Agenda – Executive Policy Committee – May 11, 2016

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – May 10, 2016

Moved by Councillor

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than 96 hours preceding the committee meeting, be considered by Committee.

Item No. 3 **Opening – University Crescent, Markham Road and Public Road Nos. 1 and 2 - Bus Rapid Transit Phase 2**
(South Winnipeg - St. Norbert Ward)
Files DAO 4/2015 and DAO 1/2016

STANDING COMMITTEE RECOMMENDATION:

On May 10, 2016, the Standing Policy Committee on Property and Development, Heritage and Downtown Development concurred in the recommendation of the Riel Community Committee and submitted the following to Council:

1. That the street openings as shown on Misc. Plan No. 14208/7 be approved.

2. That the Director of Legal Services and City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the street openings in accordance with Misc. Plan No. 14208/7.

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

Agenda – Executive Policy Committee – May 11, 2016

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – May 10, 2016

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On May 10, 2016, the Standing Policy Committee on Property and Development, Heritage and Downtown Development concurred in the recommendation of the Riel Community Committee and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On May 2, 2016, the Riel Community Committee concurred in the recommendation of the Winnipeg Public Service and forwarded the matter to the Standing Policy Committee on Property and Development, Heritage and Downtown Development.

ADMINISTRATIVE REPORT

Title: **DAO 4/2015 AND DAO 1/2016: PROPOSED OPENING OF UNIVERSITY CRESCENT, MARKHAM ROAD AND PUBLIC ROAD NOS. 1 AND 2 – BUS RAPID TRANSIT PHASE 2**

Critical Path: **RIEL COMMUNITY COMMITTEE – STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT – EXECUTIVE POLICY COMMITTEE – COUNCIL**

AUTHORIZATION

Author	Department Head	CFO	CAO/COO
M. Pittet	J. Kiernan	N/A	N/A

RECOMMENDATIONS

1. That the proposed street openings as shown on Misc. Plan No. 14208/7 be approved.

2. That the Director of Legal Services and City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the street openings in accordance with Misc. Plan No. 14208/7.

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

REASON FOR THE REPORT

All street openings not previously approved by Council require the consideration of the Community Committee.

EXECUTIVE SUMMARY

The opening of University Crescent under application DAO 4/2015 is required in order to accommodate an existing sidewalk at this location. The balance of the openings under application DAO 1/2016 form part of the land assembly requirements for the Bus Rapid Transit Phase 2 Project for the Southwood lands. The City acquired the property for DAO 4/2015 from the University of Manitoba in July of 2012. The acquisition of the balance of the land required for DAO 1/2016 is pending.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no policy, regulatory, environmental, human resource or general implications associated with the recommendations.

Funding for the preparation and registration of the documents required to dedicate the land as public street has been provided by the Transit Department. These costs are within the approved current budget and are considered to be immaterial in nature.

HISTORY

On December 13, 2011, Council adopted the 2012 Capital Budget and 2013 to 2017 Five Year Forecast. A sidewalk improvement on the west side of University Crescent, south of Markham Road formed part of the Active Transportation Facilities – New Regional Sidewalks identified in the 2012 Capital Budget approved by Council. A 4.85m opening of University Crescent was initially processed under application DAO 4/2015 but held in abeyance pending the identification of additional land assembly requirements for the Bus Rapid Transit Phase 2 Project.

On June 25, 2014, Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works that the 2014 Capital Budget be amended by combining the "Pembina Highway Underpass Project", the "Southwest Rapid Transit Corridor – Stage 2 Project" and associated land drainage infrastructure, and that the combined project be renamed and approved as a 2014 Capital Project. Council further adopted the recommendation that the Director of Planning, Property and Development be authorized to negotiate the acquisition of land required for the Project.

On October 28, 2015, Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works that the City of Winnipeg enter into agreements with the University of Manitoba, Triple B Stadium Inc. and the Winnipeg Football Club as determined necessary by the Director of Legal Services and City Solicitor for the implementation of proposed works related to the Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass Project, other than land acquisition matters. Council further adopted the recommendation that authority be delegated to the CAO to negotiate and approve the terms and conditions of the agreements with the University of Manitoba, Triple B Stadium Inc. and the Winnipeg Football Club deemed necessary by the Director of Legal Services and City Solicitor to protect the interests of the City.

Discussion

The Planning, Property and Development Department is proceeding with an application on behalf of the Transit Department to open University Crescent, Markham Road and Public Road Nos. 1 and 2 so identified on the attached copy of Misc. Plan No. 14208/7.

The openings are required as part of the Bus Rapid Transit Phase 2 Project and will provide access routes from Pembina Highway to the University of Manitoba and Investors Group Field via the Southwood lands. The project will also include the construction of a pedestrian ramp for

the proposed Investors Group Field Station that will be built adjacent to the existing stadium in order to accommodate buses serving major stadium events.

Transit service will initially be limited to Investors Group Field, only during events. The proposed road will otherwise be closed to regular street and bus traffic until November 2019. The entrance will also be signed "Transit Vehicles Only". Transit has been working with adjacent stakeholders to mitigate any impacts of the proposed roadway. A letter of acceptance has been received from the Fairway Woods stakeholder group and the roadway alignment has been developed in partnership with the University of Manitoba.

The opening of the westerly 4.85m of University Crescent is required in order to accommodate a new sidewalk at this location. Construction of the improvement has been completed. The additional 1.15m forms part of the land assembly requirement for Bus Rapid Transit.

Property required for the opening is owned by The University of Manitoba. The Real Estate Division successfully concluded negotiations for the acquisition of the land required for DAO 4/2015 in July of 2012. A Purchase and Sales Agreement was registered via Caveat No. 4331938 against title to the property in March of 2013. The property was never legally opened as public street.

The Board of Governors of the University of Manitoba approved the sale of the balance of the land required for DAO 1/2016 on March 15, 2016. The Real Estate Division is presently finalizing the Purchase and Sales Agreement. The administrative report for the approval of the terms and conditions of the acquisition of the land was approved by the Standing Policy Committee on Property and Development, Heritage and Riverbank Management on April 12, 2016.

CONSULTATION

In preparing this Report there was consultation with:

Internal Consultation:

There was consultation with the affected Civic departments.

External Consultation:

Manitoba Hydro, Centra Gas, MTS Inc. and Shaw Cablesystems.

OURWINNIPEG POLICY ALIGNMENT

Sustainable Transportation is one of four strategies forming the basis of *OurWinnipeg*. Its emphasis is on moving people, goods and services in a way that is socially, environmentally and economically sustainable.

This strategy forms the policy framework for the *Transportation Master Plan,* the objective of which is to guide the planning, development and maintenance of a multimodal transportation

system that will contribute to the sustainable development of the city and region. It also provides the direction to refine and prioritize specific major street system improvements and supporting policies. Relevant key strategic goals of *Sustainable Transportation* include a transportation system that is dynamically integrated with land use, providing a safe, efficient and equitable transportation system for people, goods and services including infrastructure that is well maintained.
The subject opening aligns with the overall vision and direction of the *Transportation Master Plan.*

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Land Development, Geomatics and Land Information Services
Prepared by:	Bohdan Buyachok, Real Property Officer
Date:	April 12, 2016
File No.	DAO 4/2015 and DAO 1/2016

Attachments

Appendix "A" – Administrative Approval/Comments

Appendix "B" – Miscellaneous Plan and Aerial View

O:\Reports Directive\Land Development, Geomatics and Land Information Services\Geomatics\DAO 4.15 and DAO 1.16 RPT_Markham

V:\development applications\daoc\dev application2015 and 2016\dao4_2015 and dao1_2016\final_report\dao4.15 and dao1.16rpt

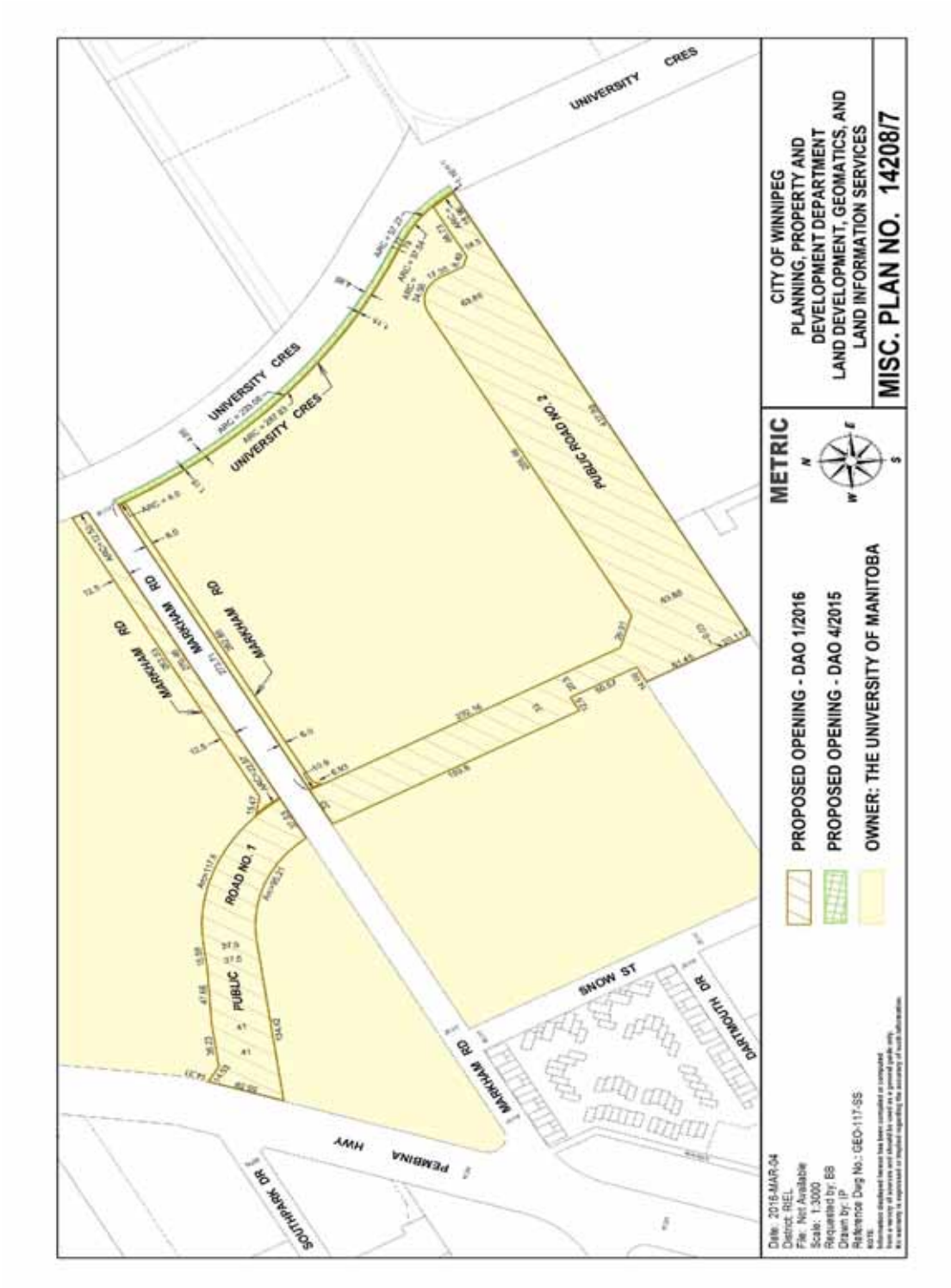
APPENDIX "A"

Administrative Approval

The proposal has been considered by all affected City departments and public utilities. There are no administrative objections or conditions to the street openings.

APPENDIX "B"

Miscellaneous Plan



Aerial View of Subject Opening

