Waverly West Presentation for January 4th

I would like to note the large public turnout today which is only a microcosm of the concern out there. I would like to thank the citizens who have taken the time to participate in this process today

I have a number of points I wanted to put on the record that I hope will be helpful in today's deliberations.

There has been a lot of discussion about demand for land and it is pretty clear that that demand is there. But we must remember the second part of the statement in Plan Winnipeg. In order to justify proceeding with the amendment…it must make financial and environmental sense…not just meet the needs of the development industry and the demand for land.

There are TWO recommendations in the planning report ….Not just that Plan Winnipeg be amended to allow this to be redesignated as a Neighborhood Policy area but that:

"the future re-zoning, subdivision and development of the subject lands be managed by the City of Winnipeg through a comprehensive Secondary Plan adopted by council."

It is absolutely essential that …if this Plan Winnipeg amendment goes through that the secondary plan process also be carried out.

If this development goes ahead…it must be seen as an opportunity to start doing things different as a city and better.

If it is just another monolithic car-oriented suburb with a focus on driving from one big box retail to another…we are in trouble.

If this amendment proceeds, it is my view that there must be a comprehensive blueprint, a guide to deal with all the issues of infrastructure, extension of services, roads, transit, types of uses – residential or business, connectivity, a variety of densities, and a pedestrian and transit oriented development.

The crucial question today is: Is the political will and leadership in place to take a stand for Winnipeg?

Is there the backbone for Council to be a player and not just passively watch the typical suburban development happen? What kind of a city do we want to be?

We will be the city that we decide to be…

The province….who is the developer (with Ladco) has the opportunity to do three major things:

1. **put a significant amount of their profits from this development back into inner city and downtown revitalization.**

2. **address the void of having no capital region plan…by showing some spine of their own and standing up for the Capital city…. How about freezing new development in the capital region to give the city time to plan this development properly? ….This should include rapid transit being in place and funded.**

3. **Give the city a larger proportion of what it spends on infrastructure in Manitoba… The Council approved New Deal request is on ice….where is the new one that the Mayor hints at? This city is not sustainable right now…let alone with all the new development.**

What would make the Province do all this?….I strongly suggest that this EPC start putting s some pressure on them. How about some conditions on approving this that require some provincial action?
Is there a better time than now?….

It's called leadership….we are still waiting.

What does the city need to do?
We need to allow our planning department to do their job. Cities like Vancouver and Portland are great cities because they are well planned. The development community there knows it is part of a process of collaboration with the community and the city planning dept.

This means:

1) **collaboration between the planners and the developers with significant engagement of the public. This must be a transparent process and a meaningful consultation.**

2) **There is a sense of urgency being put forth …particularly from the Home Builders and others …It is crucial if this is going to proceed that it be done right the first time….That means taking the time to do a proper secondary plan, and to properly engage the public.**

It would be a huge mistake to have the developer go off alone…plan the development…come back…have planning and the public try to pick it apart after the fact and "fix" all the problems and oversights that are inevitable.

If we don't do something different, we will see what we have always seen…reactive development and a poorly planned city.

The City's findings in their financial analysis show an accurate picture of the incremental costs and revenues over the next 80 years.

In the first 50 years we make money…then we are paying for it in operating costs and in capital costs to rebuilt this now older neighborhood…

When Fort Rouge was first built…we made money off of it too…. and now we have a huge infrastructure deficit to repair the old streets etc.

This is not a different picture that what happens in pretty much any city.

In booming Calgary…property taxes are rising because the city has to pay more to support all the new infrastructure and services that are required from all the growth that is happening.

What does this analysis tell us?

Really that City's are simply not sustainable under current funding mechanisms.

We need to implement new financial mechanisms such as regional transportation levies or area levy's and we need to have those mechanisms citywide.

This could be part of the secondary planning process…again being passive and letting the free market do whatever they want….is not going to do it.

We need to partner with the private sector to bring in some innovative policies…like they have in beautiful cities like Vancouver and Portland…cities that have a belief in planning their cities…not just reacting.

We also need the leadership required to get us a new deal for our city with the province.

Another important issue in all of this is Transit infrastructure.

From the transportation analysis we know that there will be a huge increase in pressure to our existing street system.

We know there will need to be a lot of expansion of the roadway system to accommodate this development.

We also know that even with that expansion there will be areas that will be even more of a nightmare than they are now .

I am talking about Pembina Highway…where the city report says on Page 10 that "Additional lanes are required however widening beyond six lanes is not considered feasible due to right-of-way restrictions.

This is scary!

We already have horrendous congestion through Osborne Village and the Donald St Bridge.

Obviously we must keep the right of way lands available throughout the city for a future rapid transit system.

and I hope (for god's sake) council will show the political will to invest in new transit infrastructure and build this designated bus system or some kind of system as an alternative to our clogged roadways… The situation is clearly going to be drastically worsened with this new development and others.

There is talk of building this community in a transit oriented way. Making taking the bus convenient a making it a pedestrian oriented environment.

We've all seen the 35 minute contour map that shows how much of the city can get downtown within 35 minutes by transit. Being able to get to where you are going within 35 minutes is a huge factor in an individual's choice to take the bus or not
With the transit corridor built as shown in plan Winnipeg…. this Waverly West area is within the 35 minute contour.

How many more ways can I say it…. we need rapid transit!!!!

It's about priorities….Will this council ever make rapid transit happen?…I hope so.

I was surprised to hear so little from the planning department in their presentation about the need for rapid transit since they have clearly recommended it in conjunction with this development.....It is a shame to see them so beaten down.

Another issue is Downtown and infill development.

The provincial government is a partner in this potential development and will significantly profit from it.

Therefore, they must be urged and held to account to use a significant portion of those profits to reinvest in our older neighborhoods and our downtown in the area of housing and neighborhood revitalization.

With enough support.... We could see this infill development that is so beneficial in revitalizing existing neighborhoods

... compact urban development that is financially sustainable and will lead to a healthier city,.

So.... I urge EPC , if it intends to support this amendment ...to be very conscious of the need for the following five requirements.

1. **investment in rapid transit infrastructure**
2. **a collaborative planning process with the public, the developers and the city planning department**
3. **taking the time needed to develop a thorough and innovative secondary plan that considers innovations that are environmentally sustainable and not just another monolithic suburb that is totally focused on automobile and big box stores.**

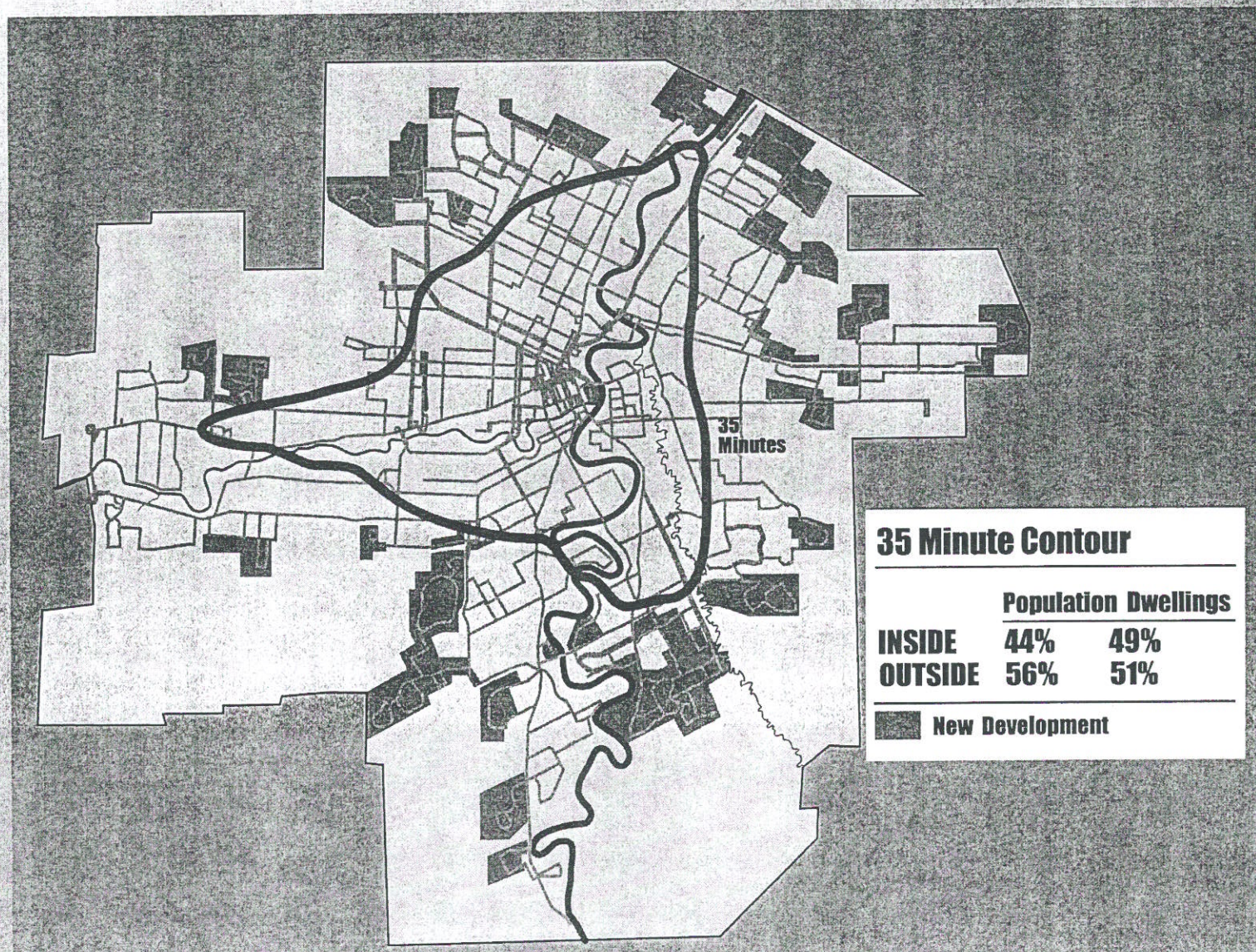
4. **Establishment of some innovative financial mechanisms such as area or transportation levies...these can be looked at city wide.**

5. The province must agree to support infill housing, downtown and inner city redevelopment with a significant amount of its profits from this development

Without all of the above.... I have grave concerns about proceeding with this amendment.

The future is in our hands. This could be an opportunity to do something really innovative and forward thinking. Or it could be a visionless, monolithic development that does not distinguish us in any way from any other city. Leadership is needed now more than ever.

Why Is Speed So Important?

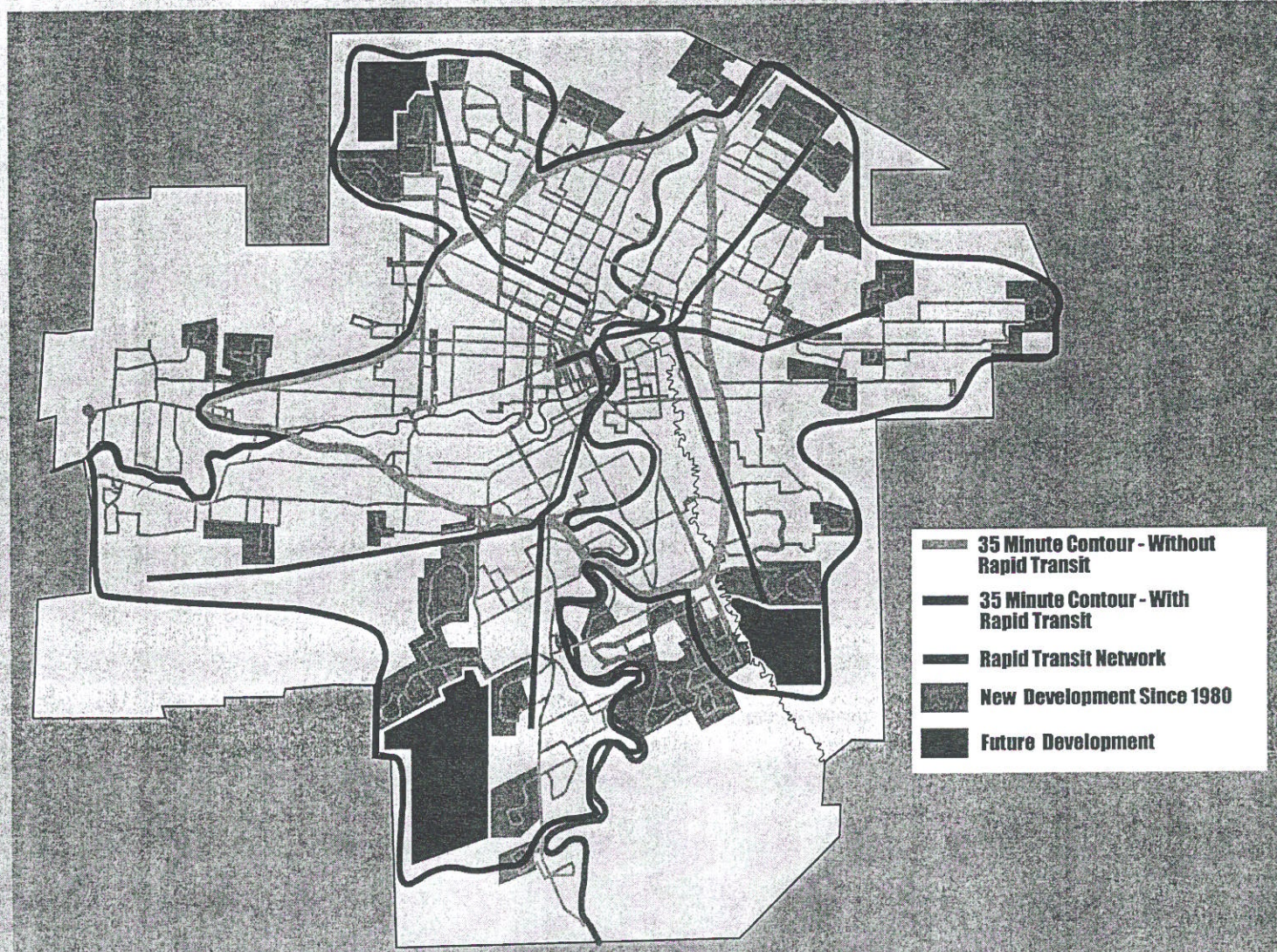


35 Minute Contour

	Population	Dwellings
INSIDE	44%	49%
OUTSIDE	56%	51%

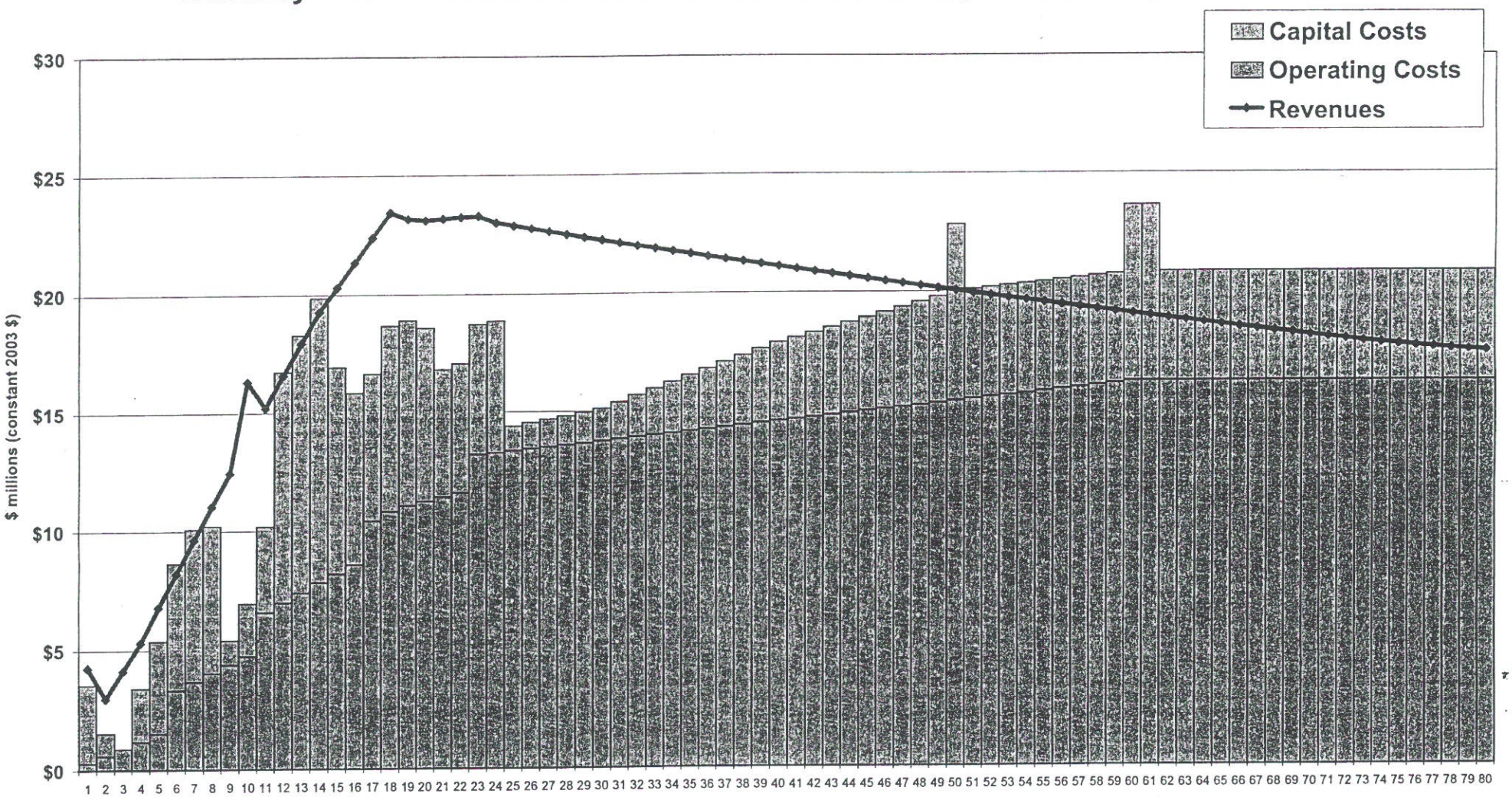
New Development

Speed's Impact



Appendix C

Waverley West - Incremental Costs & Revenues for City of Winnipeg



From: Waverley West - Financial