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"Putting YOUR Interests First"

SWBRT Review

February 26, 2013

To members of the Standing Committee on Infrastructure Renewal and Public Works;

The objective is to ensure that Winnipeg selects the best route for the SWBRT that provides the best value.

This report examines specifically the Pembina route from Jubilee to McGillivray Blvd. and the Parker route from Jubilee to McGillivray Blvd.

There needs to be additional information obtained before this decision can be done in an informed and prudent manner.

Therefore, I am bringing forward three amendments and propose the creation of a *Functional Design Committee for the SWBRT* route.

The Ask

That the "SW Corridor" alignment from Map 5 – Rapid Transit (see Figure 1) be amended such that the alignment is shown extending westward through the Parker Lands and southeastward along the Manitoba Hydro Corridor.

Be further amended to include:

1) *... and the CN Letellier Subdivision both be considered in a 1st phase of the Soutwest Bus Rapid Transit Functional Study.*
2) *Map 5 be amended so that the Figure 3 – Alignment 1B is identified as the Parker route.*
3) *Figure 3 – Alignment 1B be modified to remove the possibility of an overpass at Beaumont St.*

Also

That a *Functional Design Committee for the SWBRT* route be established

Request #1

That the CN Letellier Subdivision and the Parker route be considered in a 1st phase of the South West Bus Rapid Transit Functional Study.

A 1st phase of the Southwest Bus Rapid Transit route would not be a complete Functional Design but would provide the necessary information to allow for a better comparison of the totality both routes have to offer, as well as the problems they both present on a City wide basis, not transit only.

Rational

The Pembina Hwy. route, from Jubilee to McGillivray Blvd., potentially provides more over-all benefits that deserve to be explored in more depth. (see page 9 for more details)

The fact that the opportunity to re-develop parts of Pembina requires BRT while Parker does not must be taken into account. (see page 17 for other lost opportunities)

The impact of total development in the Parker area needs to be taken into account. (see page 12 to understand how the entire area may lose all its green space)

The use of TIF revenues and TOD projections need to be reviewed and clarified. (see page 8 for more details and impact of a minor adjustment on speculative revenues and true costing of lands)

There are many issues associated with both route options that require review and the presenting of solutions. (see page 18-19 for list of just some of the outstanding issues.)

The opportunity to improve Pembina traffic flow, re-develop a regional corridor, increase ridership, connect neighbourhoods, improve development, protect green space and other issues associated with both routes must be reviewed and addressed before a route can be chosen.

Request #2

That Map 5 amended so that the Figure 3 – Alignment 1B is identified as the Parker route.

Rational

The motion does not clearly indicate where on the Parker route the SWBRT will be aligned.

This simple clarification will provide the residents with a clearer understanding of what is meant by the Parker route.

(see map on page 11)

Request #3

That Figure 3 – Alignment 1B be modified to remove the possibility of an overpass at Beaumont St.

Rational

An over-pass or underpass from Hurst Way to Beaumont St. will have a very negative affect upon the Beaumont neighbourhood in relation to the amount of traffic that would be generated from the new development, BRT stations, easier access to Pembina and the buildup of the South West Winnipeg.

The removal of the over-pass at Beaumont was discussed with the COO and is supported by the COO.

(see map on page 11)

Request #4

That a *Functional Design Committee for the SWBRT* route be established

Rational

Involvement with the community and keeping all stakeholders involved throughout the process will result in a positive outcome for all.

I recommend that a *Functional Design Committee for the SWBRT* route be established that would be responsible for reviewing the initial parameters for Phase 1 of the Functional Design including identification, review and finding solutions to issues associated with choosing the best route for SWBRT.

The first phase of the Functional Design would comprise of necessary information to determine the alignment and find solutions to various issues.

The study's 1st phase would not be a complete Functional Design but would provide the necessary information to allow for a better comparison of the totality both routes have to offer, as well as the problems they both present on a City wide basis, not transit only.

A *Functional Design Committee for the SWBRT* can take into account the multiple issues and projects surrounding and impacting this project, such as **water management, integrated development, roads, protection of natural habitat and green space, traffic and active transportation, connectivity and station location**, as determined by the project manager and the committee.

The *Functional Design Committee for the SWBRT* would be comprised of members from the impacted neighbourhoods, residents at large, project managers, area Councillors, member of the Standing Policy Committee on Infrastructure Renewal and Public Works and other stakeholders as determined by the committee.

The *Functional Design Committee for the SWBRT* would provide a route recommendation to the Standing Policy Committee on Infrastructure Renewal and Public Works

(see map on page 12 – Parker Land usage to view the many independent issues that require neighbourhood involvement in the planning for entire area)

(see motion on page 13 - Parker Motion – that outlines the City's commitment to the area)

Review of the Southwest Rapid Transit Corridor Stage 2 Alignment Study Final Report

Review of Costs and Revenues Projections

The revenues outlined are questionable.

The TOD calculations provide the basis for revenue projections. While the Parker route provides more opportunity for development it is speculative in both how many new developments will happen and how many are actually be the result of BRT.

TIF revenues for the Parker route are over-estimated and used inappropriately.

The City of Winnipeg must be careful not to use TIF for developments that are already planned as the City will lose the incremental taxes. Present taxes for the Parker Development lands are $29,000.

The question that must be answered is how much of the new development in the TOD calculations would have occurred without BRT. I believe that more the Parker route will be developed regardless of BRT while none of the Pembina route will be.

The report indicates that the cost, including construction, land and 7.5% escalation over 5 years for comparison purposes is the same for both routes.

However, not placing a price on the City of Winnipeg or Hydro lands distorts the cost by an estimated $10,000,000 based on currents assessments

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Total Cost with Adjustments

	Parker 1B	Adjusted	Pembina
Revenue	152,810,000.00	114,607,500.00	53,230,000.00
Cost	332,700,000.00	332,700,000.00	312,900,000.00
	-		
Total	179,890,000.00	-218,092,500.00	-259,670,000.00

I continue to question the economic reasons for selecting the Parker route.

(go to pages 14, 15 and 16 for more information)

Lost Opportunities not Identified in the Report

The lost opportunities of not considering using Pembina Hwy, from Jubilee to McGillivray Blvd at least, as the preferred route are not mentioned in the report but need to be considered by Policy makers.

The fact that the City will lose the **opportunity to develop Pembina** is not factored into the calculations. BRT and TIF financing will provide the drive while Parker and Sugar Beats will develop regardless.

The opportunity to **improve traffic flow** along Pembina Hwy by removing more busses from the Pembina and creating pedestrian overpasses over Pembina Hwy from BRT stations.

Putting BRT through the Parker lands without a development plan will result in a lost opportunity to truly have an **integrated development** which will protect the wet lands, improve ridership, improve the TOD design and effectively address traffic impact. The area has the potential to lose all its green space due to development and BRT.

The prudent plan would be to integrate all the development and rapid transit needs at the same time in a Secondary plan for the entire area or a Precinct Plan for the Taylor lands, Waverley by-pass, Pembina underpass and BRT. This recommendation was rejected by the administration however I still feel that the City is missing an opportunity.

The costs are the same, the revenues are questionable and the loss opportunity is evident that Pembina Hwy route should be given more consideration.

(go to page 17 - Complete Communities Opportunity – to see what Pembina Hwy could look like)

Questions and issues identified but solutions need to be considered.

The report stated that a problem with the Pembina route is that the BRT line will travel too slowly along Pembina due to the number of crossing is an issue that needs to be examined in more detail however this issue was never properly examined for solutions

Another reason the report prefers the Parker route is that it would provide connectivity to South/West is true. I suggest the same can be achieved through McGillivray and Bishop Grandin Blvd access however no alternatives provided in the report.

There were many questions that are not addressed that need answers before a proper evaluation of the options is done such as:

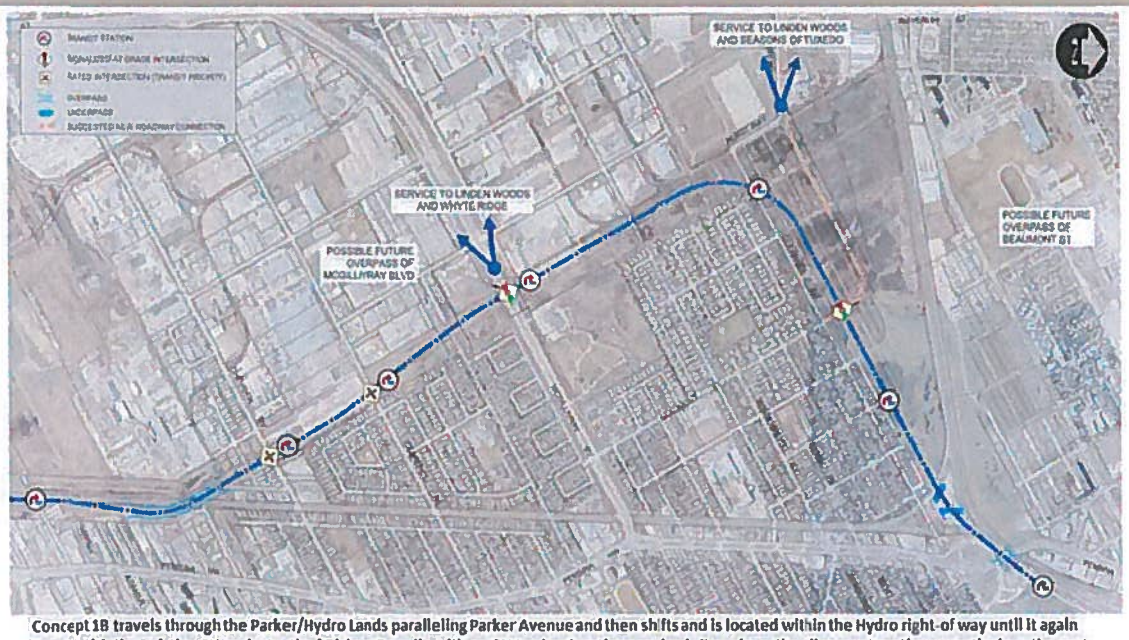
- How many homes will be expropriated?
- Will the dog park be re-located?
- How close to residential homes will the rail line and/or BRT line be?
- Can stations be built to high density under the Hydro Corridor?
- What would be the impact and possible solutions of closing off streets?
- What are the alignments?
- What option provides the best opportunity for redevelop?
- What impact will BRT have on the wet lands drainage and habitat?
- Will having a Pembina BRT improve traffic flow on Pembina Hwy?
- What option provides the most assurances in improved ridership?
- What are some solutions for issues associated with either route?

My position is still dependent upon greater clarity of the impact of both routes, especially the impact on the adjoining neighbourhoods, which can be determined by the doing the Functional Study in two phases.

The first phase would comprise of necessary information to determine the alignment and solutions to various issues. It would not be a complete Functional Design but would provide the necessary information to allow for better comparison of the totality of all both routes has to offer and problems they both present on a City wide basis, not transit only.

(go to page 17 and 18 - Parker Rapid Transit Questions and Replies) – for more questions but with administrations' replies)

Parker Lands and Manitoba Hydro Corridor (Concept 1B)



Concept 1B travels through the Parker/Hydro Lands paralleling Parker Avenue and then shifts and is located within the Hydro right-of way until it again meets with the existing CN track, north of Bishop Grandin with no CN track relocation required. From here the alignment continues south along the east side of the CN rail line to Bison Drive. Concept 1A and 1B have the same alignments from Parker Avenue to Bison Drive.


Gem Equities Forest
CNR Land
Brenda Elpsic Park
Gem Equities Land
Hydro Land
Hydro Lines
City of Winnipeg Land
Community Gardens
Connection to/from Pembina

Minute No. 509
Report - Standing Policy Committee on Property and Development – July 13, 2009

Item No. 7 **Land Exchange – Fort Rouge Yards – Lands North of Parker Avenue – Bus Rapid Transit Project**
(River Heights – Fort Gary Ward)
eFile FI-2.4.4.1

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Property and Development, as amended, and adopted the following:

1. That the exchange of City-owned land identified as "Subject Property to be Conveyed to Gem Equities Inc." on Misc. Plan No. 12251/3 and the privately-owned land identified as "Property to be Conveyed to the City" on Misc. Plan No. 13394/1, at a price of $1.00 be approved in accordance with the terms and conditions of the attached Land Exchange Agreement.

2. That the City-owned land identified as "Subject Property to be Conveyed to Gem Equities Inc." on Misc. Plan No. 12251/3 be declared surplus to the City's needs.

3. That upon the approval of recommendations 1 and 2, the City of Winnipeg Public Service be directed to prepare a developer led secondary plan for the Fort Rouge lands and the Parker Lands, which secondary planning process shall incorporate appropriate public consultations.

4. Prior to the close of the transaction that a Phase 2 Environmental Assessment be conducted on the Fort Rouge lands to ensure that they are functional for the purpose required to the satisfaction of the CAO.

5. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing, including the execution of any documents related thereto.

	SWRTC Stage 2 - Final Report - Financial Review				
		Parker 1B	Adjusted	Concept 2 Pembina	
Table 1: Estimated Transitway Land Requirements					
Jubilee Avenue to Bison Drive Transitway					
Total Land Area Required For Alignment Option (m2)		226,330	0.00	220,618	
Table 2: Summary of Land Costs for Stage 2 Alignment Options					
Total Land Costs		$7,896,606	$17,896,606	$ 40,743,881	*Note 1*
Note 1: $10,000,000 assessed City and Hydro land included					
Table 3: Extension Options to Stadium Station – Estimated Land Requirements					
Table 4: Extension Options to Stadium Station – Estimated Costs Associated with Land Acquisition					
Table 5: Estimated Potential for TOD: Jubilee Avenue/Bison Drive Alignment Options					
SWRTC Stage 2 - Transit Oriented Development Land Area Estimates					
A) JUBILEE TO BISON ALIGNMENT AREA					
Measure of Land Area for TOD (sq. ft.)		23,824,797.00	23,824,797.00	16,099,826.00	
Measure of Land Area for TOD (sq. m.)		2,213,396.00	2,213,396.00	1,495,718.00	
No. of properties for redevelopment within TOD area		139.00	139.00	158.00	
2012 Assessed Value of TOD area properties		175,246,000.00	175,246,000.00	204,180,800.00	
Estimated Existing Tax Revenue (2012) from TOD lands		3,581,604.00	3,581,604.00	3,951,006.00	
Measure of Potential Mixed-use Development					
Potential Residential Dev (no. of units)		16,408.00	12,306.00	11,088.00	
Potential new residents - TOD		29,535.00	22,151.25	19,958.00	
Potential Comm Dev - TOD (sq. ft.)		797,442.00	598,081.50	538,878.00	
Potential Comm Dev - TOD (sq. m.)		73,837.00	55,377.75	49,896.00	
Table 6: Estimated Potential for TOD: U of M Alignment Options - U1, U2, U3 & U4					

Table 7: Estimated Current Property Tax Base					
Jubilee to Bison Alignments - Existing Tax Base 2					
Measure of Land Area for TOD (sq. m.)		2,213,396.00	2,213,396.00	1,495,718.00	
No. of properties for redevelopment within TOD area		139.00	139.00	158.00	
2012 Assessed Value of TOD area properties		175,246,000.00	175,246,000.00	204,180,800.00	
Estimated Existing Tax Revenue (2012) from TOD lands		3,581,604.00	3,581,604.00	3,951,006.00	
Table 8: Present Value of Current Property Tax Base					
(Jubilee to Bison)					
2012 Assessed Value of TOD area properties		175,246,000.00	175,246,000.00	204,180,800.00	
Estimated Existing Tax Revenue (2012) from TOD lands		3,581,604.00	3,581,604.00	3,951,006.00	
Inflation Factor		2.5%/yr	2.5%/yr	2.5%/yr	
Present Value Factor (Discount Rate)		3%	3%	3%	
Present Value of Current Tax Base (25 yrs)		84,513,204.00	84,513,204.00	93,229,790.00	
Table 9: TOD Development Potential					
A) JUBILEE TO BISON ALIGNMENT AREA					
Measure of Potential Mixed-use Development					
Potential Residential Dev (no. of units)		16,408.00	12,306.00	11,088.00	*Note 2*
Potential new residents - TOD		29,535.00	22,151.25	19,958.00	
Potential Comm Dev - TOD (sq. ft.)		797,442.00	598,081.50	538,878.00	
Potential Comm Dev - TOD (sq. m.)		73,837.00	55,377.75	49,896.00	
Note 2: 25% reduction based on speculation and none related development					
Table 10: Present Value of Potential Property Tax Revenue Stemming from TOD					
TOD Property Tax Potential (25 Year Horizon)					
New Residential Units		16,408.00	12,306.00	11,088.00	*Note 3*
New Commercial Development (sq. m.)		73,837.00	55,377.75	49,896.00	
Estimated Property Tax Revenue From Residential Dev.		376,192,482.00	282,144,361.50	254,214,730.00	
Estimated Property Tax Revenue From Commercial Dev.		77,602,036.00	58,201,527.00	52,440,124.00	
Estimate of Total New Property Tax Revenue (25 yrs)*		399,050,863.00	299,288,147.25	246,265,007.00	
Present Value of TOD Property Tax Revenue		**237,326,709.00**	**177,995,031.75**	**146,460,252.00**	
Note 3: 25% reduction based on speculation and none related development					

Table 11: Incremental Property Tax Value from TOD (TIF Potential)					
Incremental Property Tax Value (TIF Potential)					
Present Value of TOD Property Tax Revenue		237,326,709.00	177,995,031.75	146,460,252.00	*Note 4*
Present Value of Current Tax Base		84,513,204.00	84,513,204.00	93,229,790.00	
Present Value of Incremental Property Tax Revenue		152,813,505.00	76,406,752.50	53,230,462.00	
Rounded		**152,810,000.00**	**114,607,500.00**	**53,230,000.00**	
Note 4: 25% reduction based on speculation and none related development					
Table 12: U of M Alignment Area - Estimated Existing Tax Revenue (2012) from TOD Lands					
Table 13: U of M Alignment Area – Present Value of Current Tax Base (25 yrs)					
Table 14: U of M Alignment Area - Estimated Present Value of TOD Property Tax Revenue					
Table 15: U of M Alignment Area – Incremental Property Tax Value TIF Potential					
Table 16: Summary of Overall Cost Evaluation					
Preliminary Construction Costs including:					
contingencies					
engineering and non-contract items					
no property costs					
total construction cost		223,200,000.00	0.00	176,600,000.00	
Land Costs		7,896,606.00	17,896,606.00	40,743,881.00	
Estimated Overall Cost including Construction,		**332,700,000.00**	**0.00**	**312,900,000.00**	
Land and 7.5% escalation over 5 years.					
Conclusion		Parker 1A	Adjusted	Pembina	
Revenue		152,810,000.00	114,607,500.00	53,230,000.00	
Cost		332,700,000.00	332,700,000.00	312,900,000.00	
Total		-179,890,000.00	-218,092,500.00	-259,670,000.00	

SEE THE POSSIBILITIES

POSSIBLE TRANSFORMATION OF A REGIONAL MIXED USE CORRIDOR FOLLOWING COMPLETE COMMUNITY PRINCIPLES



Parker Rapid Transit Questions and Replies

- Through traffic
  How will traffic going to and from the Rapid Transit line access the line from Pembina and Waverley?
  Although Functional Design and service planning for Stage 2 of the Southwest Transitway has not yet been completed, access to the Corridor could potentially occur at Pembina and Jubilee, at Hurst/Beaumont, at McGillivray, at Bishop Grandin, at Markham, and/or at Bison.

- Protecting Green Space
  Will the line go through forest or the line of trees that run along Parker?
  The impact of Stage 2 of the Transitway on the tree areas along Parker will be better understood with the completion of the Functional Design Study.

- Noise
  What type of noise can the neighbourhood expect and what measures are been recommended to minimize any noise?
  One can get a very good sense of the noise associated with the Transitway by standing on the AT path alongside of Stage 1 of the Southwest Transitway. Many people find that the operation of buses along the Corridor is surprising quiet, and in fact, very few noise complaints have been received since operation of Stage 1 began in April.

- Active Transportation
  Will there be an active transportation path built with the Rapid Transit Line?
  Although details around the development of AT facilities will be better defined during Functional Design, the intent is to support Stage 2 of the Transitway with AT improvements.

- Dog Park
  Will the Rapid Transit line impact the Brenda Leipsic Dog Park?
  As with the Green Space questions, the impact of Stage 2 of the Transitway on the area will be better understood with the completion of the Functional Design study.

- Safety
  Are there any safety concerns associated with having rapid transportation run alongside an existing neighbourhood?
  Similar to Stage 1, construction of the corridor will be sited near to existing and proposed residential developments in an effort to maximize the value of the service. Although

construction of the Transitway presents risks similar to any other roadway, it is important to note that transit vehicles utilizing the corridor will be operated by professional drivers.

- Potential Expropriation
  Are homes going to be expropriated?
  The potential for some expropriation of properties does exist. The details of these expropriations will be better understood following Functional Design.

- Residential Access to the Neighbourhood
  Are any of the present road access points into the neighbourhood going to be closed off?
  The potential for the closure, or relocation, of some road access points does exist, particularly with Hurst Way. Again, the details surrounding this issue will be better understood following Functional Design.