

CAPITAL PROFILE REPORT

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PROFILE NAME:	VALLEY ZOO - NATURE'S WILD BACKYARD PHASE II	UNFUNDED
PROFILE NUMBER:	19-12-9007	PROFILE STAGE: L2 - CapBud Review
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Brian Latte
PROGRAM NAME:		PARTNER MANAGER: Roger Jevne
PARTNER:	Community & Recreation Facilities	ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category: Recreation & Culture
Major Initiative:

GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	-
BUDGET REQUEST:	39,386
TOTAL PROFILE BUDGET:	39,386

PROFILE DESCRIPTION

Nature's Wild Backyard Phase II is the next phase in the redevelopment of the Edmonton Valley Zoo mandated by the 2005 Masterplan Update, rehabilitating the original 1959 infrastructure. This second phase is tender ready and construction can begin as soon as funding is available for the project. Nature's Wild Backyard Phase II completes the project initiated in the 2015 - 2018 Capital Budget. Phase II ensures that the original 1959 infrastructure of Edmonton Valley Zoo is renewed to today's standards and expectations, that permanent utility connections are installed, and that the entire Storyland area remains usable.

The area of the Zoo designated as Nature's Wild Backyard was once 'Storyland Zoo', now known as the 'Inner Zoo', the original incarnation of the Edmonton Valley Zoo and the area of the Zoo historically associated with young children and their families. Much has changed since 1959 and prevailing attitudes towards zoo and exhibit design are no exception. The Edmonton Valley Zoo has recalibrated its overall vision to align with these broader shifts in zoological culture and now aspires to be a global leader in conservation, education, and environmental stewardship. As the primary locus of children's activity within the Zoo, Nature's Wild Backyard will be one of the primary enablers of the Zoo's overall aspiration of positioning itself as a leader in these areas.

Whereas zoo design has historically opted for a distinct division between human visitors and animal inhabitants, more recent approaches have foregrounded the importance of immersion as a means of enriching the educational value of exhibits, while simultaneously improving the living conditions of the resident animals. Immersive landscapes are those in which animals and humans alike are enveloped by a common habitat. This approach serves to erase the boundaries and hierarchical divisions between animals and visitors found at conventional zoos. By engaging animals on their own terms and in their own habitats, visitors are better able to understand the high degree of interconnectivity between themselves, the animals they are viewing, and the world around them. Children and adults perceive and engage the world in very different ways. At an elemental level, children operate at a very different scale than their adult counterparts. Unlike adults, children also tend to learn about the world and their place in it with a high degree of physicality: through play. Using immersive landscapes and a 'child's eye view' as points of departure, the project pursues four primary gestures of spatial engagement as means of defining a new conceptual framework for the Zoo: UNDER, BETWEEN, ON, and ABOVE. These abstract experiential types speak to a wide range of possible means of bodily relation to a given landscape and simultaneously sponsor play as a primary mechanism for engaging that landscape. These engagement archetypes are propagated architecturally through the creation of type-forms that begin to order the site physically and experientially. Animals within the Zoo's collection are categorized through affinities with the aforementioned formal types, creating a scenario wherein a single species can be engaged through a series of experiential fields, rather than from a single vantage point. This approach helps to facilitate a comprehensive understanding both the 'part' (animal) and the 'whole' (habitat). Unlike conventional means of curating animal collections, this approach emphasizes the connections between humans and animals as 'bodies in space', rather than grouping species according to their geographic origins, thus fostering an interspecies connection that is rooted in empathy built through shared experience. One of the chief limitations of the existing Inner Zoo is its capacity to support four season programming. Edmonton's climate encompasses extreme variation. Rather than shrink from these extremes, the design for this precinct has made a commitment to offering a range of experiences that are different from day to day, day to night, season to season, and even year to year. The Edmonton Valley Zoo, and the Inner Zoo in particular, holds a special place in the hearts of generations of Edmontonians.

It is the ambition of this project to reignite this passion and to ensure that the Valley Zoo, and Nature's Wild Backyard in particular, becomes a place where lasting memories are forged for generations yet to come.

PROFILE BACKGROUND

In 2005, Council approved the Edmonton Valley Zoo Master Plan. Redeveloping the Zoo's original 1950's era infrastructure which has reached the end of its life cycle and no longer meets zoo standards into Nature's Wild Backyard (NWBY) is an key aspect of the master plan. For constructability and budget purposes NWBY was split into two phases. Phase 1, approved for construction in 2015, will be completed on schedule and on budget in late 2018. The 2019 - 2022 profile scope is to complete the construction of NWBY Phase II. Design of Phase II is complete and ready to tender for construction as soon as budget is approved. NWBY offers an opportunity to redevelop 1950's era infrastructure to today's zoo standards, to meet public expectations, to build on the success of recently completed projects, to ignite passion for wildlife conservation, and to 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 to raising \$5,400,000 for Zoo Projects. Added to their previous contributions of \$600,000 (Design) and \$3,000,000 (NWBY Phase 1) the overall community commitment is \$9,000,000.

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PROFILE JUSTIFICATION

Nature's Wild Backyard is mandated by the 2005 Masterplan. This project preserves and enhances City assets, increases attendance and revenue, ensures the Edmonton Valley Zoo meets required industry standards for animal welfare, education and safety, and improves guest experiences, satisfaction and perception. Nature's Wild Backyard continues the focus on revitalizing an existing facility and providing rich environments that contribute to excellence in animal welfare and enhanced guest experiences. Previous zoo projects have been delivered in a timely fashion and on budget. 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 the continued development of exhibits and programs operated by the City.

STRATEGIC ALIGNMENT

This profile aligns with the following City of Edmonton Strategic Goals:

- Healthy City (Edmonton's public spaces, festivals and events increase its vibrancy)
- Urban Places (The COE maintains and provides adaptable, accessible and appropriate infrastructure for the city)

By installation of permanent utility infrastructure also supports Climate Resilience (Edmonton's neighbourhoods and infrastructure are better prepared and more resilient to disaster, crisis and severe weather impacts)

ALTERNATIVES CONSIDERED

The alternative is to delay implementation which would increase the project cost due to escalation and potential design changes required to meet newly introduced codes or standards. A delay in the construction would require that the zoo close portions of the facility to public access as they have been replaced by updated facilities and the old areas are either not suitable for animal habitats or unsafe for public access. Further a number of animals would remain in temporary housing or would have to be moved to other facilities as their current habitats need to be improved to meet increasing standards (eg. primates, meerkats, capybara, wallaby, burrowing owl, red fox), the zoo's prairie dogs currently residing at Calgary Zoo would not be able to return to Edmonton. Finally, some areas of the zoo would have to operate on temporary utility lines as Phase 1 of NWBY required the cessation of permanent services and the utility work cannot be completed until Phase II implementation.

COST BENEFITS

Delaying the project to a future budget cycle would incur escalating costs and the possibility of design updates related to code or standard changes. The Zoo's attendance has increased 80% because of the redevelopments since 2011 and community interest and willingness to partner has also escalated. Partners continue to indicate interest in supporting NWBY Phase 2.

KEY RISKS & MITIGATING STRATEGY

There is a low risk that the project will not be completed on time or on budget. The Zoo has demonstrated that they are able to complete projects in a timely fashion and within the allocated budget and, given that this project is at construction tender stage, it is anticipated that this project will be completed on budget and on time.

RESOURCES

The project will require support from IIS and the Zoo and a contracted consultant team and the prime contractor.

CONCLUSIONS AND RECOMMENDATIONS

Nature's Wild Backyard Phase 2 completes the project approved by Council in the 2015 - 2018 Capital Budget and is the conclusion of the Zoo Master Plan's ten steps to a great community zoo. The projects to date have revitalized community interest in this exceptional facility and it is recommended that Nature's Wild Backyard project be completed with the development of Phase II during the 2019 - 2022 budget cycle.

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PROFILE NAME: **Valley Zoo - Nature's Wild Backyard Phase II****UNFUNDED**PROFILE NUMBER: **19-12-9007**PROFILE TYPE: **Standalone**BRANCH: **Infrastructure Delivery**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

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

BUDGET REQUEST	Budget Request	-	11,611	21,722	6,053	-	-	-	-	-	-	-	39,386
	Revised Funding Sources (if approved)												
	Pay-As-You-Go	-	11,611	21,722	6,053	-	-	-	-	-	-	-	39,386
	Requested Funding Source	-	11,611	21,722	6,053	-	-	-	-	-	-	-	39,386

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	11,611	21,722	6,053	-	-	-	-	-	-	-	39,386
	Requested Funding Source												
	Pay-As-You-Go	-	11,611	21,722	6,053	-	-	-	-	-	-	-	39,386
	Requested Funding Source	-	11,611	21,722	6,053	-	-	-	-	-	-	-	39,386

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Construction	-	11,222	20,995	5,850	-	-	-	-	-	-	-
	Design	-	297	556	155	-	-	-	-	-	-	-	1,008
	Percent for Art	-	92	172	48	-	-	-	-	-	-	-	311
	Total	-	11,611	21,722	6,053	-	-	-	-	-	-	-	39,386

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

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PROFILE NAME:	LRT LAND ACQUISITION	UNFUNDED
PROFILE NUMBER:	19-17-1237	PROFILE STAGE: L2 - CapBud Review
DEPARTMENT:	Urban Form & Corporate Strategic Development	PROFILE TYPE: Standalone
LEAD BRANCH:	City Planning	LEAD MANAGER: Peter Ohm
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:
Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

8,000

TOTAL PROFILE BUDGET:

8,000

PROFILE DESCRIPTION

Funding for land acquisition for LRT Right-of-Way in greenfield areas. Council has directed "that Administration work with UDI to develop a Memorandum of Understanding (MOU) for the implementation of LRT right-of-way cost sharing arrangement and return to Council." These negotiations have resulted in a cost share proposal of 50% developer and 50% City. The estimated total cost to the City for the currently approved alignments is \$10.35 Million, with \$4 Million required in the 2019 - 2022 timeframe.

PROJECT LIST

Includes funding for acquisition of greenfield land for Capital Line to Heritage Valley, Capital Line to Edmonton Energy Technology Park, and the Metro Line to Campbell Road.

PROFILE BACKGROUND

A mechanism for the acquisition of LRT Right-of-way in developing areas has been an ongoing discussion between the City and development industry for several years. The City's practice has been to require dedication of LRT at the time of subdivision as authorized by the MGA. The Urban Development Institute regards LRT as a facility with city-wide and regional benefits, therefore has a position that the financial burden to dedicate land for the LRT should not be borne solely by the owner/developer directly affected by having the LRT corridor on their lands. A recent challenge by an owner/developer to the City's requirement to dedicate land for the LRT had mixed results as one appeal by the owner was upheld by the Subdivision and Development Appeal Board; and an appeal by the City of that decision was successful at the Court of Appeal. Further litigation was put on hold to pursue a cost share arrangement between the City and developers.

Council has directed Administration to work with UDI to develop a MOU for the implementation of LRT ROW cost sharing arrangement and return to Council. These negotiations have resulted in a cost share proposal of 50% developer and 50% City.

PROFILE JUSTIFICATION

Council has directed "that Administration work with UDI to develop a Memorandum of Understanding (MOU) for the implementation of LRT right-of-way cost sharing arrangement and return to Council." These negotiations have resulted in a cost share proposal of 50% developer and 50% City. The estimated total cost to the City for the currently approved alignments is \$10.35 Million, with \$4 Million required in the 2019-2022 timeframe. When greenfield land is subdivided adjacent to a future LRT line, the City will purchase the required Right-of-way at 50% of the land cost. The City requires a source of funding in order to complete the purchase within a reasonable time-frame after subdivision.

STRATEGIC ALIGNMENT

This project aligns with the City's strategic direction by providing access and mobility options to commuters.

ALTERNATIVES CONSIDERED

The land needed for LRT can be obtained through its dedication as a condition of subdivision. The required land could also be acquired through off-site levy under the new provisions within the City of Edmonton Charter. Since the direction of Council to negotiate the Memorandum of Understanding, the Province has expanded the off-site levy provisions available to the City of Edmonton through amendments to the City Charter. New provisions amend the City of Edmonton Charter, 2018 Regulation to allow Council to define the type of infrastructure to be levied, and the method of calculation. This new authority would allow for the City to establish an off-site levy for LRT right-of-way if it so chooses.

COST BENEFITS

Acquisition of land for LRT through a 50/50 cost share approach may avoid, or cost less than the costs associated with defending dedication as a condition of subdivision or through expropriation. Early purchase of Right-of-way may avoid escalation of land costs over time.

KEY RISKS & MITIGATING STRATEGY

Uncontested acquisition of land for LRT through a 50/50 cost share approach will help reduce the risk associated with construction timeline and project delivery. The amount for which land can be acquired will depend on the current ARA land dedication rate.

RESOURCES

Implementation of the cost share and acquisition of right-of-way will occur as a normal part of the subdivision application process.

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CONCLUSIONS AND RECOMMENDATIONS

A 50/50 cost share approach to LRT right-of-way acquisition is an alternative to acquisition as a condition of subdivision and would distribute land costs between the City and landowners/developers.

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PROFILE NAME: LRT Land Acquisition

UNFUNDED

PROFILE NUMBER: 19-17-1237

PROFILE TYPE: Standalone

BRANCH: City Planning

CAPITAL BUDGET AND FUNDING SOURCES (000's)

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

BUDGET REQUEST	Budget Request	-	2,000	2,000	2,000	2,000	-	-	-	-	-	-	8,000
	Revised Funding Sources (if approved)												
	Developer Financing	-	1,000	1,000	1,000	1,000	-	-	-	-	-	-	4,000
	Pay-As-You-Go	-	1,000	1,000	1,000	1,000	-	-	-	-	-	-	4,000
	Requested Funding Source	-	2,000	2,000	2,000	2,000	-	-	-	-	-	-	8,000

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	2,000	2,000	2,000	2,000	-	-	-	-	-	-	8,000
	Requested Funding Source												
	Developer Financing	-	1,000	1,000	1,000	1,000	-	-	-	-	-	-	4,000
	Pay-As-You-Go	-	1,000	1,000	1,000	1,000	-	-	-	-	-	-	4,000
	Requested Funding Source	-	2,000	2,000	2,000	2,000	-	-	-	-	-	-	8,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2019	2020	2021	2022	2023	2024	2025	2026	2027	Beyond 2027	Total
		Land	-	2,000	2,000	2,000	2,000	-	-	-	-	-	-
	Total	-	2,000	2,000	2,000	2,000	-	-	-	-	-	-	8,000

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