Minute No. 209
Report – Standing Policy Committee on Property and Development – January 14, 2014

Item No. 21 Amendments to the Charleswood Transportation Levy and the Creation of a new Ridgewood Transportation Levy (Charleswood – Tuxedo Ward)

COUNCIL DECISION:

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

1. That the monies collected from the existing Charleswood Transportation Levy be used to fund projects directly related to regional transportation facilities.

2. That the boundaries of the existing Charleswood Transportation Levy area be modified to exclude the area of Precinct Q.

3. That the City continue collecting the existing Charleswood Transportation Levy to fund projects directly related to regional transportation facilities.

4. That a new levy be established for the lands within the boundaries Precinct Q and that this levy is to fund transportation related infrastructure for the Precinct Q area, as identified in the attached Appendix. This levy to be referred to as "Ridgewood Transportation Levy".

5. That Council approve modification of the existing Charleswood Transportation Levy and allow creation of a new levy, to be referred to as the Ridgewood Transportation Levy.

6. No other transportation related infrastructure works outside the Ridgewood Precinct plan shall be the responsibility of any precinct plan landowner.

7. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

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DECISION MAKING HISTORY:

Moved by Councillor Browaty,

That the recommendation of the Standing Policy Committee on Property and Development be adopted by consent.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On January 22, 2014, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On January 14, 2014, the Standing Policy Committee on Property and Development concurred in the recommendation of the Assiniboia Community Committee and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On January 7, 2014, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service with the following amendment:

- Add the following recommendation number 6.

  "6. No other transportation related infrastructure works outside the Ridgewood Precinct plan shall be the responsibility of any precinct plan landowner."

and forwarded the matter to the Standing Policy Committee on Property and Development.

STANDING COMMITTEE DECISION:

On November 5, 2013, the Standing Policy Committee on Property and Development directed the Winnipeg Public Service to report back to the Assiniboia Community Committee at its meeting on January 7, 2014, on the following:

Report – Standing Policy Committee on Property and Development – January 14, 2014

DECISION MAKING HISTORY: (continued)

STANDING COMMITTEE DECISION: (continued)

1. A comprehensive review of the Charleswood Transportation Levy. The review shall include but not be limited to the following:

   A. The balance of the levy account;
   B. An overview of the levy including the scope and nature of the projects it can be used for;
   C. Options for repurposing the existing levy to fund improvements in the area to mitigate the impacts of new development;

2. The creation of a new transportation levy for the lands within the Ridgewood South Precinct.

COMMUNITY COMMITTEE RECOMMENDATION:

On November 5, 2013, the Assiniboia Community Committee laid over the matter to its meeting on January 7, 2014.

On October 15, 2013, the Assiniboia Community Committee directed that the Winnipeg Public Service be directed to review and report back to the Community Committee within thirty (30) days on the following:

1. A comprehensive review of the Charleswood Transportation Levy. The review shall include but not be limited to the following:

   A. The balance of the levy account;
   B. An overview of the levy including the scope and nature of the projects it can be used for;
   C. Options for repurposing the existing levy to fund improvements in the area to mitigate the impacts of new development;

2. The creation of a new transportation levy for the lands within the Ridgewood South Precinct Q, and forwarded to the Standing Policy Committee on Property and Development.

ADMINISTRATIVE REPORT

Title: Charleswood Transportation Levy and Creation of a Ridgewood South Transportation Levy

Critical Path: Assiniboia Community Committee > Standing Policy Committee on Property and Development > Executive Policy Committee > Council

AUTHORIZATION

Author	A/Department Head	CFO	CAO
C. Desjardine, M.Sc., P.Eng.	L. Escobar, P.Eng., P.T.O.E.	n/a	

RECOMMENDATIONS

That:

- The monies collected from the existing Charleswood Transportation Levy be used to fund projects directly related to regional transportation facilities.
- The boundaries of the existing Charleswood Transportation Levy area be modified to exclude the area of Precinct Q.
- The City continue collecting the existing Charleswood Transportation Levy to fund projects directly related to regional transportation facilities.
- A new levy be established for the lands within the boundaries Precinct Q and that this levy is to fund transportation related infrastructure for the Precinct Q area, as identified in the attached Appendix. This levy to be referred to as "Ridgewood Transportation Levy".
- Council approve modification of the existing Charleswood Transportation Levy and allow creation of a new levy, to be referred to as the Ridgewood Transportation Levy.

REASON FOR THE REPORT

Council Authority is required to modify the parameters of the existing Charleswood Transportation Levy and to create a new Transportation Levy.

IMPLICATIONS OF THE RECOMMENDATIONS

The cost of the proposed Ridgewood Transportation Levy to Developers is estimated to be $38,793.67 per net developer acre. As approved in the Ridgewood Precinct Plan, the transportation area charge should be reviewed at every major phase of development within Ridgewood South and the area charge shall be updated annually. There are no financial implications to the City of Winnipeg.

HISTORY

On November 26, 1986, Council approved implementation of a Charleswood Transportation Levy as a condition of subdivision applications within the area bounded by Wilkes Avenue, the west limit of the Assiniboine Forest and extension thereto, the Assiniboine River and the Perimeter Highway. The following is the approved motion:

"41. Where lands are approved for subdivision in the area bounded by Wilkes Avenue, the West limit of the Assiniboine Forest and extension thereto, the Assinboine River and the Perimeter Highway, the subdivision applicant shall be required by agreement to pay to the City as a condition of subdivision $.25 (1987) per square foot of gross subdivision area for phased construction of regional transportation facilities in the Charleswood area to remedy the existing inadequate street capacity.

Pursuant to the provisions of specific subdivision agreements the charge of $.25 will be adjusted to reflect then current construction costs"

At its meeting on October 15, 2013, the Assiniboia Community Committee directed the Winnipeg Public Service to review and report back to the Community Committee within thirty (30) days on the following:

1. *A comprehensive review of the Charleswood Transportation Levy. The review shall include but not be limited to the following:*
    - *The balance of the levy account;*
    - *An overview of the levy including the scope and nature of the projects it can be used for;*
    - *Options for repurposing the existing levy to fund improvements in the area to mitigate the impacts of new development;*

2. *The creation of a new transportation levy for the lands within the Ridgewood South Precinct Q, and forwarded to the Standing Policy Committee on Property and Development.*

At its meeting on November 5, 2013, the Standing Policy Committee on Property and Development directed the Winnipeg Public Service to report back to the Assiniboia Community Committee at its meeting on January 7, 2014, on the above items.

The attached Appendix provides a summary of the Winnipeg Public Service review and recommendations

FINANCIAL IMPACT

Financial Impact Statement Date: December 30, 2013

Project Name:
Charleswood Transportation Levy and Creation of a Ridgewood South Transportation Levy

COMMENTS:

There is no financial impact associated with the recommendations of this report as the transportation levy is not budgeted.

"Original Signed by M. Kray
M. Kray, CMA
Financial Analyst

CONSULTATION

In preparing this report there was consultation with:
Planning, Property & Development,
Legal Services, Qualico,
Landmark Planning & Design Inc., and
Stantec Consulting Ltd.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: C. Desjardine, M.Sc., P.Eng., Traffic Assessment Engineer
Date: December 31, 2013
File No. A/C

Attachment: Appendix – Winnipeg Public Service Review and Recommendations

APPENDIX

Winnipeg Public Service Review and Recommendations

As a result of the motion by the Standing Policy Committee on Property and Development on November 5, 2013; the Winnipeg Public Service completed a review of the Charleswood Transportation Levy, including:

- The balance of the levy account;
- An overview of the levy including the scope and nature of the projects it can be used for;
- Options for repurposing the existing levy to fund improvements in the area to mitigate the impacts of new development;

The Winnipeg Public Service also reviewed and provided recommendations for the creation of a new transportation levy for the lands within the Ridgewood South Precinct Q.

Balance of the levy account

The balance of the levy account as of December 12, 2013 is:

Cash	$ 1,242,750.60
Securities	$ 776,716.99
Total	**$ 2,019,467.59**

Overview of the Charleswood Transportation Levy including the scope and nature of the projects it can be used for

On November 26, 1986, Council approved implementation of a Charleswood Transportation Levy as a condition of subdivision applications within the area bounded by Wilkes Avenue, the west limit of the Assiniboine Forest and extension thereto, the Assiniboine River and the Perimeter Highway. The following is the approved motion:

"41. Where lands are approved for subdivision in the area bounded by Wilkes Avenue, the West limit of the Assiniboine Forest and extension thereto, the Assinboine River and the Perimeter Highway, the subdivision applicant shall be required by agreement to pay to the City as a condition of subdivision $.25 (1987) per square foot of gross subdivision area for phased construction of regional transportation facilities in the Charleswood area to remedy the existing inadequate street capacity.

Pursuant to the provisions of specific subdivision agreements the charge of $.25 will be adjusted to reflect then current construction costs"

The monies collected pursuant to the 1986 Council resolution in respect of the Charleswood Transportation levy must be spent on the projects directly related to regional transportation facilities.

This would therefore apply to those portions of Wilkes Avenue, Roblin Boulevard and William R. Clement Parkway (WRCP) that are within the geographic boundaries relative to the Charleswood Transportation Levy. This can include design studies which need to be included prior to construction.

Options for repurposing the existing Charleswood Transportation Levy to fund improvements in the area to mitigate the impacts of new development

The intent of the existing Charleswood Transportation Levy was to be used for projects directly related to regional transportation facilities. It is not recommended to repurpose this levy, but instead to use the existing funds collected for such projects. It is also recommended to adjust the boundaries of the existing Charleswood Transportation Levy to exclude the area of Precinct Q and to continue collecting the Charleswood Transportation Levy to fund projects directly related to regional transportation facilities. A portion of the Charleswood Transportation Levy could be used for a functional design study to realign Wilkes Avenue, as recommended in the Charleswood Area Transportation Study report completed by MMM Group Ltd. in 2012.

Creation of a new transportation levy for the lands within the Ridgewood South Precinct Q

It is recommended that a new transportation levy be established (Ridgewood Transportation Levy) to fund transportation related infrastructure for the Precinct Q area including major intersection improvements, construction of Collector roadways, and improvements for the movement of pedestrians along existing roadways within Charleswood which are greatly impacted by the development of Precinct Q. The following is recommended to be part of the new Ridgewood Transportation Levy:

- Intersection improvement/auxiliary lanes at Arterial/Expressway intersections (William R Clement Parkway and Ridgewood Collector),
- Major intersection improvements at Wilkes Avenue and Charleswood Road including modifications to the railway crossing and traffic control signal installation,
- Minor intersection improvements along Wilkes Avenue at Community Row, Harstone Road, Fairmont Road and Elmhurst Road consisting of auxiliary lanes (shoulder widening) to provide reasonable storage during rail crossing events,
- Upgrades/reconstruction of existing roads and minor crossing improvements of the CNR Rivers Mainline at Community Row, Harstone Road, Fairmont Road, and Elmhurst Road,
- Improvements to the pedestrian environment (sidewalk construction) and land drainage along Rannock Avenue, Harstone Road, and Eldridge Avenue and completion of the 10m wide Portland cement concrete along Dieppe Road. As some of these improvements are outside of the Precinct Q boundaries, an amendment to the Precinct plan is required.

The cost of the Ridgewood Transportation Levy is estimated to be $38,793.67 per net developable acre. This includes the above improvements based on percentage that the levy will

cover. The table below shows a percent split between what the levy will cover and the direct costs the developer will cover.

	% of Levy	% of Developer
Minor Arterial	50%	0%
Major Collector	75%	25%
Minor Collector	50%	50%
Willkes Avenue Improvements	100%	0%
WRCP Auxiliary lanes	50%	0%
Offsite improvements north of the Harte Trail	100%	0%

Under the existing Development Agreement Parameters, the City is responsible for the other 50% for arterials. As approved in the Ridgewood Precinct Plan, the transportation area charge should be reviewed at every major phase of development within Ridgewood South and the area charge shall be updated annually.

The following map shows the proposed roads/works to be included in the Ridgewood Transportation Levy as well as roadway classifications.

