be given to combine with profile # 16-66-7006 to track costs in one profile)

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Capital Line LRT Heritage Valley Park and Ride Construction**
 PROFILE NUMBER: **18-66-3514**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	-	16,900	3,315	-	-	-	-	20,215
Current Approved Budget		-	-	-	-	-	16,900	3,315	-	-	-	-	20,215
Approved Funding Sources													
Other		-	-	-	-	-	11,323	2,221	-	-	-	-	13,544
Pay-As-You-Go		-	-	-	-	-	5,577	1,094	-	-	-	-	6,671
Current Approved Funding Sources		-	-	-	-	-	16,900	3,315	-	-	-	-	20,215

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	-	-	16,900	3,315	-	-	-	-	20,215
Requested Funding Source													
Other		-	-	-	-	-	11,323	2,221	-	-	-	-	13,544
Pay-As-You-Go		-	-	-	-	-	5,577	1,094	-	-	-	-	6,671
Requested Funding Source		-	-	-	-	-	16,900	3,315	-	-	-	-	20,215

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	-	16,900	3,315	-	-	-	-
Total		-	-	-	-	-	16,900	3,315	-	-	-	-	20,215

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Utilities

Branch:	2020				2021				2022				2023			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	472	472	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	472	472	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **TRANSIT COMMUNICATIONS RENEWAL**
 PROFILE NUMBER: **CM-66-3000**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Edmonton Transit**
 LEAD BRANCH: **Edmonton Transit**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Composite
PROFILE MANAGER:	Charles Stolte
LEAD BRANCH MANAGER:	Charles Stolte
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2018

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

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	8,728
8	92	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	8,728

PROFILE DESCRIPTION

General renewal and upgrade to the existing Transit Safety and Security systems and equipment and associated communication rooms, as well as implementation of new technology as required.

PROFILE BACKGROUND

The communications systems used by ETS provide a way for fare collection, CCTV surveillance, building management, public address, LED message signs, emergency phones, two-way radio, train control, Edmonton Transit Dispatch System (ETDS) & Transit Operator Performance System (TOPS) replacement, and power substation control to function. These systems range from customer facing to mission critical back-end control systems that affect the functionality of the ETS system on a day to day basis.

PROFILE JUSTIFICATION

A number of communication systems and equipment are very old and have exceeded their expected life span. Remedial actions are required to maintain the safety and operating efficiency (reliability and serviceability) of the communications systems.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving operational efficiency of Edmonton Transit System. The project also aligns with the Way We Live by providing better safety and security to the Citizens of Edmonton.

ALTERNATIVES CONSIDERED

An alternative approach is to continue with the existing systems, leading to increased operating budget for system maintenance, potentially prolonged outages and reduced system flexibility.

COST BENEFITS

Costs are based on cost experience for previous similar work.

Tangible benefits include lower maintenance cost and increased reliability and serviceability of the communication system and equipment.

Intangible benefits include improvement in Transit operational efficiency and improved safety and security with the implementation of upgraded system and new technology and thus improving citizen's satisfaction.

KEY RISKS & MITIGATING STRATEGY

Risks include: Costs of goods and services increase at higher rate than projected and the City's available internal resources are not sufficient to manage the work.

RESOURCES

LRT Communications Group will be managing all the projects. The projects will require external Contractors for procurement, installation, testing, commissioning and documentation of the system and equipment.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this profile be approved to upgrade communication system, equipment and associated infrastructure.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Transit Communications Renewal**
 PROFILE NUMBER: **CM-66-3000**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	3,887	1,046	1,512	2,283	-	-	-	-	-	8,728
Current Approved Budget		-	-	3,887	1,046	1,512	2,283	-	-	-	-	-	8,728
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	3,538	974	1,398	1,923	-	-	-	-	-	7,833
Pay-As-You-Go		-	-	349	72	113	360	-	-	-	-	-	895
Current Approved Funding Sources		-	-	3,887	1,046	1,512	2,283	-	-	-	-	-	8,728

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	3,887	1,046	1,512	2,283	-	-	-	-	-	8,728
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	3,538	974	1,398	1,923	-	-	-	-	-	7,833
Pay-As-You-Go		-	-	349	72	113	360	-	-	-	-	-	895
Requested Funding Source		-	-	3,887	1,046	1,512	2,283	-	-	-	-	-	8,728

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	1,326	171	297	623	-	-	-	-	-
Equip FurnFixt		-	-	1,938	239	566	1,660	-	-	-	-	-	4,403
Technology		-	-	624	636	648	-	-	-	-	-	-	1,908
Total		-	-	3,887	1,046	1,512	2,283	-	-	-	-	-	8,728

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Material & Equipment

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	-25	-25	-	-	-15	-15	-	-	-15	-15	-	-	-25	-25	-
Total Operating Impact	-	-25	-25	-	-	-15	-15	-	-	-15	-15	-	-	-25	-25	-

CAPITAL PROFILE REPORT

PROFILE NAME: TRANSIT FARE COLLECTION RENEWAL
PROFILE NUMBER: CM-66-3100
DEPARTMENT: Transportation Services
BRANCH: Edmonton Transit
LEAD BRANCH: Edmonton Transit
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Composite
PROFILE MANAGER:	Charles Stolte
LEAD BRANCH MANAGER:	Charles Stolte
ESTIMATED START DATE:	January, 2018
ESTIMATED COMPLETION:	December, 2018

Service Category: Public Transit	Major Initiative:
---	--------------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	500
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	500

PROFILE DESCRIPTION

Replacement of ticket vending machine (TVM) components.

PROFILE BACKGROUND

The Server and components for the TVMs in LRT stations has exceeded the life span and approaching failure condition. Life cycle replacement of the server and TVM components is required to maintain the operational efficiency of the TVMs.

PROFILE JUSTIFICATION

Component life cycle replacements to maintain the fare collection systems in a reliable state.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by maintaining the operational efficiency of the Ticket Vending Machines.

ALTERNATIVES CONSIDERED

Replacement and upgrade of the TVM Server and TVM components are required to maintain reliability and serviceability. The alternative approach is to continue with existing equipment with high operating budget to maintain the system.

COST BENEFITS

Costs are based on cost experience for previous similar work.

Tangible benefits include lower maintenance cost and increased reliability and serviceability of the Ticket Vending Machines.

Intangible benefits include maintaining Transit operational efficiency of the Ticket Vending Machines and thus improving citizen's satisfaction.

KEY RISKS & MITIGATING STRATEGY

Risks include: Costs of good and services increase at higher rate than projected and the City's available internal resources are not sufficient to manage the work.

RESOURCES

LRT Communication's Group will be managing the project. The project may require external Contractors or may be single sourced to a particular Vendor\Contractor.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this profile be approved to replace and upgrade the TVM server and TVM components.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Transit Fare Collection Renewal**
 PROFILE NUMBER: **CM-66-3100**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	-	500	-	-	-	-	-	500
Current Approved Budget		-	-	-	-	-	500	-	-	-	-	-	500
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	-	-	-	500	-	-	-	-	-	500
Current Approved Funding Sources		-	-	-	-	-	500	-	-	-	-	-	500

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	-	-	500	-	-	-	-	-	500
Requested Funding Source												
Munc Sustain. Initiative - MSI		-	-	-	-	500	-	-	-	-	-	500
Requested Funding Source		-	-	-	-	500	-	-	-	-	-	500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Equip FurnFixt		-	-	-	-	500	-	-	-	-	-	500
	Total		-	-	-	-	500	-	-	-	-	-	500

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment, Personnel

Branch:	2019				2020				2021				2022			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	-40	-40	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	-40	-40	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **LRT FACILITIES & ROW RENEWAL**
 PROFILE NUMBER: **CM-66-3200**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Edmonton Transit**
 LEAD BRANCH: **Edmonton Transit**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Composite
PROFILE MANAGER:	Charles Stolte
LEAD BRANCH MANAGER:	Charles Stolte
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2018

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

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	14,996
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	14,996

PROFILE DESCRIPTION

This profile includes renewal and minor upgrades to LRT facilities and track & right-of-way elements. Critical projects include track tie and fixation replacement, leakage control and renewal in LRT stations, and tunnel/LRT station smoke fan upgrades (design). Other high priority projects include wayfinding signage improvements to meet corporate standards, addition of lockable entrance gates at Bay Station, and replacement of electrical equipment in the LRT stations.

PROFILE BACKGROUND

Edmonton Transit currently has 15 LRT stations, over 41 km of track and 5 km of tunnels. A number of assets have exceeded their useful life. The work in this profile is required to maintain the safety, reliability and condition of these facilities.

PROFILE JUSTIFICATION

Life cycle replacements required to keep stations and track in a safe and reliable state. Upgrades to existing infrastructure are required to meet customer needs and maintain an efficient operation.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move goal of well maintained infrastructure.

ALTERNATIVES CONSIDERED

Alternatives include proceeding with the full scope of work or deferring a portion of the work based on the level of funding available.

COST BENEFITS

Tangible Benefits:

- Increase in service reliability
- Extended asset life span
- Reduced operating costs (in some cases maintenance costs currently exceed the approved budget amount)
- Reduction in service impacts
- Current minimum building code requirements will be met (positive impact on public safety)

Intangible Benefits:

- Improvement to the customer experience when taking Transit
- Improved sense of safety and security

KEY RISKS & MITIGATING STRATEGY

Tender prices may exceed the available budget. If required, the work scope will be reduced so as not to exceed approved funding amounts.

RESOURCES

These projects are typically managed by Transit. Alternatively, some projects may be managed by Community Services Project Management and Maintenance Services Branch.

CONCLUSIONS AND RECOMMENDATIONS

The work in this profile is required to maintain the safety, reliability and condition of LRT facilities and track. It is recommended that these high priority projects be funded.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **LRT Facilities & ROW Renewal**
 PROFILE NUMBER: **CM-66-3200**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	2,171	4,303	2,959	5,564	-	-	-	-	-	14,996
Current Approved Budget		-	-	2,171	4,303	2,959	5,564	-	-	-	-	-	14,996
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	1,955	3,877	2,664	5,011	-	-	-	-	-	13,507
Pay-As-You-Go		-	-	216	426	295	553	-	-	-	-	-	1,489
Current Approved Funding Sources		-	-	2,171	4,303	2,959	5,564	-	-	-	-	-	14,996

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	2,171	4,303	2,959	5,564	-	-	-	-	-	14,996
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	1,955	3,877	2,664	5,011	-	-	-	-	-	13,507
Pay-As-You-Go		-	-	216	426	295	553	-	-	-	-	-	1,489
Requested Funding Source		-	-	2,171	4,303	2,959	5,564	-	-	-	-	-	14,996

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	1,599	3,154	2,153	3,819	-	-	-	-	-
Design		-	-	305	546	402	847	-	-	-	-	-	2,100
Equip FurnFixt		-	-	267	602	404	897	-	-	-	-	-	2,170
Total		-	-	2,171	4,303	2,959	5,564	-	-	-	-	-	14,996

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Interdepartmental, Utilities

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Transit	-	26	26	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	26	26	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	LRT ESCALATOR & ELEVATOR REPLACEMENT	FUNDED
PROFILE NUMBER:	CM-66-3202	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Transportation Services	PROFILE TYPE: Composite
BRANCH:	Edmonton Transit	PROFILE MANAGER: Charles Stolte
LEAD BRANCH:	Edmonton Transit	LEAD BRANCH MANAGER: Charles Stolte
PROGRAM NAME:		ESTIMATED START DATE: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2018

Service Category:	Public Transit	Major Initiative:
-------------------	----------------	-------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	11,873
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	11,873

PROFILE DESCRIPTION

Replace obsolete escalator units that are at their end of design life or beyond. Stations include Coliseum, Stadium, Bay, Corona, Central, University and Grandin.

PROFILE BACKGROUND

The elevators and escalators in the original stations have significantly exceeded their expected life span resulting in an overall reduction in reliability. Also, component failures have resulted in incidents posing a significant safety concern.

PROFILE JUSTIFICATION

Units are subject to frequent failure and obsolete parts are expensive and difficult to obtain. Some units have experienced rollbacks and are a safety concern.

STRATEGIC ALIGNMENT

Well-maintained infrastructure is a strategic goal within the Way We Move.

ALTERNATIVES CONSIDERED

Various design alternatives were considered as part of the design and functionality study for Churchill station. The optimum alternative is to replace the escalators with heavy duty design and elevators with new cabs and operating components.

COST BENEFITS

The primary benefits are improved operational reliability (i.e. reduced downtime) and improved barrier free access reliability on the LRT system for persons with disabilities.

Costs:
 Approximately \$1.5M for a new escalator
 Operational savings are expected related to reduced energy consumption.

KEY RISKS & MITIGATING STRATEGY

Deferral will result in operational reliability being further degraded as parts become more difficult to locate. Units reaching a safety critical state will be removed from service and use of the LRT system won't be an option for some customers.

RESOURCES

The project will be managed by Transit. All design and construction work will be tendered.

CONCLUSIONS AND RECOMMENDATIONS

Given the ongoing operational reliability concerns and the age and degraded condition of the escalators, it is recommended that funding for replacement be approved, in line with the RIMS allocation.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **LRT Escalator & Elevator Replacement**
 PROFILE NUMBER: **CM-66-3202**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	502	3,546	3,780	4,046	-	-	-	-	-	11,873
Current Approved Budget		-	-	502	3,546	3,780	4,046	-	-	-	-	-	11,873
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	450	3,192	3,403	3,642	-	-	-	-	-	10,687
Pay-As-You-Go		-	-	52	354	377	404	-	-	-	-	-	1,186
Current Approved Funding Sources		-	-	502	3,546	3,780	4,046	-	-	-	-	-	11,873

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	502	3,546	3,780	4,046	-	-	-	-	-	11,873
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	450	3,192	3,403	3,642	-	-	-	-	-	10,687
Pay-As-You-Go		-	-	52	354	377	404	-	-	-	-	-	1,186
Requested Funding Source		-	-	502	3,546	3,780	4,046	-	-	-	-	-	11,873

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	3,546	3,780	4,046	-	-	-	-	-	11,371
	Design	-	-	502	-	-	-	-	-	-	-	-	502
	Total	-	-	502	3,546	3,780	4,046	-	-	-	-	-	11,873

OPERATING IMPACT OF CAPITAL

Type of Impact: Utilities

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	-2	-2	-	-	-2	-2	-	-	-2	-2	-	-	-2	-2	-
Edmonton Transit	-	-2	-2	-	-	-2	-2	-	-	-2	-2	-	-	-2	-2	-
Total Operating Impact	-	-4	-4	-	-	-4	-4	-	-	-4	-4	-	-	-4	-4	-

CAPITAL PROFILE REPORT

PROFILE NAME:	LRT SIGNALS AND ELECTRIFICATION RENEWAL	FUNDED
PROFILE NUMBER:	CM-66-3300	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Transportation Services	PROFILE TYPE: Composite
BRANCH:	Edmonton Transit	PROFILE MANAGER: Charles Stolte
LEAD BRANCH:	Edmonton Transit	LEAD BRANCH MANAGER: Charles Stolte
PROGRAM NAME:		ESTIMATED START DATE: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2018

Service Category:	Public Transit	Major Initiative:	
--------------------------	-----------------------	--------------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	7,435
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	7,435

PROFILE DESCRIPTION

Renewal of aging substation equipment including AC switchgear, feeder cables, and worn catenary contact wire and components. Also includes renewal of switch machines, control logic including traffic interface connections, signal data logger, standby power upgrades, and crossing protection upgrades.

PROFILE BACKGROUND

The LRT Electrification & Signal system instructure addressed in this profile is part of the original install, some dating back to 1978. The proposed \$7.4M renewal program addresses the most critical of these issues.

PROFILE JUSTIFICATION

Life cycle replacements and upgrades required to keep the LRT signals and overhead electrification system in a reliable state. The LRT signal system is safety critical to the operation of the LRT.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move, the Way We Green, and the Way we live by supporting a mode shift to transit, improving the transit rider experience, and improving the safety of automobile drivers, pedestrians, and others at LRT crossings.

ALTERNATIVES CONSIDERED

The engineering or the engineering and procurement portions of the work could be performed in advance to improve readiness for when funding is available or failures mandate immediate replacement. This will reduce the total funding demand by only completing the engineering and/or procurement portions first.

COST BENEFITS

Tangible benefits include: new equipment at start of life cycle; reduced maintenance costs; improved system reliability; improved system functionality.

Intangible benefits include: improved vendor support; increased staff & contractor knowledge of components.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

The projects will require external Consultants to complete design and external Contractors to complete construction. The consultants and contractors will be selected through a tender process except where existing contracts mandate the use of EPCOR.

CONCLUSIONS AND RECOMMENDATIONS

That funding be approved for this profile to improve the long term viability of the LRT as a safe and reliable method of transportation within the City.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **LRT Signals and Electrification Renewal**
 PROFILE NUMBER: **CM-66-3300**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,383	1,603	1,590	2,859	-	-	-	-	-	7,435
Current Approved Budget		-	-	1,383	1,603	1,590	2,859	-	-	-	-	-	7,435
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	1,242	1,447	1,436	2,580	-	-	-	-	-	6,705
Pay-As-You-Go		-	-	140	156	154	279	-	-	-	-	-	730
Current Approved Funding Sources		-	-	1,383	1,603	1,590	2,859	-	-	-	-	-	7,435

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	1,383	1,603	1,590	2,859	-	-	-	-	-	7,435
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	1,242	1,447	1,436	2,580	-	-	-	-	-	6,705
Pay-As-You-Go		-	-	140	156	154	279	-	-	-	-	-	730
Requested Funding Source		-	-	1,383	1,603	1,590	2,859	-	-	-	-	-	7,435

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	486	930	641	1,012	-	-	-	-	-
Design		-	-	219	211	457	201	-	-	-	-	-	1,088
Equip FurnFixt		-	-	677	463	492	1,645	-	-	-	-	-	3,277
Total		-	-	1,383	1,603	1,590	2,859	-	-	-	-	-	7,435

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: LRV FLEET & EQUIPMENT RENEWAL
PROFILE NUMBER: CM-66-3400
DEPARTMENT: Transportation Services
BRANCH: Edmonton Transit
LEAD BRANCH: Edmonton Transit
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE: Post Budget Approval
PROFILE TYPE: Composite
PROFILE MANAGER: Charles Stolte
LEAD BRANCH MANAGER: Charles Stolte
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2018

Service Category: Public Transit

Major Initiative:

GROWTH	RENEWAL
	100

PREVIOUSLY APPROVED:	7,724
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	7,724

PROFILE DESCRIPTION

Life cycle replacement of LRV components including wheels and operating systems, auxilliary vehicle components, and shop equipment including the wheel lathe and washrack. Also includes replacement of an obsolete tow/recovery vehicle and fall protection modifications to gantries for work on the LRVs.

PROFILE BACKGROUND

The D.L. MacDonald Transit Yard and the majority of its support equipment were built and acquired in 1983 to support a 37-car LRV fleet. Since 2009 we have increased our fleet size by 57 vehicles to a total of 94-cars. This represents a 250% increase in fleet size.

From a maintenance standpoint we have not seen a corresponding increase in our maintenance capacity, that is to say the amount of heavy maintenance equipment and tooling at D.L. has not substantially increased since 2009. Therefore all of our maintenance equipment is seeing higher utilization rates as we bring ourselves closer to the facility's ultimate capacity. Stated another way, our 31-year old wheel lathe will see as much use in the next five years with a 94-car fleet as it saw in twelve years with a 37-car fleet. The same statement holds true for our wash rack. Equipment that is older and already deteriorating will see accelerated deterioration as it is subjected to higher usage.

PROFILE JUSTIFICATION

Life cycle replacements required to keep the Light Rail Vehicles, support equipment and shop equipment in a reliable state. Adding fall protection to gantries at DLM is required to address OHS issues when working on the roof of the LRVs.

STRATEGIC ALIGNMENT

Well-maintained infrastructure is fundamental to both the "Way We Move" and "Way We Grow" strategic goals.

ALTERNATIVES CONSIDERED

The following alternatives to replacement of the wheel lathe were considered.

1. Deferral of the replacement or retrofit. Not Recommended.
2. Refurbishment of its worn or obsolete components was considered. Not Recommended.
3. Purchase of a new lathe and refurbishment of the existing lathe - Not Fiscally Feasible within RIM allocation.

COST BENEFITS

Replacement of the existing manual wheel lathe with a more automated version will both increase capacity while requiring less technical competency and experience from the operator.

KEY RISKS & MITIGATING STRATEGY

Risks include, Higher pricing than available budget, replacement equipment doesn't meet operational requirements, and the maintainability of the replacement equipment is low. Risks can be mitigated in the tendering process.

RESOURCES

The fleet engineering section of Transportation - LRT, Engineering and Maintenance will create technical specifications for the wheel lathe and manage both the replacement of the wheel lathe and upgrade of the wash rack projects.

CONCLUSIONS AND RECOMMENDATIONS

Replacement of the D.L. MacDonald Wheel Lathe and refurbishment of the Wash Rack is recommended. Wear, and the potential for failure, of this equipment is increasing with the increase in fleet size.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **LRV Fleet & Equipment Renewal**
 PROFILE NUMBER: **CM-66-3400**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	173	2,517	4,252	782	-	-	-	-	-	7,724
Current Approved Budget		-	-	173	2,517	4,252	782	-	-	-	-	-	7,724
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	172	2,503	4,230	779	-	-	-	-	-	7,684
Pay-As-You-Go		-	-	1	14	22	3	-	-	-	-	-	40
Current Approved Funding Sources		-	-	173	2,517	4,252	782	-	-	-	-	-	7,724

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	173	2,517	4,252	782	-	-	-	-	-	7,724
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	172	2,503	4,230	779	-	-	-	-	-	7,684
Pay-As-You-Go		-	-	1	14	22	3	-	-	-	-	-	40
Requested Funding Source		-	-	173	2,517	4,252	782	-	-	-	-	-	7,724

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Equip FurnFixt	-	-	173	2,517	4,252	782	-	-	-	-	-	7,724
	Total	-	-	173	2,517	4,252	782	-	-	-	-	-	7,724

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **BUS FACILITIES RENEWAL**
 PROFILE NUMBER: **CM-66-3500**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Edmonton Transit**
 LEAD BRANCH: **Edmonton Transit**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Composite
PROFILE MANAGER:	Charles Stolte
LEAD BRANCH MANAGER:	Charles Stolte
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2018

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

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	7,763
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	7,763

PROFILE DESCRIPTION

This profile includes general renewal and upgrades of Transit Centres and bus stops. High priority projects include replacement of bus stop shelters/support pads/garbage containers at end of life, renewal of bus transit centre components at end of life, bus stop relocation where required by route change, accessibility improvements, and wayfinding improvements to meet the corporate standard.

PROFILE BACKGROUND

Edmonton Transit currently has 26 Transit Centres and approximately 7,000 bus stops. The work in this profile is required to maintain the safety, reliability and condition of these facilities. The profile also includes barrier-free access and wayfinding upgrades.

PROFILE JUSTIFICATION

Life cycle replacements are required to maintain bus facilities in a reliable state. Bus stop relocations are required to accommodate bus route changes. A number of accessibility upgrades have been identified to align with barrier-free standards. Wayfinding upgrades are required to align with CoE's wayfinding plan.

STRATEGIC ALIGNMENT

Well-maintained infrastructure is a strategic goal within the Way We Move to achieve the goal of well maintained infrastructure and by supporting a transportation mode shift.

ALTERNATIVES CONSIDERED

Alternatives include proceeding with the full scope of work or deferring a portion of the work based on the level of funding available.

COST BENEFITS

Tangible Benefits:
 Well maintained infrastructure
 Improved barrier-free accessibility
 Increased ad revenue (potential)

Intangible Benefits:
 Improvement to the customer experience when taking Transit
 Improved sense of safety and security

KEY RISKS & MITIGATING STRATEGY

Tender prices may exceed the available budget. If required, the work scope will be reduced so as not to exceed approved funding amounts.

RESOURCES

The bus stop relocates and barrier free improvements will be managed by Sustainable Transportation. The remainder of these projects will be managed by Transit.

CONCLUSIONS AND RECOMMENDATIONS

The work in this profile is required to maintain the safety, reliability and condition of Transit Centres and bus stops. It is recommended that the high priority projects be funded.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Bus Facilities Renewal**
 PROFILE NUMBER: **CM-66-3500**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,397	2,316	1,949	2,101	-	-	-	-	-	7,763
Current Approved Budget		-	-	1,397	2,316	1,949	2,101	-	-	-	-	-	7,763
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	1,259	2,087	1,754	1,894	-	-	-	-	-	6,994
Pay-As-You-Go		-	-	138	230	194	208	-	-	-	-	-	769
Current Approved Funding Sources		-	-	1,397	2,316	1,949	2,101	-	-	-	-	-	7,763

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	1,397	2,316	1,949	2,101	-	-	-	-	7,763
Requested Funding Source												
Munc Sustain. Initiative - MSI		-	-	1,259	2,087	1,754	1,894	-	-	-	-	6,994
Pay-As-You-Go		-	-	138	230	194	208	-	-	-	-	769
Requested Funding Source		-	-	1,397	2,316	1,949	2,101	-	-	-	-	7,763

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	1,322	2,316	1,949	2,052	-	-	-	-	-	7,640
	Design	-	-	75	-	-	49	-	-	-	-	-	124
	Total	-	-	1,397	2,316	1,949	2,101	-	-	-	-	-	7,763

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Utilities

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	36	36	-	-	36	36	-	-	36	36	-	-	36	36	-
Total Operating Impact	-	36	36	-	-	36	36	-	-	36	36	-	-	36	36	-

CAPITAL PROFILE REPORT

PROFILE NAME:	TRANSIT/LRT GARAGE ETS TENANT SPACE RENEWAL	FUNDED
PROFILE NUMBER:	CM-66-3590	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Transportation Services	PROFILE TYPE: Composite
BRANCH:	Edmonton Transit	PROFILE MANAGER: Charles Stolte
LEAD BRANCH:	Edmonton Transit	LEAD BRANCH MANAGER: Charles Stolte
PROGRAM NAME:		ESTIMATED START DATE: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2015

Service Category:	Public Transit	Major Initiative:	
--------------------------	-----------------------	--------------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	597
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	597

PROFILE DESCRIPTION

This profile includes renewal and minor upgrades to the space within Bus and LRT garages occupied by Transit staff. High priority needs include the replacement of the wash racks at the DATS garage.

PROFILE BACKGROUND

As tenant spaces and equipment utilized by Transit staff in transit garages approach their expected life span and are no longer able to meet required operating standards, there is a need to replace/update them to maintain operating efficiency.

PROFILE JUSTIFICATION

Required to ensure tenant space and equipment meets Transit's operational needs.

STRATEGIC ALIGNMENT

Well-maintained infrastructure is a strategic goal within the Way We Move.

ALTERNATIVES CONSIDERED

- Renewal alternatives include:
- a) Continuation of "status quo" (i.e. maintenance program to deal with breakdowns, continued operation with current space configuration)
 - b) Replace equipment at end of useful life
 - c) Renovations to address sub-optimum space configurations

Alternative b is recommended.

COST BENEFITS

- Benefits include:
- a) addresses ongoing breakdowns for equipment that has reached the end of its useful life
 - b) addresses existing sub-optimum space configurations for service delivery needs (ex: operator training)

KEY RISKS & MITIGATING STRATEGY

Deferral of work will mean continued equipment breakdowns and use of rooms/spaces that are not properly configured for efficient operation.

RESOURCES

Equipment purchases will be managed by Transit staff.
Space renovations will be managed by Community Services

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that high priority projects be funded not exceeding the available funding allocation. The recommended 2015-18 work plan will comprise of replacement wash rack at the Percy Wickman DATS garage. All other projects will be deferred.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Transit/LRT Garage ETS Tenant Space Renewal**
 PROFILE NUMBER: **CM-66-3590**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	597	-	-	-	-	-	-	-	-	597
Current Approved Budget		-	-	597	-	-	-	-	-	-	-	-	597
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	537	-	-	-	-	-	-	-	-	537
Pay-As-You-Go		-	-	60	-	-	-	-	-	-	-	-	60
Current Approved Funding Sources		-	-	597	-	-	-	-	-	-	-	-	597

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	597	-	-	-	-	-	-	-	-	597
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	537	-	-	-	-	-	-	-	-	537
Pay-As-You-Go		-	-	60	-	-	-	-	-	-	-	-	60
Requested Funding Source		-	-	597	-	-	-	-	-	-	-	-	597

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	507	-	-	-	-	-	-	-	-	507
	Design	-	-	90	-	-	-	-	-	-	-	-	90
	Total	-	-	597	-	-	-	-	-	-	-	-	597

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	BUS FLEET & EQUIPMENT REHAB & REPLACEMENT	FUNDED
PROFILE NUMBER:	CM-66-3600	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Transportation Services	PROFILE TYPE: Composite
BRANCH:	Edmonton Transit	PROFILE MANAGER: Charles Stolte
LEAD BRANCH:	Edmonton Transit	LEAD BRANCH MANAGER: Charles Stolte
PROGRAM NAME:		ESTIMATED START DATE: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2018

Service Category:	Public Transit	Major Initiative:	
--------------------------	-----------------------	--------------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	76,260
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	76,260

PROFILE DESCRIPTION

Replacement and mid-life refurbishment of existing bus fleet. Replacement is based on the expected useful life of various buses, with mid-life refurbishments extending the useful life of the larger buses

PROFILE BACKGROUND

This profile contains replacement and mid-life refurbishment of the bus fleet as well as the replacement of onboard equipment. Replacement is based on the expected useful life cycles, with mid-life refurbishments extending the useful life of buses.

PROFILE JUSTIFICATION

Necessary to maintain integrity and reliability of current bus fleet. Failure to adequately replace and refurbish fleet would result in considerable increases in maintenance costs, unscheduled downtime, and poorer / reduced bus service

STRATEGIC ALIGNMENT

Ensuring a reliable and updated bus fleet is in line with numerous strategic goals outlined in The Way We Move, including:

- Access & Mobility
- Economic Vitality
- Health & Safety
- Transportation Mode Shift
- Well Maintained Infrastructure

ALTERNATIVES CONSIDERED

Because routine bus replacement is central to providing reliable bus service, the main alternative is to reduce bus service by removing buses from the fleet as they age past their useful lives. This would have major negative impacts on ridership.

COST BENEFITS

Tangible Benefits:

- optimized life cycle costs (capital & operating)
- more predicatable and stable operating costs
- reduced emissions as cleaner technologies are integrated into replacement buses

Intangible Benefits:

- enhanced bus service, reliability, and safety
- ability to maintain ridership

KEY RISKS & MITIGATING STRATEGY

The primary risks associated with this profile are:

- capacity limitations for refurbishments
- risk of purchasing vehicles that are not as reliable or efficient as potential alternatives

RESOURCES

Bus assets and the related maintenance and refurbishment is the responsibility of Fleet Services.

CONCLUSIONS AND RECOMMENDATIONS

Reliable bus service is central to meeting Transit's strategic goals, and the bus replacement and refurbishment program must be continued. Opportunities to integrate emerging technology and optimize life cycle costs should be continuously evaluated.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Bus Fleet & Equipment Rehab & Replacement**
 PROFILE NUMBER: **CM-66-3600**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	6,390	8,876	29,140	31,854	-	-	-	-	-	76,260
Current Approved Budget		-	-	6,390	8,876	29,140	31,854	-	-	-	-	-	76,260
Approved Funding Sources													
Federal Gas Tax Rev Share		-	-	-	-	5,400	6,110	-	-	-	-	-	11,510
Munc Sustain. Initiative - MSI		-	-	5,432	7,544	19,368	20,966	-	-	-	-	-	53,310
Pay-As-You-Go		-	-	958	1,332	4,371	4,778	-	-	-	-	-	11,440
Current Approved Funding Sources		-	-	6,390	8,876	29,140	31,854	-	-	-	-	-	76,260

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	6,390	8,876	29,140	31,854	-	-	-	-	-	76,260
Requested Funding Source													
Federal Gas Tax Rev Share		-	-	-	-	5,400	6,110	-	-	-	-	-	11,510
Munc Sustain. Initiative - MSI		-	-	5,432	7,544	19,368	20,966	-	-	-	-	-	53,310
Pay-As-You-Go		-	-	958	1,332	4,371	4,778	-	-	-	-	-	11,440
Requested Funding Source		-	-	6,390	8,876	29,140	31,854	-	-	-	-	-	76,260

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Fleet Equipment		-	-	6,390	8,876	29,140	31,854	-	-	-	-	-
Total		-	-	6,390	8,876	29,140	31,854	-	-	-	-	-	76,260

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **ARP ARTERIAL RENEWAL - COMPOSITE**
 PROFILE NUMBER: **12-66-1020**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2012**
 ESTIMATED COMPLETION: **December, 2015**

Service Category: Roads		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	61,734
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	61,734

PROFILE DESCRIPTION

This project addresses deteriorating arterial road conditions and provides preventative renewal measures to ensure and maintain safety of vehicle and pedestrian safety.

This project provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks on existing arterial and primary highway roadways, as well as upgrading of oiled/gravel rural arterial truck routes. Work also includes pavement markings, minor geometric improvements, minor new sidewalk connections, minor traffic signal/controller rehabilitation, streetlighting, as well as land acquisition on the arterial network. The Pavement Investment Strategy outlines a plan to stabilize pavement condition ratings in the short term and reach recommended ratings in the long term. Primary Highway/Arterial roadways are a priority due to the high traffic volumes and cost sharing eligibility with the Province and other municipalities.

This project is coordinated with the Bridge Rehabilitation projects, Roadway Renewal projects, Transit Growth Priorities, Streetscape projects, and Neighbourhood/Collector Roadway Renewal projects. Operating and maintenance cost increases can be avoided through timely renewal of primary highways/arterials. To clarify, crack sealing of roadways is a cost effective preventative maintenance activity that will maintain structural capacity and mitigate the effects of frost and water damage unavoidable in Edmonton's changing climate, only if completed shortly after road paving.

Major Roads Reconstruction projects planned to commence between 2012-2014 (pending funding availability) include the following:
 112 Avenue: 50-68 Street
 63 Avenue: 100-103 Street
 127 Street: 118-YHT

Projects within this initiative are coordinated among the department branches (Transportation Planning, Roads Design and Construction, Transit, Transportation Operations) and interdepartmentally (Drainage Services, Sustainable Development, Great Neighbourhoods).

PROFILE JUSTIFICATION

Current average PQI (Pavement Quality Index) rating is 6.1. PQI is expected to deteriorate to 5.1 by the year 2014 if program funding is not maintained at a minimum of \$60M annually. Population growth and other demographic factors result in an increasing usage rate of arterial roads. To ensure the safety of vehicle, bus and pedestrian safety, arterial networks must be maintained and proactively renewed before its condition requires major reconstruction. The risks of allowing road conditions to deteriorate further are many, including risk to overall traffic safety and road renewal projects progressing to full road reconstruction. This will result in an increasing number of potholes, causing Citizen satisfaction levels to decrease. Arterial networks move traffic efficiently through and around the City. Deteriorating road conditions will significantly negatively impact the efficient movement of traffic and public satisfaction.

The pavement condition ratings will continue to decrease over the next 5 years. Current average PQI (Pavement Quality Index) rating is 6.1. This program is divided into major categories: Arterial Reconstruction, Arterial Renewal, Primary Hwy, and Rural Road Renewal.

This profile achieves the following outcomes.

Pavement Investment Strategy: Plan to stabilize pavement condition ratings in the short term and reach recommended ratings in the long term.

The Way We Move: Strategic Goals: Transportation and Land Use Integration, Access and Mobility, Transportation Mode Shift, Sustainability, Well Maintained Infrastructure, Economic Vitality.

COST BENEFITS

Tangible benefits include rehabilitating aging roads structures before they deteriorate to a condition requiring full reconstruction which then costs up to four times higher. Intangible benefits include more efficient movement of goods and people, reduced environmental impacts from vehicle idling (gas emissions), enhanced safety for vehicles and pedestrians, reduced volume of collisions, fatalities, and infrastructure damages, and others.

KEY RISKS & MITIGATING STRATEGY

Streetscape projects depend on the progress of Sustainable Development and Great Neighbourhoods. Arterial renewal locations are planned in conjunction with other Roads growth projects and Transit growth projects (bus lanes, signal priorities, LRT).

RESOURCES

Capital investment in this program requires at minimum \$40M+ for 2012, plus 5% per year thereafter, to sustain PQI ratings at or above current levels (6.1) per the Pavement Investment Strategy.

CHANGES TO APPROVED PROFILE

Fall 2012

Defer Sh. Pk Fwy and 124 St: 109 - 118 Ave

Add locations:

- Stony Plain Road (102 Ave to Groat Rd)

- 87 Ave both directions from east of 182 St to 189 St

- 23 Ave eastbound from 119 to 111 St

- 50 St southbound from A Henday Drive to Ellerslie Rd

- 69 Ave - 178 to 184 St

- 142 St from 118 to Yellowhead

- 137 Ave EBD from 121 St to 113A St Fall 2012: BA#66: Transfer funding of three locations to 12-66-1022, 13-66-1023 and 13-66-1024 as these projects are \$5,000k or greater and therefore should be a single project.

2011:

#39: 09-66-1020 experienced an overage of \$45K in 2011. MSI has been switched with Fuel Rebate.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **ARP Arterial Renewal - Composite**
 PROFILE NUMBER: **12-66-1020**

PROFILE TYPE: **Composite**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	25,925	5,868	-	-	-	-	-	-	-	-	31,793	
	2012 CBS Budget Adjustment	-5,566	-	-	-	-	-	-	-	-	-	-5,566	
	2013 Cap - Carry Forward	-9,830	-	-	-	-	-	-	-	-	-	-9,830	
	2013 CBS Budget Adjustment	7,427	-	-	-	-	-	-	-	-	-	7,427	
	2014 Cap - Capital Budget Adj (one-off)	-	-900	-	-	-	-	-	-	-	-	-900	
	2014 Cap - Carry Forward	-	9,830	-	-	-	-	-	-	-	-	9,830	
	2014 CBS Budget Adjustment	-	15,000	-	-	-	-	-	-	-	-	15,000	
	2014 SCBA >\$1MM or New	-	7,358	7,850	-	-	-	-	-	-	-	15,208	
	2014 SCBA Change in Sources of Funding	-	-	-	-	-	-	-	-	-	-	-	
	2014 SCBA Transfers >\$250K<\$1M	-	-900	-	-	-	-	-	-	-	-	-900	
	2014 SCBA Within Branch	-	-28	-	-	-	-	-	-	-	-	-28	
	2014 SCBA Within Dept <\$250K	-	-300	-	-	-	-	-	-	-	-	-300	
	2014 SCBA Within Profile	-	-250	250	-	-	-	-	-	-	-	-	
	Current Approved Budget	17,956	35,678	8,100	-	-	-	-	-	-	-	-	61,734
	Approved Funding Sources												
Deferred Revenue	1,200	-	-	-	-	-	-	-	-	-	-	1,200	
Fuel Rebate	14,827	13,272	-	-	-	-	-	-	-	-	-	28,099	
Local Improvements Prop. Share	-	-	-	-	-	-	-	-	-	-	-	-	
Munc Sustain. Initiative - MSI	589	9,479	-	-	-	-	-	-	-	-	-	10,068	
Pay-As-You-Go	1,341	12,926	8,100	-	-	-	-	-	-	-	-	22,367	
Current Approved Funding Sources	17,956	35,678	8,100	-	-	-	-	-	-	-	-	61,734	

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	17,956	35,678	8,100	-	-	-	-	-	-	-	61,734
Requested Funding Source											
Deferred Revenue	1,200	-	-	-	-	-	-	-	-	-	1,200
Fuel Rebate	14,827	13,272	-	-	-	-	-	-	-	-	28,099
Local Improvements Prop. Share	-	-	-	-	-	-	-	-	-	-	-
Munc Sustain. Initiative - MSI	589	9,479	-	-	-	-	-	-	-	-	10,068
Pay-As-You-Go	1,341	12,926	8,100	-	-	-	-	-	-	-	22,367
Requested Funding Source	17,956	35,678	8,100	-	-	-	-	-	-	-	61,734

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	7,234	8,100	-	-	-	-	-	-	-	-	15,334
	Design	-	-2,254	-	-	-	-	-	-	-	-	-	-2,254
	Other Costs	17,956	30,698	-	-	-	-	-	-	-	-	-	48,654
	Total	17,956	35,678	8,100	-	-	-	-	-	-	-	-	61,734

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **GROAT ROAD OVER N. SASK. RIVER**
 PROFILE NUMBER: **12-66-1044**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2012**
 ESTIMATED COMPLETION: **December, 2019**

Service Category: **Roads** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	37,215
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	37,215

PROFILE DESCRIPTION

This single project is in conjunction with the CM-66-2400 Composite Bridge Program, and includes renewal of the Groat Road over North Saskatchewan River, Groat Road over Victoria Park Road and Emily Murphy Park Road over Groat Road Bridges. Based on a recent evaluation of these bridges the Groat Road over the North Saskatchewan River structure does not have the capacity to carry the Alberta Legal Design Truck Loading nor the present day design loading. This project would include major rehabilitation of the Groat Road over North Saskatchewan River and Groat Road over Victoria Park Road bridges, as well as a minor rehabilitation of the Emily Murphy Park Road over Groat Road bridge. Renewal work may include bridge strengthening, concrete rehabilitation, bridge rail upgrading and possible sidewalk widening.

PROFILE BACKGROUND

Renewal of the Groat Road bridges is recommended due to deteriorating conditions and the requirement to strengthen the structural members to support current design loads. This renewal will provide the opportunity to improve the functionality of the structures.

PROFILE JUSTIFICATION

Bridges must be maintained to ensure structural integrity to prevent collapse. Public safety is a key risk of this program. Population growth and other demographic factors result in an increasing usage rate of arterial roads and bridges. To ensure the safety of vehicle, bus and pedestrian safety, bridges must be maintained and proactively renewed before its condition requires major reconstruction. Bridge networks move traffic efficiently through and around the City. Deteriorating conditions will significantly and negatively impact the efficient movement of traffic. The Groat Road over the North Saskatchewan River and Groat Road over Victoria Park Road bridges were built in 1955 and last rehabilitated in 1990. The Emily Murphy Park Road over Groat Road Bridge was built in 1967 and last rehabilitated in 1985. Renewal of these bridges is required to address load carrying capacity, functional deficiency and ongoing deterioration.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for commuters. By providing a shared use path on the bridge, this project will provide a safe passage for cyclists and pedestrians.

ALTERNATIVES CONSIDERED

An alternative strategy is to "do nothing" - defer the renewal to a later date, however the bridge condition will continue to deteriorate increasing the scope of the work.

COST BENEFITS

The tangible benefits to be realized from this investment include renewing the bridges before they deteriorate to a condition deemed unsafe for use. Bridge designs proactively consider emerging trends and effects of travelers to achieve benefits over its full asset life. Intangible benefits include more efficient movement of goods, services and people.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

The project will require an external contractor to complete construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this project be approved to renew the bridges.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Groat Road over N. Sask. River**
 PROFILE NUMBER: **12-66-1044**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	400	250	-	-	-	-	-	-	-	-	-	650
2012 CBS Budget Adjustment	2	-	-	-	-	-	-	-	-	-	-	2
2013 Cap - Carry Forward	-249	-	-	-	-	-	-	-	-	-	-	-249
2013 CBS Budget Adjustment	98	-	-	-	-	-	-	-	-	-	-	98
2014 Cap - Budget Request for Next Cycle	-	-	500	1,500	2,000	15,000	17,465	-	-	-	-	36,465
2014 Cap - Carry Forward	-	249	-	-	-	-	-	-	-	-	-	249
2014 SCBA Within Branch	-	-	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	251	499	500	1,500	2,000	15,000	17,465	-	-	-	-	37,215
Approved Funding Sources												
Fuel Rebate	198	489	-	-	-	-	-	-	-	-	-	687
Munc Sustain. Initiative - MSI	-	-	475	1,425	1,900	14,250	16,592	-	-	-	-	34,642
Pay-As-You-Go	53	10	25	75	100	750	873	-	-	-	-	1,886
Current Approved Funding Sources	251	499	500	1,500	2,000	15,000	17,465	-	-	-	-	37,215

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

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	251	499	500	1,500	2,000	15,000	17,465	-	-	-	37,215
	Requested Funding Source											
	Fuel Rebate	198	489	-	-	-	-	-	-	-	-	687
	Munc Sustain. Initiative - MSI	-	-	475	1,425	1,900	14,250	16,592	-	-	-	34,642
	Pay-As-You-Go	53	10	25	75	100	750	873	-	-	-	1,886
	Requested Funding Source	251	499	500	1,500	2,000	15,000	17,465	-	-	-	37,215

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
	Construction	-	-	-	-	2,000	15,000	17,465	-	-	-	-	34,465
	Design	-	-	500	1,500	-	-	-	-	-	-	-	2,000
	Other Costs	251	499	-	-	-	-	-	-	-	-	-	750
	Total	251	499	500	1,500	2,000	15,000	17,465	-	-	-	-	37,215

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP NEIGHBOURHOOD RENEWAL - COMPOSITE**
 PROFILE NUMBER: **12-66-1056**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:	
PROFILE TYPE:	
PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH MANAGER:	Berry Belcourt
ESTIMATED START DATE:	January, 2012
ESTIMATED COMPLETION:	December, 2017

Service Category: Neighbourhood Renewal Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	118,465
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	118,465

PROFILE DESCRIPTION

This project provides for the renewal (rehabilitation/reconstruction) of roadway base, paving, curbs, gutters, and sidewalks in existing neighbourhoods and collector roadways.

This program balances the immediate and long term renewal needs of neighbourhood roads by optimizing road work schedules that address immediate concerns while implementing preventative measures. This project provides for the renewal (rehabilitation/reconstruction) of roadway base, paving, curbs, gutters, and sidewalks in existing neighbourhoods and collector roadways. This program also coordinates and includes related work for streetlighting rehabilitation and upgrades, mature tree management, and completion of missing multi-use trail connections. Another component of this program includes mitigation of soft subgrade conditions that exist in the northeast area of the City (the boundary of the mitigation area includes: 50 St-82 St, 153 Ave-167 Ave). A major funding source in this profile includes the Neighbourhood Renewal Tax Levy allocation of 2.0% in 2009 and 2010, and 1.5% in 2011 thereafter. As part of the Pavement Management Strategy, this program also includes construction of a Permanent Pavement Management Facility scheduled for 2012-2013. This program includes the following major categories: NBHD Reconstruction, NBHD Rehabilitation, Northeast Local/Collector Roads Soft Subgrade Mitigation, NBHD Collector Road Renewal, Inhouse Road Paving, Alley Renewal, & Pavement Investment Strategy.

The NBHD Renewal program includes the following major projects scheduled for commencement in 2012-2014:

Permanent Pavement Management Facility Construction [12-66-1073]: Currently in detailed design stage, this project commenced in 2009 and is ready for construction in 2012.

Pavement Management resources are currently housed in temporary facilities in different City yards. This facility will consolidate many of the resources into one permanent location, offering sufficient capacity for current and future needs, and cost and administrative savings.

NBHD Reconstruction (Target is 6 new starts per year):

Continue in 2012:
 Capilano [1056],
 West Jasper Place [1056],

Start in 2012:
 Dovercourt [1051],
 Canora [1054],
 King Edward Park [1057],
 Terrace Heights [1058],
 Windsor Park [1059],
 Woodcroft [1060],

Start in 2013:
 Argyll [1061],
 Delton [1063],
 Grovenor [1064],
 Hazeldeen [1065],
 North Glenora [1066],

Start in 2014:
 Glenora [1068],
 Cromdale [1067],
 Laurier Heights [1069]

NBHD Rehabilitation:
 2012

Wilson Industrial
Alberta Park Industrial
McNamara Industrial
Kennedale Industrial
Ekota
Bisset

2013
Belmead
Bannerman
Pollard Meadows
Lago Lindo
Aldergrove
Brander Gardens

2014
Ormsby Place (E of 187A ST)
Dechene
Newton
Sweet Grass
Ramsay Heights

This program requires \$115M-\$150M annually to achieve committed service levels. This program requires partial funding from other sources (e.g. MSI). Neighbourhood Tax Levy and 50/50 Sidewalk Reconstruction Local Improvement Tax Levy are available to partially offset the program requirements. Ongoing operating impact is estimated at \$100,000 per year for utilities, maintenance, repairs. Staffing is currently available within the existing FTE complement, and will be determined and requested as necessary.

Tangible benefits to be realized from this investment include rehabilitating the aging infrastructure in older Neighbourhoods, maximizing service life of various infrastructures in/around Neighbourhoods, and achieving longterm cost savings through reinvestment strategies.

Intangible benefits to be realized from this investment include uplifting the attractiveness of neighbourhoods, improving livability for residents, and offering multi-use trails and walkway lighting to enhance safety and security for residents.

Stakeholders include the residents, other departments, Citizens at large, other municipalities, and travelers in and around the City. These stakeholders are both internal and external to the organization, and are considered both primary and secondary in nature. NBHD Reconstruction projects are coordinated with Drainage Services. Other neighbourhood initiatives are coordinated through the Office of Great Neighbourhoods and are implemented in conjunction with this program. This program also coordinates and includes related work for streetlighting rehabilitation and upgrades, mature tree management, and completion of missing multi-use trail connections.

2012 Fall SBA:

#12-66: Funds originally added through a Council Motion in December 2011 for the advancement of the Governor and Hazeldean Neighbourhood Reconstruction. These funds are now being transferred to the single projects 66-1064 and 66-1065.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model. This program utilizes a balanced approach of various capital improvement techniques (reconstruction, overlay, microsurfacing) to maximize asset value and asset life. Sufficient funding levels will assist in ensuring that neighbourhood road work occurs at an optimum interval so that every City neighbourhood will receive capital improvements within thirty years. To do so, the current ratio is to start 6 complete neighbourhoods per year. Population and demographic growth in the City are contributing to an increase in the number of neighbourhoods being added to this program, further emphasizing the need for continuous funding to meet renewal needs of current and future neighbourhoods. Unpredictable funding levels will impede on the ability to mitigate the effects of rising construction prices and availability during stronger economic times. Neighbourhood project planning can occur two years prior to construction work, offering the opportunity to capitalize on longer term contracts and achieve greater value for money.

Pavement Investment Strategy: Plan to stabilize pavement condition ratings in the short term and reach recommended ratings in the long term.

This profile achieves the following outcomes.

The Way We Move: Strategic Goals: Transportation and Land Use Integration, Access and Mobility, Transportation Mode Shift, Sustainability, Well Maintained Infrastructure, Economic Vitality.

Policy F-1 and F-4 of the Transportation Master Plan, Bylaw #11778, that was approved by City Council in April 1999.

Policy #C433D, put in place by the City Council states that the City will cost share with property owners for the renewal of sidewalks and alleys through the Local Improvement Assessment.

The Pavement Investment Strategy (PIS) outlined a plan to stabilize pavement condition ratings in the short term and reach recommended ratings in the long term.

The Neighbourhood Tax Levy was initiated and imposed in 2009 to support and sustain funding for neighbourhood renewal (includes reconstruction and rehabilitation). Tax Levy contributions levels were assessed with the intent to provide adequate and sufficient funding for all neighbourhood renewal work by the year 2018. Subsidized funding from a provincial source MSI, is planned to continue to 2018, in order to provide financial resources for the City to start 6 new complete neighbourhood reconstruction projects annually. The 50/50 Sidewalk Reconstruction Local Improvement Tax Levy is also dedicated funding for this program. Service levels are dependent upon available funding and assessed renewal needs.

Current funding levels for neighbourhood renewal are 38% of renewal needs, the pavement conditions in mature neighbourhoods will continue to deteriorate over the next five years.

Impact on Operating:

Operating Impacts are determined by unfunded roadway renewal needs addressed in Operating Service Packages.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Neighbourhood Renewal - Composite**
 PROFILE NUMBER: **12-66-1056**

PROFILE TYPE: **Composite**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	101,333	23,579	30,502	-	-	-	-	-	-	-	-	155,414
2012 CBS Budget Adjustment	-29,818	-	-	-	-	-	-	-	-	-	-	-29,818
2013 Cap - Carry Forward	-36,665	-	-	-	-	-	-	-	-	-	-	-36,665
2013 CBS Budget Adjustment	33,497	-	-	-	-	-	-	-	-	-	-	33,497
2014 Cap - Budget Request for Next Cycle	-	1,700	-32,102	-1,600	-600	-	-	-	-	-	-	-32,602
2014 Cap - Carry Forward	-	36,665	-	-	-	-	-	-	-	-	-	36,665
2014 CBS Budget Adjustment	-	-2,700	-	-	-	-	-	-	-	-	-	-2,700
2014 SCBA >\$1MM or New	-	-12,826	2,700	-	-	-	-	-	-	-	-	-10,126
2014 SCBA Change in Sources of Funding	-	-	-	-	-	-	-	-	-	-	-	-
2014 SCBA Transfers >\$250K<\$1M	-	1,000	1,600	1,600	600	-	-	-	-	-	-	4,800
Current Approved Budget	68,347	47,418	2,700	-	-	-	-	-	-	-	-	118,465
Approved Funding Sources												
Local Improvements Prop. Share	823	-	-	-	-	-	-	-	-	-	-	823
Munc Sustain. Initiative - MSI	27,308	9,270	-	-	-	-	-	-	-	-	-	36,578
Pay-As-You-Go	-	6,300	2,700	-	-	-	-	-	-	-	-	9,000
Pay-As-You-Go - NBHR	40,216	31,848	-	-	-	-	-	-	-	-	-	72,064
Current Approved Funding Sources	68,347	47,418	2,700	-	-	-	-	-	-	-	-	118,465

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	68,347	47,418	2,700	-	-	-	-	-	-	-	-	118,465
Requested Funding Source												
Local Improvements Prop. Share	823	-	-	-	-	-	-	-	-	-	-	823
Munc Sustain. Initiative - MSI	27,308	9,270	-	-	-	-	-	-	-	-	-	36,578
Pay-As-You-Go	-	6,300	2,700	-	-	-	-	-	-	-	-	9,000
Pay-As-You-Go - NBHR	40,216	31,848	-	-	-	-	-	-	-	-	-	72,064
Requested Funding Source	68,347	47,418	2,700	-	-	-	-	-	-	-	-	118,465

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
REVISED BUDGET (IF APPROVED)	Construction	-	-4,513	-29,402	-1,600	-600	-	-	-	-	-	-	-36,115
	Design	-	-6,613	-	-	-	-	-	-	-	-	-	-6,613
	Other Costs	68,347	58,544	32,102	1,600	600	-	-	-	-	-	-	161,193
	Total	68,347	47,418	2,700	-	-	-	-	-	-	-	-	118,465

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Utilities

Branch:	2014				2015				2016				2017			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	110	110	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	110	110	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **KENNEDALE TRAFFIC SHOP**
 PROFILE NUMBER: **12-66-1072**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH:
 PROGRAM NAME:
 BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Standalone
PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH MANAGER:	
ESTIMATED START DATE:	January, 2013
ESTIMATED COMPLETION:	December, 2015

Service Category:	Roads	Major Initiative:	
-------------------	-------	-------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	25,550
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	25,550

PROFILE DESCRIPTION

This project is to construct a new larger Traffic Operations Shop at the Kennedale location. This project commenced in 2009 with a consultant report of the Long Range Facilities Plan. Land has already been acquired for the new facility in 2010 for \$3.3M, in Kennedale, conveniently located adjacent to the existing Northeast Roadway Maintenance yard. The new facility will increase physical capacity by almost two-fold, allowing sufficient capacity for current resources (80%) and future growth (20%). The project is currently in the Detailed Design stage, with construction and completion intended for 2012 and 2013.

The Traffic Operations Shop consists of numerous components:

- New Signs Design and Manufacturing
- Sign Repair Shop
- Paint and Pipe Shop
- Parking Meter Shop
- Materials Management (Stores)
- Staff Facilities
- Reception/Administration
- Storage
- Vehicle Garage

Project schedule is as follows:

- 2011: Detailed design
- 2012-2013: Construction

PROFILE JUSTIFICATION

Currently, all components are housed in various locations, primarily at the Main Yard. A new facility must be constructed to accommodate the exponential growth in this area resulting from additional assets (Signs, Dynamic Messaging Signs, Barricades, etc) and additional resources (staff, equipment, vehicles, etc). The new Traffic Operations Shop will consolidate resources currently in various locations and provide sufficient capacity for growth in staff and resources that are necessary to accommodate additional service levels. Cost savings can be realized in administration, rental, and maintenance. More importantly, efficiency can be realized in operational functions by having additional physical space.

Alignment: - The Way We Move: Well Maintained Infrastructure.

Impact on Operating:

Operating Impacts are determined by Inventory Growth of Roads addressed in Operating Service Packages.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Kennedale Traffic Shop**
 PROFILE NUMBER: **12-66-1072**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2013 Cap - Carry Forward	-1,481	-	-	-	-	-	-	-	-	-	-	-1,481
2013 CBS Budget Adjustment	1,500	-	-	-	-	-	-	-	-	-	-	1,500
2014 Cap - Carry Forward	-	1,481	-	-	-	-	-	-	-	-	-	1,481
2014 CBS Budget Adjustment	-	12,000	-	-	-	-	-	-	-	-	-	24,050
Current Approved Budget	19	13,481	12,050	-	-	-	-	-	-	-	-	25,550
Approved Funding Sources												
Munc Sustain. Initiative - MSI	8	12,292	-	-	-	-	-	-	-	-	-	12,300
Pay-As-You-Go	11	1,189	12,050	-	-	-	-	-	-	-	-	13,250
Current Approved Funding Sources	19	13,481	12,050	-	-	-	-	-	-	-	-	25,550

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

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	19	13,481	12,050	-	-	-	-	-	-	-	-	25,550
Requested Funding Source												
Munc Sustain. Initiative - MSI	8	12,292	-	-	-	-	-	-	-	-	-	12,300
Pay-As-You-Go	11	1,189	12,050	-	-	-	-	-	-	-	-	13,250
Requested Funding Source	19	13,481	12,050	-	-	-	-	-	-	-	-	25,550

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		Other Costs	19	13,481	12,050	-	-	-	-	-	-	-	-
Total	19	13,481	12,050	-	-	-	-	-	-	-	-	-	25,550

OPERATING IMPACT OF CAPITAL

Type of Impact: Utilities

Branch:	2014				2015				2016				2017			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	5	5	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	5	5	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: 91 ST: 25 - 41 AVE SW
 PROFILE NUMBER: 12-66-1454
 DEPARTMENT: Transportation Services
 BRANCH: Transportation Operations
 LEAD BRANCH:
 PROGRAM NAME:
 BUDGET CYCLE: 2012-2014

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Standalone
PROFILE MANAGER:	Adam Homes
LEAD BRANCH MANAGER:	
ESTIMATED START DATE:	January, 2012
ESTIMATED COMPLETION:	December, 2015

Service Category:	Roads	Major Initiative:	
-------------------	-------	-------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	27,150
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	27,150

PROFILE DESCRIPTION

Scope: Construction of the first 2 urban lanes of 91 Street on a new alignment connecting the Nisku spine road at 41 Avenue SW directly with the existing 91 Street ending t 25 Avenue SW

Timelines:

2013: Detailed design
 2013: Construction

Fall 2012:

#60: Roadwork location that is eligible for the NS Trade Provincial Grant. Still subject to grant approval.

PROFILE JUSTIFICATION

The arterial road is an important arterial connection serving the developing industrial/residential areas in southeast Edmonton from the Queen Elizabeth II / 41 Avenue SW interchange.

Alignment: - The Way We Move: Goal of Enhanced Access and Mobility.

CHANGES TO APPROVED PROFILE

Increased scope of work (additional two lanes) on 91 Street (Ewing Trail) and 41 Avenue SW through coordination agreement with Leduc County (Spine Road project), and disposal of surplus topsoil found to contain a microorganism that causes "Club Root" as required under the Pest Management Act of Alberta. Construction commenced in 2014 with completion scheduled for 2015, and coordinated with the completion of new Queen Elizabeth II / 41 Avenue SW interchange.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **91 St: 25 - 41 Ave SW**
 PROFILE NUMBER: **12-66-1454**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	7,830	-	-	-	-	-	-	-	-	-	7,830	
	2012 CBS Budget Adjustment	-	-	-	-	-	-	-	-	-	-	-	
	2013 Cap - Carry Forward	-9,905	-	-	-	-	-	-	-	-	-	-9,905	
	2013 CBS Budget Adjustment	2,170	-	-	-	-	-	-	-	-	-	2,170	
	2014 Cap - Capital Budget Adj (one-off)	-	4,050	3,100	-	-	-	-	-	-	-	-	7,150
	2014 Cap - Carry Forward	-	9,905	-	-	-	-	-	-	-	-	-	9,905
	2014 CBS Budget Adjustment	-	10,000	-	-	-	-	-	-	-	-	-	10,000
	2014 SCBA Change in Sources of Funding	-	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	95	23,955	3,100	-	-	-	-	-	-	-	-	27,150
APPROVED FUNDING SOURCES	Approved Funding Sources												
	Developer ARA	91	2,441	-	-	-	-	-	-	-	-	-	2,532
	Developer Financing	-	10,000	3,100	-	-	-	-	-	-	-	-	13,100
	Fuel Rebate	-	4,050	-	-	-	-	-	-	-	-	-	4,050
	North/South Trade Hwy Grant	4	7,464	-	-	-	-	-	-	-	-	-	7,468
Current Approved Funding Sources	95	23,955	3,100	-	-	-	-	-	-	-	-	27,150	

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

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	95	23,955	3,100	-	-	-	-	-	-	-	-	27,150
	Requested Funding Source												
	Developer ARA	91	2,441	-	-	-	-	-	-	-	-	-	2,532
	Developer Financing	-	10,000	3,100	-	-	-	-	-	-	-	-	13,100
	Fuel Rebate	-	4,050	-	-	-	-	-	-	-	-	-	4,050
	North/South Trade Hwy Grant	4	7,464	-	-	-	-	-	-	-	-	-	7,468
Requested Funding Source	95	23,955	3,100	-	-	-	-	-	-	-	-	27,150	

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
REVISED BUDGET (IF APPROVED)	Activity Type											
	Construction	-	4,050	3,100	-	-	-	-	-	-	-	7,150
	Other Costs	95	19,905	-	-	-	-	-	-	-	-	20,000
Total	95	23,955	3,100	-	-	-	-	-	-	-	-	27,150

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **WALTERDALE BRIDGE**
 PROFILE NUMBER: **12-66-1466**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH:
 PROGRAM NAME:
 BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Standalone
PROFILE MANAGER:	Adam Homes
LEAD BRANCH MANAGER:	
ESTIMATED START DATE:	January, 2012
ESTIMATED COMPLETION:	December, 2015

Service Category:	Roads	Major Initiative:	
-------------------	-------	-------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	154,845
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	154,845

PROFILE DESCRIPTION

Scope:

Walterdale Bridge, crossing the North Saskatchewan River near Edmonton's downtown, is approaching 100 years of age and the end of its useful life. Replacement of the bridge must be completed by 2016.

The bridge is an important link in the City transportation system, carrying two traffic lanes northbound into downtown from Gateway Boulevard and 109 Street via Queen Elizabeth Park Road and Walterdale Hill Road. The bridge operates at capacity during peak hours, which results in significant congestion on the south approaches.

The bridge replacement will include an additional northbound lane and improved facilities to accommodate alternative modes. The bridge will be a signature arch bridge and the concept has been approved by Council. The Stage 1 and Stage 2 Preliminary Engineering costs were funded from the 09-66-1040 project.

Timelines:

2011-12: Detailed design
 2013-15: Construction

Dependencies:

Environmental and historical resource approvals and utility relocations. Environmental approvals from the federal government will need to be obtained for any work taking place in the North Saskatchewan. Historical resource risks are related to the cemetery site on the north bank of the river. The alignment of the new bridge will have an impact on the cemetery site which will require approval from the Provincial Director of Cemeteries. The existing Walterdale Bridge supports a large number of utility lines crossing the river.

PROFILE JUSTIFICATION

The condition assessments of the Walterdale Bridge have identified the bridge must be replaced by 2014 as the existing bridge will be decommissioned for auto use. If replacement does not happen before 2014 the bridge will be closed to traffic eliminating one of the major road artery into the downtown.

Alignment: - The Way We Move: Goal of Well Maintained Infrastructure and Enhanced Access and Mobility.

Impact on Operating:

Operating Impacts are determined by Inventory Growth of Roads addressed in Operating Service Packages.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Walterdale Bridge**
 PROFILE NUMBER: **12-66-1466**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	58,000	74,000	-	-	-	-	-	-	-	-	-	132,000
2012 CBS Budget Adjustment	-2,482	-	-	-	-	-	-	-	-	-	-	-2,482
2013 Cap - Carry Forward	-18,980	-	-	-	-	-	-	-	-	-	-	-18,980
2013 CBS Budget Adjustment	2,482	-	-	-	-	-	-	-	-	-	-	2,482
2014 Cap - Carry Forward	-	18,980	-	-	-	-	-	-	-	-	-	18,980
2014 CBS Budget Adjustment	-	3,500	19,500	-	-	-	-	-	-	-	-	23,000
2014 SCBA >\$1MM or New	-	-155	-	-	-	-	-	-	-	-	-	-155
Current Approved Budget	39,020	96,325	19,500	-	-	-	-	-	-	-	-	154,845
Approved Funding Sources												
Developer Financing	-	3,500	-	-	-	-	-	-	-	-	-	3,500
Pay-As-You-Go	-	-155	-	-	-	-	-	-	-	-	-	-155
Tax-Supported Debt	39,020	92,980	19,500	-	-	-	-	-	-	-	-	151,500
Current Approved Funding Sources	39,020	96,325	19,500	-	-	-	-	-	-	-	-	154,845

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	39,020	96,325	19,500	-	-	-	-	-	-	-	154,845
Requested Funding Source											
Developer Financing	-	3,500	-	-	-	-	-	-	-	-	3,500
Pay-As-You-Go	-	-155	-	-	-	-	-	-	-	-	-155
Tax-Supported Debt	39,020	92,980	19,500	-	-	-	-	-	-	-	151,500
Requested Funding Source	39,020	96,325	19,500	-	-	-	-	-	-	-	154,845

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction		-	-155	-	-	-	-	-	-	-	-	-	-155
Other Costs		39,020	96,480	19,500	-	-	-	-	-	-	-	-	155,000
Total		39,020	96,325	19,500	-	-	-	-	-	-	-	-	154,845

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **ARP RECON - 112 AVE (50-68 ST.)**
PROFILE NUMBER: **13-66-1023**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2012**
ESTIMATED COMPLETION: **December, 2015**

Service Category: **Roads** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	11,388
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	11,388

PROFILE DESCRIPTION

Complete reconstruction of arterial roadway (base, surface, curb/gutter, sidewalk). Also includes pavement markings, streetlighting and traffic signal rehab, geometric improvements, active mode connections, land acquisition as required. Transportation Report CR_17 provides an update to 112 Avenue reconstruction budget.

PROFILE BACKGROUND

112 Ave (50-68 St.) reconstruction is part of the Arterial Renewal Program (ARP); a cost-effective, long-term strategic approach to address Edmonton's major road infrastructure needs via the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Based on current PQI (Pavement Quality Index) rating severe deterioration exists that is a high risk to safety and the level of service provided by the roadway is very poor. The road condition is at a level beyond reactive renewal solutions due to various factors including higher traffic volumes and climate. Deterioration will be expedited if reconstruction is not pursued in a timely manner to maintain traffic safety.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Transportation and Land Use Integration, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety, Economic Vitality. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction required to achieve committed service levels of efficient movement of goods and people, traffic safety, and good public satisfaction (no potholes or disruption)

Tangible benefits: renewing aging infrastructure, efficient movement of goods and people, increased service level and customer satisfaction.

Intangible benefits: reduced environmental impacts, enhanced traffic safety.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design/construction. Projects are coordinated with initiatives of TS Planning, Transit, Drainage, Sustainable Development, Great NBHDs to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging arterial roads, ensure efficient movement of goods and people, increase service level and customer satisfaction (lower incidence of potholes).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **ARP Recon - 112 Ave (50-68 St.)**
 PROFILE NUMBER: **13-66-1023**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	150	4,850	-	-	-	-	-	-	-	-	-	5,000
2012 CBS Budget Adjustment	57	-	-	-	-	-	-	-	-	-	-	57
2013 Cap - Carry Forward	63	-	-	-	-	-	-	-	-	-	-	63
2013 CBS Budget Adjustment	-57	-	-	-	-	-	-	-	-	-	-	-57
2014 Cap - Budget Request for Next Cycle	-	-	5,488	-	-	-	-	-	-	-	-	5,488
2014 Cap - Capital Budget Adj (one-off)	-	900	-	-	-	-	-	-	-	-	-	900
2014 Cap - Carry Forward	-	-63	-	-	-	-	-	-	-	-	-	-63
Current Approved Budget	213	5,687	5,488	-	-	-	-	-	-	-	-	11,388
Approved Funding Sources												
Fuel Rebate	129	5,556	-	-	-	-	-	-	-	-	-	5,685
Munc Sustain. Initiative - MSI	-	-	5,323	-	-	-	-	-	-	-	-	5,323
Pay-As-You-Go	84	131	165	-	-	-	-	-	-	-	-	380
Current Approved Funding Sources	213	5,687	5,488	-	-	-	-	-	-	-	-	11,388

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		213	5,687	5,488	-	-	-	-	-	-	-	11,388
Requested Funding Source												
Fuel Rebate	129	5,556	-	-	-	-	-	-	-	-	-	5,685
Munc Sustain. Initiative - MSI	-	-	5,323	-	-	-	-	-	-	-	-	5,323
Pay-As-You-Go	84	131	165	-	-	-	-	-	-	-	-	380
Requested Funding Source	213	5,687	5,488	-	-	-	-	-	-	-	-	11,388

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		Construction	-	900	5,488	-	-	-	-	-	-	-	-
Other Costs	213	4,787	-	-	-	-	-	-	-	-	-	-	5,000
Total	213	5,687	5,488	-	-	-	-	-	-	-	-	-	11,388

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	ARP RECON - 127 STREET (118 AVE - YELLOWHEAD TRAIL)	FUNDED	
PROFILE NUMBER:	13-66-1024	PROFILE STAGE:	
DEPARTMENT:	Transportation Services	PROFILE TYPE:	
BRANCH:	Transportation Operations	PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH:	Roads Design & Construction	LEAD BRANCH MANAGER:	Berry Belcourt
PROGRAM NAME:		ESTIMATED START DATE:	January, 2012
BUDGET CYCLE:	2012-2014	ESTIMATED COMPLETION:	December, 2016

Service Category: Roads		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,369
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,369

PROFILE DESCRIPTION

Complete reconstruction of arterial roadway (base, surface, curb/gutter, sidewalk). Also includes pavement markings, streetlighting and traffic signal rehab, geometric improvements, active mode connections, land acquisition as required.

PROFILE BACKGROUND

127 Street (118 Ave - Yellowhead Trail) reconstruction is part of the Arterial Renewal Program (ARP); a cost-effective, long-term strategic approach to address Edmonton's major road infrastructure needs via the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Based on current PQI (Pavement Quality Index) rating severe deterioration exists that is a high risk to safety and the level of service provided by the roadway is very poor. The road condition is at a level beyond reactive renewal solutions due to various factors including higher traffic volumes and climate. Deterioration will be expedited if reconstruction is not pursued in a timely manner to maintain traffic safety.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Transportation and Land Use Integration, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety, Economic Vitality. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction required to achieve committed service levels of efficient movement of goods and people, traffic safety, and good public satisfaction (no potholes or disruption)

Tangible benefits: renewing aging infrastructure, efficient movement of goods and people, increased service level and customer satisfaction.

Intangible benefits: reduced environmental impacts, enhanced traffic safety.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

External contractors (via tender process) will be used to complete design/construction. Projects are coordinated with initiatives of TS Planning, Transit, Drainage, Sustainable Development, Great NBHDs to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging arterial roads, ensure efficient movement of goods and people, increase service level and customer satisfaction (lower incidence of potholes).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **ARP Recon - 127 Street (118 Ave - Yellowhead Trail)**
 PROFILE NUMBER: **13-66-1024**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	150	4,850	-	-	-	-	-	-	-	-	-	5,000
2012 CBS Budget Adjustment	4	-	-	-	-	-	-	-	-	-	-	4
2013 Cap - Carry Forward	28	-	-	-	-	-	-	-	-	-	-	28
2013 CBS Budget Adjustment	-150	-	-	-	-	-	-	-	-	-	-	-150
2014 Cap - Budget Request for Next Cycle	-	-	220	6,117	-	-	-	-	-	-	-	6,337
2014 Cap - Carry Forward	-	-28	-	-	-	-	-	-	-	-	-	-28
2014 CBS Budget Adjustment	-	-4,850	-	-	-	-	-	-	-	-	-	-4,850
2014 SCBA Within Branch	-	28	-	-	-	-	-	-	-	-	-	28
Current Approved Budget	32	-	220	6,117	-	-	-	-	-	-	-	6,369
Approved Funding Sources												
Munc Sustain. Initiative - MSI	-	-	198	5,505	-	-	-	-	-	-	-	5,703
Pay-As-You-Go	32	-	22	612	-	-	-	-	-	-	-	666
Current Approved Funding Sources	32	-	220	6,117	-	-	-	-	-	-	-	6,369

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		32	-	220	6,117	-	-	-	-	-	-	6,369
Requested Funding Source												
Munc Sustain. Initiative - MSI	-	-	198	5,505	-	-	-	-	-	-	-	5,703
Pay-As-You-Go	32	-	22	612	-	-	-	-	-	-	-	666
Requested Funding Source	32	-	220	6,117	-	-	-	-	-	-	-	6,369

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction		-	-	-	6,056	-	-	-	-	-	-	-	6,056
Design		-	28	220	-	-	-	-	-	-	-	-	248
Land		-	-	-	61	-	-	-	-	-	-	-	61
Other Costs		32	-28	-	-	-	-	-	-	-	-	-	4
Total		32	-	220	6,117	-	-	-	-	-	-	-	6,369

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - QUEEN ALEXANDRA**
 PROFILE NUMBER: **13-66-1052**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:	
PROFILE TYPE:	
PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH MANAGER:	Berry Belcourt
ESTIMATED START DATE:	January, 2013
ESTIMATED COMPLETION:	December, 2017

Service Category: Neighbourhood Renewal **Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	29,101
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	29,101

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Queen Alexandra Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure renewal work occurs at optimum intervals.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Queen Alexandra**
 PROFILE NUMBER: **13-66-1052**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	100	100	200	100	-	-	-	-	-	-	-	500
2013 Cap - Carry Forward	-53	-	-	-	-	-	-	-	-	-	-	-53
2014 Cap - Budget Request for Next Cycle	-	-	11,336	11,468	5,797	-	-	-	-	-	-	28,601
2014 Cap - Carry Forward	-	53	-	-	-	-	-	-	-	-	-	53
2014 SCBA >\$1MM or New	-	100	200	100	-	-	-	-	-	-	-	400
2014 SCBA Transfers >\$250K<\$1M	-	-100	-200	-100	-	-	-	-	-	-	-	-400
Current Approved Budget	47	153	11,536	11,568	5,797	-	-	-	-	-	-	29,101
Approved Funding Sources												
Local Improvements Prop. Share	-	-	1,116	1,138	580	-	-	-	-	-	-	2,834
Munc Sustain. Initiative - MSI	35	145	-	-	-	-	-	-	-	-	-	180
Pay-As-You-Go - NBHR	12	8	10,420	10,430	5,217	-	-	-	-	-	-	26,087
Current Approved Funding Sources	47	153	11,536	11,568	5,797	-	-	-	-	-	-	29,101

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	47	153	11,536	11,568	5,797	-	-	-	-	-	29,101
Requested Funding Source											
Local Improvements Prop. Share	-	-	1,116	1,138	580	-	-	-	-	-	2,834
Munc Sustain. Initiative - MSI	35	145	-	-	-	-	-	-	-	-	180
Pay-As-You-Go - NBHR	12	8	10,420	10,430	5,217	-	-	-	-	-	26,087
Requested Funding Source	47	153	11,536	11,568	5,797	-	-	-	-	-	29,101

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction	-	-	11,224	11,354	5,739	-	-	-	-	-	-	-	28,317
Design	100	100	200	100	-	-	-	-	-	-	-	-	500
Land	-	-	112	114	58	-	-	-	-	-	-	-	284
Other Costs	-53	53	-	-	-	-	-	-	-	-	-	-	-
Total	47	153	11,536	11,568	5,797	-	-	-	-	-	-	-	29,101

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - ROSSLYN**
PROFILE NUMBER: **13-66-1053**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2013**
ESTIMATED COMPLETION: **December, 2016**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	24,762
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	24,762

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Roslyn Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Rosslyn**
 PROFILE NUMBER: **13-66-1053**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	100	100	200	100	-	-	-	-	-	-	-	500
2013 Cap - Carry Forward	-50	-	-	-	-	-	-	-	-	-	-	-50
2014 Cap - Budget Request for Next Cycle	-	-	15,908	8,354	-	-	-	-	-	-	-	24,262
2014 Cap - Carry Forward	-	50	-	-	-	-	-	-	-	-	-	50
2014 SCBA >\$1MM or New	-	100	200	100	-	-	-	-	-	-	-	400
2014 SCBA Transfers >\$250K<\$1M	-	-100	-200	-100	-	-	-	-	-	-	-	-400
Current Approved Budget	50	150	16,108	8,454	-	-	-	-	-	-	-	24,762
Approved Funding Sources												
Local Improvements Prop. Share	-	-	1,573	826	-	-	-	-	-	-	-	2,399
Munc Sustain. Initiative - MSI	4	96	-	-	-	-	-	-	-	-	-	100
Pay-As-You-Go - NBHR	46	54	14,535	7,628	-	-	-	-	-	-	-	22,263
Current Approved Funding Sources	50	150	16,108	8,454	-	-	-	-	-	-	-	24,762

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	50	150	16,108	8,454	-	-	-	-	-	-	24,762
Requested Funding Source											
Local Improvements Prop. Share	-	-	1,573	826	-	-	-	-	-	-	2,399
Munc Sustain. Initiative - MSI	4	96	-	-	-	-	-	-	-	-	100
Pay-As-You-Go - NBHR	46	54	14,535	7,628	-	-	-	-	-	-	22,263
Requested Funding Source	50	150	16,108	8,454	-	-	-	-	-	-	24,762

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction	-	-	15,751	8,272	-	-	-	-	-	-	-	-	24,023
Design	100	100	200	100	-	-	-	-	-	-	-	-	500
Land	-	-	157	82	-	-	-	-	-	-	-	-	239
Other Costs	-50	50	-	-	-	-	-	-	-	-	-	-	-
Total	50	150	16,108	8,454	-	-	-	-	-	-	-	-	24,762

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - AVONMORE**
PROFILE NUMBER: **13-66-1062**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2013**
ESTIMATED COMPLETION: **December, 2016**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	21,435
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	21,435

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Avonmore Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure renewal work occurs at optimum intervals.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Avonmore**
 PROFILE NUMBER: **13-66-1062**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	100	100	200	100	-	-	-	-	-	-	-	500
2013 Cap - Carry Forward	-23	-	-	-	-	-	-	-	-	-	-	-23
2014 Cap - Budget Request for Next Cycle	-	-	13,727	7,208	-	-	-	-	-	-	-	20,935
2014 Cap - Carry Forward	-	23	-	-	-	-	-	-	-	-	-	23
2014 SCBA >\$1MM or New	-	100	200	100	-	-	-	-	-	-	-	400
2014 SCBA Transfers >\$250K<\$1M	-	-100	-200	-100	-	-	-	-	-	-	-	-400
Current Approved Budget	77	123	13,927	7,308	-	-	-	-	-	-	-	21,435
Approved Funding Sources												
Local Improvements Prop. Share	-	-	1,354	712	-	-	-	-	-	-	-	2,066
Munc Sustain. Initiative - MSI	-	20	-	-	-	-	-	-	-	-	-	20
Pay-As-You-Go - NBHR	77	103	12,573	6,596	-	-	-	-	-	-	-	19,349
Current Approved Funding Sources	77	123	13,927	7,308	-	-	-	-	-	-	-	21,435

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	77	123	13,927	7,308	-	-	-	-	-	-	21,435
Requested Funding Source											
Local Improvements Prop. Share	-	-	1,354	712	-	-	-	-	-	-	2,066
Munc Sustain. Initiative - MSI	-	20	-	-	-	-	-	-	-	-	20
Pay-As-You-Go - NBHR	77	103	12,573	6,596	-	-	-	-	-	-	19,349
Requested Funding Source	77	123	13,927	7,308	-	-	-	-	-	-	21,435

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction	-	-	13,592	7,137	-	-	-	-	-	-	-	-	20,728
Design	100	100	200	100	-	-	-	-	-	-	-	-	500
Land	-	-	135	71	-	-	-	-	-	-	-	-	207
Other Costs	-23	23	-	-	-	-	-	-	-	-	-	-	-
Total	77	123	13,927	7,308	-	-	-	-	-	-	-	-	21,435

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - BONNIE DOON**
PROFILE NUMBER: **13-66-1080**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2013**
ESTIMATED COMPLETION: **December, 2017**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	34,302
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	34,302

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Bonnie Doon Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

None

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Bonnie Doon**
 PROFILE NUMBER: **13-66-1080**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	100	100	200	200	100	-	-	-	-	-	-	700
2013 Cap - Carry Forward	-70	-	-	-	-	-	-	-	-	-	-	-70
2014 Cap - Budget Request for Next Cycle	-	-	11,238	11,458	10,906	-	-	-	-	-	-	33,602
2014 Cap - Carry Forward	-	70	-	-	-	-	-	-	-	-	-	70
2014 SCBA >\$1MM or New	-	100	200	200	100	-	-	-	-	-	-	600
2014 SCBA Transfers >\$250K<\$1M	-	-100	-200	-200	-100	-	-	-	-	-	-	-600
Current Approved Budget	30	170	11,438	11,658	11,006	-	-	-	-	-	-	34,302
Approved Funding Sources												
Local Improvements Prop. Share	-	-	1,106	1,128	1,081	-	-	-	-	-	-	3,316
Munc Sustain. Initiative - MSI	27	153	-	-	-	-	-	-	-	-	-	180
Pay-As-You-Go - NBHR	3	17	10,332	10,530	9,925	-	-	-	-	-	-	30,806
Current Approved Funding Sources	30	170	11,438	11,658	11,006	-	-	-	-	-	-	34,302

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

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	30	170	11,438	11,658	11,006	-	-	-	-	-	-	34,302
Requested Funding Source												
Local Improvements Prop. Share	-	-	1,106	1,128	1,081	-	-	-	-	-	-	3,316
Munc Sustain. Initiative - MSI	27	153	-	-	-	-	-	-	-	-	-	180
Pay-As-You-Go - NBHR	3	17	10,332	10,530	9,925	-	-	-	-	-	-	30,806
Requested Funding Source	30	170	11,438	11,658	11,006	-	-	-	-	-	-	34,302

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction	-	-	11,127	11,345	10,798	-	-	-	-	-	-	-	33,270
Design	100	100	200	200	100	-	-	-	-	-	-	-	700
Land	-	-	111	113	108	-	-	-	-	-	-	-	332
Other Costs	-70	70	-	-	-	-	-	-	-	-	-	-	-
Total	30	170	11,438	11,658	11,006	-	-	-	-	-	-	-	34,302

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - WESTMOUNT**
PROFILE NUMBER: **13-66-1081**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2013**
ESTIMATED COMPLETION: **December, 2017**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	37,588
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	37,588

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Westmount Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure renewal work occurs at optimum intervals.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Westmount**
 PROFILE NUMBER: **13-66-1081**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	100	100	200	200	100	-	-	-	-	-	700	
	2013 Cap - Carry Forward	-44	-	-	-	-	-	-	-	-	-	-44	
	2014 Cap - Budget Request for Next Cycle	-	-	12,334	12,576	11,978	-	-	-	-	-	36,888	
	2014 Cap - Carry Forward	-	44	-	-	-	-	-	-	-	-	44	
	2014 SCBA >\$1MM or New	-	100	200	200	100	-	-	-	-	-	600	
	2014 SCBA Transfers >\$250K<\$1M	-	-100	-200	-200	-100	-	-	-	-	-	-	-600
	Current Approved Budget	56	144	12,534	12,776	12,078	-	-	-	-	-	-	37,588
	Approved Funding Sources												
	Local Improvements Prop. Share	-	-	1,215	1,240	1,189	-	-	-	-	-	-	3,644
Munc Sustain. Initiative - MSI	46	134	-	-	-	-	-	-	-	-	-	180	
Pay-As-You-Go - NBHR	10	10	11,319	11,536	10,889	-	-	-	-	-	-	33,764	
Current Approved Funding Sources	56	144	12,534	12,776	12,078	-	-	-	-	-	-	37,588	

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	56	144	12,534	12,776	12,078	-	-	-	-	-	37,588
Requested Funding Source											
Local Improvements Prop. Share	-	-	1,215	1,240	1,189	-	-	-	-	-	3,644
Munc Sustain. Initiative - MSI	46	134	-	-	-	-	-	-	-	-	180
Pay-As-You-Go - NBHR	10	10	11,319	11,536	10,889	-	-	-	-	-	33,764
Requested Funding Source	56	144	12,534	12,776	12,078	-	-	-	-	-	37,588

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
REVISED BUDGET (IF APPROVED)	Construction	-	-	12,213	12,452	11,859	-	-	-	-	-	-	36,524
	Design	100	100	200	200	100	-	-	-	-	-	-	700
	Land	-	-	121	124	119	-	-	-	-	-	-	364
	Other Costs	-44	44	-	-	-	-	-	-	-	-	-	-
	Total	56	144	12,534	12,776	12,078	-	-	-	-	-	-	37,588

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - WESTWOOD**
 PROFILE NUMBER: **13-66-1082**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2013**
 ESTIMATED COMPLETION: **December, 2017**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	21,714
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	21,714

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Westwood Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Westwood**
 PROFILE NUMBER: **13-66-1082**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	100	100	200	100	-	-	-	-	-	-	-	500
2013 Cap - Carry Forward	-74	-	-	-	-	-	-	-	-	-	-	-74
2014 Cap - Budget Request for Next Cycle	-	-	8,267	8,431	4,296	-	-	-	-	-	-	20,994
2014 Cap - Carry Forward	-	74	-	-	-	-	-	-	-	-	-	74
2014 SCBA >\$1MM or New	-	120	200	200	100	-	-	-	-	-	-	620
2014 SCBA Transfers >\$250K<\$1M	-	-100	-200	-100	-	-	-	-	-	-	-	-400
Current Approved Budget	26	194	8,467	8,631	4,396	-	-	-	-	-	-	21,714
Approved Funding Sources												
Local Improvements Prop. Share	-	-	827	843	429	-	-	-	-	-	-	2,099
Munc Sustain. Initiative - MSI	-	190	-	-	-	-	-	-	-	-	-	190
Pay-As-You-Go - NBHR	26	4	7,640	7,788	3,967	-	-	-	-	-	-	19,425
Current Approved Funding Sources	26	194	8,467	8,631	4,396	-	-	-	-	-	-	21,714

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	26	194	8,467	8,631	4,396	-	-	-	-	-	21,714
Requested Funding Source											
Local Improvements Prop. Share	-	-	827	843	429	-	-	-	-	-	2,099
Munc Sustain. Initiative - MSI	-	190	-	-	-	-	-	-	-	-	190
Pay-As-You-Go - NBHR	26	4	7,640	7,788	3,967	-	-	-	-	-	19,425
Requested Funding Source	26	194	8,467	8,631	4,396	-	-	-	-	-	21,714

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction	-	-	8,185	8,347	4,253	-	-	-	-	-	-	-	20,785
Design	100	120	200	200	100	-	-	-	-	-	-	-	720
Land	-	-	82	84	43	-	-	-	-	-	-	-	209
Other Costs	-74	74	-	-	-	-	-	-	-	-	-	-	-
Total	26	194	8,467	8,631	4,396	-	-	-	-	-	-	-	21,714

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **102 AVE (OVER GROAT ROAD)**
 PROFILE NUMBER: **14-66-1041**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2012**
 ESTIMATED COMPLETION: **December, 2015**

Service Category: **Roads** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	32,036
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	32,036

PROFILE DESCRIPTION

This single project is in conjunction with the 1040 Bridge Rehabilitation Composite program.

This project is estimated at \$32.15M.

This project provides for the rehabilitation of existing bridges/structures that have reached the end of their life span, in accordance with the Bridge Investment Strategy. The Bridge Investment Strategy outlines the plan for regular monitoring and condition assessments of existing bridge structures, and identifies an optimal schedule for rehabilitation to ensure traffic safety. This structure has been identified for rehabilitation. This project is also coordinated with the Arterial/Primary Highway/ Road Renewal program.

Tangible benefits to be realized from this investment include rehabilitating aging bridge structures before they deteriorate to a condition deemed unsafe for use. Bridge designs proactively consider the emerging trends and effects of travelers, to achieve benefits over its full asset life.

Intangible benefits to be realized from this investment include more efficient movement of goods and people. As well, the City has opportunities to consider architectural innovations for bridge designs to enhance the attractiveness of the Cityscape.

Stakeholders include the other departments, Citizens at large, other municipalities, and travelers in and around the City. These stakeholders are both internal and external to the organization, and are considered both primary and secondary in nature. Bridge renewal locations are planned in conjunction with other Roads growth projects and Transit growth projects (bus lanes, signal priorities, LRT) to minimize impact on traffic routes.

PROFILE JUSTIFICATION

Bridges must be maintained to ensure structural integrity to prevent collapse. Public safety is a key risk of this program. Population growth and other demographic factors result in an increasing usage rate of arterial roads and bridges. To ensure the safety of vehicle, bus and pedestrian safety, bridges must be maintained and proactively renewed before its condition requires major reconstruction. Bridge networks move traffic efficiently through and around the City. Deteriorating conditions will significantly and negatively impact the efficient movement of traffic.

The Bridge Investment Strategy outlines the plan for regular monitoring and condition assessments of existing bridge structures, and identifies an optimal schedule for rehabilitation to ensure traffic safety and prevent the bridge condition from declining to a level beyond rehabilitation.

This profile achieves the following outcomes.

Pavement Investment Strategy: Plan to stabilize pavement condition ratings in the short term and reach recommended ratings in the long term.

The Way We Move: Strategic Goals: Transportation and Land Use Integration, Access and Mobility, Transportation Mode Shift, Sustainability, Well Maintained Infrastructure, Economic Vitality.

Impact on Operating:

Operating Impacts are determined by unfunded roadway renewal needs addressed in Operating Service Packages.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **102 Ave (over Groat Road)**
 PROFILE NUMBER: **14-66-1041**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	10,650	10,000	-	-	-	-	-	-	-	-	20,650
2012 CBS Budget Adjustment	798	-	-	-	-	-	-	-	-	-	-	798
2013 Cap - Carry Forward	1,810	-	-	-	-	-	-	-	-	-	-	1,810
2013 CBS Budget Adjustment	-	-	-	-	-	-	-	-	-	-	-	-
2014 Cap - Carry Forward	-	-1,810	-	-	-	-	-	-	-	-	-	-1,810
2014 CBS Budget Adjustment	-	-846	11,500	-	-	-	-	-	-	-	-	10,654
2014 SCBA >\$1MM or New	-	-66	-	-	-	-	-	-	-	-	-	-66
2014 SCBA Change in Sources of Funding	-	-	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	2,608	7,928	21,500	-	-	-	-	-	-	-	-	32,036
Approved Funding Sources												
Fuel Rebate	1,765	7,435	-	-	-	-	-	-	-	-	-	9,200
Pay-As-You-Go	842	494	21,500	-	-	-	-	-	-	-	-	22,836
Current Approved Funding Sources	2,608	7,928	21,500	-	-	-	-	-	-	-	-	32,036

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		BUDGET REQUEST										
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		REVISED BUDGET (IF APPROVED)										
Revised Budget (if Approved)	2,608	7,928	21,500	-	-	-	-	-	-	-	-	32,036
Requested Funding Source												
Fuel Rebate	1,765	7,435	-	-	-	-	-	-	-	-	-	9,200
Pay-As-You-Go	842	494	21,500	-	-	-	-	-	-	-	-	22,836
Requested Funding Source	2,608	7,928	21,500	-	-	-	-	-	-	-	-	32,036

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction		-	-66	-	-	-	-	-	-	-	-	-	-66
Other Costs		2,608	7,994	21,500	-	-	-	-	-	-	-	-	32,102
Total		2,608	7,928	21,500	-	-	-	-	-	-	-	-	32,036

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - CROMDALE**
PROFILE NUMBER: **14-66-1067**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2012**
ESTIMATED COMPLETION: **December, 2015**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	11,322
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	11,322

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Cromdale Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure renewal work occurs at optimum intervals.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long Term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Cromdale**
 PROFILE NUMBER: **14-66-1067**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	3,581	5,334	-	-	-	-	-	-	-	-	8,915
2012 CBS Budget Adjustment	30	-	-	-	-	-	-	-	-	-	-	30
2013 Cap - Carry Forward	143	-	-	-	-	-	-	-	-	-	-	143
2013 CBS Budget Adjustment	-	-	-	-	-	-	-	-	-	-	-	-
2014 Cap - Budget Request for Next Cycle	-	-	2,407	-	-	-	-	-	-	-	-	2,407
2014 Cap - Carry Forward	-	-143	-	-	-	-	-	-	-	-	-	-143
2014 CBS Budget Adjustment	-	-30	-	-	-	-	-	-	-	-	-	-30
Current Approved Budget	173	3,408	7,741	-	-	-	-	-	-	-	-	11,322
Approved Funding Sources												
Local Improvements Prop. Share	-	1,000	241	-	-	-	-	-	-	-	-	1,241
Pay-As-You-Go - NBHR	173	2,408	7,500	-	-	-	-	-	-	-	-	10,081
Current Approved Funding Sources	173	3,408	7,741	-	-	-	-	-	-	-	-	11,322

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	173	3,408	7,741	-	-	-	-	-	-	-	11,322
Requested Funding Source											
Local Improvements Prop. Share	-	1,000	241	-	-	-	-	-	-	-	1,241
Pay-As-You-Go - NBHR	173	2,408	7,500	-	-	-	-	-	-	-	10,081
Requested Funding Source	173	3,408	7,741	-	-	-	-	-	-	-	11,322

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction	-	-	2,360	-	-	-	-	-	-	-	-	-	2,360
Design	-	-	24	-	-	-	-	-	-	-	-	-	24
Land	-	-	24	-	-	-	-	-	-	-	-	-	24
Other Costs	173	3,408	5,334	-	-	-	-	-	-	-	-	-	8,915
Total	173	3,408	7,741	-	-	-	-	-	-	-	-	-	11,322

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - GLENORA**
 PROFILE NUMBER: **14-66-1068**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2012**
 ESTIMATED COMPLETION: **December, 2016**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	46,888
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	46,888

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Glenora Neighbourhood Reconstruction is part of Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure renewal work occurs at an optimum intervals.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

External contractors (via tender process) will be used for design and construction. Long Term contracts for Neighbourhood Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Glenora**
 PROFILE NUMBER: **14-66-1068**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	11,719	24,572	-	-	-	-	-	-	-	-	36,291
2012 CBS Budget Adjustment	2	-	-	-	-	-	-	-	-	-	-	2
2013 Cap - Carry Forward	380	-	-	-	-	-	-	-	-	-	-	380
2013 CBS Budget Adjustment	-	-	-	-	-	-	-	-	-	-	-	-
2014 Cap - Budget Request for Next Cycle	-	-	-	10,597	-	-	-	-	-	-	-	10,597
2014 Cap - Carry Forward	-	-380	-	-	-	-	-	-	-	-	-	-380
2014 CBS Budget Adjustment	-	-2	-	-	-	-	-	-	-	-	-	-2
Current Approved Budget	382	11,337	24,572	10,597	-	-	-	-	-	-	-	46,888
Approved Funding Sources												
Local Improvements Prop. Share	-	-	-	1,060	-	-	-	-	-	-	-	1,060
Pay-As-You-Go - NBHR	382	11,337	24,572	9,537	-	-	-	-	-	-	-	45,828
Current Approved Funding Sources	382	11,337	24,572	10,597	-	-	-	-	-	-	-	46,888

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	382	11,337	24,572	10,597	-	-	-	-	-	-	46,888
Requested Funding Source											
Local Improvements Prop. Share	-	-	-	1,060	-	-	-	-	-	-	1,060
Pay-As-You-Go - NBHR	382	11,337	24,572	9,537	-	-	-	-	-	-	45,828
Requested Funding Source	382	11,337	24,572	10,597	-	-	-	-	-	-	46,888

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction	-	-	-	10,385	-	-	-	-	-	-	-	-	10,385
Design	-	-	-	105	-	-	-	-	-	-	-	-	105
Land	-	-	-	106	-	-	-	-	-	-	-	-	106
Other Costs	382	11,337	24,572	-	-	-	-	-	-	-	-	-	36,291
Total	382	11,337	24,572	10,597	-	-	-	-	-	-	-	-	46,888

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - BELGRAVIA**
PROFILE NUMBER: **14-66-1083**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Transportation Operations**
PROGRAM NAME:
BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Bob Dunford**
ESTIMATED START DATE: **January, 2014**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	20,854
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	20,854

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Belgravia Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure renewal work occurs at an optimum intervals.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Belgravia**
 PROFILE NUMBER: **14-66-1083**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	100	100	200	100	-	-	-	-	-	-	500
2014 Cap - Budget Request for Next Cycle	-	-	90	180	6,794	13,290	-	-	-	-	-	20,354
2014 SCBA >\$1MM or New	-	100	100	200	100	-	-	-	-	-	-	500
2014 SCBA Transfers >\$250K<\$1M	-	-100	-100	-200	-100	-	-	-	-	-	-	-500
Current Approved Budget	-	100	190	380	6,894	13,290	-	-	-	-	-	20,854
Approved Funding Sources												
Local Improvements Prop. Share	-	-	-	-	670	1,328	-	-	-	-	-	1,998
Munc Sustain. Initiative - MSI	-	90	-	-	-	-	-	-	-	-	-	90
Pay-As-You-Go - NBHR	-	10	190	380	6,224	11,962	-	-	-	-	-	18,766
Current Approved Funding Sources	-	100	190	380	6,894	13,290	-	-	-	-	-	20,854

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

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	100	190	380	6,894	13,290	-	-	-	-	20,854
	Requested Funding Source											
	Local Improvements Prop. Share	-	-	-	-	670	1,328	-	-	-	-	1,998
	Munc Sustain. Initiative - MSI	-	90	-	-	-	-	-	-	-	-	90
	Pay-As-You-Go - NBHR	-	10	190	380	6,224	11,962	-	-	-	-	18,766
	Requested Funding Source	-	100	190	380	6,894	13,290	-	-	-	-	20,854

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
	Construction	-	-	90	180	6,727	12,626	-	-	-	-	-	19,623
	Design	-	100	100	200	100	531	-	-	-	-	-	1,031
	Land	-	-	-	-	67	133	-	-	-	-	-	200
	Total	-	100	190	380	6,894	13,290	-	-	-	-	-	20,854

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - LAUDERDALE**
 PROFILE NUMBER: **14-66-1084**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Transportation Operations**
 PROGRAM NAME:
 BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:	
PROFILE TYPE:	
PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH MANAGER:	Bob Dunford
ESTIMATED START DATE:	January, 2014
ESTIMATED COMPLETION:	December, 2017

Service Category: Neighbourhood Renewal **Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	23,267
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	23,267

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Lauderdale Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure renewal work occurs at optimum intervals.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Lauderdale**
 PROFILE NUMBER: **14-66-1084**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	100	100	200	100	-	-	-	-	-	-	500
2014 Cap - Budget Request for Next Cycle	-	-	90	7,704	14,973	-	-	-	-	-	-	22,767
2014 SCBA >\$1MM or New	-	100	100	200	100	-	-	-	-	-	-	500
2014 SCBA Transfers >\$250K<\$1M	-	-100	-100	-200	-100	-	-	-	-	-	-	-500
Current Approved Budget	-	100	190	7,904	15,073	-	-	-	-	-	-	23,267
Approved Funding Sources												
Local Improvements Prop. Share	-	-	-	752	1,489	-	-	-	-	-	-	2,241
Munc Sustain. Initiative - MSI	-	90	-	-	-	-	-	-	-	-	-	90
Pay-As-You-Go - NBHR	-	10	190	7,152	13,584	-	-	-	-	-	-	20,936
Current Approved Funding Sources	-	100	190	7,904	15,073	-	-	-	-	-	-	23,267

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

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	100	190	7,904	15,073	-	-	-	-	-	23,267
	Requested Funding Source											
	Local Improvements Prop. Share	-	-	-	752	1,489	-	-	-	-	-	2,241
	Munc Sustain. Initiative - MSI	-	90	-	-	-	-	-	-	-	-	90
	Pay-As-You-Go - NBHR	-	10	190	7,152	13,584	-	-	-	-	-	20,936
	Requested Funding Source	-	100	190	7,904	15,073	-	-	-	-	-	23,267

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		REVISED BUDGET (IF APPROVED)											
	Construction	-	-	90	7,629	14,825	-	-	-	-	-	-	22,544
	Design	-	100	100	200	100	-	-	-	-	-	-	500
	Land	-	-	-	75	148	-	-	-	-	-	-	223
	Total	-	100	190	7,904	15,073	-	-	-	-	-	-	23,267

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - LANSDOWNE**
PROFILE NUMBER: **14-66-1085**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Transportation Operations**
PROGRAM NAME:
BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Bob Dunford**
ESTIMATED START DATE: **January, 2014**
ESTIMATED COMPLETION: **December, 2017**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	10,738
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	10,738

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Lansdowne Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure renewal work occurs at an optimum intervals.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Lansdowne**
 PROFILE NUMBER: **14-66-1085**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	100	100	200	100	-	-	-	-	-	-	500
2014 Cap - Budget Request for Next Cycle	-	-	90	3,497	6,651	-	-	-	-	-	-	10,238
2014 SCBA >\$1MM or New	-	100	100	200	100	-	-	-	-	-	-	500
2014 SCBA Transfers >\$250K<\$1M	-	-100	-100	-200	-100	-	-	-	-	-	-	-500
Current Approved Budget	-	100	190	3,697	6,751	-	-	-	-	-	-	10,738
Approved Funding Sources												
Local Improvements Prop. Share	-	-	-	331	656	-	-	-	-	-	-	987
Munc Sustain. Initiative - MSI	-	90	-	-	-	-	-	-	-	-	-	90
Pay-As-You-Go - NBHR	-	10	190	3,366	6,095	-	-	-	-	-	-	9,661
Current Approved Funding Sources	-	100	190	3,697	6,751	-	-	-	-	-	-	10,738

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

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	100	190	3,697	6,751	-	-	-	-	-	10,738
	Requested Funding Source											
	Local Improvements Prop. Share	-	-	-	331	656	-	-	-	-	-	987
	Munc Sustain. Initiative - MSI	-	90	-	-	-	-	-	-	-	-	90
	Pay-As-You-Go - NBHR	-	10	190	3,366	6,095	-	-	-	-	-	9,661
	Requested Funding Source	-	100	190	3,697	6,751	-	-	-	-	-	10,738

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		REVISED BUDGET (IF APPROVED)											
	Construction	-	-	90	3,464	6,586	-	-	-	-	-	-	10,140
	Design	-	100	100	200	100	-	-	-	-	-	-	500
	Land	-	-	-	33	65	-	-	-	-	-	-	98
	Total	-	100	190	3,697	6,751	-	-	-	-	-	-	10,738

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - QUEEN MARY PARK**
PROFILE NUMBER: **14-66-1086**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Transportation Operations**
PROGRAM NAME:
BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Bob Dunford**
ESTIMATED START DATE: **January, 2013**
ESTIMATED COMPLETION: **December, 2017**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	21,670
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	21,670

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Queen Mary Park Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Queen Mary Park**
 PROFILE NUMBER: **14-66-1086**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	100	100	200	100	-	-	-	-	-	-	500
2013 Cap - Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2014 Cap - Budget Request for Next Cycle	-	-	90	13,827	7,253	-	-	-	-	-	-	21,170
2014 Cap - Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2014 SCBA >\$1MM or New	-	100	100	200	100	-	-	-	-	-	-	500
2014 SCBA Transfers >\$250K<\$1M	-	-100	-100	-200	-100	-	-	-	-	-	-	-500
Current Approved Budget	-	100	190	14,027	7,353	-	-	-	-	-	-	21,670
Approved Funding Sources												
Local Improvements Prop. Share	-	-	-	1,364	716	-	-	-	-	-	-	2,080
Munc Sustain. Initiative - MSI	-	90	-	-	-	-	-	-	-	-	-	90
Pay-As-You-Go - NBHR	-	10	190	12,663	6,637	-	-	-	-	-	-	19,500
Current Approved Funding Sources	-	100	190	14,027	7,353	-	-	-	-	-	-	21,670

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	-	100	190	14,027	7,353	-	-	-	-	-	21,670
Requested Funding Source											
Local Improvements Prop. Share	-	-	-	1,364	716	-	-	-	-	-	2,080
Munc Sustain. Initiative - MSI	-	90	-	-	-	-	-	-	-	-	90
Pay-As-You-Go - NBHR	-	10	190	12,663	6,637	-	-	-	-	-	19,500
Requested Funding Source	-	100	190	14,027	7,353	-	-	-	-	-	21,670

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction		-	-	90	13,690	7,182	-	-	-	-	-	-	20,962
Design		-	100	100	200	100	-	-	-	-	-	-	500
Land		-	-	-	137	71	-	-	-	-	-	-	208
Other Costs		-	-	-	-	-	-	-	-	-	-	-	-
Total		-	100	190	14,027	7,353	-	-	-	-	-	-	21,670

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **ARP RECON - 90 AVENUE (75 ST - 83 ST)**
 PROFILE NUMBER: **14-66-2013**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Transportation Operations**
 PROGRAM NAME:
 BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Gord Cebryk**
 ESTIMATED START DATE: **January, 2014**
 ESTIMATED COMPLETION: **December, 2015**

Service Category: **Roads** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,866
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,866

PROFILE DESCRIPTION

Complete reconstruction of arterial roadway (base, surface, curb/gutter, sidewalk). Also includes pavement markings, streetlighting and traffic signal rehab, geometric improvements, active mode connections, land acquisition as required.

PROFILE BACKGROUND

90 Avenue (75 St - 83 St) reconstruction is part of the Arterial Renewal Program (ARP); a cost-effective, long-term strategic approach to address Edmonton's major road infrastructure needs via the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Based on current PQI (Pavement Quality Index) rating severe deterioration exists that is a high risk to safety and the level of service provided by the roadway is very poor. The road condition is at a level beyond reactive renewal solutions due to various factors including higher traffic volumes and climate. Deterioration will be expedited if reconstruction is not pursued in a timely manner to maintain traffic safety.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Transportation and Land Use Integration, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety, Economic Vitality. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction required to achieve committed service levels of efficient movement of goods and people, traffic safety, and good public satisfaction (no potholes or disruption)

Tangible benefits: renewing aging infrastructure, efficient movement of goods and people, increased service level and customer satisfaction.

Intangible benefits: reduced environmental impacts, enhanced traffic safety.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

External contractors (via tender process) will be used to complete design/construction. Projects are coordinated with initiatives of TS Planning, Transit, Drainage, Sustainable Development, Great NBHDs to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging arterial roads, ensure efficient movement of goods and people, increase service level and customer satisfaction (lower incidence of potholes).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **ARP Recon - 90 Avenue (75 St - 83 St)**
 PROFILE NUMBER: **14-66-2013**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2014 Cap - Budget Request for Next Cycle	-	-	6,366	-	-	-	-	-	-	-	-	6,366
2014 SCBA >\$1MM or New	-	200	-	-	-	-	-	-	-	-	-	200
2014 SCBA Within Dept <\$250K	-	300	-	-	-	-	-	-	-	-	-	300
Current Approved Budget	-	500	6,366	-	-	-	-	-	-	-	-	6,866
Approved Funding Sources												
Munc Sustain. Initiative - MSI	-	-	5,729	-	-	-	-	-	-	-	-	5,729
Pay-As-You-Go	-	500	637	-	-	-	-	-	-	-	-	1,137
Current Approved Funding Sources	-	500	6,366	-	-	-	-	-	-	-	-	6,866

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	-	500	6,366	-	-	-	-	-	-	-	6,866
Requested Funding Source											
Munc Sustain. Initiative - MSI	-	-	5,729	-	-	-	-	-	-	-	5,729
Pay-As-You-Go	-	500	637	-	-	-	-	-	-	-	1,137
Requested Funding Source	-	500	6,366	-	-	-	-	-	-	-	6,866

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction	-	-	6,303	-	-	-	-	-	-	-	-	-	6,303
Design	-	500	-	-	-	-	-	-	-	-	-	-	500
Land	-	-	63	-	-	-	-	-	-	-	-	-	63
Total	-	500	6,366	-	-	-	-	-	-	-	-	-	6,866

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **PARKING CONTROL TECHNOLOGY**
 PROFILE NUMBER: **14-66-2570**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH:
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Standalone
PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH MANAGER:	Gord Cebryk
ESTIMATED START DATE:	August, 2014
ESTIMATED COMPLETION:	December, 2015

Service Category:	Roads	Major Initiative:
-------------------	-------	-------------------

GROWTH	RENEWAL
60	40

PREVIOUSLY APPROVED:	12,000
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	12,000

PROFILE DESCRIPTION

The City of Edmonton is in need of modernizing its current on-street and off-street parking operations along with the underlying technology. This includes replacement of 3,300 meters and technology supporting 5 off-street facilities for an existing inventory of approximately 6,000 stalls. New technology will provide for uniformity of parking management, pricing flexibility, additional customer payment options (e.g. credit card, cell phone) resulting in an overall improved customer experience. The new system will deliver additional efficiencies in enforcement and payment collection. With a digitally based parking system, the resulting data will provide for the business intelligence needed to support improved parking planning.

PROFILE BACKGROUND

The City of Edmonton is in need of modernizing and revitalizing its current on-street and off-street parking operations along with the underlying technologies and IT systems. Current systems and processes are outdated and manually intensive, which do not take advantage of efficiencies and greater revenue potential that can be achieved with new technologies. As well, opportunities for achieving greater levels of customer service are not possible without a technology refresh. Industry proven opportunities for achieving greater levels of customer service can be achieved along with lowering operating costs through the modernization of parking controls. The City has undertaken a pilot program on some downtown locations. The public has reacted favorably to this pilot.
 eg. favorable response to surveys and increased use of technology through the use of credit card and mobile applications.

PROFILE JUSTIFICATION

The Way Ahead and the Way We Prosper - a modernized suite of parking related services promotes Edmonton as a world-class City.
 The Way We Move - People and goods to move efficiently with available and affordable access to parking.
 The Way We Live - Sustainable balance between affordability of parking, demand, and congestion in City's high-demand areas.
 The Way We Finance - Financial sustainability with parking revenue contribution to financial obligations.
 Tangible Benefits: Increased Utilization, Increased Operational Efficiency (i.e. Cash Management, Collection, Enforcement), Parking Rate Optimization, and Improved Patron Convenience,
 Intangible Benefits: Improved Parking Planning with New Data, Growth for Entertainment District, and Improved Community Responsiveness.

STRATEGIC ALIGNMENT

Primarily contributes to a Shift in Edmonton's Transportation Mode where transit and active modes of travel are supported with a more mobile and cashless public. Also contributes to The Way We Prosper by Ensuring Edmonton's Financial Sustainability.

ALTERNATIVES CONSIDERED

1. Replace meters and parking facility systems with similar technologies (i.e. mechanical meters and cardkeys) estimated at \$4.5M , 2. Pay-by-plate technology for On-street, Off-street, and Parking Enforcement systems \$12M, 3. Privatization model

COST BENEFITS

\$5M- Pay Stations Equipment (On-street and Off-street) and Installation, \$2.5M- Parking Facility Gates and Signals, \$3.5M- Parking Information Systems and Network Infrastructure, \$1.0M- Integration with City Systems (SAP, POSSE, Ticketing, etc)
 Tangible Benefits: Improved Patron Convenience, Increased Revenues, Improved Community Responsiveness
 Intangible Benefits: Improved Parking Planning with New Data, Growth for Entertainment District

KEY RISKS & MITIGATING STRATEGY

Citizen's expectations, changing demand and supply of parking, impact on traffic movement, impact of downtown development, payment and collection options, and revenue optimization. Investment in new technology minimizes risks.

RESOURCES

Existing mix of internal and external resources to be optimized. Costs include existing meter removal, installation of new system including hardware and software, pay stations and way finding equipment, and internal resources (Law, IT, Operations).

CONCLUSIONS AND RECOMMENDATIONS

Recommendations are to proceed with full implementation of new parking systems and technologies. The key elements will address needs for Improved Patron Convenience, Improved Responsiveness to the needs of the Community, and Increased Revenues

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Parking Control Technology**
 PROFILE NUMBER: **14-66-2570**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	12,000	-	-	-	-	-	-	-	-	12,000
Current Approved Budget		-	-	12,000	-	-	-	-	-	-	-	-	12,000
Approved Funding Sources													
Other		-	-	12,000	-	-	-	-	-	-	-	-	12,000
Current Approved Funding Sources		-	-	12,000	-	-	-	-	-	-	-	-	12,000

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	12,000	-	-	-	-	-	-	-	12,000
Requested Funding Source												
Other		-	-	12,000	-	-	-	-	-	-	-	12,000
Requested Funding Source		-	-	12,000	-	-	-	-	-	-	-	12,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Equip FurnFixt	-	-	8,500	-	-	-	-	-	-	-	-	8,500
	Technology	-	-	3,500	-	-	-	-	-	-	-	-	3,500
	Total	-	-	12,000	-	-	-	-	-	-	-	-	12,000

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel, Revenue

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Transportation Operations	500	500	-	3.0	3,000	-500	-3,500	-3.0	2,500	-300	-2,800	-2.0	900	-	-900	-
Total Operating Impact	500	500	-	3.0	3,000	-500	-3,500	-3.0	2,500	-300	-2,800	-2.0	900	-	-900	-

CAPITAL PROFILE REPORT

PROFILE NAME: **JASPER AV:109 ST - 116 ST**
 PROFILE NUMBER: **15-66-1021**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:	
PROFILE TYPE:	
PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH MANAGER:	Berry Belcourt
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2015

Service Category:	Roads	Major Initiative:	
--------------------------	--------------	--------------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	500
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	500

PROFILE DESCRIPTION

This single project is in conjunction with the 1020 Arterial/Primary Highway/Roads Renewal composite program. This project provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks on Jasper Avenue, from 109 Street - 116 Street. Work includes pavement markings, minor geometric improvements, minor new sidewalk connections, minor traffic signal/controller rehabilitation, streetlighting, as well as land acquisition on the arterial network. The Pavement Investment Strategy outlines a plan to stabilize pavement condition ratings in the short term and reach recommended ratings in the long term. Primary Highway/Arterial roadways are a priority due to the high traffic volumes and cost sharing eligibility with the Province and other municipalities.

This project is coordinated with the Bridge Rehabilitation projects, Roadway Renewal projects, Transit Growth Priorities, Streetscape projects, and Neighbourhood/Collector Roadway Renewal projects. Operating and maintenance cost increases can be avoided through timely renewal of primary highways/arterials. To clarify, crack sealing of roadways is a cost effective preventative maintenance activity that will maintain structural capacity and mitigate the effects of frost and water damage unavoidable in Edmonton's changing climate, only if completed shortly after road paving.

Capital investment in this program requires at minimum \$40M+ for 2012, plus 5% per year thereafter, to sustain PQI ratings at or above current levels (6.1) per the Pavement Investment Strategy. Ongoing operating impact is estimated at \$100,000 per year for utilities, maintenance, repairs. Staffing is currently available within the existing FTE complement, and will be determined and requested as necessary.

Tangible benefits to be realized from this investment include rehabilitating the aging roads structures before they deteriorate to a condition requiring full reconstruction which then costs up to four times the cost of rehabilitation. Doing so offers travelers safe and efficient roads networks to move goods and people efficiently in and around the City, and designing roads projects to proactively consider the emerging trends and effects of travelers.

Intangible benefits to be realized from this investment include more efficient movement of goods and people, reduced environmental impacts from vehicle idling (gas emissions), enhanced safety for vehicles and pedestrians, reduced volume of collisions, fatalities, and infrastructure damages, and others.

Projects within this initiative are coordinated interdepartmentally (Transportation Planning, Capital Construction, Transit, Transportation Operations) and interdepartmentally (Drainage Services, Sustainable Development, Great Neighbourhoods).

Stakeholders include the other departments, Citizens at large, other municipalities, and travelers in and around the City. These stakeholders are both internal and external to the organization, and are considered both primary and secondary in nature. Streetscape projects depend on the progress of Sustainable Development and Great Neighbourhoods. Arterial renewal locations are planned in conjunction with other Roads growth projects and Transit growth projects (bus lanes, signal priorities, LRT).

PROFILE JUSTIFICATION

Current average PQI (Pavement Quality Index) rating is 6.1. PQI is expected to deteriorate to 5.1 by the year 2014 if program funding is not maintained at a minimum of \$60M annually. Population growth and other demographic factors result in an increasing usage rate of arterial roads. To ensure the safety of vehicle, bus and pedestrian safety, arterial networks must be maintained and proactively renewed before its condition requires major reconstruction. The risks of allowing road conditions to deteriorate further are many, including risk to overall traffic safety and road renewal projects progressing to full road reconstruction. This will result in an increasing number of potholes, causing Citizen satisfaction levels to decrease. Arterial networks move traffic efficiently through and around the City. Deteriorating road conditions will significantly negatively impact the efficient movement of traffic and public satisfaction.

The pavement condition ratings will continue to decrease over the next 5 years. Current average PQI (Pavement Quality Index) rating is 6.1. This program is divided into major categories: Arterial Reconstruction, Arterial Renewal, Primary Hwy, and Rural Road Renewal.

This profile achieves the following outcomes.

Pavement Investment Strategy: Plan to stabilize pavement condition ratings in the short term and reach recommended ratings in the long term.

The Way We Move: Strategic Goals: Transportation and Land Use Integration, Access and Mobility, Transportation Mode Shift, Sustainability, Well Maintained Infrastructure, Economic Vitality.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Jasper Av:109 St - 116 St**
 PROFILE NUMBER: **15-66-1021**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	12,000	-	-	-	-	-	-	-	-	12,000
2014 CBS Budget Adjustment		-	-	-11,500	-	-	-	-	-	-	-	-	-11,500
Current Approved Budget		-	-	500	-	-	-	-	-	-	-	-	500
Approved Funding Sources													
Pay-As-You-Go		-	-	500	-	-	-	-	-	-	-	-	500
Current Approved Funding Sources		-	-	500	-	-	-	-	-	-	-	-	500

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	500	-	-	-	-	-	-	-	-	500
Requested Funding Source													
Pay-As-You-Go		-	-	500	-	-	-	-	-	-	-	-	500
Requested Funding Source		-	-	500	-	-	-	-	-	-	-	-	500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Other Costs	-	-	500	-	-	-	-	-	-	-	-	500
	Total	-	-	500	-	-	-	-	-	-	-	-	500

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - LAURIER HEIGHTS**
 PROFILE NUMBER: **15-66-1069**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2012**
 ESTIMATED COMPLETION: **December, 2017**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	37,077
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	37,077

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Laurier Heights (W of 139 St) Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure renewal work occurs at an optimum intervals.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Laurier Heights**
 PROFILE NUMBER: **15-66-1069**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	5,000	-	-	-	-	-	-	-	-	-	5,000
2012 CBS Budget Adjustment	3	-	-	-	-	-	-	-	-	-	-	3
2013 Cap - Carry Forward	229	-	-	-	-	-	-	-	-	-	-	229
2013 CBS Budget Adjustment	-	-	-	-	-	-	-	-	-	-	-	-
2014 Cap - Budget Request for Next Cycle	-	-	15,979	4,506	4,592	-	-	-	-	-	-	25,077
2014 Cap - Carry Forward	-	-229	-	-	-	-	-	-	-	-	-	-229
2014 CBS Budget Adjustment	-	-3	-	-	-	-	-	-	-	-	-	-3
2014 SCBA >\$1MM or New	-	7,000	-	-	-	-	-	-	-	-	-	7,000
Current Approved Budget	232	11,768	15,979	4,506	4,592	-	-	-	-	-	-	37,077
Approved Funding Sources												
Local Improvements Prop. Share	-	-	1,598	451	460	-	-	-	-	-	-	2,509
Munc Sustain. Initiative - MSI	149	4,551	-	-	-	-	-	-	-	-	-	4,700
Pay-As-You-Go - NBHR	83	7,217	14,381	4,055	4,132	-	-	-	-	-	-	29,868
Current Approved Funding Sources	232	11,768	15,979	4,506	4,592	-	-	-	-	-	-	37,077

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		REVISED BUDGET (IF APPROVED)										
Revised Budget (if Approved)	232	11,768	15,979	4,506	4,592	-	-	-	-	-	-	37,077
Requested Funding Source												
Local Improvements Prop. Share	-	-	1,598	451	460	-	-	-	-	-	-	2,509
Munc Sustain. Initiative - MSI	149	4,551	-	-	-	-	-	-	-	-	-	4,700
Pay-As-You-Go - NBHR	83	7,217	14,381	4,055	4,132	-	-	-	-	-	-	29,868
Requested Funding Source	232	11,768	15,979	4,506	4,592	-	-	-	-	-	-	37,077

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction	-	7,000	15,979	4,415	4,500	-	-	-	-	-	-	-	31,895
Design	-	-	-	45	46	-	-	-	-	-	-	-	91
Land	-	-	-	45	46	-	-	-	-	-	-	-	91
Other Costs	232	4,768	-	-	-	-	-	-	-	-	-	-	5,000
Total	232	11,768	15,979	4,506	4,592	-	-	-	-	-	-	-	37,077

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	25	25	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	25	25	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **ARP RECON - JASPER AVENUE (109 ST - 124 ST)**
 PROFILE NUMBER: **15-66-2011**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	
PROFILE TYPE:	
PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH MANAGER:	Berry Belcourt
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2018

Service Category:	Roads	Major Initiative:	
--------------------------	--------------	--------------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	18,478
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	18,478

PROFILE DESCRIPTION

Complete reconstruction of arterial roadway (base, surface, curb/gutter, sidewalk). Also includes pavement markings, streetlighting and traffic signal rehab, geometric improvements, active mode connections, land acquisition as required. Streetscape components to be incorporated into the work are: improved pedestrian crossings and spaces, aesthetic improvements to standard transportation infrastructure (streetlights, bollards, etc), wayfinding, public art, seating, and landscaping, as available.

PROFILE BACKGROUND

Jasper Avenue (109 St - 124 St) reconstruction is part of the Arterial Renewal Program (ARP); a cost-effective, long-term strategic approach to address Edmonton's major road infrastructure needs via the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Based on current PQI (Pavement Quality Index) rating severe deterioration exists that is a high risk to safety and the level of service provided by the roadway is very poor. The road condition is at a level beyond reactive renewal solutions due to various factors including higher traffic volumes and climate. Deterioration will be expedited if reconstruction is not pursued in a timely manner to maintain traffic safety. The streetscape improvements are in accordance with the Complete Streets initiative for improved multimodal transportation and will add to the aesthetic appeal of the area; being more attractive, walkable, and economically vibrant.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Transportation and Land Use Integration, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety, Economic Vitality. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Reconstruction: (1) Do Nothing - significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service, (2) Band Aid Renewal - provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

Streetscape: (1) leave the reconstruction to the arterial standard, with no aesthetic improvements, (2) limited streetscape improvements throughout the entire project (particularly a reduction to decorative lighting elements), and (3) selective key nodes of pedestrian improvements only (crossings, wayfinding).

COST BENEFITS

Tangible benefits: (1) Reconstruction - renewing aging infrastructure, efficient movement of goods and people, increased

Intangible benefits: (1) Reconstruction - reduced environmental impacts, enhanced traffic safety;

(2) Streetscaping – enhanced function, appearance, and public appeal, increase property value, stimulate private investment, a greater sense of public pride, security, and vibrancy.

KEY RISKS & MITIGATING STRATEGY

To "do nothing" allows:

- poorer level of service
- higher risk to safety and failure
- higher maintenance costs

Streetscape improvements take longer, are more expensive, and require greater attention to quality assurance.

RESOURCES

Reconstruction - Contractors will be used in addition to internal project management and design

Streetscape - SD & TS to produce the vision, planning, and requirements. TS to coordinate the streetscape improvements with reconstruction.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction - required to achieve committed service levels.

Streetscape – will highlight the communities as places to live and do business. Coordinating streetscape enhancement with reconstruction optimizes public impact and cost-benefit.

CONTINGENCY OF APPROVAL

Jasper Avenue Reconstruction and Streetscape Improvements - Sustainable Dev.
December 11, 2014 - City Council Meeting

That Capital Profile APR Recon – Jasper Avenue (109 St – 124 St) #15-66-2011 be revised with the scope changed to incorporate the Streetscape Improvements, and that prior to construction under Capital Profile #15-66-2011, Administration provide a report through Committee to Council on the results of public consultation, concept design, and scope and timing of the Jasper Avenue Reconstruction and Streetscape Improvements.

Due By: To be determined Exec Committee

Contingency met: dd/mm/yyyy

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **ARP Recon - Jasper Avenue (109 St - 124 St)**
 PROFILE NUMBER: **15-66-2011**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	351	523	8,746	8,858	-	-	-	-	-	18,478
Current Approved Budget		-	-	351	523	8,746	8,858	-	-	-	-	-	18,478
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	316	470	7,872	7,973	-	-	-	-	-	16,631
Pay-As-You-Go		-	-	35	52	874	886	-	-	-	-	-	1,847
Current Approved Funding Sources		-	-	351	523	8,746	8,858	-	-	-	-	-	18,478

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	351	523	8,746	8,858	-	-	-	-	-	18,478
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	316	470	7,872	7,973	-	-	-	-	-	16,631
Pay-As-You-Go		-	-	35	52	874	886	-	-	-	-	-	1,847
Requested Funding Source		-	-	351	523	8,746	8,858	-	-	-	-	-	18,478

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	-	8,746	8,858	-	-	-	-	-	17,605
	Design	-	-	351	523	-	-	-	-	-	-	-	874
	Total	-	-	351	523	8,746	8,858	-	-	-	-	-	18,478

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **ARP RECON - 124 STREET (111 AVE - 118 AVE)**
 PROFILE NUMBER: **15-66-2012**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2016**
 ESTIMATED COMPLETION: **December, 2019**

Service Category: **Roads** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	10,674
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	10,674

PROFILE DESCRIPTION

Complete reconstruction of arterial roadway (base, surface, curb/gutter, sidewalk). Also includes pavement markings, streetlighting and traffic signal rehab, geometric improvements, active mode connections, land acquisition as required.

PROFILE BACKGROUND

124 Street (111 Av - 118 Av) reconstruction is part of the Arterial Renewal Program (ARP); a cost-effective, long-term strategic approach to address Edmonton's major road infrastructure needs via the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Based on current PQI (Pavement Quality Index) rating severe deterioration exists that is a high risk to safety and the level of service provided by the roadway is very poor. The road condition is at a level beyond reactive renewal solutions due to various factors including higher traffic volumes and climate. Deterioration will be expedited if reconstruction is not pursued in a timely manner to maintain traffic safety.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Transportation and Land Use Integration, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety, Economic Vitality. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction required to achieve committed service levels of efficient movement of goods and people, traffic safety, and good public satisfaction (no potholes or disruption)

Tangible benefits: renewing aging infrastructure, efficient movement of goods and people, increased service level and customer satisfaction.

Intangible benefits: reduced environmental impacts, enhanced traffic safety.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design/construction. Projects are coordinated with initiatives of TS Planning, Transit, Drainage, Sustainable Development, and Great NBHDs to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging arterial roads, ensure efficient movement of goods and people, increase service level and customer satisfaction (lower incidence of potholes)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **ARP Recon - 124 Street (111 Ave - 118 Ave)**
 PROFILE NUMBER: **15-66-2012**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	202	305	6,147	4,020	-	-	-	-	10,674
Current Approved Budget		-	-	-	202	305	6,147	4,020	-	-	-	-	10,674
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	-	181	274	5,532	3,617	-	-	-	-	9,605
Pay-As-You-Go		-	-	-	21	31	615	403	-	-	-	-	1,069
Current Approved Funding Sources		-	-	-	202	305	6,147	4,020	-	-	-	-	10,674

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	202	305	6,147	4,020	-	-	-	-	10,674
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	-	181	274	5,532	3,617	-	-	-	-	9,605
Pay-As-You-Go		-	-	-	21	31	615	403	-	-	-	-	1,069
Requested Funding Source		-	-	-	202	305	6,147	4,020	-	-	-	-	10,674

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	-	6,085	3,980	-	-	-	-
Design		-	-	-	202	305	-	-	-	-	-	-	507
Land		-	-	-	-	-	62	40	-	-	-	-	102
Total		-	-	-	202	305	6,147	4,020	-	-	-	-	10,674

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **ARP REHAB - CONNORS ROAD (90 AVE - 94 ST)**
 PROFILE NUMBER: **15-66-2019**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2015**

Service Category: **Roads** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	5,268
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	5,268

PROFILE DESCRIPTION

Major rehabilitation of arterial roadway (base, surface, curb/gutter, sidewalk). Also includes pavement markings, streetlighting and traffic signal rehab, and minor geometric improvements, minor additions in active mode connections, and land acquisition as required.

PROFILE BACKGROUND

Connors Road (90 Ave - 94 St) rehabilitation is part of the Arterial Renewal Program (ARP); a cost-effective, long-term strategic approach to address Edmonton's major road infrastructure needs via the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Based on current PQI (Pavement Quality Index) rating severe deterioration exists that is a high risk to safety and the level of service provided by the roadway is very poor. Deterioration will be expedited if rehabilitation is not pursued in a timely manner to maintain traffic safety. Risk of not rehabbing this road segment will result in a significant risk to traffic safety and significant operating dollars will be expended to provide temporary repairs of potholes until the road is reconstructed.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Transportation and Land Use Integration, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety, Economic Vitality. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Using life cycle cost/benefit analysis demonstrates that a reconstruction-only program that would take many more years to complete at a significantly higher cost than a holistic approach (reconstruction, rehab, and preventative maintenance).

COST BENEFITS

Rehabilitation required to achieve committed service levels of efficient movement of goods and people, traffic safety, good public satisfaction (no potholes or disruption).

Tangible benefits: renewing aging infrastructure, efficient movement of goods and people, increased service level and customer satisfaction.

Intangible benefits: reduced environmental impacts, enhanced traffic safety.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design/construction. Projects are coordinated with initiatives of TS Planning, Transit, Drainage, Sustainable Development, Great NBHDs to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Rehabilitation required to achieve committed service levels (to effectively manage aging arterial roads, ensure efficient movement of goods and people, increase service level and customer satisfaction (lower incidence of potholes)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **ARP Rehab - Connors Road (90 Ave - 94 St)**
 PROFILE NUMBER: **15-66-2019**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	5,268	-	-	-	-	-	-	-	-	5,268
Current Approved Budget		-	-	5,268	-	-	-	-	-	-	-	-	5,268
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	4,740	-	-	-	-	-	-	-	-	4,740
Pay-As-You-Go		-	-	528	-	-	-	-	-	-	-	-	528
Current Approved Funding Sources		-	-	5,268	-	-	-	-	-	-	-	-	5,268

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	5,268	-	-	-	-	-	-	-	-	5,268
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	4,740	-	-	-	-	-	-	-	-	4,740
Pay-As-You-Go		-	-	528	-	-	-	-	-	-	-	-	528
Requested Funding Source		-	-	5,268	-	-	-	-	-	-	-	-	5,268

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	5,162	-	-	-	-	-	-	-	-
Design		-	-	53	-	-	-	-	-	-	-	-	53
Land		-	-	53	-	-	-	-	-	-	-	-	53
Total		-	-	5,268	-	-	-	-	-	-	-	-	5,268

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	BRIDGE REHAB - 50 STREET OVER SHERWOOD PARK FWY	FUNDED	
PROFILE NUMBER:	15-66-2414	PROFILE STAGE:	
DEPARTMENT:	Transportation Services	PROFILE TYPE:	
BRANCH:	Transportation Operations	PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH:	Roads Design & Construction	LEAD BRANCH MANAGER:	Berry Belcourt
PROGRAM NAME:		ESTIMATED START DATE:	January, 2017
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2017

Service Category: Roads		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	3,000
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	3,000

PROFILE DESCRIPTION

Reconstruction and replacement of the bridge superstructure, as well as renewal of the piers and abutments, and adjustment of the vertical clearance to meet current standards.

The 2015-18 approved budget provides funding for a minor bridge rehabilitation to keep the structure operational until the Valley Line LRT construction is completed at which time this structure will be replaced.

PROFILE BACKGROUND

Reconstruction of the 50 Street over Sherwood Park Freeway structure due to deteriorating conditions and restrictive load carrying capacity.

As a result of council budget deliberations, CAP #22 amendment decreased the budget by \$22.086M, leaving \$3M for work as required to keep the structure operational until the Valley Line LRT construction is completed, at which time this structure will be replaced.

PROFILE JUSTIFICATION

Current sufficiency rating is 61.1% indicating a need for renewal to maintain desired level of service and safety.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for all modes of commuting. It also aligns with the Way We Prosper by allowing direct access to truck traffic and maintaining 50th Street as a truck route.

ALTERNATIVES CONSIDERED

An alternative is to defer the reconstruction, however the bridge condition will continue to deteriorate; truck traffic above a certain weight will have to be prohibited on the bridge, and deterioration of the hangars can cause catastrophic failure.

COST BENEFITS

The tangible benefits to be realized from this investment include replacing the bridge before it deteriorates to a condition deemed unsafe for use, a structure that is safe, will support truck traffic carrying present day loads; provide safe passage for pedestrians and cyclists and will accommodate future widening of 50th Street.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

The project will require an external contractor to complete construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this widening project be approved to reconstruct the existing structure.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **BRIDGE Rehab - 50 Street over Sherwood Park Fwy**
 PROFILE NUMBER: **15-66-2414**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	3,000	-	-	-	-	-	-	3,000
Current Approved Budget		-	-	-	-	3,000	-	-	-	-	-	-	3,000
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	-	-	3,000	-	-	-	-	-	-	3,000
Current Approved Funding Sources		-	-	-	-	3,000	-	-	-	-	-	-	3,000

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	-	3,000	-	-	-	-	-	-	3,000
Requested Funding Source												
Munc Sustain. Initiative - MSI		-	-	-	3,000	-	-	-	-	-	-	3,000
Requested Funding Source		-	-	-	3,000	-	-	-	-	-	-	3,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	-	2,505	-	-	-	-	-	-	2,505
	Design	-	-	-	-	495	-	-	-	-	-	-	495
	Total	-	-	-	-	3,000	-	-	-	-	-	-	3,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **HIGH LEVEL BRIDGE SAFETY RAIL**
PROFILE NUMBER: **15-66-2418**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2015**

Service Category: **Roads** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	3,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	3,000

PROFILE DESCRIPTION

Installation of a suicide deterrent fence on the lower deck of the High Level Bridge.

The proposed structure will include:

- New horizontal tension cable barrier
- New stainless steel posts
- New stainless steel mesh to replace existing
- Installation of emergency phones and signage.

PROFILE BACKGROUND

The High Level Bridge is the location of several suicide attempts and suicides annually. Citizens felt that protection measures must be taken by the City and presented arguments to Council on August 18, 2014.

PROFILE JUSTIFICATION

On August 18, 2014 the Community Services Committee directed that Administration prepare a capital profile for a refined version of option 2 (capped at \$3 million) of the August 18, 2014 Community Services report CR_1016, for Council's consideration during the 2015-2018 capital budget process. The High Level Bridge is the location of several suicides and attempts annually. These events use significant police and EMS resources and it is thought that the installation of the fence will free up these resources to be deployed elsewhere. Furthermore, this structure will provide additional safety for all pedestrians and cyclists using the bridge.

STRATEGIC ALIGNMENT

This project aligns with the Way We Live by protecting vulnerable members of our society.

ALTERNATIVES CONSIDERED

- Chain Link (\$1.19M)
- Modified Chain Link (\$1.7M)
- Existing Guardrail with additional stainless steel posts and mesh (\$3M)
- State of the Art Design
- Do nothing

COST BENEFITS

The tangible benefits include savings of time and money by emergency services - police and medical. There are intangible benefits to society as a whole and portrays that the City is empathetic towards the marginalized members of our community.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

The project will require an external consultant and a contractor.

CONCLUSIONS AND RECOMMENDATIONS

Funding be approved for the design and construction of the suicide deterrent fencing

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **High Level Bridge Safety Rail**
 PROFILE NUMBER: **15-66-2418**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	3,000	-	-	-	-	-	-	-	-	3,000
Current Approved Budget		-	-	3,000	-	-	-	-	-	-	-	-	3,000
Approved Funding Sources													
Pay-As-You-Go		-	-	3,000	-	-	-	-	-	-	-	-	3,000
Current Approved Funding Sources		-	-	3,000	-	-	-	-	-	-	-	-	3,000

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

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	-	3,000	-	-	-	-	-	-	-	-	3,000
	Requested Funding Source												
	Pay-As-You-Go	-	-	3,000	-	-	-	-	-	-	-	-	3,000
	Requested Funding Source	-	-	3,000	-	-	-	-	-	-	-	-	3,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		Construction	-	-	2,700	-	-	-	-	-	-	-	-
	Design	-	-	300	-	-	-	-	-	-	-	-	300
	Total	-	-	3,000	-	-	-	-	-	-	-	-	3,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **TRAFFIC CONTROLLER SYSTEM CONVERSION**
 PROFILE NUMBER: **15-66-2511**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Transportation Operations**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Gord Cebryk**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2020**

Service Category: **Roads** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	14,366
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	14,366

PROFILE DESCRIPTION

This single profile is to equip 544 traffic controllers with new Ethernet based and wireless technologies in order to communicate remotely with the CENTRACS central traffic signal management system. The implementation of CENTRACS was completed in 2011. The CENTRACS system incorporates the newest signal controller technology, allowing wireless communication and remote management of traffic signals to effectively and immediately respond to unexpected traffic issues. There are currently 544 traffic signals in the City that are not compatible with the CENTRACS system, and must be replaced in order to maximize the value from the CENTRACS investment.

PROFILE BACKGROUND

This single profile is to equip 544 traffic controllers with new Ethernet based and wireless technologies in order to communicate remotely with the current CENTRACS central traffic signal management system.

PROFILE JUSTIFICATION

Traffic controllers have a service life of 10 to 15 years and must be replaced to ensure functionality and effectiveness. 76% of the signal controllers have or will soon exceed its life cycle. Since the life cycle of technology continues to diminish, the conversion program must be done within a short period of time in order to maximize the value of its investment. This program aims to equip approximately 100 controllers annually, to complete the conversion in 5.5 years. Total cost is estimated at \$14.4M.

STRATEGIC ALIGNMENT

The Way We Move: Strategic Goals: Access and Mobility, Transportation Mode Shift, Sustainability, Well Maintained Infrastructure, Economic Vitality

ALTERNATIVES CONSIDERED

Alternative is to provide no funding and allow the controllers to fail, which will negatively impact traffic movement. Or partial funding, which will delay the conversion process and result in lesser benefits than intended.

COST BENEFITS

Tangible benefits include cost savings from decommissioning the CRC, and improved efficiency of remote traffic management.

Intangible benefits include shorter lead times for resolving traffic emergencies and incidents, operational efficiencies through minimizing manual processes, compatibility with other systems.

KEY RISKS & MITIGATING STRATEGY

Risk of traffic controller failure is imminent and evident, and inhibits the ability to achieve goals outlined in The Way We Move. Technological advances should be maintained in order to maximize beneficial value from investments.

RESOURCES

Dedicated resources (Signals Technician II) will be required to implement this project, if approved. As well, EPCOR Technologies will be contracted to carryout some functions of this project.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that this profile be approved in order to take advantages of operational efficiencies and cost savings available with new technologies in signal controllers.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Traffic Controller System Conversion**
 PROFILE NUMBER: **15-66-2511**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	2,651	2,625	2,640	2,665	2,614	1,171	-	-	-	14,366
Current Approved Budget		-	-	2,651	2,625	2,640	2,665	2,614	1,171	-	-	-	14,366
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	2,386	2,362	2,376	2,398	2,353	1,054	-	-	-	12,930
Pay-As-You-Go		-	-	265	262	264	266	261	117	-	-	-	1,437
Current Approved Funding Sources		-	-	2,651	2,625	2,640	2,665	2,614	1,171	-	-	-	14,366

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	2,651	2,625	2,640	2,665	2,614	1,171	-	-	-	14,366
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	2,386	2,362	2,376	2,398	2,353	1,054	-	-	-	12,930
Pay-As-You-Go		-	-	265	262	264	266	261	117	-	-	-	1,437
Requested Funding Source		-	-	2,651	2,625	2,640	2,665	2,614	1,171	-	-	-	14,366

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	2,599	2,572	2,587	2,612	2,562	1,147	-	-	-	14,080
	Design	-	-	53	52	53	53	52	24	-	-	-	287
	Total	-	-	2,651	2,625	2,640	2,665	2,614	1,171	-	-	-	14,366

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Personnel, Utilities

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Transportation Operations	-	438	438	-	-	-100	-100	-	-	-100	-100	-	-	-100	-100	-
Total Operating Impact	-	438	438	-	-	-100	-100	-	-	-100	-100	-	-	-100	-100	-

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - MONTROSE**
PROFILE NUMBER: **15-66-4010**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	26,529
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	26,529

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Montrose Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Montrose**
 PROFILE NUMBER: **15-66-4010**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	484	739	16,581	8,724	-	-	-	-	-	26,529
Current Approved Budget		-	-	484	739	16,581	8,724	-	-	-	-	-	26,529
Approved Funding Sources													
Local Improvements Prop. Share		-	-	49	74	1,657	873	-	-	-	-	-	2,653
Pay-As-You-Go - NBHR		-	-	436	665	14,924	7,851	-	-	-	-	-	23,875
Current Approved Funding Sources		-	-	484	739	16,581	8,724	-	-	-	-	-	26,529

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	484	739	16,581	8,724	-	-	-	-	-	26,529
Requested Funding Source													
Local Improvements Prop. Share		-	-	49	74	1,657	873	-	-	-	-	-	2,653
Pay-As-You-Go - NBHR		-	-	436	665	14,924	7,851	-	-	-	-	-	23,875
Requested Funding Source		-	-	484	739	16,581	8,724	-	-	-	-	-	26,529

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	16,416	8,637	-	-	-	-	-
Design		-	-	484	739	-	-	-	-	-	-	-	1,223
Land		-	-	-	-	165	87	-	-	-	-	-	252
Total		-	-	484	739	16,581	8,724	-	-	-	-	-	26,529

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - KILKENNEY**
 PROFILE NUMBER: **15-66-4011**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2019**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	29,479
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	29,479

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Kilkenny Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Kilkenney**
 PROFILE NUMBER: **15-66-4011**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	530	812	9,375	9,572	9,189	-	-	-	-	29,479
Current Approved Budget		-	-	530	812	9,375	9,572	9,189	-	-	-	-	29,479
Approved Funding Sources													
Local Improvements Prop. Share		-	-	53	82	938	958	919	-	-	-	-	2,949
Pay-As-You-Go - NBHR		-	-	477	731	8,437	8,615	8,271	-	-	-	-	26,530
Current Approved Funding Sources		-	-	530	812	9,375	9,572	9,189	-	-	-	-	29,479

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	530	812	9,375	9,572	9,189	-	-	-	-	29,479
Requested Funding Source													
Local Improvements Prop. Share		-	-	53	82	938	958	919	-	-	-	-	2,949
Pay-As-You-Go - NBHR		-	-	477	731	8,437	8,615	8,271	-	-	-	-	26,530
Requested Funding Source		-	-	530	812	9,375	9,572	9,189	-	-	-	-	29,479

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	9,280	9,476	9,098	-	-	-	-
Design		-	-	530	812	-	-	-	-	-	-	-	1,342
Land		-	-	-	-	95	96	91	-	-	-	-	282
Total		-	-	530	812	9,375	9,572	9,189	-	-	-	-	29,479

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - CENTRAL MCDOUGALL**
 PROFILE NUMBER: **15-66-4012**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2017**
 ESTIMATED COMPLETION: **December, 2020**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	14,917
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	14,917

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Central McDougall Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Central McDougall**
 PROFILE NUMBER: **15-66-4012**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	271	413	4,780	9,453	-	-	-	14,917
Current Approved Budget		-	-	-	-	271	413	4,780	9,453	-	-	-	14,917
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	-	27	41	478	945	-	-	-	1,492
Pay-As-You-Go - NBHR		-	-	-	-	244	372	4,301	8,508	-	-	-	13,425
Current Approved Funding Sources		-	-	-	-	271	413	4,780	9,453	-	-	-	14,917

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	-	271	413	4,780	9,453	-	-	-	14,917
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	-	27	41	478	945	-	-	-	1,492
Pay-As-You-Go - NBHR		-	-	-	-	244	372	4,301	8,508	-	-	-	13,425
Requested Funding Source		-	-	-	-	271	413	4,780	9,453	-	-	-	14,917

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	-	-	4,731	9,359	-	-	-
Design		-	-	-	-	271	413	-	-	-	-	-	684
Land		-	-	-	-	-	-	48	94	-	-	-	142
Total		-	-	-	-	271	413	4,780	9,453	-	-	-	14,917

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: NRP RECON - STRATHEARN
PROFILE NUMBER: 15-66-4013
DEPARTMENT: Transportation Services
BRANCH: Transportation Operations
LEAD BRANCH: Roads Design & Construction
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Gord Cebryk
LEAD BRANCH MANAGER: Berry Belcourt
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2018

Service Category: Neighbourhood Renewal Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	20,274
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	20,274

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Strathearn Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Reconstruction projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Strathearn**
 PROFILE NUMBER: **15-66-4013**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	367	562	4,760	14,585	-	-	-	-	-	20,274
Current Approved Budget		-	-	367	562	4,760	14,585	-	-	-	-	-	20,274
Approved Funding Sources													
Local Improvements Prop. Share		-	-	36	56	475	1,459	-	-	-	-	-	2,027
Pay-As-You-Go - NBHR		-	-	331	506	4,285	13,126	-	-	-	-	-	18,247
Current Approved Funding Sources		-	-	367	562	4,760	14,585	-	-	-	-	-	20,274

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	367	562	4,760	14,585	-	-	-	-	-	20,274
Requested Funding Source													
Local Improvements Prop. Share		-	-	36	56	475	1,459	-	-	-	-	-	2,027
Pay-As-You-Go - NBHR		-	-	331	506	4,285	13,126	-	-	-	-	-	18,247
Requested Funding Source		-	-	367	562	4,760	14,585	-	-	-	-	-	20,274

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	4,714	14,439	-	-	-	-	-
Design		-	-	367	562	-	-	-	-	-	-	-	929
Land		-	-	-	-	46	146	-	-	-	-	-	192
Total		-	-	367	562	4,760	14,585	-	-	-	-	-	20,274

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - NEWTON (S/123 AVE)**
PROFILE NUMBER: **15-66-4050**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2016**
ESTIMATED COMPLETION: **December, 2019**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	20,755
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	20,755

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Newton (S/123 Avenue) Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure renewal work occurs at an optimum intervals.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Newton (S/123 Ave)**
 PROFILE NUMBER: **15-66-4050**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	375	574	6,645	13,161	-	-	-	-	20,755
Current Approved Budget		-	-	-	375	574	6,645	13,161	-	-	-	-	20,755
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	37	57	664	1,316	-	-	-	-	2,075
Pay-As-You-Go - NBHR		-	-	-	338	516	5,981	11,845	-	-	-	-	18,681
Current Approved Funding Sources		-	-	-	375	574	6,645	13,161	-	-	-	-	20,755

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	375	574	6,645	13,161	-	-	-	-	20,755
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	37	57	664	1,316	-	-	-	-	2,075
Pay-As-You-Go - NBHR		-	-	-	338	516	5,981	11,845	-	-	-	-	18,681
Requested Funding Source		-	-	-	375	574	6,645	13,161	-	-	-	-	20,755

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	-	-	6,579	13,029	-	-	-	-	19,608
	Design	-	-	-	375	574	-	-	-	-	-	-	949
	Land	-	-	-	-	-	66	132	-	-	-	-	198
	Total	-	-	-	375	574	6,645	13,161	-	-	-	-	20,755

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - MCKERNAN**
PROFILE NUMBER: **16-66-4014**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Neighbourhood Renewal**

Major Initiative:

GROWTH	RENEWAL
5	95

PREVIOUSLY APPROVED:	20,950
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	20,950

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

McKernan Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - McKernan**
 PROFILE NUMBER: **16-66-4014**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	380	582	9,889	10,099	-	-	-	-	-	20,950
Current Approved Budget		-	-	380	582	9,889	10,099	-	-	-	-	-	20,950
Approved Funding Sources													
Local Improvements Prop. Share		-	-	38	58	989	1,010	-	-	-	-	-	2,095
Pay-As-You-Go - NBHR		-	-	342	524	8,900	9,089	-	-	-	-	-	18,855
Current Approved Funding Sources		-	-	380	582	9,889	10,099	-	-	-	-	-	20,950

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	380	582	9,889	10,099	-	-	-	-	-	20,950
Requested Funding Source													
Local Improvements Prop. Share		-	-	38	58	989	1,010	-	-	-	-	-	2,095
Pay-As-You-Go - NBHR		-	-	342	524	8,900	9,089	-	-	-	-	-	18,855
Requested Funding Source		-	-	380	582	9,889	10,099	-	-	-	-	-	20,950

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	9,791	9,998	-	-	-	-	-
Design		-	-	380	582	-	-	-	-	-	-	-	963
Land		-	-	-	-	98	100	-	-	-	-	-	199
Total		-	-	380	582	9,889	10,099	-	-	-	-	-	20,950

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - BELLEVUE**
PROFILE NUMBER: **16-66-4015**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2016**
ESTIMATED COMPLETION: **December, 2019**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	11,337
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	11,337

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Bellevue Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Reconstruction projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Bellevue**
 PROFILE NUMBER: **16-66-4015**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	206	313	5,356	5,462	-	-	-	-	11,337
Current Approved Budget		-	-	-	206	313	5,356	5,462	-	-	-	-	11,337
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	20	31	535	546	-	-	-	-	1,133
Pay-As-You-Go - NBHR		-	-	-	186	282	4,820	4,916	-	-	-	-	10,204
Current Approved Funding Sources		-	-	-	206	313	5,356	5,462	-	-	-	-	11,337

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	206	313	5,356	5,462	-	-	-	-	11,337
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	20	31	535	546	-	-	-	-	1,133
Pay-As-You-Go - NBHR		-	-	-	186	282	4,820	4,916	-	-	-	-	10,204
Requested Funding Source		-	-	-	206	313	5,356	5,462	-	-	-	-	11,337

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	-	5,300	5,407	-	-	-	-
Design		-	-	-	206	313	-	-	-	-	-	-	519
Land		-	-	-	-	-	55	55	-	-	-	-	110
Total		-	-	-	206	313	5,356	5,462	-	-	-	-	11,337

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: NRP RECON - EASTWOOD
PROFILE NUMBER: 16-66-4016
DEPARTMENT: Transportation Services
BRANCH: Transportation Operations
LEAD BRANCH: Roads Design & Construction
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Gord Cebryk
LEAD BRANCH MANAGER: Berry Belcourt
ESTIMATED START DATE: January, 2018
ESTIMATED COMPLETION: December, 2021

Service Category: Neighbourhood Renewal Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	27,304
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	27,304

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Eastwood Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Eastwood**
 PROFILE NUMBER: **16-66-4016**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	-	496	759	12,899	13,149	-	-	27,304
Current Approved Budget		-	-	-	-	-	496	759	12,899	13,149	-	-	27,304
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	-	-	50	75	1,289	1,314	-	-	2,729
Pay-As-You-Go - NBHR		-	-	-	-	-	447	683	11,610	11,835	-	-	24,575
Current Approved Funding Sources		-	-	-	-	-	496	759	12,899	13,149	-	-	27,304

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	-	-	496	759	12,899	13,149	-	-	27,304
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	-	-	50	75	1,289	1,314	-	-	2,729
Pay-As-You-Go - NBHR		-	-	-	-	-	447	683	11,610	11,835	-	-	24,575
Requested Funding Source		-	-	-	-	-	496	759	12,899	13,149	-	-	27,304

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	-	-	-	12,771	13,019	-	-
Design		-	-	-	-	-	496	759	-	-	-	-	1,255
Land		-	-	-	-	-	-	-	128	131	-	-	259
Total		-	-	-	-	-	496	759	12,899	13,149	-	-	27,304

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - ROYAL GARDENS**
 PROFILE NUMBER: **16-66-4017**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2017**
 ESTIMATED COMPLETION: **December, 2020**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	19,363
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	19,363

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Royal Gardens Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Royal Gardens**
 PROFILE NUMBER: **16-66-4017**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	350	535	6,205	12,273	-	-	-	19,363
Current Approved Budget		-	-	-	-	350	535	6,205	12,273	-	-	-	19,363
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	-	35	54	621	1,228	-	-	-	1,938
Pay-As-You-Go - NBHR		-	-	-	-	315	481	5,584	11,045	-	-	-	17,426
Current Approved Funding Sources		-	-	-	-	350	535	6,205	12,273	-	-	-	19,363

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	-	350	535	6,205	12,273	-	-	-	19,363
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	-	35	54	621	1,228	-	-	-	1,938
Pay-As-You-Go - NBHR		-	-	-	-	315	481	5,584	11,045	-	-	-	17,426
Requested Funding Source		-	-	-	-	350	535	6,205	12,273	-	-	-	19,363

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	-	-	6,142	12,150	-	-	-
Design		-	-	-	-	350	535	-	-	-	-	-	885
Land		-	-	-	-	-	-	63	123	-	-	-	186
Total		-	-	-	-	350	535	6,205	12,273	-	-	-	19,363

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - ALBERTA AVENUE**
 PROFILE NUMBER: **16-66-4018**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2017**
 ESTIMATED COMPLETION: **December, 2022**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	49,104
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	49,104

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Alberta Avenue Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Alberta Avenue**
 PROFILE NUMBER: **16-66-4018**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	663	1,016	11,518	11,740	11,966	12,201	-	49,104
Current Approved Budget		-	-	-	-	663	1,016	11,518	11,740	11,966	12,201	-	49,104
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	-	66	102	1,152	1,174	1,196	1,220	-	4,909
Pay-As-You-Go - NBHR		-	-	-	-	597	915	10,367	10,566	10,770	10,981	-	44,195
Current Approved Funding Sources		-	-	-	-	663	1,016	11,518	11,740	11,966	12,201	-	49,104

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	-	663	1,016	11,518	11,740	11,966	12,201	-	49,104
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	-	66	102	1,152	1,174	1,196	1,220	-	4,909
Pay-As-You-Go - NBHR		-	-	-	-	597	915	10,367	10,566	10,770	10,981	-	44,195
Requested Funding Source		-	-	-	-	663	1,016	11,518	11,740	11,966	12,201	-	49,104

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	-	-	-	11,404	11,621	11,847	12,080	-	46,952
	Design	-	-	-	-	663	1,016	-	-	-	-	-	1,680
	Land	-	-	-	-	-	-	115	118	119	120	-	473
	Total	-	-	-	-	663	1,016	11,518	11,740	11,966	12,201	-	49,104

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - VIRGINIA PARK**
PROFILE NUMBER: **16-66-4020**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2016**
ESTIMATED COMPLETION: **December, 2019**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	7,402
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	7,402

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Virginia Park Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Reconstruction projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Virginia Park**
 PROFILE NUMBER: **16-66-4020**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	134	205	3,496	3,566	-	-	-	-	7,402
Current Approved Budget		-	-	-	134	205	3,496	3,566	-	-	-	-	7,402
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	14	21	350	357	-	-	-	-	741
Pay-As-You-Go - NBHR		-	-	-	121	185	3,147	3,209	-	-	-	-	6,661
Current Approved Funding Sources		-	-	-	134	205	3,496	3,566	-	-	-	-	7,402

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	134	205	3,496	3,566	-	-	-	-	7,402
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	14	21	350	357	-	-	-	-	741
Pay-As-You-Go - NBHR		-	-	-	121	185	3,147	3,209	-	-	-	-	6,661
Requested Funding Source		-	-	-	134	205	3,496	3,566	-	-	-	-	7,402

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	-	3,461	3,531	-	-	-	-
Design		-	-	-	134	205	-	-	-	-	-	-	340
Land		-	-	-	-	-	35	35	-	-	-	-	70
Total		-	-	-	134	205	3,496	3,566	-	-	-	-	7,402

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - 122 AVENUE (FORT RD - 107 ST)**
PROFILE NUMBER: **16-66-4049**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	
PROFILE TYPE:	
PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH MANAGER:	Berry Belcourt
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2018

Service Category:	Neighbourhood Renewal	Major Initiative:	
-------------------	------------------------------	-------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	12,420
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	12,420

PROFILE DESCRIPTION

Complete reconstruction of collector roadway (base, surface, curb/gutter, sidewalk). Also includes pavement markings, streetlighting and traffic signal rehab, land acquisition, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

122 Avenue (Fort Rd - 107 St) reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Based on current PQI (Pavement Quality Index) rating moderate/severe deterioration exists that is a high risk to safety and the level of service provided by the roadway is very poor. The road condition is at a level beyond reactive renewal solutions due to various factors including higher traffic volumes and climate. Deterioration will be expedited if reconstruction is not pursued in a timely manner to maintain traffic safety.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Reconstruction projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - 122 Avenue (Fort Rd - 107 St)**
 PROFILE NUMBER: **16-66-4049**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	226	346	5,862	5,987	-	-	-	-	-	12,420
Current Approved Budget		-	-	226	346	5,862	5,987	-	-	-	-	-	12,420
Approved Funding Sources													
Local Improvements Prop. Share		-	-	23	35	586	598	-	-	-	-	-	1,241
Pay-As-You-Go - NBHR		-	-	203	311	5,277	5,389	-	-	-	-	-	11,179
Current Approved Funding Sources		-	-	226	346	5,862	5,987	-	-	-	-	-	12,420

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	226	346	5,862	5,987	-	-	-	-	-	12,420
Requested Funding Source													
Local Improvements Prop. Share		-	-	23	35	586	598	-	-	-	-	-	1,241
Pay-As-You-Go - NBHR		-	-	203	311	5,277	5,389	-	-	-	-	-	11,179
Requested Funding Source		-	-	226	346	5,862	5,987	-	-	-	-	-	12,420

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	5,804	5,927	-	-	-	-	-
Design		-	-	226	346	-	-	-	-	-	-	-	571
Land		-	-	-	-	58	60	-	-	-	-	-	118
Total		-	-	226	346	5,862	5,987	-	-	-	-	-	12,420

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: ARP RECON - 122 STREET (51 AVE - 63 AVE)
PROFILE NUMBER: 17-66-2014
DEPARTMENT: Transportation Services
BRANCH: Transportation Operations
LEAD BRANCH: Roads Design & Construction
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Gord Cebryk
LEAD BRANCH MANAGER: Berry Belcourt
ESTIMATED START DATE: January, 2017
ESTIMATED COMPLETION: December, 2020

Service Category: Roads Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	9,501
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	9,501

PROFILE DESCRIPTION

Complete reconstruction of arterial roadway (base, surface, curb/gutter, sidewalk). Also includes pavement markings, streetlighting and traffic signal rehab, geometric improvements, active mode connections, land acquisition as required.

PROFILE BACKGROUND

122 Street (51 Ave - 63 Ave) reconstruction is part of the Arterial Renewal Program (ARP); a cost-effective, long-term strategic approach to address Edmonton's major road infrastructure needs via the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Current PQI (Pavement Quality Index) rating is fair but it is expected to deteriorate quickly as the road base (concrete) has failed and previous bandaid paving was implemented to maintain traffic until there was funding for reconstruction. Deterioration will be expedited if reconstruction is not pursued in a timely manner to maintain traffic safety.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Transportation and Land Use Integration, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety, Economic Vitality. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction required to achieve committed service levels of efficient movement of goods and people, traffic safety, and good public satisfaction (no potholes or disruption).

Tangible benefits: renewing aging infrastructure, efficient movement of goods and people, increased service level and customer satisfaction.

Intangible benefits: reduced environmental impacts, enhanced traffic safety.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design/construction. Projects are coordinated with initiatives of TS Planning, Transit, Drainage, Sustainable Development, Great NBHDs to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging arterial roads, ensure efficient movement of goods and people, increase service level and customer satisfaction (lower incidence of potholes)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **ARP Recon - 122 Street (51 Ave - 63 Ave)**
 PROFILE NUMBER: **17-66-2014**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	182	276	5,386	3,656	-	-	-	9,501
Current Approved Budget		-	-	-	-	182	276	5,386	3,656	-	-	-	9,501
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	-	-	164	247	4,847	3,290	-	-	-	8,548
Pay-As-You-Go		-	-	-	-	19	29	540	366	-	-	-	953
Current Approved Funding Sources		-	-	-	-	182	276	5,386	3,656	-	-	-	9,501

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	-	182	276	5,386	3,656	-	-	-	9,501
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	-	-	164	247	4,847	3,290	-	-	-	8,548
Pay-As-You-Go		-	-	-	-	19	29	540	366	-	-	-	953
Requested Funding Source		-	-	-	-	182	276	5,386	3,656	-	-	-	9,501

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	-	-	5,332	3,620	-	-	-
Design		-	-	-	-	182	276	-	-	-	-	-	458
Land		-	-	-	-	-	-	54	36	-	-	-	90
Total		-	-	-	-	182	276	5,386	3,656	-	-	-	9,501

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: NRP RECON - STRATHCONA
PROFILE NUMBER: 17-66-4022
DEPARTMENT: Transportation Services
BRANCH: Transportation Operations
LEAD BRANCH: Roads Design & Construction
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Gord Cebryk
LEAD BRANCH MANAGER: Berry Belcourt
ESTIMATED START DATE: January, 2017
ESTIMATED COMPLETION: December, 2021

Service Category: Neighbourhood Renewal

Major Initiative:

GROWTH	RENEWAL
5	95

PREVIOUSLY APPROVED:	42,864
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	42,864

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Strathcona Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and street lights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Strathcona**
 PROFILE NUMBER: **17-66-4022**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	769	1,181	13,653	13,913	13,348	-	-	42,864
Current Approved Budget		-	-	-	-	769	1,181	13,653	13,913	13,348	-	-	42,864
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	-	77	118	1,365	1,392	1,334	-	-	4,286
Pay-As-You-Go - NBHR		-	-	-	-	693	1,062	12,287	12,522	12,014	-	-	38,578
Current Approved Funding Sources		-	-	-	-	769	1,181	13,653	13,913	13,348	-	-	42,864

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	-	769	1,181	13,653	13,913	13,348	-	-	42,864
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	-	77	118	1,365	1,392	1,334	-	-	4,286
Pay-As-You-Go - NBHR		-	-	-	-	693	1,062	12,287	12,522	12,014	-	-	38,578
Requested Funding Source		-	-	-	-	769	1,181	13,653	13,913	13,348	-	-	42,864

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	-	-	13,517	13,775	13,215	-	-
Design		-	-	-	-	769	1,181	-	-	-	-	-	1,950
Land		-	-	-	-	-	-	136	139	133	-	-	408
Total		-	-	-	-	769	1,181	13,653	13,913	13,348	-	-	42,864

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: NRP RECON - PARKVIEW (E/142 STREET)
PROFILE NUMBER: 17-66-4023
DEPARTMENT: Transportation Services
BRANCH: Transportation Operations
LEAD BRANCH: Roads Design & Construction
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Gord Cebryk
LEAD BRANCH MANAGER: Berry Belcourt
ESTIMATED START DATE: January, 2018
ESTIMATED COMPLETION: December, 2021

Service Category: Neighbourhood Renewal Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	17,976
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	17,976

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Parkview (E/142 Street) Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Parkview (E/142 Street)**
 PROFILE NUMBER: **17-66-4023**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	-	328	500	10,209	6,939	-	-	17,976
Current Approved Budget		-	-	-	-	-	328	500	10,209	6,939	-	-	17,976
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	-	-	33	50	1,021	693	-	-	1,797
Pay-As-You-Go - NBHR		-	-	-	-	-	295	450	9,188	6,246	-	-	16,179
Current Approved Funding Sources		-	-	-	-	-	328	500	10,209	6,939	-	-	17,976

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	-	-	328	500	10,209	6,939	-	-	17,976
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	-	-	33	50	1,021	693	-	-	1,797
Pay-As-You-Go - NBHR		-	-	-	-	-	295	450	9,188	6,246	-	-	16,179
Requested Funding Source		-	-	-	-	-	328	500	10,209	6,939	-	-	17,976

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	-	-	-	-	10,108	6,869	-	-	16,977
	Design	-	-	-	-	-	328	500	-	-	-	-	828
	Land	-	-	-	-	-	-	-	101	70	-	-	171
	Total	-	-	-	-	-	328	500	10,209	6,939	-	-	17,976

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	ARP RECON - 111 AVENUE (101-104 STREET/106-109 STREET)	FUNDED	
PROFILE NUMBER:	18-66-2015	PROFILE STAGE:	
DEPARTMENT:	Transportation Services	PROFILE TYPE:	
BRANCH:	Transportation Operations	PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH:	Roads Design & Construction	LEAD BRANCH MANAGER:	Berry Belcourt
PROGRAM NAME:		ESTIMATED START DATE:	January, 2018
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2020

Service Category:	Roads	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,678
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,678

PROFILE DESCRIPTION

Complete reconstruction of arterial roadway (base, surface, curb/gutter, sidewalk). Also includes pavement markings, street lighting and traffic signal rehab, geometric improvements, active mode connections, land acquisition as required.

PROFILE BACKGROUND

111 Avenue (101-104 St)/(106-109 St) reconstruction is part of the Arterial Renewal Program (ARP); a cost-effective, long-term strategic approach to address Edmonton's major road infrastructure needs via the renewal and rebuilding of roads, sidewalks, and street lights.

PROFILE JUSTIFICATION

Current PQI (Pavement Quality Index) rating is fair but it is expected to deteriorate quickly as the road base (concrete) has failed and previous bandaid paving was implemented to maintain traffic until their was funding for reconstruction. Deterioration will be expedited if reconstruction is not pursued in a timely manner to maintain traffic safety.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Transportation and Land Use Integration, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety, Economic Vitality. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction required to achieve committed service levels of efficient movement of goods and people, traffic safety, and good public satisfaction (no potholes or disruption)

Tangible benefits: renewing aging infrastructure, efficient movement of goods and people, increased service level and customer satisfaction.

Intangible benefits: reduced environmental impacts, and enhanced traffic safety.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Projects are coordinated with initiatives of TS Planning, Transit, Drainage, Sustainable Development, Great NBHDs to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging arterial roads, ensure efficient movement of goods and people, increase service level and customer satisfaction (lower incidence of potholes)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **ARP Recon - 111 Avenue (101-104 Street/106-109 Street)**
 PROFILE NUMBER: **18-66-2015**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	-	128	187	6,363	-	-	-	6,678
Current Approved Budget		-	-	-	-	-	128	187	6,363	-	-	-	6,678
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	-	-	-	115	169	5,726	-	-	-	6,010
Pay-As-You-Go		-	-	-	-	-	13	18	637	-	-	-	669
Current Approved Funding Sources		-	-	-	-	-	128	187	6,363	-	-	-	6,678

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	-	-	-	128	187	6,363	-	-	-	6,678
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	-	-	-	115	169	5,726	-	-	-	6,010
Pay-As-You-Go		-	-	-	-	-	13	18	637	-	-	-	669
Requested Funding Source		-	-	-	-	-	128	187	6,363	-	-	-	6,678

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	-	-	-	6,299	-	-	-
Design		-	-	-	-	-	128	187	-	-	-	-	315
Land		-	-	-	-	-	-	-	64	-	-	-	64
Total		-	-	-	-	-	128	187	6,363	-	-	-	6,678

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	BRIDGE REHAB - SCONA ROAD BRIDGE OVER CONNORS ROAD	FUNDED
PROFILE NUMBER:	18-66-2410	PROFILE STAGE:
DEPARTMENT:	Transportation Services	PROFILE TYPE:
BRANCH:	Transportation Operations	PROFILE MANAGER:
LEAD BRANCH:	Roads Design & Construction	LEAD BRANCH MANAGER:
PROGRAM NAME:		ESTIMATED START DATE:
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:

Service Category:	Roads	Major Initiative:
--------------------------	--------------	--------------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	552
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	552

PROFILE DESCRIPTION

Based on a consultant's evaluation of this bridge in 2011, the structure does not have the capacity to carry the Alberta's Legal Design Trucks nor the present day design live loads. The project will be for the replacement of the existing structure with design scheduled for 2018.

Additional budget will be requested in the 2019 - 2022 budget cycle, \$4.188 million.

PROFILE BACKGROUND

Reconstruction of the Scona Road Bridge over Connors Road due to deteriorating conditions and restrictive load carrying capacity.

PROFILE JUSTIFICATION

The Scona Road Bridge over Connors Road was built in 1957 and last rehabilitated in 1997. Since then on going deterioration, and the need to strengthen the bridge to accommodate the current design loads, necessitated the reconstruction of this structure.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for all modes of commuting. It also aligns with the Way We Prosper by allowing direct access to truck traffic and maintaining Scona Road as a truck route.

ALTERNATIVES CONSIDERED

The alternative to replacing the structure would be to maintain the existing structure as-is, which is currently the strategy that has been adopted. Due to continuous deterioration over time, the structure should be replaced in the next five years.

COST BENEFITS

Tangible benefits include a structure that is safe, and will support truck traffic carrying present day loads. Intangible benefits include a new and safe structure in the City's inventory, less congestion and fewer complaints from the citizens and the trucking industry.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

The project will require an external contractor to complete construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this project be approved to reconstruct the existing structure.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **BRIDGE Rehab - Scona Road Bridge over Connors Road**
 PROFILE NUMBER: **18-66-2410**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	-	552	-	-	-	-	-	552
Current Approved Budget		-	-	-	-	-	552	-	-	-	-	-	552
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	-	-	-	524	-	-	-	-	-	524
Pay-As-You-Go		-	-	-	-	-	28	-	-	-	-	-	28
Current Approved Funding Sources		-	-	-	-	-	552	-	-	-	-	-	552

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	-	-	552	-	-	-	-	-	552
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	-	-	-	524	-	-	-	-	-	524
Pay-As-You-Go		-	-	-	-	-	28	-	-	-	-	-	28
Requested Funding Source		-	-	-	-	-	552	-	-	-	-	-	552

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Design		-	-	-	-	552	-	-	-	-	-	552
	Total		-	-	-	-	552	-	-	-	-	-	552

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - SPRUCE AVENUE**
 PROFILE NUMBER: **18-66-4024**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2016**
 ESTIMATED COMPLETION: **December, 2019**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	17,627
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	17,627

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Spruce Avenue Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live .

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Reconstruction projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Spruce Avenue**
 PROFILE NUMBER: **18-66-4024**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	319	487	5,642	11,178	-	-	-	-	17,627
Current Approved Budget		-	-	-	319	487	5,642	11,178	-	-	-	-	17,627
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	32	49	564	1,118	-	-	-	-	1,762
Pay-As-You-Go - NBHR		-	-	-	287	439	5,079	10,061	-	-	-	-	15,865
Current Approved Funding Sources		-	-	-	319	487	5,642	11,178	-	-	-	-	17,627

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	319	487	5,642	11,178	-	-	-	-	17,627
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	32	49	564	1,118	-	-	-	-	1,762
Pay-As-You-Go - NBHR		-	-	-	287	439	5,079	10,061	-	-	-	-	15,865
Requested Funding Source		-	-	-	319	487	5,642	11,178	-	-	-	-	17,627

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	-	5,587	11,067	-	-	-	-
Design		-	-	-	319	487	-	-	-	-	-	-	806
Land		-	-	-	-	-	55	111	-	-	-	-	167
Total		-	-	-	319	487	5,642	11,178	-	-	-	-	17,627

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - LORELEI**
PROFILE NUMBER: **18-66-4025**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	
PROFILE TYPE:	
PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH MANAGER:	Berry Belcourt
ESTIMATED START DATE:	January, 2018
ESTIMATED COMPLETION:	December, 2021

Service Category:	Neighbourhood Renewal	Major Initiative:	
--------------------------	------------------------------	--------------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	24,970
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	24,970

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Lorelei Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and street lights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Lorelei**
 PROFILE NUMBER: **18-66-4025**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	-	456	697	15,617	8,201	-	-	24,970
Current Approved Budget		-	-	-	-	-	456	697	15,617	8,201	-	-	24,970
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	-	-	45	70	1,563	820	-	-	2,497
Pay-As-You-Go - NBHR		-	-	-	-	-	410	627	14,055	7,381	-	-	22,473
Current Approved Funding Sources		-	-	-	-	-	456	697	15,617	8,201	-	-	24,970

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

REVISED BUDGET (IF APPROVED)													
	Revised Budget (if Approved)		-	-	-	-	-	456	697	15,617	8,201	-	-
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	-	-	45	70	1,563	820	-	-	2,497
Pay-As-You-Go - NBHR		-	-	-	-	-	410	627	14,055	7,381	-	-	22,473
Requested Funding Source		-	-	-	-	-	456	697	15,617	8,201	-	-	24,970

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	-	-	-	15,461	8,119	-	-
Design		-	-	-	-	-	456	697	-	-	-	-	1,152
Land		-	-	-	-	-	-	-	156	82	-	-	238
Total		-	-	-	-	-	456	697	15,617	8,201	-	-	24,970

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - GLENWOOD (W/163 STREET)**
PROFILE NUMBER: **18-66-4026**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2017**
ESTIMATED COMPLETION: **December, 2020**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	12,619
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	12,619

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Glenwood (W/163 Street) Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Glenwood (W/163 Street)**
 PROFILE NUMBER: **18-66-4026**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	230	354	9,591	2,444	-	-	-	12,619
Current Approved Budget		-	-	-	-	230	354	9,591	2,444	-	-	-	12,619
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	-	23	35	959	244	-	-	-	1,261
Pay-As-You-Go - NBHR		-	-	-	-	207	319	8,632	2,199	-	-	-	11,358
Current Approved Funding Sources		-	-	-	-	230	354	9,591	2,444	-	-	-	12,619

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	-	230	354	9,591	2,444	-	-	-	12,619
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	-	23	35	959	244	-	-	-	1,261
Pay-As-You-Go - NBHR		-	-	-	-	207	319	8,632	2,199	-	-	-	11,358
Requested Funding Source		-	-	-	-	230	354	9,591	2,444	-	-	-	12,619

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	-	-	-	9,494	2,419	-	-	-	11,914
	Design	-	-	-	-	230	354	-	-	-	-	-	584
	Land	-	-	-	-	-	-	97	24	-	-	-	121
	Total	-	-	-	-	230	354	9,591	2,444	-	-	-	12,619

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - HIGHLANDS**
PROFILE NUMBER: **18-66-4027**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2018**
ESTIMATED COMPLETION: **December, 2022**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	33,669
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	33,669

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Highlands Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and street lights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Highlands**
 PROFILE NUMBER: **18-66-4027**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	-	607	932	12,654	12,898	6,578	-	33,669
Current Approved Budget		-	-	-	-	-	607	932	12,654	12,898	6,578	-	33,669
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	-	-	61	93	1,265	1,290	658	-	3,368
Pay-As-You-Go - NBHR		-	-	-	-	-	546	839	11,388	11,608	5,920	-	30,301
Current Approved Funding Sources		-	-	-	-	-	607	932	12,654	12,898	6,578	-	33,669

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	-	-	607	932	12,654	12,898	6,578	-	33,669
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	-	-	61	93	1,265	1,290	658	-	3,368
Pay-As-You-Go - NBHR		-	-	-	-	-	546	839	11,388	11,608	5,920	-	30,301
Requested Funding Source		-	-	-	-	-	607	932	12,654	12,898	6,578	-	33,669

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	-	-	-	-	12,527	12,769	6,511	-	31,807
	Design	-	-	-	-	-	607	932	-	-	-	-	1,539
	Land	-	-	-	-	-	-	-	127	129	67	-	323
	Total	-	-	-	-	-	607	932	12,654	12,898	6,578	-	33,669

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - PRINCE CHARLES**
 PROFILE NUMBER: **18-66-4029**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2016**
 ESTIMATED COMPLETION: **December, 2019**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	17,553
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	17,553

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Prince Charles Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Reconstruction projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Prince Charles**
 PROFILE NUMBER: **18-66-4029**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	319	489	13,341	3,403	-	-	-	-	17,553
Current Approved Budget		-	-	-	319	489	13,341	3,403	-	-	-	-	17,553
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	32	49	1,334	340	-	-	-	-	1,754
Pay-As-You-Go - NBHR		-	-	-	287	441	12,007	3,063	-	-	-	-	15,799
Current Approved Funding Sources		-	-	-	319	489	13,341	3,403	-	-	-	-	17,553

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

REVISED BUDGET (IF APPROVED)													
	Revised Budget (if Approved)		-	-	-	319	489	13,341	3,403	-	-	-	-
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	32	49	1,334	340	-	-	-	-	1,754
Pay-As-You-Go - NBHR		-	-	-	287	441	12,007	3,063	-	-	-	-	15,799
Requested Funding Source		-	-	-	319	489	13,341	3,403	-	-	-	-	17,553

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	-	-	13,208	3,369	-	-	-	-
Design		-	-	-	319	489	-	-	-	-	-	-	809
Land		-	-	-	-	-	134	34	-	-	-	-	167
Total		-	-	-	319	489	13,341	3,403	-	-	-	-	17,553

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - ALLENDALE**
 PROFILE NUMBER: **21-66-4036**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	
PROFILE TYPE:	
PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH MANAGER:	Berry Belcourt
ESTIMATED START DATE:	January, 2016
ESTIMATED COMPLETION:	December, 2019

Service Category: Neighbourhood Renewal **Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	23,475
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	23,475

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Allendale Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure renewal work occurs at optimum intervals.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Reconstruction projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Allendale**
 PROFILE NUMBER: **21-66-4036**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	427	653	14,679	7,717	-	-	-	-	23,475
Current Approved Budget		-	-	-	427	653	14,679	7,717	-	-	-	-	23,475
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	42	65	1,467	772	-	-	-	-	2,347
Pay-As-You-Go - NBHR		-	-	-	385	588	13,211	6,945	-	-	-	-	21,128
Current Approved Funding Sources		-	-	-	427	653	14,679	7,717	-	-	-	-	23,475

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	427	653	14,679	7,717	-	-	-	-	23,475
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	42	65	1,467	772	-	-	-	-	2,347
Pay-As-You-Go - NBHR		-	-	-	385	588	13,211	6,945	-	-	-	-	21,128
Requested Funding Source		-	-	-	427	653	14,679	7,717	-	-	-	-	23,475

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	-	-	14,532	7,639	-	-	-	-	22,171
	Design	-	-	-	427	653	-	-	-	-	-	-	1,080
	Land	-	-	-	-	-	147	78	-	-	-	-	224
	Total	-	-	-	427	653	14,679	7,717	-	-	-	-	23,475

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP RECON - INGLEWOOD**
PROFILE NUMBER: **21-66-4037**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2017**
ESTIMATED COMPLETION: **December, 2021**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	39,347
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	39,347

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Inglewood Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP Recon - Inglewood**
 PROFILE NUMBER: **21-66-4037**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	-	710	1,088	14,792	15,074	7,683	-	-	39,347
Current Approved Budget		-	-	-	-	710	1,088	14,792	15,074	7,683	-	-	39,347
Approved Funding Sources													
Local Improvements Prop. Share		-	-	-	-	71	109	1,465	1,493	760	-	-	3,898
Pay-As-You-Go - NBHR		-	-	-	-	639	979	13,327	13,582	6,923	-	-	35,449
Current Approved Funding Sources		-	-	-	-	710	1,088	14,792	15,074	7,683	-	-	39,347

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	-	710	1,088	14,792	15,074	7,683	-	-	39,347
Requested Funding Source													
Local Improvements Prop. Share		-	-	-	-	71	109	1,465	1,493	760	-	-	3,898
Pay-As-You-Go - NBHR		-	-	-	-	639	979	13,327	13,582	6,923	-	-	35,449
Requested Funding Source		-	-	-	-	710	1,088	14,792	15,074	7,683	-	-	39,347

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	-	-	-	-	14,644	14,924	7,606	-	-	37,174
	Design	-	-	-	-	710	1,088	-	-	-	-	-	1,798
	Land	-	-	-	-	-	-	147	150	77	-	-	375
	Total	-	-	-	-	710	1,088	14,792	15,074	7,683	-	-	39,347

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **ARP ARTERIAL RENEWAL - COMPOSITE**
 PROFILE NUMBER: **CM-66-2000**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Roads** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	162,439
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	162,439

PROFILE DESCRIPTION

Addresses deteriorating arterial road conditions and provides preventative renewal measures to ensure and maintain safety of road users. Includes renewal of roadway base, curbs, gutters, and sidewalks, as well as upgrading of rural arterial truck routes.

This profile represents the bulk of the expenditure for the Arterial Renewal Program, with the rest in various stand-alone arterial road reconstruction profiles funded in the 2015-2018 Capital Budget.

PROFILE BACKGROUND

The Arterial Renewal Program (ARP) outlines a cost-effective, long-term strategic approach to address Edmonton's major road infrastructure needs via the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

To meet the recommended target of less than 10% of arterial inventory in need of rehabilitation, maintain the average PQI above 6.0, and to ensure safety of road users, arterial networks must be maintained and proactively renewed before their condition requires major reconstruction.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Transportation and Land Use Integration, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety, Economic Vitality. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Using life cycle cost/benefit analysis demonstrates that a reconstruction-only program that would take many more years to complete at a significantly higher cost than a holistic approach (reconstruction, rehab, and preventative maintenance).

COST BENEFITS

Tangible benefits: renewing aging infrastructure via cost-effective renewal investments, efficient movement of goods and people, increased service level and customer satisfaction.

Intangible benefits: reduced environmental impacts, enhanced traffic safety.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design/construction. Projects are coordinated with initiatives of TS Planning, Transit, Drainage, Sustainable Development, Great NBHDs to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Require \$55 million annually to achieve committed service levels to effectively manage aging arterial roads, ensure efficient movement of goods and people, increase service level and customer satisfaction (lower incidence of potholes).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **ARP Arterial Renewal - Composite**
 PROFILE NUMBER: **CM-66-2000**

PROFILE TYPE: **Composite**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	28,952	48,157	45,747	39,583	-	-	-	-	-	162,439
Current Approved Budget		-	-	28,952	48,157	45,747	39,583	-	-	-	-	-	162,439
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	26,056	43,341	41,173	35,625	-	-	-	-	-	146,195
Pay-As-You-Go		-	-	2,896	4,816	4,574	3,958	-	-	-	-	-	16,244
Current Approved Funding Sources		-	-	28,952	48,157	45,747	39,583	-	-	-	-	-	162,439

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	28,952	48,157	45,747	39,583	-	-	-	-	-	162,439
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	26,056	43,341	41,173	35,625	-	-	-	-	-	146,195
Pay-As-You-Go		-	-	2,896	4,816	4,574	3,958	-	-	-	-	-	16,244
Requested Funding Source		-	-	28,952	48,157	45,747	39,583	-	-	-	-	-	162,439

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	27,216	45,267	43,003	37,208	-	-	-	-	-
Design		-	-	1,447	2,408	2,287	1,979	-	-	-	-	-	8,122
Land		-	-	289	481	458	396	-	-	-	-	-	1,624
Total		-	-	28,952	48,157	45,747	39,583	-	-	-	-	-	162,439

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **BRIDGE REHABILITATION**
 PROFILE NUMBER: **CM-66-2400**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Roads** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	39,638
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	39,638

PROFILE DESCRIPTION

A composite program to provide funding in coordination with the bridge rehabilitation composite program. This program provides for the rehabilitation of bridges that approach the end of their service life, that are structurally deficient, and/or functionally obsolete.

PROFILE BACKGROUND

The composite program provides funding for rehabilitation of various structures as required throughout the City to selectively improve safety, increase load carrying capacity and functionality

PROFILE JUSTIFICATION

Provide selective bridge rehabilitation to improve the structure's load carrying capacity, increase safety for all users and decrease congestion along rehabilitation corridors.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving safe access and mobility for commuters.

ALTERNATIVES CONSIDERED

Rehabilitation of structures is necessary to ensure safety and serviceability. The alternative to this work would be to maintain the existing structure as-is recognizing that deterioration will continue and a later intervention will be more costly.

COST BENEFITS

The tangible benefits to be realized from this investment include rehabilitating bridge structures before they deteriorate to a condition deemed unsafe for use. Bridge designs proactively consider emerging trends and effects of travelers to achieve benefits over its full asset life. Intangible benefits include more efficient movement of goods, services and people. It also ensures a well maintained inventory.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

The project will require an external Contractor to complete construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this program be approved to rehabilitate selected bridges

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Bridge Rehabilitation**
 PROFILE NUMBER: **CM-66-2400**

PROFILE TYPE: **Composite**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	8,030	7,759	7,250	16,599	-	-	-	-	-	39,638
Current Approved Budget		-	-	8,030	7,759	7,250	16,599	-	-	-	-	-	39,638
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	7,628	7,371	6,887	15,769	-	-	-	-	-	37,656
Pay-As-You-Go		-	-	401	388	362	830	-	-	-	-	-	1,982
Current Approved Funding Sources		-	-	8,030	7,759	7,250	16,599	-	-	-	-	-	39,638

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	8,030	7,759	7,250	16,599	-	-	-	-	-	39,638
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	7,628	7,371	6,887	15,769	-	-	-	-	-	37,656
Pay-As-You-Go		-	-	401	388	362	830	-	-	-	-	-	1,982
Requested Funding Source		-	-	8,030	7,759	7,250	16,599	-	-	-	-	-	39,638

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	5,701	6,440	6,307	13,445	-	-	-	-	-
Design		-	-	2,329	1,319	942	3,154	-	-	-	-	-	7,744
Total		-	-	8,030	7,759	7,250	16,599	-	-	-	-	-	39,638

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **TRAFFIC INFRASTRUCTURE REHABILITATION**
 PROFILE NUMBER: **CM-66-2510**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Transportation Operations**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Gord Cebryk**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Roads** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	14,213
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	14,213

PROFILE DESCRIPTION

Replace and rehabilitate various types of traffic management infrastructure to ensure they are in proper working order to manage vehicle, pedestrian and bus traffic efficiently in and around the City.

PROFILE BACKGROUND

Replace and rehabilitate various types of traffic management infrastructure to ensure they are in proper working order to manage vehicle, pedestrian and bus traffic efficiently in and around the City.

PROFILE JUSTIFICATION

Replacement of infrastructure is required before the end of asset life cycles in order to mitigate risk of equipment failure. Numerous infrastructure are already over its life cycle, presenting imminent risk of equipment failure.

STRATEGIC ALIGNMENT

The Way We Move: Strategic Goals: Access and Mobility, Transportation Mode Shift, Sustainability, Well Maintained Infrastructure, Economic Vitality

ALTERNATIVES CONSIDERED

Alternatives include partial funding or no funding. Proactive rehabilitation minimizes the risk of infrastructure failures and public liability. Reactive remediation does not contribute to the City's goal of having well-maintained infrastructure.

COST BENEFITS

Tangible: replace aging infrastructure, reduced maintenance and repair costs over the life of the asset, lower liability claims, technology and equipment maintained and compatible with current standards and emerging technologies.

Intangible: improved ability to satisfy The Way We Move strategic goals. Additional qualitative savings in the form of risk mitigation, avoidance of liability claims, and citizen satisfaction.

KEY RISKS & MITIGATING STRATEGY

Various infrastructure are rated in poor to critical condition, and are over its useful service life. Replacement is required to minimize the risk of failure and public safety. Failed infrastructure impedes on the ability to meet strategic goals.

RESOURCES

Permanent resources are currently available within the City's existing complement of FTEs, budget, and schedule. Additional resources that may be required will be assessed in conjunction with the capital investment and project plans.

CONCLUSIONS AND RECOMMENDATIONS

Timely rehabilitation is necessary to support traffic and pedestrian safety and manage efficient traffic flow. This profile is recommended for funding.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Traffic Infrastructure Rehabilitation**
 PROFILE NUMBER: **CM-66-2510**

PROFILE TYPE: **Composite**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	3,512	3,905	3,382	3,414	-	-	-	-	-	14,213
Current Approved Budget		-	-	3,512	3,905	3,382	3,414	-	-	-	-	-	14,213
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	3,407	3,788	3,280	3,311	-	-	-	-	-	13,787
Pay-As-You-Go		-	-	104	117	102	103	-	-	-	-	-	426
Current Approved Funding Sources		-	-	3,512	3,905	3,382	3,414	-	-	-	-	-	14,213

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	3,512	3,905	3,382	3,414	-	-	-	-	-	14,213
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	3,407	3,788	3,280	3,311	-	-	-	-	-	13,787
Pay-As-You-Go		-	-	104	117	102	103	-	-	-	-	-	426
Requested Funding Source		-	-	3,512	3,905	3,382	3,414	-	-	-	-	-	14,213

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	3,458	3,854	3,331	3,362	-	-	-	-	-	14,005
	Design	-	-	54	51	51	52	-	-	-	-	-	208
	Total	-	-	3,512	3,905	3,382	3,414	-	-	-	-	-	14,213

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	TRAFFIC SIGNALS - DEVELOPER AND ARA FUNDED	FUNDED	
PROFILE NUMBER:	CM-66-2525	PROFILE STAGE:	
DEPARTMENT:	Transportation Services	PROFILE TYPE:	
BRANCH:	Transportation Operations	PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH:	Transportation Operations	LEAD BRANCH MANAGER:	Gord Cebryk
PROGRAM NAME:		ESTIMATED START DATE:	January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2018

Service Category: Roads	Major Initiative:
-------------------------	-------------------

GROWTH	RENEWAL		PREVIOUSLY APPROVED:	11,387
100			BUDGET REQUEST:	-
			TOTAL PROFILE BUDGET:	11,387

PROFILE DESCRIPTION

Traffic signals required due to new developments. Fully funded by private developers and/or Arterial Road Assessments. The need for new signals will fluctuate dependent on the volume of development. Budget is estimated based on historical trends and based on an average cost per location, this profile would be able to construct 10 signals per year.

PROFILE BACKGROUND

Traffic signals required due to new developments. Fully funded by private developers and/or Arterial Road Assessments. The need for new signals will fluctuate dependent on the volume of development. Budget is estimated based on historical trends.

PROFILE JUSTIFICATION

Traffic signals are installed based on warrant guidelines to facilitate efficient flow of vehicle traffic while preventing congestion in specified areas. Traffic signals also provide safe crossing and mobility opportunities for pedestrians.

STRATEGIC ALIGNMENT

The Way We Move: Strategic Goals: Access and Mobility, Transportation Mode Shift, Sustainability, Well Maintained Infrastructure, Economic Vitality

ALTERNATIVES CONSIDERED

This profile exists to capture cost of constructing City owned traffic signals assets. Funding is provided by external parties. Alternative is to remove this profile and consider all such externally funded construction as contributed assets.

COST BENEFITS

Tangible: new infrastructure at warranted locations such as in newly developed areas and locations of lengthy wait times.

Intangible benefits: efficient movement of goods and people, reduced environmental impacts from vehicle idling (gas emissions), enhanced public safety, efficient traffic management processes, reduced risk of collisions, reduced volume and severity of collisions, fatalities, and infrastructure damages, and others.

KEY RISKS & MITIGATING STRATEGY

Population growth and other demographic factors result in an increasing demand on the Transportation network. Sufficient funding should be provided to implement the appropriate infrastructure to meet the demand.

RESOURCES

Permanent resources to implement this program are currently available. Additional resources that may be required will be assessed in conjunction with the capital investment and project plans.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that this profile be created and used to separate the signals that are externally funded from the base tax levy.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Traffic Signals - Developer and ARA Funded**
 PROFILE NUMBER: **CM-66-2525**

PROFILE TYPE: **Composite**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	2,853	2,824	2,841	2,868	-	-	-	-	-	11,387
Current Approved Budget		-	-	2,853	2,824	2,841	2,868	-	-	-	-	-	11,387
Approved Funding Sources													
Developer Financing		-	-	2,853	2,824	2,841	2,868	-	-	-	-	-	11,387
Current Approved Funding Sources		-	-	2,853	2,824	2,841	2,868	-	-	-	-	-	11,387

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	2,853	2,824	2,841	2,868	-	-	-	-	11,387
Requested Funding Source												
Developer Financing		-	-	2,853	2,824	2,841	2,868	-	-	-	-	11,387
Requested Funding Source		-	-	2,853	2,824	2,841	2,868	-	-	-	-	11,387

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	2,796	2,768	2,784	2,810	-	-	-	-	-	11,159
	Design	-	-	57	56	57	57	-	-	-	-	-	228
	Total	-	-	2,853	2,824	2,841	2,868	-	-	-	-	-	11,387

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: STREET LIGHTING REHABILITATION
PROFILE NUMBER: CM-66-2560
DEPARTMENT: Transportation Services
BRANCH: Transportation Operations
LEAD BRANCH: Transportation Operations
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:	
PROFILE TYPE:	
PROFILE MANAGER:	Gord Cebryk
LEAD BRANCH MANAGER:	Gord Cebryk
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2018

Service Category: Roads	Major Initiative:
--------------------------------	--------------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	26,850
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	26,850

PROFILE DESCRIPTION

Rehabilitates and replaces aging streetlight infrastructure and installs new streetlighting and walkway lighting towards improving public safety in neighbourhoods and roadways.

PROFILE BACKGROUND

Streetlight Rehabilitation ensures the infrastructure is able to sustain traffic and pedestrian safety by providing optimal lighting levels. Aging streetlight infrastructure impedes on the safety of motorists and pedestrians.

PROFILE JUSTIFICATION

Aging streetlight infrastructure and low lighting levels impede on the safety of motorists and pedestrians.

STRATEGIC ALIGNMENT

The Way We Move: Strategic Goals: Access and Mobility, Transportation Mode Shift, Sustainability, Well Maintained Infrastructure, Economic Vitality. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Alternatives include partial funding or no funding. These alternatives will direct the level of resources that will be dedicated to this work. Insufficient funding for rehabilitation will result in potentially higher costs for replacement and risk to public safety and infrastructure if poles begin to fall and deteriorate. There is a significant risk of potential liability for civil claims due to fallen poles.

COST BENEFITS

Capital investment is required to meet program objectives and mitigate risks of costs of infrastructure failure and public claims. Tangible benefits include new infrastructure, less operating costs, innovative applications, power consumption savings and reduced litigation from faulty infrastructure. Intangible benefits are improved traffic and pedestrian safety, overall attractiveness (decorative poles), and less environmental footprints (LED).

KEY RISKS & MITIGATING STRATEGY

Critical/Fallen (D or F rated) poles deteriorate structurally and have fallen unpredictably due to dynamic weather conditions. Critical poles are an imminent and obvious risk to public safety. Risk is mitigated with sufficient investment.

RESOURCES

Permanent resources are currently available within the City's existing complement of FTEs, budget, and schedule. Additional resources that may be required will be assessed in conjunction with the capital investment and project plans.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that this program receive sufficient funding to achieve its condition targets within five years given the beneficial value that is generated to multiple key stakeholders.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Street Lighting Rehabilitation**
 PROFILE NUMBER: **CM-66-2560**

PROFILE TYPE: **Composite**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	5,981	6,184	7,142	7,542	-	-	-	-	-	26,850
Current Approved Budget		-	-	5,981	6,184	7,142	7,542	-	-	-	-	-	26,850
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	5,802	5,999	6,928	7,315	-	-	-	-	-	26,044
Pay-As-You-Go		-	-	179	186	214	227	-	-	-	-	-	806
Current Approved Funding Sources		-	-	5,981	6,184	7,142	7,542	-	-	-	-	-	26,850

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	5,981	6,184	7,142	7,542	-	-	-	-	-	26,850
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	5,802	5,999	6,928	7,315	-	-	-	-	-	26,044
Pay-As-You-Go		-	-	179	186	214	227	-	-	-	-	-	806
Requested Funding Source		-	-	5,981	6,184	7,142	7,542	-	-	-	-	-	26,850

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	5,764	5,965	7,010	7,402	-	-	-	-	-	26,141
	Design	-	-	217	219	132	140	-	-	-	-	-	709
	Total	-	-	5,981	6,184	7,142	7,542	-	-	-	-	-	26,850

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **GEO-ENVIRONMENTAL (SLOPE STABILITY)**
 PROFILE NUMBER: **CM-66-2715**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Operations**
 LEAD BRANCH: **Transportation Operations**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Gord Cebryk**
 LEAD BRANCH MANAGER: **Gord Cebryk**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Roads** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	15,325
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	15,325

PROFILE DESCRIPTION

Emergency repair of unpredictable geotechnical/environmental issues on road right of way, recreational trails and facilities, waterways and ravines. Also undertake environmental remediation of contaminated sites.

PROFILE BACKGROUND

This program was created to respond to emergency situations involving landslides, erosion and environmental contaminated sites.

PROFILE JUSTIFICATION

A key risk that this program is able to mitigate is the unpredictability of slides, in terms of timing and scale. Unstable slopes present a significant risk to public safety and City infrastructure, thus, must be addressed in a timely manner. The City's ISO14001 certification relies upon this program to maintain its environmental compliance and certification.

STRATEGIC ALIGNMENT

The Way We Move, The Way We Green, The Way We Live

ALTERNATIVES CONSIDERED

Alternatives include partial funding or no funding. Insufficient funding will impede on the Department's ability to meet strategic goals and capital plans, and presents risks to public safety and infrastructure. ISO certification may be impacted.

COST BENEFITS

Investment costs of remediation are minimal compared to the cost of the risk to public safety, liability and disruption to traffic movement. Tangible: prevention of costly civil claims and environmental compliance. Intangible: environmental stewardship and responsibility to citizens, public safety preservation, avoidance of costly reactionary actions to environmental cleanup and maintain the free movement of people and goods.

KEY RISKS & MITIGATING STRATEGY

Unstable slopes present a significant risk to public safety, City infrastructure and impact the movement of people and goods. These risks can be lessened through rapid assessment, evaluation and remediation.

RESOURCES

Permanent staff resources are currently available within the City's existing complement of FTEs. Additional resources that may be required will be assessed in conjunction with the capital investment and project plans.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that this program be approved. Investment into this profile is minimal compared to the risks and liability that are inherent when dealing with unstable slopes and contaminated sites

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Geo-Environmental (Slope Stability)**
 PROFILE NUMBER: **CM-66-2715**

PROFILE TYPE: **Composite**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	3,662	3,723	3,907	4,034	-	-	-	-	-	15,325
Current Approved Budget		-	-	3,662	3,723	3,907	4,034	-	-	-	-	-	15,325
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	3,018	3,068	3,219	3,324	-	-	-	-	-	12,629
Pay-As-You-Go		-	-	644	655	687	709	-	-	-	-	-	2,696
Current Approved Funding Sources		-	-	3,662	3,723	3,907	4,034	-	-	-	-	-	15,325

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	3,662	3,723	3,907	4,034	-	-	-	-	-	15,325
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	3,018	3,068	3,219	3,324	-	-	-	-	-	12,629
Pay-As-You-Go		-	-	644	655	687	709	-	-	-	-	-	2,696
Requested Funding Source		-	-	3,662	3,723	3,907	4,034	-	-	-	-	-	15,325

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	3,187	3,276	3,398	3,549	-	-	-	-	-	13,411
	Equip FurnFixt	-	-	475	446	508	484	-	-	-	-	-	1,914
	Total	-	-	3,662	3,723	3,907	4,034	-	-	-	-	-	15,325

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP NBHD RENEWAL - COMPOSITE**
PROFILE NUMBER: **CM-66-4000**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Operations**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Gord Cebryk**
LEAD BRANCH MANAGER: **Berry Belcourt**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Neighbourhood Renewal** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	134,696
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	134,696

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 streetlighting rehab/upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

The Neighbourhood Renewal Program (NRP) outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights 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, with sufficient funding to ensure renewal work occurs at an optimum intervals.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Using life cycle cost/benefit analysis demonstrates a reconstruction-only program that would take many more years to complete at a significantly higher cost than a holistic approach (reconstruction, rehab, and preventative maintenance).

COST BENEFITS

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:
- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors will be used to complete design and construction. Long term reconstruction contracts will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Annual Neighbourhood Renewal Tax Levy increases from 2015 - 2018 (1.5%), are required to build a sustainable funding source by 2018. In the interim, other MSI is required to start the reconstruction of 5-6 neighbourhoods annually.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NRP NBHD Renewal - Composite**
 PROFILE NUMBER: **CM-66-4000**

PROFILE TYPE: **Composite**
 BRANCH: **Transportation Operations**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	19,510	35,091	32,494	47,601	-	-	-	-	-	134,696
Current Approved Budget		-	-	19,510	35,091	32,494	47,601	-	-	-	-	-	134,696
Approved Funding Sources													
Local Improvements Prop. Share		-	-	3,149	1	5	2	-	-	-	-	-	3,157
Munc Sustain. Initiative - MSI		-	-	21,069	-	-	-	-	-	-	-	-	21,069
Pay-As-You-Go - NBHR		-	-	-4,708	35,090	32,489	47,598	-	-	-	-	-	110,470
Current Approved Funding Sources		-	-	19,510	35,091	32,494	47,601	-	-	-	-	-	134,696

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	19,510	35,091	32,494	47,601	-	-	-	-	-	134,696
Requested Funding Source													
Local Improvements Prop. Share		-	-	3,149	1	5	2	-	-	-	-	-	3,157
Munc Sustain. Initiative - MSI		-	-	21,069	-	-	-	-	-	-	-	-	21,069
Pay-As-You-Go - NBHR		-	-	-4,708	35,090	32,489	47,598	-	-	-	-	-	110,470
Requested Funding Source		-	-	19,510	35,091	32,494	47,601	-	-	-	-	-	134,696

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	19,506	33,068	30,603	45,748	-	-	-	-	-	128,925
	Design	-	-	3	1,619	1,513	1,483	-	-	-	-	-	4,618
	Land	-	-	1	404	378	370	-	-	-	-	-	1,153
	Total	-	-	19,510	35,091	32,494	47,601	-	-	-	-	-	134,696

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **ARTERIAL NETWORK IMPROVEMENTS**
 PROFILE NUMBER: **12-66-1440**
 DEPARTMENT: **Transportation Services**
 BRANCH: **Transportation Planning**
 LEAD BRANCH: **Roads Design & Construction**
 PROGRAM NAME:
 BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Adam Homes**
 LEAD BRANCH MANAGER: **Berry Belcourt**
 ESTIMATED START DATE: **January, 2012**
 ESTIMATED COMPLETION: **December, 2016**

Service Category: Roads		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	2,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	2,000

PROFILE DESCRIPTION

Scope: This composite program includes:

Geometric improvements at key arterial roadway intersections to address safety and operational concerns. The project includes design and construction. Key projects include:

- 34 Ave (34 St to 48 St) - Intersection Improvements
- 90 Ave (75 St to 83 St) - Construct E/W left turn lanes at 79 St by widening in NE quadrant
- 91 St SBD (34 Ave to 23 Ave) - Widen eastbound left turn at 23 Ave and 91 St to provide double left turn lane
- 17 St (Whitemud to 76 Ave) - Review potential intersection capacity improvements at 76 Ave and 17 St

Timelines: Components are typically completed over a two year period. Yr 1: concept and design, Yr 2 construct.

Dependencies: Improving traffic safety and operations is a continuous and ongoing process designed to maximize efficient throughput of traffic in and around the City.

Fall 2012 SBA

#66: Council approved funding in 2015 was incorrectly added to single road widening projects. The funding should be within the composite.

#68: Funding listed as Developer Financing is actually Developer Arterial Roadway Assessment Recoveries (ARA).

PROFILE JUSTIFICATION

Intersection improvements at high congestion areas to optimize throughput around and through the City.

Alignment: - The Way We Move: Goal of Enhanced Access and Mobility.

Impact on Operating:

Operating Impacts are determined by Inventory Growth of Roads addressed in Operating Service Packages.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Arterial Network Improvements**
 PROFILE NUMBER: **12-66-1440**

PROFILE TYPE: **Composite**
 BRANCH: **Transportation Planning**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	3,569	2,569	17,160	16,740	-	-	-	-	-	-	-	40,038
2012 CBS Budget Adjustment	-1,000	-	-	-	-	-	-	-	-	-	-	-1,000
2013 Cap - Carry Forward	-961	-	-	-	-	-	-	-	-	-	-	-961
2013 CBS Budget Adjustment	-1,419	-	-	-	-	-	-	-	-	-	-	-1,419
2014 Cap - Budget Request for Next Cycle	-	-	-17,160	-16,740	-	-	-	-	-	-	-	-33,900
2014 Cap - Carry Forward	-	961	-	-	-	-	-	-	-	-	-	961
2014 CBS Budget Adjustment	-	-1,719	-	-	-	-	-	-	-	-	-	-1,719
Current Approved Budget	189	1,811	-	-	-	-	-	-	-	-	-	2,000
Approved Funding Sources												
Developer ARA	189	1,811	-	-	-	-	-	-	-	-	-	2,000
Developer Financing	-	-	-	-	-	-	-	-	-	-	-	-
Current Approved Funding Sources	189	1,811	-	-	-	-	-	-	-	-	-	2,000

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		189	1,811	-	-	-	-	-	-	-	-	2,000
Requested Funding Source												
Developer ARA	189	1,811	-	-	-	-	-	-	-	-	-	2,000
Developer Financing	-	-	-	-	-	-	-	-	-	-	-	-
Requested Funding Source	189	1,811	-	-	-	-	-	-	-	-	-	2,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		Construction	-	1,811	-	-	-	-	-	-	-	-	-
Other Costs	189	-	-	-	-	-	-	-	-	-	-	-	189
Total		189	1,811	-	-	-	-	-	-	-	-	-	2,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **WHITEMUD DRIVE (66-34 STREET) WIDENING**
PROFILE NUMBER: **15-66-2212**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Planning**
LEAD BRANCH: **Roads Design & Construction**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Adam Homes**
LEAD BRANCH MANAGER: **Barry Belcourt**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2017**

Service Category: **Roads** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	33,336
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	33,336

PROFILE DESCRIPTION

Widening of the existing four lane Freeway to a six lane freeway configuration, with auxiliary lanes between 66 Street and 50 Street.

PROFILE BACKGROUND

Increasing traffic demand along Whitemud Drive and rising collision statistics are necessitating widening of the corridor from the existing four lane configuration to a six lane standard between 66 Street and 34 Street. This is based on the perspective of both traffic volume and road safety. Traffic volumes along the roadway are exceeding capacity, resulting in congestion and increased collision rates.

Currently, Whitemud Drive is tentatively scheduled for rehabilitation in 2015. Funding of this profile would permit for the widening to occur coincident with the rehabilitation, minimizing duplicate costs associated with rework, and decreasing motorist frustrations due to consecutive construction interruptions.

PROFILE JUSTIFICATION

This section of Whitemud Drive has been identified as a priority location of widening from a traffic volume and road user safety perspective. Rehabilitation of Whitemud Drive in this area is tentatively scheduled to occur in 2015. In order to minimize traffic disruptions and throw-away costs, it would be desirable that the widening and rehabilitation programs occur simultaneously as part of a single project.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for commuters. By improving capacity and decreasing congestion, this project will improve Edmontonians' ability to move efficiently through the City.

ALTERNATIVES CONSIDERED

Upgrades and improvements are required to accommodate growth. The alternative would be to maintain the existing roadway infrastructure as-is, which is currently at capacity, and is expected to become insufficient to handle projected traffic demand.

COST BENEFITS

Tangible benefits include decrease travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved citizen satisfaction with roadway capacity in the area.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

The project will require an external Contractor to complete construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this improvement project be approved to increase roadway capacity and decrease congestion in the area.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Whitemud Drive (66-34 Street) Widening**
 PROFILE NUMBER: **15-66-2212**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Planning**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	16,083	13,905	3,348	-	-	-	-	-	-	33,336
Current Approved Budget		-	-	16,083	13,905	3,348	-	-	-	-	-	-	33,336
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	16,083	2,003	-	-	-	-	-	-	-	18,086
Pay-As-You-Go		-	-	-	652	-	-	-	-	-	-	-	652
Tax-Supported Debt		-	-	-	11,250	3,348	-	-	-	-	-	-	14,598
Current Approved Funding Sources		-	-	16,083	13,905	3,348	-	-	-	-	-	-	33,336

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	16,083	13,905	3,348	-	-	-	-	-	-	33,336
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	16,083	2,003	-	-	-	-	-	-	-	18,086
Pay-As-You-Go		-	-	-	652	-	-	-	-	-	-	-	652
Tax-Supported Debt		-	-	-	11,250	3,348	-	-	-	-	-	-	14,598
Requested Funding Source		-	-	16,083	13,905	3,348	-	-	-	-	-	-	33,336

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	13,883	13,905	3,348	-	-	-	-	-	-
Design		-	-	2,200	-	-	-	-	-	-	-	-	2,200
Total		-	-	16,083	13,905	3,348	-	-	-	-	-	-	33,336

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Transportation Operations	-	30	30	-	-	90	90	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	30	30	-	-	90	90	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	NE-AHD PEDESTRIAN BRIDGE (FUNDING ONLY; PROVINCIAL PROJECT)	FUNDED
PROFILE NUMBER:	16-66-2610	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Transportation Services	PROFILE TYPE: Standalone
BRANCH:	Transportation Planning	PROFILE MANAGER: Adam Homes
LEAD BRANCH:	Transportation Planning	LEAD BRANCH MANAGER: Adam Homes
PROGRAM NAME:		ESTIMATED START DATE: January, 2016
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2016

Service Category:	Roads	Major Initiative:	
--------------------------	--------------	--------------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	2,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	2,000

PROFILE DESCRIPTION

Funding for the pedestrian bridge associated with the Northeast Anthony Henday project under construction by the Province.

PROFILE BACKGROUND

The Province of Alberta is constructing the Northeast Anthony Henday including a crossing of the North Saskatchewan River. At the City's request, the Province is including the construction of a pedestrian river crossing which will be constructed under one of the roadway bridges. The City of Edmonton has committed to funding a portion of the pedestrian connection. As the pedestrian bridge will be a Provincial facility, funding for this project represents an operational expense funded through a capital profile.

PROFILE JUSTIFICATION

Funding commitment by the City of Edmonton was made for the pedestrian bridge as part of the Province's Regional Priority Northeast Anthony Ring Road.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility.

ALTERNATIVES CONSIDERED

Alternatives were reviewed during the concept planning phase of the Northeast Anthony Henday completed by the Province of Alberta.

COST BENEFITS

Tangible benefits include providing a crossing of a major barrier to active transportation. Intangible benefits include improved health and increased safety for residents of Northeast Edmonton.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

Construction is underway and being managed by the Province. Only funding is required from the City.

CONCLUSIONS AND RECOMMENDATIONS

That funding for the City's commitment to the pedestrian bridge as part of the Province's Northeast Anthony Henday Drive project be approved.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **NE-AHD Pedestrian Bridge (funding only; Provincial project)**
 PROFILE NUMBER: **16-66-2610**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Planning**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	2,000	-	-	-	-	-	-	-	2,000
Current Approved Budget		-	-	-	2,000	-	-	-	-	-	-	-	2,000
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	-	1,700	-	-	-	-	-	-	-	1,700
Pay-As-You-Go		-	-	-	300	-	-	-	-	-	-	-	300
Current Approved Funding Sources		-	-	-	2,000	-	-	-	-	-	-	-	2,000

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	2,000	-	-	-	-	-	-	-	2,000
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	-	1,700	-	-	-	-	-	-	-	1,700
Pay-As-You-Go		-	-	-	300	-	-	-	-	-	-	-	300
Requested Funding Source		-	-	-	2,000	-	-	-	-	-	-	-	2,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction		-	-	-	2,000	-	-	-	-	-	-	-
Total		-	-	-	2,000	-	-	-	-	-	-	-	2,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	83 AVENUE BIKEWAY (MILL CREEK RAVINE TO 112 STREET)	FUNDED
PROFILE NUMBER:	16-66-2612	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Transportation Services	PROFILE TYPE: Standalone
BRANCH:	Transportation Planning	PROFILE MANAGER: Adam Homes
LEAD BRANCH:	Transportation Planning	LEAD BRANCH MANAGER: Adam Homes
PROGRAM NAME:		ESTIMATED START DATE: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2016

Service Category:	Roads	Major Initiative:	
--------------------------	--------------	--------------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	4,390
50	50	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	4,390

PROFILE DESCRIPTION

The 83 Ave Priority Bikeway is a high quality bicycle facility from 112 St to Mill Creek Ravine and is the alternative to the higher traffic volume and speed Whyte Avenue. The project is located in a high demand central area, addresses existing safety issues, will increase the number of Edmontonians choosing to ride a bike.

Scope:

Priority Bikeways are high quality facilities along corridors with high existing demand, connections to important destinations, and histories of collisions. Pavement markings, infrastructure (e.g. medians, SUPs), signs, intersection controls, and data collection equipment are in scope. Some minor roadway rehab may be included.

Out of Scope:

Roadway reconstruction and reconstruction of other infrastructure along the corridor that is not impacted by the bikeway.

PROFILE BACKGROUND

The Bicycle Transportation Plan (BTP) and Active Transportation Policy C544 were approved in 2009 to increase cycling in Edmonton. The Priority Bicycle Network is the network of the key central area, spoke, and cross-town routes to implement the BTP. Design of the project is anticipated to occur in 2015, with construction anticipated in 2016. Rehabilitation work along 83 Avenue will be completed in 2016 in advance of the neighbourhood renewal in profile 17-66-4022 scheduled for 2017.

STRATEGIC ALIGNMENT

The project directly contributes to The Way We Move and implements the 2009 Council-approved Active Transportation Policy C544, enhance safety/inclusivity/diversity of our communities, and minimize impacts on Edmonton's ecosystem.

ALTERNATIVES CONSIDERED

The design of Priority Bikeways is determined through a concept planning/preliminary engineering process including significant public involvement to determine existing transport issues, evaluate bicycle facilities options based on local conditions.

COST BENEFITS

Costs and benefits of the alternatives are identified and evaluated during concept planning/preliminary engineering.

Tangible Benefits:

The top 3 direct benefits are pedestrian and cyclist safety, accessibility and mobility of neighbourhoods and businesses, and providing transportation options to support mode shift

Intangible Benefits:

Improving public health, reducing greenhouse gas emissions, and supporting business growth/development

KEY RISKS & MITIGATING STRATEGY

Specific funding for Priority Bikeways is required to build the high demand bike routes. Without funding, only lower cost bike routes will be built. Coordination of renewal work, including funding, is required to reconstruct existing failing roads.

RESOURCES

The detailed design and construction of the Priority Bikeway may be completed by City forces or contracted and will be evaluated to determine the most cost effective when the concept plan and preliminary design are complete.

CONCLUSIONS AND RECOMMENDATIONS

Proceeding with this project will result in direct progress toward goals and performance measures of The Way Ahead and The Way We Move and supports implementing the Active Transportation Policy.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **83 Avenue Bikeway (Mill Creek Ravine to 112 Street)**
 PROFILE NUMBER: **16-66-2612**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Planning**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	800	3,590	-	-	-	-	-	-	-	4,390
Current Approved Budget		-	-	800	3,590	-	-	-	-	-	-	-	4,390
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	677	3,055	-	-	-	-	-	-	-	3,731
Pay-As-You-Go		-	-	123	535	-	-	-	-	-	-	-	658
Current Approved Funding Sources		-	-	800	3,590	-	-	-	-	-	-	-	4,390

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	800	3,590	-	-	-	-	-	-	-	4,390
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	677	3,055	-	-	-	-	-	-	-	3,731
Pay-As-You-Go		-	-	123	535	-	-	-	-	-	-	-	658
Requested Funding Source		-	-	800	3,590	-	-	-	-	-	-	-	4,390

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	439	3,590	-	-	-	-	-	-	-	4,028
	Design	-	-	361	-	-	-	-	-	-	-	-	361
	Total	-	-	800	3,590	-	-	-	-	-	-	-	4,390

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Transportation Operations	-	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	102 AVENUE BIKEWAY (96 STREET - 136 STREET)	FUNDED
PROFILE NUMBER:	16-66-2614	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Transportation Services	PROFILE TYPE: Standalone
BRANCH:	Transportation Planning	PROFILE MANAGER: Adam Homes
LEAD BRANCH:	Transportation Planning	LEAD BRANCH MANAGER: Adam Homes
PROGRAM NAME:		ESTIMATED START DATE: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2017

Service Category: Roads	Major Initiative:
--------------------------------	--------------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	8,779
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	8,779

PROFILE DESCRIPTION

The 102 Avenue Priority Bikeway is a high quality bicycle facility from 136 St to 96 St. The project is located in a high demand central area, addresses existing safety issues, will increase the number of Edmontonians choosing to ride a bike.

PROFILE BACKGROUND

The Bicycle Transportation Plan (BTP) and Active Transportation Policy C544 were approved in 2009 to increase cycling in Edmonton. The Priority Bicycle Network is the network of the key central area, spoke, and cross-town routes to implement the BTP.

PROFILE JUSTIFICATION

The 102 Avenue Priority Bikeway improves safety, accessibility and mobility by constructing bikeways in high demand central areas to achieve the performance targets of The Way Ahead and The Way We Move, and supports the Active Transportation Policy.

STRATEGIC ALIGNMENT

The project directly contributes to The Way We Move and implements the 2009 Council-approved Active Transportation Policy C544.

ALTERNATIVES CONSIDERED

The design of Priority Bikeways is determined through a concept planning/preliminary engineering process including significant public involvement to determine existing transport issues, evaluate bicycle facilities options based on local conditions.

COST BENEFITS

Costs and benefits of the alternatives are identified and evaluated during concept planning/preliminary engineering.

Tangible Benefits:

Pedestrian and cyclist safety, accessibility and mobility of neighbourhoods and businesses, and providing transportation options to support mode shift.

Intangible Benefits:

Improving public health, reducing greenhouse gas emissions, and supporting business growth/development.

KEY RISKS & MITIGATING STRATEGY

Specific funding for Priority Bikeways is required to build the high demand bike routes. Without funding, only lower cost bike routes will be built. Coordination of renewal work, including funding, is required to reconstruct existing failing roads.

RESOURCES

The detailed design and construction of the Priority Bikeway may be completed by City forces or contracted and will be evaluated to determine the most cost effective when the concept plan and preliminary design are complete.

CONCLUSIONS AND RECOMMENDATIONS

This project will result in progress toward goals of The Way Ahead and The Way We Move and supports implementing the Active Transportation Policy and the Capital City Downtown Plan.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **102 Avenue Bikeway (96 Street - 136 Street)**
 PROFILE NUMBER: **16-66-2614**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Planning**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget											
Original Budget Approved	-	-	1,300	3,500	3,979	-	-	-	-	-	-	8,779
Current Approved Budget	-	-	1,300	3,500	3,979	-	-	-	-	-	-	8,779
Approved Funding Sources												
Pay-As-You-Go	-	-	1,300	3,500	3,979	-	-	-	-	-	-	8,779
Current Approved Funding Sources	-	-	1,300	3,500	3,979	-	-	-	-	-	-	8,779

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

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	-	1,300	3,500	3,979	-	-	-	-	-	8,779
	Requested Funding Source											
	Pay-As-You-Go	-	-	1,300	3,500	3,979	-	-	-	-	-	8,779
	Requested Funding Source	-	-	1,300	3,500	3,979	-	-	-	-	-	8,779

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		Construction	-	-	422	3,500	3,979	-	-	-	-	-	-
	Design	-	-	878	-	-	-	-	-	-	-	-	878
	Total	-	-	1,300	3,500	3,979	-	-	-	-	-	-	8,779

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Transportation Operations	-	20	20	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	20	20	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	CAPITAL LINE LRT HERITAGE VALLEY PARK AND RIDE LAND+DESIGN	FUNDED
PROFILE NUMBER:	16-66-7006	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Transportation Services	PROFILE TYPE: Standalone
BRANCH:	Transportation Planning	PROFILE MANAGER: Adam Homes
LEAD BRANCH:	Transportation Planning	LEAD BRANCH MANAGER: Adam Homes
PROGRAM NAME:		ESTIMATED START DATE: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2016

Service Category:	Public Transit	Major Initiative:	LRT Expansion
--------------------------	-----------------------	--------------------------	----------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	2,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	2,000

PROFILE DESCRIPTION

This profile is for the design of Heritage Valley Transit Centre and first stage Park and Ride Lot. Heritage Valley is the planned site of an LRT station on the future Capital Line extension. The construction is considered in a separate profile under 18-66-3514.

Building the Heritage Valley Transit Centre and the first stage of the Park and Ride Lot will accommodate the growth requirements of Heritage Valley Neighbourhoods, promote regional transit and replace the leased park and ride at Century Park Transit Centre and LRT station.

As a result of 2015-18 capital budget deliberations, city council directed that this profile be amended to include \$2M to fund the design of the park and ride in the 2015-18 capital budget cycle. Funding is contingent upon Administration providing a report to council on options for the Century Park site park and ride.

PROFILE BACKGROUND

The development of Transit Facilities at Heritage Valley is required to meet the rapid development of communities at Heritage Valley neighborhood. It warrants the demand to build the Transit Centre and first stage Park and Ride Lot. It will also serve the satellite communities and support to the surrounding local businesses.

Land is needed from the Province for the proposed transit centre and park and ride and for the ultimate LRT station and operation and maintenance facility. This profile includes only the land for the transit centre and the park and ride.

This project will also replace the leased Century Park and Ride Lot. The current lease agreement will expire in March, 2015 with an option to renew for up to an additional 5 years to March 2020. It is unlikely however that the developer will agree to an extension beyond March, 2020.

The existing City owned parking lot at Century Park is also under capacity.

PROFILE JUSTIFICATION

There are various reasons for implementing the Heritage Valley Transit Centre and Park and Ride Lot, they are as follows:

1. It will accommodate the growth requirements of Heritage Valley Neighbourhoods
2. It will promote regional transit
3. It will replace the leased park and ride lot at Century Park Transit Centre
4. It will alleviate the under capacity park and ride lot that the City owned at Century Park
5. It supports the City's Strategic Goals and Alignment

STRATEGIC ALIGNMENT

The City's strategic vision calls for a more compact, livable and sustainable city, where people have an opportunity and choose to use alternate transportation modes. Expanding the bus network is one of the ways to meet these objectives.

ALTERNATIVES CONSIDERED

1. Renew the lease agreement at Century Park
2. Increase the parking capacity at Century Park by constructing the parkade building (Profile #17-66-3512)
3. Stage the Transit Centre and Park 'n Ride construction
4. Engage in a Public-private partnerships (P3s) program
5. Defer the design and construction- do nothing

Item 3 is the recommended alternative.

COST BENEFITS

Tangible Benefits:

Retains parking for Transit customers

Intangible Benefits:

Will provide easy access to the LRT and Bus Transit service from Heritage Valley and the regional area south of Edmonton

Will promote Transit use

The profile cost estimate is +/- 50% accurate based at the preliminary design stage. Refined cost estimates will be developed during the design phase.

KEY RISKS & MITIGATING STRATEGY

Funding not approved/deferred - The leased parking lot at Century Park will end by 2020 and without replacement public parking being made available will result in a reduction in Transit use.

RESOURCES

The design will be managed by LRT Design and Construction or by Community Services Project Management Section. Construction will be managed through profile 18-66-3514.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended to design the Heritage Valley Transit Centre and the first stage of Park and Ride to accommodate the growth at Heritage Valley Area, promote regional transit and replace the leased parking lot at Century Park TC.

CONTINGENCY OF APPROVAL

Heritage Valley – Transit Centre- Park and Ride Options – Park and Ride Strategy
December 11, 2014 - City Council Meeting

That Capital Profile S-LRT Heritage Valley - Transit Centre - Park and Ride #16-66-7006 be added and funded in the amount of \$2 million to fund design of the park and ride facility, with funding from an increase in use of Pay-As-You-Go, and that the expenditure of funds be subject to the Century Park Site Park and Ride Options report and the Park and Ride Strategy report to Council through Transportation Committee.

Due By: Feb. 25, 2015 Transportation Committee

Contingency met: dd/mm/yyyy

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Capital Line LRT Heritage Valley Park and Ride Land+Design**
 PROFILE NUMBER: **16-66-7006**

PROFILE TYPE: **Standalone**
 BRANCH: **Transportation Planning**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,200	800	-	-	-	-	-	-	-	2,000
Current Approved Budget		-	-	1,200	800	-	-	-	-	-	-	-	2,000
Approved Funding Sources													
Pay-As-You-Go		-	-	1,200	800	-	-	-	-	-	-	-	2,000
Current Approved Funding Sources		-	-	1,200	800	-	-	-	-	-	-	-	2,000

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	1,200	800	-	-	-	-	-	-	-	2,000
Requested Funding Source													
Pay-As-You-Go		-	-	1,200	800	-	-	-	-	-	-	-	2,000
Requested Funding Source		-	-	1,200	800	-	-	-	-	-	-	-	2,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Design	-	-	1,200	800	-	-	-	-	-	-	-	2,000
	Total	-	-	1,200	800	-	-	-	-	-	-	-	2,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **ACTIVE TRANSPORTATION**
PROFILE NUMBER: **CM-66-2600**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Planning**
LEAD BRANCH: **Transportation Planning**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Composite
PROFILE MANAGER:	Adam Homes
LEAD BRANCH MANAGER:	Adam Homes
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2018

Service Category: **Roads**

Major Initiative:

GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	20,000
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	20,000

PROFILE DESCRIPTION

The composite program constructs reported missing sidewalks, pedestrian infrastructure to make bus stops accessible, citizen requested curb ramps, river valley/ravine wooden stairways, shared-use paths, bicycle parking, and data collection equipment.

Per council's capital budget deliberations, annual costs were reduced to \$5M per year (total of \$20M for 2015-18) in accordance with approved amendment CAP 24.

PROFILE BACKGROUND

The Bicycle Transportation Plan, Sidewalk Strategy, Walkability Strategy, and Active Transportation Policy C544 were approved in 2009 to increase pedestrian, cyclist, and transit accessibility and safety regardless of age or ability.

PROFILE JUSTIFICATION

The Active Transportation Program fulfills Policy C544 to support all forms of active transport by enhancing mobility, access, safety, inclusivity, and connectivity via strategic improvement and expansion of pedestrian and bicycle infrastructure.

STRATEGIC ALIGNMENT

This program directly contributes to achieving The Way We Move Progress Measures and implements Active Transportation Policy C544, and optimizes opportunities to walk, cycle and enhances safety, inclusivity, and diversity of our communities.

ALTERNATIVES CONSIDERED

Alternatives were considered during the development of the strategic plans that this program implements: Walkability Strategy, Sidewalk Strategy, Bicycle Transportation Plan, and Multi-use Trail Corridor Study.

COST BENEFITS

Costs & benefits were considered for the alternatives assessed during preparation of the strategic plans. The most cost-effective approach was recommended for implementation.

Tangible Benefits:

Pedestrian and cyclist safety, accessibility and mobility for persons with disabilities, and accessibility of transit

Intangible Benefits:

Providing transportation options for mode shift, reducing greenhouse gas emissions, and improving public health

KEY RISKS & MITIGATING STRATEGY

If funding is not allocated to this program, requested sidewalks and curb ramps will not be constructed, isolated bus stops will not be connected, wooden stairs will not be maintained, and strategic plan progress measure targets will not be met.

RESOURCES

The detailed design and construction of Active Transportation Infrastructure may be completed by City forces or contracted and will be evaluated to determine the most cost effective when the concept plan and preliminary design are complete.

CONCLUSIONS AND RECOMMENDATIONS

Funding this program contributes to Edmonton's accessibility, safety, and mobility by constructing pedestrian and bicycle infrastructure to achieve the performance measures targets for The Way Ahead and The Way We Move.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Active Transportation**
 PROFILE NUMBER: **CM-66-2600**

PROFILE TYPE: **Composite**
 BRANCH: **Transportation Planning**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	6,500	7,500	3,500	2,500	-	-	-	-	-	20,000
Current Approved Budget		-	-	6,500	7,500	3,500	2,500	-	-	-	-	-	20,000
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	4,250	5,250	2,000	1,000	-	-	-	-	-	12,500
Pay-As-You-Go		-	-	2,250	2,250	1,500	1,500	-	-	-	-	-	7,500
Current Approved Funding Sources		-	-	6,500	7,500	3,500	2,500	-	-	-	-	-	20,000

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	6,500	7,500	3,500	2,500	-	-	-	-	-	20,000
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	4,250	5,250	2,000	1,000	-	-	-	-	-	12,500
Pay-As-You-Go		-	-	2,250	2,250	1,500	1,500	-	-	-	-	-	7,500
Requested Funding Source		-	-	6,500	7,500	3,500	2,500	-	-	-	-	-	20,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	6,450	7,450	3,450	2,450	-	-	-	-	-	19,800
	Design	-	-	50	50	50	50	-	-	-	-	-	200
	Total	-	-	6,500	7,500	3,500	2,500	-	-	-	-	-	20,000

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Transportation Operations	-	5	5	-	-	5	5	-	-	5	5	-	-	5	5	-
Total Operating Impact	-	5	5	-	-	5	5	-	-	5	5	-	-	5	5	-

CAPITAL PROFILE REPORT

PROFILE NAME: **COMPLETE STREETS - ENHANCEMENTS**
PROFILE NUMBER: **CM-66-9003**
DEPARTMENT: **Transportation Services**
BRANCH: **Transportation Planning**
LEAD BRANCH: **Transportation Planning**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Post Budget Approval
PROFILE TYPE:	Composite
PROFILE MANAGER:	Adam Homes
LEAD BRANCH MANAGER:	Adam Homes
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2018

Service Category: **Roads**

Major Initiative:

GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	10,949
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	10,949

PROFILE DESCRIPTION

This composite program constructs roadway infrastructure that is needed to complete a street to ensure that the design reflects the surrounding area such as sidewalks, curb ramps, bicycle infrastructure, additional lanes, etc.

PROFILE BACKGROUND

The Complete Streets Policy C573 were approved in 2013 to acknowledge that the design of all streets will reflect the characteristics of the area and all users of the roadway and that an integrated, connected network approach is needed.

PROFILE JUSTIFICATION

The Complete Streets Program fulfills Policy C573 to support streets that reflect the surrounding area, are safe and welcoming to all users are important for the quality of life, competitiveness and growth of our city.

STRATEGIC ALIGNMENT

This program directly contributes to achieving The Way We Move Strategic Goals and implements the direction of the 2013 Council-approved Complete Streets Policy C573. The Way We Move recognizes that transportation is more than simply moving people.

ALTERNATIVES CONSIDERED

Alternatives will be considered as part of each roadway project. The City of Edmonton will utilize the principles of Complete Streets in all new and rehabilitation projects that take place on public road right-of-way.

COST BENEFITS

The top direct benefits are the ability to increase the overall capacity of the transportation network, designing streets that are safe for all users and many times result in roadway right of way reductions. The top indirect benefits are providing transportation options for mode shift, reducing greenhouse gas emissions, and improving public health.

KEY RISKS & MITIGATING STRATEGY

If funding is not allocated to this program, roadway elements that are needed to complete the street will not be constructed and citizen and Council expectations will not be met.

RESOURCES

The detailed design and construction of Complete Streets elements may be completed by City forces or contracted and will be evaluated to determine the most cost effective when the concept plan and preliminary design are complete.

CONCLUSIONS AND RECOMMENDATIONS

Funding this program contributes to Edmonton's accessibility, safety, and mobility by constructing roadway elements that create streets that reflect the surrounding area to achieve the performance measures targets for The Way We Move.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Complete Streets - Enhancements**
 PROFILE NUMBER: **CM-66-9003**

PROFILE TYPE: **Composite**
 BRANCH: **Transportation Planning**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	2,744	2,716	2,732	2,758	-	-	-	-	-	10,949
Current Approved Budget		-	-	2,744	2,716	2,732	2,758	-	-	-	-	-	10,949
Approved Funding Sources													
Pay-As-You-Go		-	-	2,744	2,716	2,732	2,758	-	-	-	-	-	10,949
Current Approved Funding Sources		-	-	2,744	2,716	2,732	2,758	-	-	-	-	-	10,949

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	2,744	2,716	2,732	2,758	-	-	-	-	10,949
Requested Funding Source												
Pay-As-You-Go		-	-	2,744	2,716	2,732	2,758	-	-	-	-	10,949
Requested Funding Source		-	-	2,744	2,716	2,732	2,758	-	-	-	-	10,949

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	2,744	2,716	2,732	2,758	-	-	-	-	-	10,949
	Total	-	-	2,744	2,716	2,732	2,758	-	-	-	-	-	10,949

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **SHAW CONFERENCE CENTRE RENEWAL**
 PROFILE NUMBER: **15-99-3030**
 DEPARTMENT: **Boards and Commissions**
 BRANCH: **Economic Development Corporation**
 LEAD BRANCH: **Economic Development Corporation**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **Cliff Higuchi**
 LEAD BRANCH MANAGER: **Cliff Higuchi**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: Building Renewal		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	7,930
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	7,930

PROFILE DESCRIPTION

This profile is for renewal of the infrastructure of the Shaw Conference Center. Replacement of Atrium sealed glass units, air handling units damper & actuators, freight elevators, hydraulic piston, kitchen exhaust fan, heat exchangers, renew a range of equipment, devices and parts of the water system, HVAC upgrade and cleaning system.
 Upgrading of service transformers, sound system, lighting, fire alarm, security and paging system reorganize wiring, electrical panel boards, door access controls and surveillance.
 Loading dock - repaving/expansion joints, renew sliding doors, exterior landscaping, wood soffits, washroom upgrades, carpets, resurface asphalt pavement, roof, ceramic tile, floor and acoustic partitions.

PROFILE BACKGROUND

The renewal work under this profile are related to the access and utilization of the conference centre including maintaining the property in good condition as well as meeting safety standards and providing a safe environment and facility for our customers and staff. Maintaining the mechanical systems of the building in good order and maintaining the internal system of the building in good order for utilization of the conference centre.

PROFILE JUSTIFICATION

Rehabilitation of the property to maintain good condition, to meet safety standards and regulations and provide quality customer service to aid in the marketability of the Centre. The existing glass to the atrium space is in need of replacement because the glazing is beyond the normal service life of 25 years for the sealed glass units. The glass units have been failing at steady pace for some time.

STRATEGIC ALIGNMENT

To assist in operating the facility with the best economic impact. Meet the safety standard, ensuring protecting property, people and image.

ALTERNATIVES CONSIDERED

Renewal as needed; delay renewal as per new assessment. In regards to the atrium glass, replace failed glass panels and its seals to prevent leaks into the building.

COST BENEFITS

Long term savings due to reduction in on-going repairs, and reducing the potential for lost business due to inability to meet customer expectations. Reduction in the amount of down time and mitigate risks in liability and property damage. (Atrium Glass).

KEY RISKS & MITIGATING STRATEGY

Liability due to personal injury; decrease in marketability of conference centre, negative customer experience due to malfunction of equipment, water leaks, personal injury or property damage resulting in decreased revenue.

RESOURCES

The Shaw Conference Center will conform to the City of Edmonton's requirements during the tender process.

CONCLUSIONS AND RECOMMENDATIONS

Renewals and replacements are required to maintain a safe facility, generate revenue, extend the useful life of the property, prevent further damage, and operate the facility without disruption by preventing electrical and mechanical failures.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Shaw Conference Centre Renewal**
 PROFILE NUMBER: **15-99-3030**

PROFILE TYPE: **Standalone**
 BRANCH: **Economic Development**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	3,410	1,350	1,270	1,900	-	-	-	-	-	7,930
Current Approved Budget		-	-	3,410	1,350	1,270	1,900	-	-	-	-	-	7,930
Approved Funding Sources													
Pay-As-You-Go		-	-	3,410	1,350	1,270	1,900	-	-	-	-	-	7,930
Current Approved Funding Sources		-	-	3,410	1,350	1,270	1,900	-	-	-	-	-	7,930

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	3,410	1,350	1,270	1,900	-	-	-	-	-	7,930
Requested Funding Source													
Pay-As-You-Go		-	-	3,410	1,350	1,270	1,900	-	-	-	-	-	7,930
Requested Funding Source		-	-	3,410	1,350	1,270	1,900	-	-	-	-	-	7,930

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Other Costs	-	-	3,410	1,350	1,270	1,900	-	-	-	-	-	7,930
	Total	-	-	3,410	1,350	1,270	1,900	-	-	-	-	-	7,930

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **NORTHWEST CAMPUS**
 PROFILE NUMBER: **12-60-1376**
 DEPARTMENT: **Boards and Commissions**
 BRANCH: **Edmonton Police Service**
 LEAD BRANCH: **Edmonton Police Service**
 PROGRAM NAME:
 BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **D/C Danielle Campbell**
 LEAD BRANCH MANAGER: **Brian Kisilevich**
 ESTIMATED START DATE: **January, 2012**
 ESTIMATED COMPLETION: **December, 2017**

Service Category: Protection		Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	106,860
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	106,860

PROFILE DESCRIPTION

The Northwest Campus project encompasses the design and construction of a single facility to house a new Arrest Processing Facility and a Training Centre in conjunction with a new Northwest Division Station. These facilities will be designed to maximize common areas and economies of scale to provide needed facilities. The Training Centre will also provide recruit and on-going mandatory and elective training for the EPS.

The campus would house approximately 250 staff members and provide training space for all EPS staff and up to 70 detainee cells. The Training Centre would also be available for other City and outside agency training needs. Community use would be factored into the design.

Previously approved 07-60-1375 North West Division Station for land and design is included as part of this profile.

See section on "Changes to Approved Profile" for details on approved and proposed change requests.

PROFILE BACKGROUND

Facilities are often referred to as the "bricks and mortar" infrastructure that supports the operational responsibilities of any organization. Over time, best practice methodologies have been applied to assess the condition, capacity and functionality of facilities.

Capacity and functionality are not the only conditions that the EPS must look at when reviewing its space and facility needs. Advances in technology, building HVAC (heating, ventilation and air conditioning) systems and security have infringed on working space, reducing the effective area available for operational and support functions. At the same time, office space has had to accommodate larger furniture that is more ergonomically suitable and able to position computers and other technology needs for staff use. Increasingly, Occupational Health and Safety concerns related to the workplace play a critical role in the use of existing space and in the planning for new space.

PROFILE JUSTIFICATION

Each individual facility is required to address critical needs of the EPS:

A. Northwest Division Station is required based on projected workload to efficiently deploy patrol members, strengthen ownership of territory and make more time available for proactive police work.

B. A new Arrest Processing Facility will replace the existing facility located in EPS Headquarters:

*The current facility constructed to hold 23 people including staff. The number of detainees is regularly over 35 currently.

* Detainees frequently held three or more to a cell leading to severe personal security, health and Charter issues, for officers and detainees.

C. A new Training Centre includes:

* Centralization of all staff and equipment in one place for better efficiencies than separate areas. The current recruit training centre lease will expire in 2016.

* Increased emphasis on training to meet provincial standards, investigative quality and mitigate civil litigation against the EPS.

STRATEGIC ALIGNMENT

Considering the North West Campus as a single entity and its connection to the "Ways":

*The Way We Live – Increased efficiency supporting a safe city;

*The Way We Green – Increased efficiency of facility operations and smaller overall footprint.

ALTERNATIVES CONSIDERED

The EPS considered originally three separate facilities to meet the distinct needs of each. Based on feedback from the Strategic Facilities Plan and to achieve efficiencies and reduce overall costs, the project was approved to proceed as a campus.

COST BENEFITS

Initial cost estimates were at a conceptual level and were considered to be +/- 50% accurate.

In reviewing the initial size estimates and expected costs with Buildings Design and Construction at the time, significant savings were expected from combining all the facilities. Overall expected savings were anticipated to be the equivalent of the cost of constructing a single standalone facility.

KEY RISKS & MITIGATING STRATEGY

High Risk: Failure to protect the health, safety and security of EPS members or members of the public through the consistent provision of adequate facilities.

RESOURCES

All City of Edmonton policies and procedures will be followed for this profile. The EPS will work closely with Project Management and Maintenance Services throughout design and construction.

CONCLUSIONS AND RECOMMENDATIONS

On completion of three separate business cases (attached), the EPS quickly realized that these individual facilities would be expensive to build and moving forward with three separate facility requests would not be an efficient use of tax dollars.

CHANGES TO APPROVED PROFILE

Since the original approval, detailed space planning has increased the accuracy of estimates to a +/- 20% accuracy level. This planning revealed that the original square footage estimates were significantly lower than requirements.

Functional changes within the EPS moved the Detainee Management Unit to the newly created Investigation Management and Approval Centre (IMAC). As this area built their processes, adjacency of the detainee function and the resulting court and investigative documents became closely integrated. Consistent support for the detainee management function was provided through close physical proximity of the other areas. It was determined that physical adjacency would be required between the functions continuing into the future adding to the overall square footage requirements.

In addition, the land originally identified for the campus was no longer available resulting in delays while a new parcel was located and the appropriate plans and zoning were completed. This parcel is in Goodridge Corners and adjacent to the new Remand Centre making it an ideal site but also a more expensive one. This added \$2.75 million to the project.

The overall size increase and inflationary costs due to the delay of the project and the addition of the remainder of the IMAC functional area totaled \$25.405 million dollars. At the July 16, 2014 City Council Meeting an additional \$8.2 million in funding was approved by City Council to be added to this project. This funding was the result of deferred financing changes for this project as it is being funded through Tax Supported Debt.

The remaining \$17.205 million for construction increases is proposed to be approved in the 2015-18 Capital Budget. One package for \$9.31 million for the Detainee Management facility and a second package for \$7.895 million to construct the IMAC facility are proposed for Tax-Supported Debt financing.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Northwest Campus**
 PROFILE NUMBER: **12-60-1376**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Police Service**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET	Approved Budget									
	Original Budget Approved	19,212	16,961	28,282	17,000	-	-	-	-	-	-	81,455
	2012 CBS Budget Adjustment	-11,173	-	-	-	-	-	-	-	-	-	-11,173
	2013 Cap - Carry Forward	-19,054	-	-	-	-	-	-	-	-	-	-19,054
	2013 CBS Budget Adjustment	11,173	-	-	-	-	-	-	-	-	-	11,173
	2014 Cap - Budget Request for Next Cycle	-	-	-	17,205	-	-	-	-	-	-	17,205
	2014 Cap - Capital Budget Adj (one-off)	-	8,200	-	-	-	-	-	-	-	-	8,200
	2014 Cap - Carry Forward	-	19,054	-	-	-	-	-	-	-	-	19,054
	Current Approved Budget	158	44,215	28,282	17,000	17,205	-	-	-	-	-	106,860
	Approved Funding Sources											
	Pay-As-You-Go	-	8,200	-	-	-	-	-	-	-	-	8,200
	Tax-Supported Debt	158	36,015	28,282	17,000	17,205	-	-	-	-	-	98,660
	Current Approved Funding Sources	158	44,215	28,282	17,000	17,205	-	-	-	-	-	106,860

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		158	44,215	28,282	17,000	17,205	-	-	-	-	-	106,860
Requested Funding Source												
Pay-As-You-Go		-	8,200	-	-	-	-	-	-	-	-	8,200
Tax-Supported Debt		158	36,015	28,282	17,000	17,205	-	-	-	-	-	98,660
Requested Funding Source		158	44,215	28,282	17,000	17,205	-	-	-	-	-	106,860

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		Construction	-	8,200	-	-	17,205	-	-	-	-	-	-
Other Costs	158	36,015	28,282	17,000	-	-	-	-	-	-	-	-	81,455
Total		158	44,215	28,282	17,000	17,205	-	-	-	-	-	-	106,860

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Personnel, Utilities

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Police Service	-	5,601	5,601	29.0	-	3,536	3,536	17.0	-	1,307	1,307	-	-	-	-	-
Total Operating Impact	-	5,601	5,601	29.0	-	3,536	3,536	17.0	-	1,307	1,307	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **HELICOPTER REPLACEMENT - SINGLE ENGINE**
 PROFILE NUMBER: **15-60-1402**
 DEPARTMENT: **Boards and Commissions**
 BRANCH: **Edmonton Police Service**
 LEAD BRANCH: **Edmonton Police Service**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **D/C Brian Simpson**
 LEAD BRANCH MANAGER: **D/C Brian Simpson**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2015**

Service Category: **Protection** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	3,470
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	3,470

PROFILE DESCRIPTION

This capital project covers the renewal one EPS helicopter at end of life. The new aircraft will need to meet EPS endorsed service standards at locations outside city centre with more power and safety features to meet its mandate. The Helicopter Flight Operations Unit (HFOU) program is considered to be an essential core service of the EPS. Ability for ground units to rely on the helicopter to assist in critical situations has become a routine part of how the EPS operates and responds to incidents such as Curb the Danger Calls, police pursuits, disasters and other more routine calls. This capital project covers the replacement of one EPS helicopter at end of life with a unit providing additional capabilities and functionality. The original aircraft was purchased used in 2001 and has conformed to required maintenance schedules. Optional equipment such as the Forward Looking Infrared, NightSun and microwave downlink will require replacement to be compatible with the new aircraft.

PROFILE BACKGROUND

The Helicopter Flight Operations Unit (HFOU) is responsible for providing aerial intelligence support to operational ground personnel. The City Centre Airport provided a central location that minimized response times from the ground to less than 5 minutes. The program is now operating from Villeneuve Airport and response times have increased to 12 to 14 minutes. This more than doubles response time and reduces the ability of the HFOU to respond in times of critical need.

The program expects to be in the air 1,700 hours annually and to be available for emergent needs a further 2,625 hours. In 2013, HFOU was in the air 1,611 hours. This covers the most high demand times for the provision of assistance to ground units.

PROFILE JUSTIFICATION

From a policing perspective, the HFOU safely manages police pursuits, rapidly and efficiently responds to calls for service, monitors "hot spots" for suspicious activity, assists other civic and regional partners in times of disaster and fires, and assists with missing persons searches. Consequently, increased public and officer safety; as well as, increased operational efficiency and effectiveness is accomplished.

If the HFOU program was curtailed or cancelled, an aerial advantage would be lost that could not be replicated by more officers on the ground. The ability to respond quickly, see in the dark and relay timely information can only be delivered with the speed and technology that a police helicopter delivers. The HFOU program will continue to be a core police program for the metropolitan Edmonton area.

The helicopter was expected to have a life cycle of approximately 9 years. Continuing high levels of maintenance services have kept these units in good working order.

STRATEGIC ALIGNMENT

When considering the HFOU connection to the "Ways", the program and its supporting capital assets primarily connect to:
 The Way We Live – Increased ability to police utilizing all available resources to meet critical demands and create a safe city.

ALTERNATIVES CONSIDERED

The EPS could continue to operate the program with two single engine aircraft accepting an increasingly reduced level of service and increased level of risk; or with one single and one twin aircraft accepting the loss of capacity and functionality.

Option 1: Retain single engine helicopters but replace one. This is the Council approved option.

Option 2: Sell both single engine helicopters (Air 2 initially as it has a higher trade-in value and then Air 1); purchase two twin engine models (Air 3 and 4).

Option 3: Purchasing one twin helicopter immediately, evaluate the model and then in 2019 requesting the second twin helicopter. Original EPS recommendation.

Net present value analysis indicates that there is no significant difference to replacing either of the existing units now or in four years. An upgraded single will be more expensive to operate than the existing unit but will provide more functionality. This unit will also be louder than the current singles.

COST BENEFITS

The HFOU program is an essential core EPS service. The program is highly valued; it aligns with case law and legislation relative to ethically leading pursuit policies; it is a force multiplier; and significantly mitigates risk to public and officer safety. Timeliness of response is a critical success factor and a delay of even a few minutes can impact on performance significantly. Locations within the City will assist to achieve that factor.

KEY RISKS & MITIGATING STRATEGY

A risk assessment identified many high level risks; including an inability to resolve police pursuits safely to avoid liability to the City. The EPS would abandon most police pursuits in this case and would incur more liability as a result.

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors.

Continuing evaluation and information will be provided to Council as per their request in Q1 2015.

CONCLUSIONS AND RECOMMENDATIONS

The City Council approved option is to replace one single engine model with an upgraded single engine helicopter. This is contingent on the additional information requested by Council in Q1 2015.

CONTINGENCY OF APPROVAL

Police Helicopter – Information and Analysis
December 11, 2014 - City Council Meeting

1. That a Capital Profile be added and funded in the amount of \$3.47 million to fund acquisition of one single-engine helicopter with funding from MSI.
2. That expenditure of such funds be subject to a report from Edmonton Police Commission, through Committee to Council in the first quarter of 2015 outlining:
 - a) comprehensive information on how the single engine unit will be stored, maintained and operated, and
 - b) a thorough examination of the pros and cons of the EC130, the AC350 and any other comparable models, with special consideration to noise levels and sound character.

Edmonton Police Commission
Due By: Feb 23, 2015, CS Committee

Contingency met: dd/mm/yyyy

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Helicopter Replacement - single engine**
 PROFILE NUMBER: **15-60-1402**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Police Service**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	3,470	-	-	-	-	-	-	-	-	3,470
Current Approved Budget		-	-	3,470	-	-	-	-	-	-	-	-	3,470
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	3,470	-	-	-	-	-	-	-	-	3,470
Current Approved Funding Sources		-	-	3,470	-	-	-	-	-	-	-	-	3,470

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	3,470	-	-	-	-	-	-	-	3,470
Requested Funding Source												
Munc Sustain. Initiative - MSI		-	-	3,470	-	-	-	-	-	-	-	3,470
Requested Funding Source		-	-	3,470	-	-	-	-	-	-	-	3,470

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Other Costs	-	-	3,470	-	-	-	-	-	-	-	-	3,470
	Total	-	-	3,470	-	-	-	-	-	-	-	-	3,470

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Investigative Support Bureau	-	275	275	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	275	275	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **PUBLIC SAFETY RADIO NETWORK**
 PROFILE NUMBER: **15-60-1444**
 DEPARTMENT: **Boards and Commissions**
 BRANCH: **Edmonton Police Service**
 LEAD BRANCH: **Edmonton Police Service**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **D/C Danielle Campbell**
 LEAD BRANCH MANAGER: **Brock Kahanyshyn**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2017**

Service Category: **Protection** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	10,000
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	10,000

PROFILE DESCRIPTION

The Public Safety Radio Network (15-60-1444 – Migration) project covers the migration of the City of Edmonton Public Safety Public Service Radio System (PSPSRS) from the legacy EDACS network to a new P25 700MHz Alberta First Responder’s Radio Communications System (AFRRCS) network. This project captures capital investments required to transition the City of Edmonton radio network users to the AFRRCS network. This capital project, although put forward by Edmonton Police Service (EPS) as the primary user, is a City multi-department project benefiting all participating departments.

Fire Rescue Services, Alberta Health Services and the EPS are considered the primary first responder agencies utilizing the new AFRRCS. As a result of negotiations with the province, the migration to the provincial radio system is expected to be cost neutral - there will be no increase in operating costs to the City.

PROFILE BACKGROUND

In 1995, the City of Edmonton began operating its Public Safety Radio System (PSRS) for Police, Fire and Ambulance. In 2003, City of Edmonton public service departments joined the PSRS and the system became known as the Public Safety and Public Service Radio System (PSPSRS). Edmonton Transit joined in 2009.

The radio system provides two-way radio voice communication from the downtown core to a distance of approximately 10 kilometers outside the city boundary. There are approximately 6,200 users of the system. The radio system is managed by the EPS with oversight and governance provided by the PSPSRS Management Committee representing most of the City’s large user groups.

EPS is the largest user at over 44.1% of the system usage and ETS the second largest at 18.6%. The radio system is critical for communicating between city employees and between departments, and for coordinating activities when responding to serious incidents. This is a key system for employee safety.

PROFILE JUSTIFICATION

The current radio system was constructed in 1995-96 and will be end-of-life in 2017. Increasing maintenance costs and obsolescence of the current equipment requires that the system be wholly replaced. The AFRRCS network is owned and managed by The Alberta Solicitor General, and will be used province-wide by all First Responder agencies as well as various non-First Responder agencies. This profile represents the City’s cost to transition EPS to the AFRRCS network, once made available to City of Edmonton (currently scheduled for use by July 2016).

This system is a mission critical communications method for police and other public safety agencies. High system availability is necessary to ensure reliable communications that is directly tied to officer and public safety. This renewal will replace all core radio system components including the system backup with new standards based digital technology, under the Alberta Government’s AFRRCS initiative.

STRATEGIC ALIGNMENT

This project supports the achievement of the corporate outcome of a Safe City under the Way We Live; and safeguards assets under the Way We Finance. Under the Way We Grow, this profile provides for sustainable infrastructure supporting the whole City

ALTERNATIVES CONSIDERED

The existing radio system has served public safety (PS) and non-public safety (NPS) users well since 1995. The manufacture of the current generation of radio equipment ceased between March 2009 and March 2010. Multiple system components, and many of the user radios, are at or near end of life. The City risks irreparable failure of core system components, potentially resulting in the unavailability of mission-critical services with minimal alternate means of radio communications. Critical spares from the system vendor have been procured to extend the life of the current radio system until 2017.

Three main options were considered:

- Shared System: City Public Safety and NPS migrate to a new shared City-owned (and operated) replacement radio system.
- Split System: City PS organizations migrate to AFRRCS while City NPS organizations migrate to a new City-owned (and operated) replacement radio system
- Provincial Radio System: Both City PS and NPS organizations migrate to AFRRCS

COST BENEFITS

The costs are estimated at a level of accuracy of $\pm 20\%$ as this is at the detailed design phase.

The primary desired outcome of this capital project is to ensure the reliability and dependability of the city wide radio network for day to day operations for first responders and for all other City departments on the system.

Negotiations with the province has resulted in an expected cost neutral outcome for on-going operations.

KEY RISKS & MITIGATING STRATEGY

The City will be at a high level of risk should this infrastructure fail and the City has not means to dispatch and support City Staff including Police and Fire. Medium risks include inability to command and control operations and system failure.

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors.

A project team of mixed internal and external resources will be required to complete this project.

CONCLUSIONS AND RECOMMENDATIONS

The existing PSPSRS is at end of life in 2017 and must be replaced. After a comprehensive analysis and assessment of options, all City radio system partners intend to migrate to the AFRRCS network when available (estimated for July 2016).

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Public Safety Radio Network**
 PROFILE NUMBER: **15-60-1444**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Police Service**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	6,000	2,300	1,700	-	-	-	-	-	-	10,000
Current Approved Budget		-	-	6,000	2,300	1,700	-	-	-	-	-	-	10,000
Approved Funding Sources													
Pay-As-You-Go		-	-	6,000	2,300	1,700	-	-	-	-	-	-	10,000
Current Approved Funding Sources		-	-	6,000	2,300	1,700	-	-	-	-	-	-	10,000

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	6,000	2,300	1,700	-	-	-	-	-	-	10,000
Requested Funding Source													
Pay-As-You-Go		-	-	6,000	2,300	1,700	-	-	-	-	-	-	10,000
Requested Funding Source		-	-	6,000	2,300	1,700	-	-	-	-	-	-	10,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Equip FurnFixt	-	-	6,000	2,300	1,700	-	-	-	-	-	-	10,000
	Total	-	-	6,000	2,300	1,700	-	-	-	-	-	-	10,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **DIGITAL ASSET MANAGEMENT SYSTEM**
 PROFILE NUMBER: **15-60-1493**
 DEPARTMENT: **Boards and Commissions**
 BRANCH: **Edmonton Police Service**
 LEAD BRANCH: **Edmonton Police Service**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **D/C Danielle Campbell**
 LEAD BRANCH MANAGER: **Brock Kahanyshyn**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Protection** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	7,338
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	7,338

PROFILE DESCRIPTION

This project proposes to implement an enterprise information management system and protocol to organize data into a consistent, easily searchable format that will reduce unproductive time spent searching for documents and slow the growth of data storage requirements for the EPS. This is a necessary support for a major business change for data management of all information sources from office documents to digital exhibits.

Over the last several years, the rate of growth of electronic data based on storage requirements has been up to 35% annually. CCTV images have required approximately an annual 10% increase while DVD storage of evidence is increasing approximately 17%. At these growth rates, the network is adding at least 164 terabytes of data annually. This trend is expected to continue and escalate as more information is stored electronically. This project intends to reverse this growth trend and provide structure for data management.

PROFILE BACKGROUND

The EPS is an intelligence-based organization, like many other organizations in today's information driven society. The EPS is facing issues with the current methods of information management of unstructured data (photos, videos, administrative documents, emails, etc.) within the organization. Unstructured data is stored in an inconsistent manner which is to say there is no rigid taxonomy and retention schedules followed for the archiving of information.

The EPS currently manages over 1.2 petabytes of data. To provide some understanding of how much data, a petabyte is equivalent to 20 million four-drawer filing cabinets filled with text or 13.3 years of HD-TV video. Consider those 20 million file cabinets or HD-TV shows but with no clear path or roadmap to find or access them when needed.

The management of unstructured data using the current processes & technology is causing substantial risk to the organization.

PROFILE JUSTIFICATION

There are several issues that are facing the EPS related to data management that this project will address:

Long term Storage Requirements

Based upon current storage growth analysis & projected costs, without a more mature storage and management of unstructured data, it is estimated that the EPS will be spending \$26.5M annually by 2024 on storage alone, and require an additional 27 staff.

Employee Productivity

- Estimated productivity loss of 53,625 hours a year due to searching for documents

FOIP Compliance for Unstructured Data

- Properly manage information access (Section 38 of FOIP)
- Ensure proper retention of operational and administrative data (Section 35 of FOIP)
- Fully disclose information to a FOIP request (Section 10 of FOIP)

Full legal obligations for disclosure to Crown - now to be strictly in electronic format

- Current archive storage medium degradation
- High storage volume requirements
- Support ability to determine available information

STRATEGIC ALIGNMENT

This project aligns with the City of Edmonton "Ways" as follows.

- The Way We Finance – Increased productivity of police administrative functions will lead to a more efficient and productive support function for police

ALTERNATIVES CONSIDERED

Alternatives 1 & 2 would both improve support for disclosure, retention, sharing and information management

Alternative 1: Commercial Asset Management Solution

Benefits

- Faster implementation & lower Total Cost of Ownership

Drawbacks

- Less customizable to the specific needs of the EPS.

Alternative 2: Create Custom Digital Asset Management Solution

Benefits

- Custom designed to current EPS requirements

Drawbacks

- Implementation team would be substantially larger and require more time
- More expensive to maintain and more effort to update

Alternative 3: Status Quo

Benefits

- No upfront capital expenditure, however continuing costs for server capacity

Drawbacks

- Inability to meet FOIP compliance for unstructured data
- Inability to properly disclose archive evidence
- Issues with employee productivity
- Additional annual operational costs & resources of approx. \$1.4 million
- Productivity will continue to worsen

COST BENEFITS

This project is at a preliminary design level and is estimated at +/- 20% accuracy. This will link the structured data in the Police Records Management System to unstructured data held separately.

Productivity and cost avoidance of increased server space is anticipated to be \$2.0 million annually. Cost of operating the system are anticipated to be \$1.22 million annually achieving conservatively increased efficiencies of \$0.78 million.

KEY RISKS & MITIGATING STRATEGY

High Risk - Will this solution be cost-effective - Ensure early measurement of current state and thorough estimate of post-implementation costs

Moderate Risk - Will the EPS support this large change? - Ensure good change mgmt and communication plan

RESOURCES

Implementation Resourcing

- 1 Project Manager (External)
- 3 Business Analysts (Mix)
- 3 System Analysts (Mix)
- 2 Records Techs (Internal)

CONCLUSIONS AND RECOMMENDATIONS

Based on the productivity and other benefits related to FOIP and disclosure compliance, the EPS recommends implementing a Digital Asset Management solution.

Based on speed, continuing support and cost an off the shelf product is recommended.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Digital Asset Management System**
 PROFILE NUMBER: **15-60-1493**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Police Service**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	3,396	2,396	1,148	398	-	-	-	-	-	7,338
Current Approved Budget		-	-	3,396	2,396	1,148	398	-	-	-	-	-	7,338
Approved Funding Sources													
Pay-As-You-Go		-	-	3,396	2,396	1,148	398	-	-	-	-	-	7,338
Current Approved Funding Sources		-	-	3,396	2,396	1,148	398	-	-	-	-	-	7,338

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	3,396	2,396	1,148	398	-	-	-	-	7,338
Requested Funding Source												
Pay-As-You-Go		-	-	3,396	2,396	1,148	398	-	-	-	-	7,338
Requested Funding Source		-	-	3,396	2,396	1,148	398	-	-	-	-	7,338

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Other Costs	-	-	3,396	2,396	1,148	398	-	-	-	-	-	7,338
	Total	-	-	3,396	2,396	1,148	398	-	-	-	-	-	7,338

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Police Service	-	985	985	2.0	-	235	235	2.0	-	-	-	-	-	-	-	-
Total Operating Impact	-	985	985	2.0	-	235	235	2.0	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **TELECOM LIFE CYCLE**
PROFILE NUMBER: **CM-60-1419**
DEPARTMENT: **Boards and Commissions**
BRANCH: **Edmonton Police Service**
LEAD BRANCH: **Edmonton Police Service**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **D/C Danielle Campbell**
LEAD BRANCH MANAGER: **Brock Kahanyshyn**
ESTIMATED START DATE: **January, 2016**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Protection** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	4,481
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	4,481

PROFILE DESCRIPTION

The CM-60-1419 (Telecom Lifecycle) composite capital project is used to operate and maintain the infrastructure of the Edmonton Police Service's (EPS) internal and public-facing communications systems. This project complements the Radio Life Cycle Equipment composite project (CM-60-1425) as part of the telecommunications program.

This composite project operates and maintains the infrastructure of three main technologies:

1. Landline telephone systems including voicemail
2. 911 Public Safety Answering Point (PSAP) telephone systems
3. Video conferencing

For the 2015-2018 budget cycle, lifecycle and replacement activities for the aforementioned telecom systems are expected to require capital composite project funding of \$4.481M.

Over the next 3-4 years, the Government of Alberta will be working to create province-wide standards, processes and procedures for 911 call taking to provide consistent service delivery across the province that may require new 911 systems.

PROFILE BACKGROUND

Telecommunications technology is an enabler for improved communication and effectiveness that allows the EPS to be successful in the delivery of policing services to the citizens of Edmonton. Work performed by the members of the EPS begins as a call for service by citizens through our network of communications infrastructure and equipment which provides a critical point of contact for the public.

The 911 system in particular provides a direct link for assistance at points when people are most vulnerable and in need of assistance.

PROFILE JUSTIFICATION

Telecommunications technology is an enabler for improved communication and effectiveness that allows EPS to be successful in the delivery of policing services to the citizens of Edmonton. Work performed by the members of EPS begins as a call for service by citizens through a network of communications infrastructure and equipment. These systems make up a network which provides a critical point of contact for the public. The EPS maintains all systems to a high standard to ensure longevity. Renewing with new technologies will allow EPS to keep pace with current needs, while developing a more integrated, capable, and updated communication infrastructure that will be required for the future.

EPS is actively involved with the provincial initiative to standardize processes and policies for the delivery of 911 services to the public. It is anticipated that this initiative will result in the need to upgrade current systems to meet new requirements and expectations.

STRATEGIC ALIGNMENT

Providing appropriate stewardship of critical assets to ensure their useful life is achieved or extended and through those assets ensuring that EPS front line staff are able to police Edmonton effectively and efficiently.

ALTERNATIVES CONSIDERED

Option 1 (recommended): Replace and/or upgrade telecommunication equipment and infrastructure as per life cycle

Benefits include:

- Increased ability to rely on communications standards
- Maintain equipment and ensure continuing functionality and capacity
- Enable anticipated productivity savings

Impacts and/or anticipated outcomes:

- Risk of communications and/or equipment failure significantly reduced
- Equipment maintained in optimum condition.

Option 2: Status Quo

Benefit is:

- No increase in operating costs until equipment is no longer supported in the near future

Impacts however include:

- Risk to public safety significantly higher
 - Technical obsolescence of existing equipment highly likely leading to increased risk of communication system failures related to 911 systems, telephone equipment and videoconferencing
 - Potential non-compliance to anticipated new provincial standards for delivery of 911 services

COST BENEFITS

The primary desired outcome of this capital project is to ensure the reliability and dependability of the EPS telephone and 911 networks for day to day operations and to aim to continuously improve the network for cost and efficiency.

KEY RISKS & MITIGATING STRATEGY

High Risk associated to using outdated telecommunications systems Impacts include:

- Reduced or lost ability to perform mandated and necessary policing tasks
- Loss of critical and/or sensitive organizational information and intelligence.

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors.

CONCLUSIONS AND RECOMMENDATIONS

Needs for upgraded and replacement technology infrastructure within the EPS are assessed and reviewed by the EPS Information Technology Strategy Committee to determine their value offset by cost and other factors related to implementation.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Telecom Life Cycle**
 PROFILE NUMBER: **CM-60-1419**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Police Service**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	-	350	1,805	2,326	-	-	-	-	-	4,481
Current Approved Budget		-	-	-	350	1,805	2,326	-	-	-	-	-	4,481
Approved Funding Sources													
Pay-As-You-Go		-	-	-	350	-	526	-	-	-	-	-	876
Pay-As-You-Go - Police		-	-	-	-	1,805	1,800	-	-	-	-	-	3,605
Current Approved Funding Sources		-	-	-	350	1,805	2,326	-	-	-	-	-	4,481

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	350	1,805	2,326	-	-	-	-	-	4,481
Requested Funding Source													
Pay-As-You-Go		-	-	-	350	-	526	-	-	-	-	-	876
Pay-As-You-Go - Police		-	-	-	-	1,805	1,800	-	-	-	-	-	3,605
Requested Funding Source		-	-	-	350	1,805	2,326	-	-	-	-	-	4,481

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Technology		-	-	-	350	1,805	2,326	-	-	-	-	-
Total		-	-	-	350	1,805	2,326	-	-	-	-	-	4,481

OPERATING IMPACT OF CAPITAL

Type of Impact: Personnel

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Police Service	-	130	130	1.0	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	130	130	1.0	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: POLICE IT - INFRASTRUCTURE SUSTAINMENT
PROFILE NUMBER: CM-60-1433
DEPARTMENT: Boards and Commissions
BRANCH: Edmonton Police Service
LEAD BRANCH: EPS Capital
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:	
PROFILE TYPE:	
PROFILE MANAGER:	D/C Danielle Campbell
LEAD BRANCH MANAGER:	Brock Kahanyshyn
ESTIMATED START DATE:	January, 2015
ESTIMATED COMPLETION:	December, 2018

Service Category: Protection	Major Initiative:
-------------------------------------	--------------------------

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	9,743
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	9,743

PROFILE DESCRIPTION

This composite program encompasses various initiatives to ensure high availability and operability of mission-critical police operational systems. These initiatives include lifecycle management and best practices.

1. Lifecycle Management

Each technology deployed at the EPS has a limited life span. Obsolescence and succession planning of these technologies ensures future capability and reliability.

2. Best Practice

Best practices are used to maintain quality. EPS IT best practices encompass the many frameworks and processes that are used to efficiently and effectively accomplish IT tasks.

For this period, the EPS will be renewing technology infrastructure related to mobile workstations in vehicles, network, server and storage hardware, and software utilized for infrastructure operations including authentication and overall system management.

PROFILE BACKGROUND

Information Technology Branch's (ITB) server, storage and network infrastructures provide state-of-the-art IT resources, innovative technologies, and an array of IT services and support. The IT strategic planning process provides the blueprint for building out a stable, accessible IT infrastructure.

The foundation of the Information Technology Branch's service delivery model is based on two basic principles that align with the core mission of the EPS:

- Ensure the Availability, Security and Integrity of Existing Information Technology Systems.
- Develop, Promote and Implement Effective Technology in Support of Business Strategy.

PROFILE JUSTIFICATION

Police maintain their own information technology networks including the mobile data terminals in police vehicles, desktop and laptop computers, servers, storage area networks and firewalls among other hardware equipment. These assets require regular replacement to ensure their continuing functionality and capacity.

The EPS has a significant investment in Information Technology. In order to maintain the value of that investment, active requirements planning and formal project management is employed. Security and availability of police information is a top priority and must be maintained for officer safety, organization liability, and business continuity/resiliency purposes. In order to meet these requirements, Information technologies are implemented using a combination of hardware and software. These components require ongoing upgrades and enhancements as the EPS work environment becomes more technologically complex and information requirements increase.

STRATEGIC ALIGNMENT

Support to the "Ways" as follows:

- The Way We Live – Increased ability to support policing functions to meet critical demands and create a safe city;
- The Way We Finance - Stewardship of assets to ensure they are well-managed and sustainable

ALTERNATIVES CONSIDERED

Renewal projects of this type have only one alternative - delay renewal and accept that maintenance costs will increase and reliability will decrease.

The City of Edmonton has a new governance model for technology investments. The Information Technology Investment Committee (ITIC) has developed a set of criteria to determine the greatest needs across the organization. The EPS has been a part of this committee and other various subcommittees as technology projects have been scrutinized.

EPS renewal or sustainment projects have been considered under the same terms as other City technology projects. Internally, the EPS also has its IT Strategy Committee which vets all projects to determine that they are delivering a high degree of value to the organization. This committee is similar in mandate and design to other departmental committees pursuing the same objective - a wise investment in technology.

COST BENEFITS

The primary desired outcome of this capital project is to ensure the reliability and dependability of the EPS network for day to day operations and to aim to continuously improve the network for cost and efficiency. As a first responder agency, reliability of the network for operations related to human and natural catastrophic events is a critical requirement.

KEY RISKS & MITIGATING STRATEGY

High Risks:

Operational Safety

Failure to ensure that appropriate mechanisms, processes, and equipment are available.

Technology and Systems

Risks associated with technology and systems that are not available, unreliable, or costly to maintain

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors.

This plan for replacement of existing infrastructure is expected to add some additional operating costs.

CONCLUSIONS AND RECOMMENDATIONS

Upgraded and replacement technology infrastructure within the EPS are assessed and reviewed by the EPS IT Strategy Committee to determine their value to the EPS offset by their cost and other factors. Business need is a primary consideration.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Police IT - Infrastructure Sustainment**
 PROFILE NUMBER: **CM-60-1433**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Police Service**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	3,325	3,095	1,723	1,600	-	-	-	-	-	9,743
Current Approved Budget		-	-	3,325	3,095	1,723	1,600	-	-	-	-	-	9,743
Approved Funding Sources													
Pay-As-You-Go		-	-	3,325	3,095	1,723	1,600	-	-	-	-	-	9,743
Current Approved Funding Sources		-	-	3,325	3,095	1,723	1,600	-	-	-	-	-	9,743

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	3,325	3,095	1,723	1,600	-	-	-	-	9,743
Requested Funding Source												
Pay-As-You-Go		-	-	3,325	3,095	1,723	1,600	-	-	-	-	9,743
Requested Funding Source		-	-	3,325	3,095	1,723	1,600	-	-	-	-	9,743

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Technology	-	-	3,325	3,095	1,723	1,600	-	-	-	-	-	9,743
	Total	-	-	3,325	3,095	1,723	1,600	-	-	-	-	-	9,743

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Police Service	-	120	120	-	-	130	130	1.0	-	-	-	-	-	-	-	-
Total Operating Impact	-	120	120	-	-	130	130	1.0	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **POLICE IT - APPLICATIONS SUSTAINMENT**
 PROFILE NUMBER: **CM-60-1460**
 DEPARTMENT: **Boards and Commissions**
 BRANCH: **Edmonton Police Service**
 LEAD BRANCH: **Edmonton Police Service**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **D/C Danielle Campbell**
 LEAD BRANCH MANAGER: **Brock Kahanyshyn**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Protection** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	8,320
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	8,320

PROFILE DESCRIPTION

This composite project (renewal project CM-60-1460) encompasses various initiatives that maintain the capability of EPS software applications and systems deployed in support of police operations. The focus over the next four years will see the continued leverage of technologies that realize organizational efficiencies and further enhance the intelligent analysis of existing data and information sources. This will require the ability to identify, implement and support new applications, tools and techniques in an agile and timely manner.

PROFILE BACKGROUND

Given the changing needs and priorities of operational policing, coupled with the dynamic nature of IT applications, the ability to effectively identify and implement relevant IT projects requires an agile funding model.

Supporting dedicated capital funding for IT applications provides a realistic and supportable funding model that the EPS has the capability and capacity to manage. Capital funding allows the EPS to respond to emergent needs in a coordinated and consistent manner, and ensure that the development of the EPS application portfolio is responsive to policing needs. It would also help to sustain the momentum and benefits already realized.

PROFILE JUSTIFICATION

The focus of IT-related capital investment has shifted over time. The initial emphasis was on building the infrastructure necessary to support the communication and application systems. Once a stable and robust foundation was in place, the focus changed to the provision of operational systems that supported front-line members. This included the upgrade of the CAD (Computer Aided Dispatch) System, the replacement of the operational RMS (Records Management System – EPROS) and the investment in business intelligence tools that mine the data available from the CAD and RMS systems.

This plan expresses that the EPS will continue to focus efforts on the development and upgrades of the EPROS Gateway, mobile computing environment, On Line Reporting, application modernization and business intelligence and analysis suites. Both EPROS Gateway and Business Intelligence business requirements align with improving EPS abilities to target "Hot Spots" for criminal activity and traffic safety.

STRATEGIC ALIGNMENT

Support to the "Ways" as follows:

- The Way We Live – Increased ability to support policing functions to meet critical demands and create a safe city;
- The Way We Grow – Increased quality of service delivery through increased productivity;

ALTERNATIVES CONSIDERED

Renewal projects of this type have only one alternative - delay renewal and accept that maintenance costs will increase and reliability will decrease.

COST BENEFITS

The aim of projects under consideration is to leverage the abilities of the front line and support staff to continue expected levels of productivity and minimize labour-intensive manual processes.

Other outcomes include:

- Better meet requests for intelligence and other information
- Effectively collaborate internally and externally for information sharing.
- Assist with crime management by providing the tools needed to do the job.

KEY RISKS & MITIGATING STRATEGY

The key risks for these types of projects include the ability to gather user requirements and develop solutions that will be cost effective and usable. Change management processes are critical to success.

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors

CONCLUSIONS AND RECOMMENDATIONS

Upgraded and replacement application technology infrastructure within the EPS are assessed and reviewed by the IT Strategy Committee to determine value to the EPS offset by their cost and other factors. Business need is a primary consideration.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Police IT - Applications Sustainment**
 PROFILE NUMBER: **CM-60-1460**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Police Service**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	2,711	1,385	1,874	2,350	-	-	-	-	-	8,320
Current Approved Budget		-	-	2,711	1,385	1,874	2,350	-	-	-	-	-	8,320
Approved Funding Sources													
Pay-As-You-Go		-	-	2,711	1,385	1,874	2,350	-	-	-	-	-	8,320
Current Approved Funding Sources		-	-	2,711	1,385	1,874	2,350	-	-	-	-	-	8,320

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	2,711	1,385	1,874	2,350	-	-	-	-	8,320
Requested Funding Source												
Pay-As-You-Go		-	-	2,711	1,385	1,874	2,350	-	-	-	-	8,320
Requested Funding Source		-	-	2,711	1,385	1,874	2,350	-	-	-	-	8,320

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Technology	-	-	2,711	1,385	1,874	2,350	-	-	-	-	-	8,320
	Total	-	-	2,711	1,385	1,874	2,350	-	-	-	-	-	8,320

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Police Service	-	450	450	2.5	-	363	363	2.5	-	120	120	-	-	-	-	-
Total Operating Impact	-	450	450	2.5	-	363	363	2.5	-	120	120	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: POLICE IT - APPLICATIONS ENHANCEMENT
PROFILE NUMBER: CM-60-1461
DEPARTMENT: Boards and Commissions
BRANCH: Edmonton Police Service
LEAD BRANCH: Edmonton Police Service
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: D/C Danielle Campbell
LEAD BRANCH MANAGER: Brock Kahanyshyn
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2018

Service Category: Protection Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	1,705
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	1,705

PROFILE DESCRIPTION

This composite project (growth project CM-60-1461) encompasses various initiatives that enhance the capability of EPS software applications and systems deployed in support of police operations. The focus over the next four years will see the continued leverage of technologies that realize organizational efficiencies and further enhance the intelligent analysis of existing data and information sources. This will require the ability to identify, implement and support new applications, tools and techniques in an agile and timely manner.

For this period, the EPS will be advancing projects related to continuity and disaster planning, automating various administrative functions currently done manually if at all, and implementing an e-ticketing function for traffic tickets.

Projects considered for inclusion are identified by business users working with IT. Assessment and prioritization of the individual projects will be undertaken through the EPS IT Strategy Committee.

PROFILE BACKGROUND

Given the changing needs and priorities of operational policing, coupled with the dynamic nature of IT applications, the ability to effectively identify and implement relevant IT projects requires an agile funding model.

The EPS, in conjunction with internal business owners, continues to identify new business requirements and emergent technology that will add value to operations.

Supporting dedicated capital funding for IT applications provides a realistic and supportable funding model that the EPS has the capability and capacity to manage. Capital funding allows the EPS to respond to emergent needs in a coordinated and consistent manner, and ensure that the development of the EPS application portfolio is responsive to policing needs. It would also help to sustain the momentum and benefits already realized.

PROFILE JUSTIFICATION

EPS Information Technology continues to assist the organization to determine technology that will lead to productivity gains. Automating internal processes where it is deemed to provide advantage as well as providing new functionalities. Consideration is being given to increasing mobile applications to the members to the records management system, dispatch and enabling management of mobile devices; radio frequency identification for inventory management; software for EPS Continuity Planning and disaster recovery from the business side; among others.

Practically this means the EPS will be able to:

- Better meet requests for intelligence and information from its systems;
- Effectively collaborate and share information, both internally and externally;
- Provide timely responses to public interactions;
- Assist with crime management by equipping front line officers with the tools and administrative support systems they need to do their jobs; and
- Respond effectively to disasters

STRATEGIC ALIGNMENT

Support to the "Ways" as follows:

- The Way We Live – Increased ability to support policing functions to meet critical demands and create a safe city;
- The Way We Grow – Increased quality of service delivery through increased productivity;

ALTERNATIVES CONSIDERED

The EPS can continue to use paper based or other manual systems to accomplish the same functionality. This would be more labour intensive and result in continuing decreases in productivity and potentially non-compliance to government standards.

COST BENEFITS

The aim of all projects under consideration is to leverage the abilities of the front line and support staff of the EPS to be more productive and minimize labour-intensive manual processes.

Each project will be assessed to determine its ability to deliver positive value to the EPS in the long term. Productivity gains, timely availability of information and compliance with external and internal standards are primary considerations.

KEY RISKS & MITIGATING STRATEGY

The key risks for these types of projects include the ability to gather user requirements and develop solutions that will be cost effective and usable. Change management processes are critical to success as is gathering benchmark information.

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors

CONCLUSIONS AND RECOMMENDATIONS

Upgraded and replacement application technology infrastructure within the EPS are assessed and reviewed by the IT Strategy Committee to determine their value to the EPS offset by their cost and other factors. Business need is a primary consideration

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Police IT - Applications Enhancement**
 PROFILE NUMBER: **CM-60-1461**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Police Service**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	530	-	950	225	-	-	-	-	-	1,705
Current Approved Budget		-	-	530	-	950	225	-	-	-	-	-	1,705
Approved Funding Sources													
Pay-As-You-Go		-	-	530	-	950	225	-	-	-	-	-	1,705
Current Approved Funding Sources		-	-	530	-	950	225	-	-	-	-	-	1,705

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	530	-	950	225	-	-	-	-	1,705
Requested Funding Source												
Pay-As-You-Go		-	-	530	-	950	225	-	-	-	-	1,705
Requested Funding Source		-	-	530	-	950	225	-	-	-	-	1,705

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Technology	-	-	530	-	950	225	-	-	-	-	-	1,705
	Total	-	-	530	-	950	225	-	-	-	-	-	1,705

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Police Service	-	170	170	-	-	326	326	-	-	288	288	-	-	-	-	-
Total Operating Impact	-	170	170	-	-	326	326	-	-	288	288	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: SECURITY EQUIPMENT LIFE CYCLE
PROFILE NUMBER: CM-60-1600
DEPARTMENT: Boards and Commissions
BRANCH: Edmonton Police Service
LEAD BRANCH: Edmonton Police Service
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: D/C Danielle Campbell
LEAD BRANCH MANAGER: Brock Kahanyshyn
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2018

Service Category: Protection Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	3,575
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	3,575

PROFILE DESCRIPTION

This composite renewal capital project, CM-60-1600 Security Equipment Lifecycle, encompasses the life cycle replacement and upgrade of security equipment to address security vulnerabilities, technical obsolescence and equipment reliability.

There are two main groups of security equipment expected to be managed by the EPS in this period:

- Access control infrastructure (readers, control panels, network switches etc)
- Closed Circuit Television (CCTV) infrastructure (cameras, encoders, storage area networks, DVD burners, racks, display computers etc)

PROFILE BACKGROUND

This profile is a composite profile detailing equipment life cycle renewal and replacement projects to maintain EPS security equipment in good to very good condition.

PROFILE JUSTIFICATION

The EPS has completed a financial and technical assessment for the evergreening of access control hardware. This is an internal security project to deliver:

- Continuation of existing security service levels and standards including retention mandated by Provincial standards
- Improved security by eliminating existing vulnerabilities associated to old hardware
- Greater functionality and improved efficiency from new technology hardware and software upgrades

The project will ensure that EPS safeguards the safety of officers, staff and citizens through the appropriate use and deployment of cost effective security equipment.

There are 275 readers and control panels in use in EPS facilities. Core servers will be replaced on a 5-year lifecycle, beginning in 2018.

The existing CCTV networks will require life cycle replacement beginning in 2015 based on a 5 year life cycle. This will include the hard costs of the equipment and the Storage Area Network for image storage.

STRATEGIC ALIGNMENT

The Way We Finance – Security of police operations assists with stewardship of EPS assets;

The Way We Live – Increased ability to support policing functions to meet critical demands and create a safe city;

ALTERNATIVES CONSIDERED

Renewal projects have only one alternative - delay renewal or replacement of major components.

COST BENEFITS

Physical and technological security provides a secure working environment for staff and for the public. This keeps secure policing records to support public safety. Regular upgrades eliminate areas of weakness and vulnerability.

KEY RISKS & MITIGATING STRATEGY

The key risk faced is the increased vulnerability of EPS facilities and other infrastructure including the ability to maintain officer, staff and public safety within its facilities/ systems and inability to meet provincial standards for retention.

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors.

CONCLUSIONS AND RECOMMENDATIONS

The EPS recommends that funding be provided as required to ensure an appropriate life cycle replacement schedule for its security equipment. The Security Management Branch will lead the ongoing replacement activities in this capital budget profile.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Security Equipment Life Cycle**
 PROFILE NUMBER: **CM-60-1600**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Police Service**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	120	145	310	3,000	-	-	-	-	-	3,575
Current Approved Budget		-	-	120	145	310	3,000	-	-	-	-	-	3,575
Approved Funding Sources													
Pay-As-You-Go		-	-	120	145	310	3,000	-	-	-	-	-	3,575
Current Approved Funding Sources		-	-	120	145	310	3,000	-	-	-	-	-	3,575

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	120	145	310	3,000	-	-	-	-	3,575
Requested Funding Source												
Pay-As-You-Go		-	-	120	145	310	3,000	-	-	-	-	3,575
Requested Funding Source		-	-	120	145	310	3,000	-	-	-	-	3,575

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Equip FurnFixt	-	-	120	145	310	3,000	-	-	-	-	-	3,575
	Total	-	-	120	145	310	3,000	-	-	-	-	-	3,575

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **VEHICLE REPLACEMENTS**
 PROFILE NUMBER: **CM-60-1765**
 DEPARTMENT: **Boards and Commissions**
 BRANCH: **Edmonton Police Service**
 LEAD BRANCH: **Edmonton Police Service**
 PROGRAM NAME:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
 PROFILE TYPE:
 PROFILE MANAGER: **D/C Danielle Campbell**
 LEAD BRANCH MANAGER: **Brian Kisilevich**
 ESTIMATED START DATE: **January, 2015**
 ESTIMATED COMPLETION: **December, 2018**

Service Category: **Protection** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	21,294
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	21,294

PROFILE DESCRIPTION

This renewal capital project CM-60-1765 Vehicle Replacements describes the planned replacement for the police fleet of marked, unmarked and specialty vehicles including the costs related to outfitting the vehicles with police specific equipment such as mobile data workstations, radios and light bars.

PROFILE BACKGROUND

The EPS comprises 735 vehicles of various types and utility. Life cycles are determined by a combination of years of service and mileage.

PROFILE JUSTIFICATION

Patrol vehicles are very much a frontline officer's office – their workplace. It needs to be reliable, efficiently organized and capable of being the workhorse of the patrol function to get a member to calls, enforce traffic safety and transport prisoners when required. The vehicle is a strategic organizational tool for the EPS.

In 2013, the EPS conducted a review of its overall fleet to determine best use of these assets. A reduction of 24 vehicles was made as a result. This review will guide future vehicle growth and usage and allow the EPS to manage its fleet to best effect.

Replacement of fleet vehicles involves not only the vehicle itself but switching over the technology and radios from the original vehicle to the next and outfitting the vehicle with lights and other equipment such as cages for the backseat. Life cycle replacement of radios and computers are covered by other capital replacement projects.

STRATEGIC ALIGNMENT

Supports: Well-managed & sustainable assets; Safe & Clean City; Infrastructure that supports the police to provide civic & community needs.

ALTERNATIVES CONSIDERED

The only option available from planned replacement would be to replace when there is a failure to the vehicle.

COST BENEFITS

Anticipated outcomes of replacing the fleet in a fiscally and operationally responsible manner includes: The ability to maintain the reliability of the fleet, replacement with more fuel-efficient models and types, and increased officer satisfaction.

KEY RISKS & MITIGATING STRATEGY

The EPS expects to continue with a life cycle replacement program that will mitigate all identified risks including: operational, health & safety, equipment, liability and litigation risks.

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors.

CONCLUSIONS AND RECOMMENDATIONS

This profile intends to continue the life cycle replacement of the Edmonton Police Service fleet based on the approved life cycle plan. This plan will proceed on an on-going basis and will be managed by the EPS Fleet Management Branch.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Vehicle Replacements**
 PROFILE NUMBER: **CM-60-1765**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Police Service**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	4,966	5,226	5,473	5,629	-	-	-	-	-	21,294
Current Approved Budget		-	-	4,966	5,226	5,473	5,629	-	-	-	-	-	21,294
Approved Funding Sources													
Pay-As-You-Go - Police		-	-	4,966	5,226	5,473	5,629	-	-	-	-	-	21,294
Current Approved Funding Sources		-	-	4,966	5,226	5,473	5,629	-	-	-	-	-	21,294

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	4,966	5,226	5,473	5,629	-	-	-	-	-	21,294
Requested Funding Source													
Pay-As-You-Go - Police		-	-	4,966	5,226	5,473	5,629	-	-	-	-	-	21,294
Requested Funding Source		-	-	4,966	5,226	5,473	5,629	-	-	-	-	-	21,294

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Equip FurnFixt	-	-	4,966	5,226	5,473	5,629	-	-	-	-	-	21,294
	Total	-	-	4,966	5,226	5,473	5,629	-	-	-	-	-	21,294

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME:	CALDER BRANCH RELOCATION DESIGN / LAND	FUNDED
PROFILE NUMBER:	08-20-0030	PROFILE STAGE: Post Budget Approval
DEPARTMENT:	Boards and Commissions	PROFILE TYPE: Standalone
BRANCH:	Edmonton Public Library	PROFILE MANAGER: Griener J.
LEAD BRANCH:		LEAD BRANCH MANAGER:
PROGRAM NAME:		ESTIMATED START DATE: January, 2010
BUDGET CYCLE:	2004	ESTIMATED COMPLETION: December, 2016

Service Category:	Recreation & Culture	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	11,200
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	11,200

PROFILE DESCRIPTION

Scope: This project identifies land, design, construction and fit-up for the relocation of the Calder Library from its current leased space of 5,330 square feet to a 10,000 square foot library branch. The current lease expires in October 2014, and ongoing building issues, such as floods, roof leaks, worn HVAC system and cross-contamination from neighboring businesses accentuate the need for a new space. The branch is unable to meet the demands for study and community meeting space, and its current size limits the library's ability to provide programming space, adequate collections, seating, and the full range of library services offered at other branches in the city.

Timeline: 2012 - Land and Design
2015-2017 - Construction and furniture/equipment acquisition

Dependencies - This project is linked to the City purchasing the Wellington Surplus school site. In addition, the city has identified other projects that are directly linked to the Wellington school site:

- Multi-cultural facility
- Possible Drainage Pond
- Preservation of existing sports field

PROFILE JUSTIFICATION

The current rental facility in which the Calder Branch is located is subject to a number of problems. These include flooding issues, roof leaks, a worn HVAC system and cross-contamination from neighboring businesses.

Relocation to a 10,000 sq. ft. facility will resolve these issues and enable Calder to meet the needs of this growing and increasingly diverse community, thereby achieving the standard for small community branches. Of the long established communities in Edmonton, Calder is one of the very few that has been projected to continue growing over the 27-year period of 2003-2030. The population is expected to grow by 9,668, or 44 per cent. At its current size of 5,320 sq. ft. the branch is unable to meet public demand and needs for collections, study and community meeting space. Additionally, insufficient space hinders its ability to provide services and programs. In support of the relocation, library collections will be upgraded to meet increasing demands. New workspaces for staff will resolve workflow issues and enhance ability to provide quality service to the public.

Areas of Alignment:

1. City Council Priorities: The Way We Live -- Improve Edmonton's livability by building vibrant communities; connecting Edmontonians to the services they need and providing its people services so that they are accessible and available to Edmontonians.
2. Library Board Strategic Goals: a) Strengthening neighbourhoods and communities; b) Open, safe and inspiring physical spaces; c) Delivering efficient and effective services

Impacts of not proceeding:

- Higher construction costs in the future.
- Higher operating and maintenance costs.
- Inability to provide library services in existing communities.

CHANGES TO APPROVED PROFILE

#68 Financing Changes. MSI Grant (\$1,500). General Financing from Millwoods for MSI ineligible costs. General Financing from Library Rehab/Renewal for MSI ineligible costs.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Calder Branch Relocation Design / Land**
 PROFILE NUMBER: **08-20-0030**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Public Library**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	4,000	-	-	-	-	-	-	-	-	-	-	4,000
2010 CBS Budget Adjustment	-1,950	-	-	-	-	-	-	-	-	-	-	-1,950
2012 CBS Budget Adjustment	-2,037	-	-	-	-	-	-	-	-	-	-	-2,037
2013 Cap - Carry Forward	-1,936	-	-	-	-	-	-	-	-	-	-	-1,936
2013 CBS Budget Adjustment	2,037	-	-	-	-	-	-	-	-	-	-	2,037
2014 Cap - Carry Forward	-	1,936	-	-	-	-	-	-	-	-	-	1,936
2014 SCBA >\$1MM or New	-	-	4,773	4,377	-	-	-	-	-	-	-	9,150
Current Approved Budget	114	1,936	4,773	4,377	-	-	-	-	-	-	-	11,200
Approved Funding Sources												
Munc Sustain. Initiative - MSI	-	450	4,609	3,203	-	-	-	-	-	-	-	8,262
Pay-As-You-Go	114	1,486	164	1,174	-	-	-	-	-	-	-	2,938
Current Approved Funding Sources	114	1,936	4,773	4,377	-	-	-	-	-	-	-	11,200

BUDGET REQUEST	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)	114	1,936	4,773	4,377	-	-	-	-	-	-	11,200
Requested Funding Source											
Munc Sustain. Initiative - MSI	-	450	4,609	3,203	-	-	-	-	-	-	8,262
Pay-As-You-Go	114	1,486	164	1,174	-	-	-	-	-	-	2,938
Requested Funding Source	114	1,936	4,773	4,377	-	-	-	-	-	-	11,200

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		Construction	-	-	4,609	4,293	-	-	-	-	-	-	-
Design	-	-	164	84	-	-	-	-	-	-	-	-	248
Other Costs	114	1,936	-	-	-	-	-	-	-	-	-	-	2,050
Total		114	1,936	4,773	4,377	-	-	-	-	-	-	-	11,200

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **CAPILANO BRANCH RELOCATION**
PROFILE NUMBER: **11-20-0038**
DEPARTMENT: **Boards and Commissions**
BRANCH: **Edmonton Public Library**
LEAD BRANCH: **Edmonton Public Library**
PROGRAM NAME:
BUDGET CYCLE: **2005**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Linda Cook**
LEAD BRANCH MANAGER: **Linda Cook**
ESTIMATED START DATE: **January, 2012**
ESTIMATED COMPLETION: **December, 2017**

Service Category: **Recreation & Culture** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	11,807
87	13	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	11,807

PROFILE DESCRIPTION

The Capilano Branch project includes land, design, construction and fit up costs for the relocation of an existing leased second floor space of 9,557 square feet to a new 10,000 square foot branch. The current lease expires in May 2017. A standalone branch will be more accessible and functional than the existing second floor mall location. Schematic design will be complete by the end of 2014 and City land has been identified for the branch location. EPL is now requesting project funding for the completion of the project in the 2015-2018 capital budget. The following is the proposed timeline for the construction of this library branch:

- 2013/14 - Schematic Design
- 2015 - Land Purchase and detailed design
- 2016/17 - Construction and Furniture/Equipment Acquisition

PROFILE BACKGROUND

The Capilano Branch Relocation project was first presented to City Council in the 2009-2011 capital budget. As part of the 2012-2014 capital budget process, City Council approved \$325,000 in funding for the schematic design of the Capilano branch. In addition, EPL has obtained an agreement in principle from City Administration to relocate the Capilano branch to the old Fire Station location (67 Street 101 Avenue). This is the EPL Board's first priority for the 2015-2018 capital budget.

PROFILE JUSTIFICATION

The Capilano Branch was last renovated in 1999 and is located on the second floor of the Capilano Mall in a leased space. The branch is accessible only by elevator and steep side stairs. Although population projections indicate that the Capilano catchment area will remain fairly stable over the next 20 years, improved access and visibility are required and can be achieved in a more functional 10,000 sq. ft. standalone facility. Frequent outages of the elevator to the space have seriously impacted access by customers, internal delivery service personnel, contractors and vendors. The current space includes an undersized program room which does not meet demands for programming or community meeting space. Space for study and technology needs to be expanded to better meet community needs. Impacts of not proceeding: higher construction costs in the future, higher operating and maintenance costs and inability to provide library services delivered at other branches across EPL.

STRATEGIC ALIGNMENT

Improve Edmonton's livability by building vibrant communities; connecting Edmontonians to the services they need and providing its people services so that they are accessible and available to Edmontonians.

ALTERNATIVES CONSIDERED

One alternative is to continue to provide services out of the present leased space. This will likely result in ongoing challenges with accessibility, visibility and awareness of library services in the community.

COST BENEFITS

The Library has undertaken a cost/benefit analysis of building a library facility versus leasing space. The analysis shows that it is more favorable to build versus leasing. Ownership provides control over location, costs and building use/function in delivering services.

KEY RISKS & MITIGATING STRATEGY

Risk - Cost escalation; Mitigating Strategy - Scrutiny of costs, use of City project management guidelines for cost escalation and contingencies.

RESOURCES

This project would be tendered and the management of the project would be undertaken by the City of Edmonton Project Management and Maintenance Services together with EPL Management. The facility fit-up will be undertaken by EPL.

CONCLUSIONS AND RECOMMENDATIONS

The Library Board supports constructing a branch to replace the existing leased space. This will best meet the needs of the Library and Capilano community through a more cost effective service delivery model for customers.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Capilano Branch Relocation**
 PROFILE NUMBER: **11-20-0038**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Public Library**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	325	-	-	-	-	-	-	-	-	-	-	325
2012 CBS Budget Adjustment	-325	-	-	-	-	-	-	-	-	-	-	-325
2013 Cap - Carry Forward	-325	-	-	-	-	-	-	-	-	-	-	-325
2013 CBS Budget Adjustment	325	-	-	-	-	-	-	-	-	-	-	325
2014 Cap - Budget Request for Next Cycle	-	-	2,014	4,836	4,633	-	-	-	-	-	-	11,482
2014 Cap - Carry Forward	-	325	-	-	-	-	-	-	-	-	-	325
Current Approved Budget	-	325	2,014	4,836	4,633	-	-	-	-	-	-	11,807
Approved Funding Sources												
Pay-As-You-Go	-	325	2,014	4,836	4,633	-	-	-	-	-	-	11,807
Current Approved Funding Sources	-	325	2,014	4,836	4,633	-	-	-	-	-	-	11,807

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

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	325	2,014	4,836	4,633	-	-	-	-	-	11,807
	Requested Funding Source											
	Pay-As-You-Go	-	325	2,014	4,836	4,633	-	-	-	-	-	11,807
	Requested Funding Source	-	325	2,014	4,836	4,633	-	-	-	-	-	11,807

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
	Construction	-	-	-	4,450	3,041	-	-	-	-	-	-	7,490
	Design	-	325	932	386	235	-	-	-	-	-	-	1,878
	Equip FurnFixt	-	-	-	-	838	-	-	-	-	-	-	838
	Land	-	-	1,051	-	-	-	-	-	-	-	-	1,051
	Percent for Art	-	-	31	-	33	-	-	-	-	-	-	64
	Technology	-	-	-	-	486	-	-	-	-	-	-	486
	Total	-	325	2,014	4,836	4,633	-	-	-	-	-	-	11,807

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, General Costs

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Public Library	-	52	52	-	-	3	3	-	-	4	4	-	-	4	4	-
Total Operating Impact	-	52	52	-	-	3	3	-	-	4	4	-	-	4	4	-

CAPITAL PROFILE REPORT

PROFILE NAME: **MILNER LIBRARY RENEWAL & UPGRADES**
PROFILE NUMBER: **12-20-0055**
DEPARTMENT: **Boards and Commissions**
BRANCH: **Edmonton Public Library**
LEAD BRANCH: **Edmonton Public Library**
PROGRAM NAME:
BUDGET CYCLE: **2011**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Linda Cook**
LEAD BRANCH MANAGER: **Linda Cook**
ESTIMATED START DATE: **January, 2012**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Recreation & Culture** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	62,500
25	75	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	62,500

PROFILE DESCRIPTION

Based on the 2013 Schematic Design Report prepared by Teeple and ATB Architects, this project provides for the renovation and renewal of the Stanley A. Milner library to LEED Silver certification standards. Renewal work would include an all new state of the art building envelope and glazing system, high efficiency mechanical and electrical upgrades for the entire building and the emergency generator, interconnected ground floor and basement; upgraded landscaping as well as waterproofing repairs and deck replacement on the South Plaza; address seismic, exiting, and sprinkler code requirements; improved LRT connection; asbestos removal on ducts and air handler; and interior modernization on all floors. In addition it would provide increased and more functional customer space to the third floor and interconnectivity among all three floors with an accessible circulation system; a grand multifunctional new civic space; and all building code issues would be addressed.

PROFILE BACKGROUND

The Milner Exterior Upgrade Project was brought forward to City Council by the Edmonton Public Library Board as part of the 2012-2014 Capital Budget process. As a result of City Council budget deliberations, \$1.002 million in funding was provided for the schematic design of the project on the condition that an information report on the concept plans be provided to City Council through Community Services Committee. This report was provided to City Council on March 14th, 2012 and City Council directed the Library to provide funding options to be reviewed and developed for future consideration by City Council. Consideration was to be given to previous work undertaken in evaluating options for the building envelope renewal including work independently undertaken by Manasc Isaac Architects Ltd.

PROFILE JUSTIFICATION

Built as the City of Edmonton's Centennial Project in 1967 at a cost of \$4.5 million, the Stanley Milner Library has been offering library services to the population of Edmonton for the last 47 years. On average, approximately 1.3 million people visit the space on an annual basis. While interior renovations have taken place over time, including an addition to the front of the library constructed in 1999, the exterior and building code issues have largely remained untouched. An environmental study undertaken in 2010 revealed that the exterior walls are rated at less than R1. The building is literally leaking energy. It is very environmentally unfriendly, lacks appeal in appearance, and does not meet current Alberta Building Code Standards in many areas. This renewal project would bring the building up to today's building standards and contribute to increasing energy efficiency, resulting in savings in utility costs, and be aesthetically appealing and better meet customer needs.

STRATEGIC ALIGNMENT

This project aligns with City Council Priorities to improve Edmonton's livability by building vibrant communities, connecting Edmontonians to the services they need, and providing services that are accessible and available.

ALTERNATIVES CONSIDERED

City Council provided \$1,002,000 to develop a schematic design for the Stanley A. Milner Library and this project proposal is based on options provided in the Schematic Design Report. Two different options were considered: 1) a renovation of the exterior façade and some mechanical/equipment upgrades only; and 2) a re-visioning of both the interior public spaces and exterior of the building and complete mechanical/equipment upgrades, along with addressing building code deficiencies. In order to bring the building up to code and to ensure the public space meets the needs of our customers, the EPL Board recommends the re-visioning option and has committed to funding \$10.0 million of the incremental costs of the upgrades through donations/sponsorships. Whether or not this project is approved, \$13.9 million in renewal funding would still be required for the Milner Library in the 2015-2018 budget cycle. The \$13.9 million in renewal funding would be applied to this project if it goes forward.

COST BENEFITS

The key tangible benefits of this project are:

- Extends the useful life of the building
- Enables savings in energy costs \$175,000 annually
- Expands the space for library services

The key intangible benefits of this project are:

- Provides for a safe, healthy and comfortable environment for staff, tenants, and public.
- Reduces greenhouse gas emissions
- Significantly improves outside appearance

KEY RISKS & MITIGATING STRATEGY

Cost escalation is a key risk. EPL follows City project management guidelines for cost escalation and contingencies. The other risk is EPL not securing partnership funding. A feasibility study has established a reasonable fundraising target.

RESOURCES

This project would be tendered and the management of the project would be undertaken by the City of Edmonton Project Management and Maintenance Services Branch together with EPL Management.

CONCLUSIONS AND RECOMMENDATIONS

The Library Board supports the proposed Milner Library Renewal and Upgrades project for inclusion in the 2015-2018 Capital Budget submission.

CONTINGENCY OF APPROVAL

Milner Library Renewal and Upgrades – Partner Funding
December 11, 2014 - City Council Meeting

That expenditure of funds, beyond the \$5 million allocated for design under Capital Profile Milner Library Renewal and Upgrades 12-20-0055, be subject to a report to Community Services Committee from the Edmonton Public Library, confirming that commitments for partner funding are on track.

Due By: Nov. 9, 2015 - Community Services Committee

Contingency met: dd/mm/yyyy

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Milner Library Renewal & Upgrades**
 PROFILE NUMBER: **12-20-0055**

PROFILE TYPE: **Standalone**
 BRANCH: **Edmonton Public Library**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	1,002	-	-	-	-	-	-	-	-	-	-	1,002
2012 CBS Budget Adjustment	-990	-	-	-	-	-	-	-	-	-	-	-990
2013 Cap - Carry Forward	-579	-	-	-	-	-	-	-	-	-	-	-579
2013 CBS Budget Adjustment	990	-	-	-	-	-	-	-	-	-	-	990
2014 Cap - Budget Request for Next Cycle	-	-	3,295	14,046	27,265	16,892	-	-	-	-	-	61,498
2014 Cap - Carry Forward	-	579	-	-	-	-	-	-	-	-	-	579
Current Approved Budget	423	579	3,295	14,046	27,265	16,892	-	-	-	-	-	62,500
Approved Funding Sources												
Partnership Funding	-	-	-	-	-	10,000	-	-	-	-	-	10,000
Pay-As-You-Go	423	579	-	-	-	-	-	-	-	-	-	1,002
Tax-Supported Debt	-	-	3,295	14,046	27,265	6,892	-	-	-	-	-	51,498
Current Approved Funding Sources	423	579	3,295	14,046	27,265	16,892	-	-	-	-	-	62,500

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

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	423	579	3,295	14,046	27,265	16,892	-	-	-	-	-	62,500
Requested Funding Source												
Partnership Funding	-	-	-	-	-	10,000	-	-	-	-	-	10,000
Pay-As-You-Go	423	579	-	-	-	-	-	-	-	-	-	1,002
Tax-Supported Debt	-	-	3,295	14,046	27,265	6,892	-	-	-	-	-	51,498
Requested Funding Source	423	579	3,295	14,046	27,265	16,892	-	-	-	-	-	62,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
			REVISED BUDGET (IF APPROVED)										
Construction	-	-	-	12,622	26,229	13,688	-	-	-	-	-	-	52,540
Design	-	579	3,080	1,424	1,035	461	-	-	-	-	-	-	6,579
Equip FurnFixt	-	-	-	-	-	2,500	-	-	-	-	-	-	2,500
Other Costs	423	-	-	-	-	-	-	-	-	-	-	-	423
Percent for Art	-	-	215	-	-	242	-	-	-	-	-	-	457
Total	423	579	3,295	14,046	27,265	16,892	-	-	-	-	-	-	62,500

OPERATING IMPACT OF CAPITAL

Type of Impact: Utilities

Branch:	2019				2020				2021				2022			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	-189	-189	-	-	-4	-4	-	-	-4	-4	-	-	-5	-5	-
Total Operating Impact	-	-189	-189	-	-	-4	-4	-	-	-4	-4	-	-	-5	-5	-

CAPITAL PROFILE REPORT

PROFILE NAME:	LIBRARY FACILITIES REHABILITATION / RENEWAL	FUNDED	
PROFILE NUMBER:	CM-20-0048	PROFILE STAGE:	
DEPARTMENT:	Boards and Commissions	PROFILE TYPE:	
BRANCH:	Edmonton Public Library	PROFILE MANAGER:	Linda Cook
LEAD BRANCH:	Edmonton Public Library	LEAD BRANCH MANAGER:	Linda Cook
PROGRAM NAME:		ESTIMATED START DATE:	January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	December, 2016

Service Category:	Recreation & Culture	Major Initiative:	
--------------------------	---------------------------------	--------------------------	--

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	1,499
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	1,499

PROFILE DESCRIPTION

This project will allow for the on-going rehabilitation and renewal of City owned library facilities. The work plan has been developed in consultation and partnership with the City's Community Services Department - Project Management and Maintenance Services and will address work at the following library branch locations: Strathcona, Idylwyld, Sprucewood, Riverbend, and Woodcroft. This project is a cost effective way to restore the EPL branches and extend their useful life so that library services can continue to be provided. Rehabilitation and renewal identified for library facilities are based on the City's building management system which identifies rehabilitation and renewal needs. This project provides for a timely way to preserve and extend the life of the facilities as a whole.

PROFILE BACKGROUND

The Edmonton Public Library currently operates seventeen libraries throughout the City of Edmonton. The age of the existing library facilities ranges from 101 years (Strathcona) to 1 year (Jasper Place Library). In order to protect and preserve the facility over the expected asset life, ongoing rehabilitation and renewal is necessary and forms part of the on-going investment in the facility. Due to the age of many of the library facilities, roofing repair and replacement, HVAC and electrical improvements, window replacements, fire alarm up-grade/replacement and security upgrades are commonly required in order to maintain and/or extend their useful life. Work is planned on a priority basis to be undertaken based on available funding, considering the most optimal timing and investment.

PROFILE JUSTIFICATION

As libraries experience higher than normal public usage, increased occupancy shortens standard life expectancies of many key components of the facilities. In order to protect and preserve the facility assets of EPL, constant rehabilitation and renewal is required. The City of Edmonton Community Services Department - Project Management and Maintenance Services has worked with EPL in developing plans for renewal and rehabilitation of EPL branches. The projects identified for the branches reflect optimal investment and timing based on City building management system investment models.

STRATEGIC ALIGNMENT

This project aligns with City Council Priorities to improve Edmonton's livability by building vibrant communities, connecting Edmontonians to the services they need, and providing services that are accessible and available.

ALTERNATIVES CONSIDERED

The alternatives would be to delay timely maintenance to the facilities or to renovate or rebuild the facility when it has reached the end of its useful life.

COST BENEFITS

In developing rehabilitation and renewal requirements, consideration is given to the City's building assessments performed by external consultants which takes into consideration overall life cycle costs. The cost effectiveness is further considered as part of the initial design and engineering of the work.

KEY RISKS & MITIGATING STRATEGY

This project has the effect of lowering the risk to building operations by maintaining the buildings before more costly emergency repairs and renovations are required.

RESOURCES

All portions of this project will be undertaken by City and External Contractors with the Facilities and Operations Division of the Library managing the projects.

CONCLUSIONS AND RECOMMENDATIONS

The Library supports this project for timely preventive maintenance, rehabilitation and renewal of all its buildings. The Library recommends that funding for this project be approved.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Library Facilities Rehabilitation / Renewal**
 PROFILE NUMBER: **CM-20-0048**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Public Library**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	915	584	-	-	-	-	-	-	-	1,499
Current Approved Budget		-	-	915	584	-	-	-	-	-	-	-	1,499
Approved Funding Sources													
Pay-As-You-Go - Library		-	-	915	584	-	-	-	-	-	-	-	1,499
Current Approved Funding Sources		-	-	915	584	-	-	-	-	-	-	-	1,499

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	915	584	-	-	-	-	-	-	-	1,499
Requested Funding Source													
Pay-As-You-Go - Library		-	-	915	584	-	-	-	-	-	-	-	1,499
Requested Funding Source		-	-	915	584	-	-	-	-	-	-	-	1,499

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Construction	-	-	915	584	-	-	-	-	-	-	-	1,499
	Total	-	-	915	584	-	-	-	-	-	-	-	1,499

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: IT INFRASTRUCTURE RENEWAL
PROFILE NUMBER: CM-20-0050
DEPARTMENT: Boards and Commissions
BRANCH: Edmonton Public Library
LEAD BRANCH: Edmonton Public Library
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Linda Cook
LEAD BRANCH MANAGER: Linda Cook
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2018

Service Category: Recreation & Culture Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	5,587
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	5,587

PROFILE DESCRIPTION

This project provides for replacement of IT Infrastructure that will reach the end of its useful life in the period 2015– 2018.

Infrastructure has been identified for replacement over the period 2015 – 2018 to ensure uninterrupted library services to the public and reliable internal operations. An evergreening strategy is in place for replacement of self-service checkout systems, automatic sortation units, hardware/software, data network infrastructure, network servers, as well as storage and back-up equipment which support library business applications, web, online and wireless public services. Investment over the next 4 years is summarized below (\$5.6 million):

- \$3.5 million in customer / staff desktops and devices
- \$1.2 million IT infrastructure / network servers
- \$0.9 million in customer self-check-in / check-out and sortation devices

PROFILE BACKGROUND

EPL is becoming more and more dependent on IT infrastructure in the delivery of library services and it is critical that renewal and replacement occur on a timely manner. IT infrastructure has a relatively short life compared to other capital assets and requires replacement before equipment or system failures occur and adversely impact services to library customers and internal operations.

This project addresses the need to replace Information Technology (IT) infrastructure that will reach the end of its useful life between 2015 and 2018. IT infrastructure has an average life of 3-5 years at which time it needs to be replaced. The Library continuously and regularly monitors all technology infrastructure and determines when replacement is required to ensure that equipment or system failures are avoided.

PROFILE JUSTIFICATION

The Library relies on its technology infrastructure to provide core services to customers and to support its internal operations. Failure to replace EPL hardware/software related to core public and internal business processes in a timely fashion will increase the risk of failure and result in adverse impacts on service to Library customers and staff. Of significant IT investment held by EPL is the self-service system implemented in 2008. Since installation was completed, the customer self-check-out and automated sortation system has enabled EPL to respond to a 38% increase in circulation activity without increasing staffing levels. The majority of check-outs are performed by customers, freeing up staff to provide more value added customer service. Investment in EPL IT infrastructure has been peer reviewed by the City's IT Investment Committee and is supported for the 2015-2018 budget.

STRATEGIC ALIGNMENT

This project aligns with City Council Priorities to improve Edmonton's livability by connecting Edmontonians to the services they need, and providing its people services that are accessible and available.

ALTERNATIVES CONSIDERED

EPL continually reviews alternatives to the procurement of technology equipment used by the public, internal operations and administrative areas.

COST BENEFITS

Based on a lease versus purchase comparison, purchasing the IT technology is more cost effective than leasing.

KEY RISKS & MITIGATING STRATEGY

Delays in replacement of IT infrastructure put library customer service at significant risk since the current service delivery model is highly reliant on a robust technology infrastructure being in place.

RESOURCES

IT infrastructure requirements are tendered, and replacement is carried out by EPL staff and contractors.

CONCLUSIONS AND RECOMMENDATIONS

The Library supports the timely replacement of IT infrastructure and recommends that funding for this project be approved.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **IT Infrastructure Renewal**
 PROFILE NUMBER: **CM-20-0050**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Public Library**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	1,654	1,137	1,097	1,698	-	-	-	-	-	5,587
Current Approved Budget		-	-	1,654	1,137	1,097	1,698	-	-	-	-	-	5,587
Approved Funding Sources													
Pay-As-You-Go		-	-	1,467	1,137	1,097	1,698	-	-	-	-	-	5,400
Pay-As-You-Go - Library		-	-	187	-	-	-	-	-	-	-	-	187
Current Approved Funding Sources		-	-	1,654	1,137	1,097	1,698	-	-	-	-	-	5,587

BUDGET REQUEST		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	1,654	1,137	1,097	1,698	-	-	-	-	-	5,587
Requested Funding Source													
Pay-As-You-Go		-	-	1,467	1,137	1,097	1,698	-	-	-	-	-	5,400
Pay-As-You-Go - Library		-	-	187	-	-	-	-	-	-	-	-	187
Requested Funding Source		-	-	1,654	1,137	1,097	1,698	-	-	-	-	-	5,587

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Technology	-	-	1,654	1,137	1,097	1,698	-	-	-	-	-	5,587
	Total	-	-	1,654	1,137	1,097	1,698	-	-	-	-	-	5,587

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: **LIBRARY MATERIALS**
PROFILE NUMBER: **CM-20-0051**
DEPARTMENT: **Boards and Commissions**
BRANCH: **Edmonton Public Library**
LEAD BRANCH: **Edmonton Public Library**
PROGRAM NAME:
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: **Linda Cook**
LEAD BRANCH MANAGER: **Linda Cook**
ESTIMATED START DATE: **January, 2015**
ESTIMATED COMPLETION: **December, 2018**

Service Category: **Recreation & Culture** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	28,871
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	28,871

PROFILE DESCRIPTION

Library materials have been identified for replacement in the 2015 – 2018 capital budget to ensure continued customer access to information and recreation materials. Library collections include the costs of library books, DVD's, CD's, video games and world languages collections. Funding for these expenditures come from EPL's operating budget. These resources are considered core and fundamental to the delivery of library service to EPL customers.

PROFILE BACKGROUND

As a fundamental service of Edmonton Public Library, we purchase library materials to meet customer needs. Materials are published on an ongoing basis and need to be purchased to meet customer demand. Additionally, some library materials require replacement after repeated usage and when they become worn, irrelevant, and inaccurate.

PROFILE JUSTIFICATION

EPL considers library collections a fundamental resource in the delivery of service to its customers. Maintaining relevant and current collections is critical to the success in achieving the goals and objectives of the Board. The level of investment over 2015-2018 reflects EPL's best estimates of replacement required over that period and incorporates anticipated cost escalation as forecast by the industry (2.5% in 2015 and CPI in 2016-2018). EPL has recognized the shift of library collections moving from books, DVD, CD collections to electronic formats in the cost estimates. Annual electronic licenses and subscriptions costs are reported in EPL's operating budget.

STRATEGIC ALIGNMENT

This project aligns with City Council Priorities to improve Edmonton's livability by connecting Edmontonians to the services they need, and providing its people services that are accessible and available.

ALTERNATIVES CONSIDERED

As part of the assessment of alternatives for library collections, EPL considers the following:

- Assessment of vendors for best value.
- Balance between electronic versus physical
- Contracting out services.

COST BENEFITS

The current service delivery model requires EPL to develop, maintain and provide access to library collections – a fundamental library service.

KEY RISKS & MITIGATING STRATEGY

Delays in replacement of library materials puts library customer service at significant risk since quality collections require ongoing development and replacement. As a mitigating strategy, EPL would not replace library collections as frequently.

RESOURCES

Requirements for library materials are based on staff assessment of customer needs and feedback from customers.

CONCLUSIONS AND RECOMMENDATIONS

The Library supports the timely development and replacement of library materials. The Library recommends that funding for this project be approved.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Library Materials**
 PROFILE NUMBER: **CM-20-0051**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Public Library**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	7,007	7,146	7,282	7,436	-	-	-	-	-	28,871
Current Approved Budget		-	-	7,007	7,146	7,282	7,436	-	-	-	-	-	28,871
Approved Funding Sources													
Pay-As-You-Go - Library		-	-	7,007	7,146	7,282	7,436	-	-	-	-	-	28,871
Current Approved Funding Sources		-	-	7,007	7,146	7,282	7,436	-	-	-	-	-	28,871

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	7,007	7,146	7,282	7,436	-	-	-	-	-	28,871
Requested Funding Source													
Pay-As-You-Go - Library		-	-	7,007	7,146	7,282	7,436	-	-	-	-	-	28,871
Requested Funding Source		-	-	7,007	7,146	7,282	7,436	-	-	-	-	-	28,871

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Other Costs	-	-	7,007	7,146	7,282	7,436	-	-	-	-	-	28,871
	Total	-	-	7,007	7,146	7,282	7,436	-	-	-	-	-	28,871

OPERATING IMPACT OF CAPITAL

Type of Impact:

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

CAPITAL PROFILE REPORT

PROFILE NAME: LIBRARY FURNITURE AND EQUIPMENT
PROFILE NUMBER: CM-20-0052
DEPARTMENT: Boards and Commissions
BRANCH: Edmonton Public Library
LEAD BRANCH: Edmonton Public Library
PROGRAM NAME:
BUDGET CYCLE: 2015-2018

FUNDED

PROFILE STAGE:
PROFILE TYPE:
PROFILE MANAGER: Linda Cook
LEAD BRANCH MANAGER: Linda Cook
ESTIMATED START DATE: January, 2015
ESTIMATED COMPLETION: December, 2018

Service Category: Recreation & Culture Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	1,097
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	1,097

PROFILE DESCRIPTION

This project identifies annual renewal of library furniture and equipment (including vehicles and library shelving) assets. EPL uses the City's risk-based investment management system as a basis of estimating the annual replacement needs to maintain these assets at an acceptable condition.

PROFILE BACKGROUND

EPL furniture and equipment capital expenditures include shelving for library materials, vehicles and furniture and equipment used in EPL branches and offices. Shelving has an overall average asset life of 40 years. EPL maintains a fleet of 6 vehicles needed to deliver library materials to EPL branches and partners, and two literacy van(s) with an average asset life 7 years. Furniture and equipment includes desks and furniture used in the provision of library services. The capital budget includes costs for annual replacement of these assets and funds these replacements through the EPL operating budget.

PROFILE JUSTIFICATION

EPL monitors and tracks all furniture and equipment asset inventory including asset condition. This project identifies annual requirements to maintain EPL's furniture and equipment assets at an acceptable asset condition with consideration to health and safety of customers and staff, value and best time to replace assets. Failing to fund these replacements will result in EPL's inability to provide services to its customers (e.g. vehicles not available for deliveries to branches, shelving not available for library materials). In addition, failing to proceed with this project would result in higher maintenance costs in the future, higher operating costs and higher risk of component failure and/or unusable furniture / equipment for customers and staff.

STRATEGIC ALIGNMENT

This project aligns with City Council Priorities to improve Edmonton's livability by building vibrant communities, connecting Edmontonians to the services they need, and providing its people services that are accessible and available.

ALTERNATIVES CONSIDERED

EPL continually reviews alternatives for the replacement of furniture, equipment and vehicle assets and assesses to ensure health and safety standards are met and best value is obtained for EPL.

COST BENEFITS

EPL continually seeks best value when renewing furniture, equipment and vehicles.

The key tangible benefits of this project are:

- Extends the useful life of the shelving and vehicles
- Enables continued provision of library services to the communities; and
- Ensuring underserved areas of Edmonton are provided with library services.

KEY RISKS & MITIGATING STRATEGY

This project mitigates the risk to personal injury to staff and customers, and minimizes costly emergency repairs or renovations.

RESOURCES

All project items will be tendered publicly, with the Facilities and Operations Division and Library Services Department managing the projects.

CONCLUSIONS AND RECOMMENDATIONS

The Library supports this project for timely preventive maintenance of all its assets and provision of excellent customer service. The Library recommends this project for approval.

CAPITAL PROFILE REPORT

FUNDED

PROFILE NAME: **Library Furniture and Equipment**
 PROFILE NUMBER: **CM-20-0052**

PROFILE TYPE: **Composite**
 BRANCH: **Edmonton Public Library**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Approved Budget												
Original Budget Approved		-	-	453	327	157	160	-	-	-	-	-	1,097
Current Approved Budget		-	-	453	327	157	160	-	-	-	-	-	1,097
Approved Funding Sources													
Pay-As-You-Go - Library		-	-	453	327	157	160	-	-	-	-	-	1,097
Current Approved Funding Sources		-	-	453	327	157	160	-	-	-	-	-	1,097

BUDGET REQUEST		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
Revised Budget (if Approved)		-	-	453	327	157	160	-	-	-	-	1,097
Requested Funding Source												
Pay-As-You-Go - Library		-	-	453	327	157	160	-	-	-	-	1,097
Requested Funding Source		-	-	453	327	157	160	-	-	-	-	1,097

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
	Equip FurnFixt	-	-	453	327	157	160	-	-	-	-	-	1,097
	Total	-	-	453	327	157	160	-	-	-	-	-	1,097

OPERATING IMPACT OF CAPITAL

Type of Impact:

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