Vickar Coummunity Chev *Vickar Mitsubishi* *Vickar Autobody & Glass*

Presentation to
The City of Winnipeg's Executive Policy Committee
Thursday, November 25, 2004

Re: *Proposed Plan Winnipeg Amendment By-law No. 130/2004 to realign route identified as "A" to route identified as "B" [North-South Transcona Route].*

Mr. Mayor & Councillors

Good morning my name is Shirley Timm-Rudolph, I have been retained by the Vickar Family to present on behalf of their group of companies Vickar Community Chev, Vickar Mitsubishi and Vickar Autobody & Glass their opposition to the proposed Plan Winnipeg Amendment By-law No.130/2004 to realign route identified as "A" to route identified as "B" [North-South Transcona].

The Vickar Family business consist of three separate and independent companies. The Vickar Community Chev dealership, Vickar Mitsubishi dealership and Vickar Autobody & Glass are located and encompassing approximately eleven acres of land along Regent Avenue.

The Vickar Community Chev dealership has a long standing interest in its location on Regent Avenue having been in operation for some 37 years. Mr. Larry Vickar completed his purchased of the company from his uncle Mr. Ed Vickar approximately 10 years ago and has grown the dealership to what it is today. In 1998, a complete renovation of the entire building took place as a requirement of standards set forth by General Motors. These standards must be met on an on going bases by all GM dealers.

Some 2 ½ years ago, the Vickar Family developed a new company Vickar Autobody & Glass. Which is located in a new building on the west side of Vickar Community Chev dealership.

Recently, the Vickar Family purchased land on the east side of the Vickar Community Chev from the City of Winnipeg to build a new dealership known as the Vickar Mitsubishi, which opened this year in April 2004.

THIS IS EXHIBIT " " REFERRED TO
IN FILE NO. EP-1.1 (PW 4/2004)
DATED THIS 25th DAY OF Nov 2004.

CLERK

The Vickar companies are independent in nature and provide services to a broad range of customer base. It must however be pointed out they in every way are very much inter-related. They not only share cross easements, parking area, they also share services. For instance accounting and computer services are provided by the parent operation Vickar Community Chev to both Vickar Mitsubishi and Vickar Autobody & Glass. Vickar Autobody & Glass provides repairs to automobiles for both car dealerships and so on. Economic synergenies and close proximity, dictate and necessitate their existance and everyday operations. In todays competitive world, it is suffice to say these companies can not survive without each other and all three are required in order to remain viable.

It is also important that the the City of Winnipeg's Council and Administration understand not only the aforemention, but also the requirements of General Motors. GM takes a city's land base and divides it into four protected quadrants. Vickar Community Chev is in the east quadrant and is not permitted to move to any other quadrant of Winnipeg as there are already existing dealerships in all of the three remaining quadrants.

The Vickar Family companies employ 169 people and pay in excess of $300,000.00 every year in property and business taxes combined to the City of Winnipeg. Between land, buildings and equipment there has been an estimated 10 million plus invested (not including the value of its businesses' operations).

The Vickar Family's Mitsubishi dealership came about as a result of the City of Winnipeg's decision to designate land north across Regent Avenue a protected Natural Praire Grassland park site (1993) and finally by ammending its Transportation Policy for the North-South Transcona Route (as identified as alignment "A") to the Plessis Road south of Ravelston Avenue West in 2002.

Prior to Plessis Road alignment, the City of Winnipeg had decided to sell off a number of parcels of land that were set aside for the original North-South Transcona Route. These were inclusive of land in St. Boniface north of Dugald Road (south of the CN Rail Mainline) to All-Fab Building Components and recently the south side of Regent Avenue (opposite the Prairie Grass Park) to the new Vickar Mitsubishi dealership.

Other factors surrounding the decision to align the North-South Transcona Route to Plessis Road were identified by the City of Winnipeg's Naturalist's concern of salt spray contamination to the entire flankage of the park site, impact on visitors to the park, difficulty for the residents and children of Mission Gardens to access their neighborhood parks, school and friends, followed by the unavoidable expropriation of private lands, buildings and businesses operations.

During this same time, the City of Winnipeg had also determined that it wanted to dispose of the land and offices of the Public Works / Water & Waste Departments on Ravelston Avenue West at Plessis Road, due to the future relocation of these departments. Council approved and declared the property surplus shortly there-after.

That provided the opportunity to swing the proposed North-South Transcona Route slightly east to utilize Plessis Road an already existing roadway of which was four-laned and divided from just north of Victoria Avenue West to Kernaghan Avenue in the south. The south Plessis Road right of way had large boulevards and deep front yards on the industrial east side for any widing needed with little or no impact to businesses. As well, the City of Winnipeg owned the land on both sides Plessis Road from the CN Rail mainline south to Dugald Road which would allow for an underpass to be built. Therefore eliminating the need for another vehicular crossing at the CN Rail Mainline and which would improve overall traffic flows and safety. As for the properties north of Victoria Avenue West to Ravelston on Plessis Road's west side it was determined a City of Winnipeg owned property (Ravelston/Chrisland) directly behind would be would be offered in exchange for any lost frontage to these property owners.

There is no doubt considerable savings would accrue in construction and land acquisition costs therefore making a underpass at Plessis Road and the CN Rail Mainline a more achievable and desireable goal.

The Plessis Road (south of Ravelston W.) alignment was viewed as the best alternative **if** a North-South Transcona Route is **really** required.

In summary:

The proposed new alignment (as identified as "B") will have an severe impact on the City of Winnipeg, the residents and businesses located along and in particularly its path.

Vickar Community Chev, Vickar Autobody & Glass and Vickar Mitsubishi are clearly on a direct collision coarse with the proposed realign of the North-South Transcona Route (as identified as "B") as it is clearly planned to go through the heart of the Vickar Family's operations, the Vickar Community Chev dealership.

As indicated early in this presentation, each of the Vickar Family businesses are reliant on each other for every aspect of their existance from financal economies, cross easements, parking to inter-related services, etc.

Secondly, there is a shortage of prime available commercial land in the east quadrant of the City to relocate all three business to.

Finally, the devaluation and devastation of three fourishing businesses and their future opportunities wait in the balance with the stigma of a Transportation Corrior designation looming over them.

In closing:

Mr. Mayor and Councillors,

The Vickar Family, their companies and employees request your support, vote and appeal to your better judgement in not approving the "Proposed Plan Winnipeg Amendment By-law No. 130/2004".

Respectfully submitted by
Shirley Timm-Rudolph