Agenda - Executive Policy Committee - March 14, 2007

Report - Standing Policy Committee on Property and Development - February 27, 2007

Item No. 1 Re-opening of McIvor Avenue at Lagimodiere Boulevard
File SC-3.13(33) [c/r DASZ 13/2000]

STANDING COMMITTEE RECOMMENDATION:

On February 27, 2007, the Standing Policy Committee on Property and Development did not concur in the administrative recommendation and submits the following to Council:

1. That McIvor Avenue between Strongberg Drive and DeVries Avenue be re-opened and the Administration directed to take all steps necessary to effect the intent of the foregoing.

2. That any Council Decisions inconsistent with the above be rescinded.

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

Agenda - Executive Policy Committee - March 14, 2007

Report - Standing Policy Committee on Property and Development - February 27, 2007

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On February 27, 2007, the Standing Policy Committee on Property and Development did not concur in the administrative recommendation and recommended:

1. That McIvor Avenue between Strongberg Drive and DeVries Avenue be re-opened and the Administration directed to take all steps necessary to effect the intent of the foregoing.

2. That any Council Decisions inconsistent with the above be rescinded.

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

and submitted the matter to the Executive Policy Committee and Council.

Further on February 27, 2007, the Standing Policy Committee on Property and Development received submissions from the following:

In support of the recommendation of the East Kildonan-Transcona Community Committee that McIvor Avenue be re-opened at Lagimodiere Boulevard:

- Councillor Browaty, North Kildonan Ward, submitted a PowerPoint presentation dated February 27, 2007
- Terry Kozak, Citizens for Democratic Transportation Solutions, submitted a PowerPoint presentation entitled 'McIvor Avenue Road Closure' dated January 9, 2007

In opposition to the recommendation of the East Kildonan-Transcona Community Committee that McIvor Avenue be re-opened at Lagimodiere Boulevard:

- Vern Toews submitted a communication dated January 30, 2007
- Trevor Bennett submitted supporting documentation and a communication dated January 30, 2007
- Brian Reinisch submitted a communication dated February 27, 2007
- George Esau submitted a communication dated February 27, 2007

Report - Standing Policy Committee on Property and Development - February 27, 2007

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

On January 9, 2007, the Standing Policy Committee on Property and Development referred the recommendation from the East Kildonan-Transcona Community Committee to the Planning, Property and Development and Public Works Departments for report back to the Standing Policy Committee on Property and Development for the meeting of the Committee scheduled for February 27, 2007.

COMMUNITY COMMITTEE RECOMMENDATION:

On November 21, 2006, the East Kildonan-Transcona Community Committee recommended to the Standing Policy Committee on Property and Development that the Administration be directed to initiate the process to re-open McIvor Avenue at Lagimodiere Boulevard.

COUNCIL DECISION:

On March 24, 2004, Council approved the closing of part of McIvor Avenue and the opening of a public walk, both between Strongberg Drive and De Vries Avenue under File DAOC 1/2004.

On November 21, 2001, Council adopted Clause 7 of the Report of the Standing Policy Committee on Property and Development dated October 30, 2001, amending the development agreement under File DASZ 13/2000 adopted by Council on January 31, 2001, by deleting Recommendation I.A.a. therein and substituting the following, namely:

a. The Developer shall be responsible for the closure of McIvor Avenue at DeVries Avenue including any reasonable land drainage works required when Strongberg Drive is physically continuous from McIvor Avenue to the existing Strongberg Drive, and that property on the north side of the McIvor Avenue right-of-way be retained for a walkway at a width to be determined by Council.

b. The Developer shall be given the option to acquire the residual closed McIvor Avenue right-of-way as a buildable lot at no cost provided that in the event the Developer exercises this option, the Developer shall be required to extend the sewer and watermains to service the lot as well as install asphalt pavement in front of the lot and the walkway as an extension of the pavement in the approach to Strongberg Drive, and asphalt the walkway.

Report - Standing Policy Committee on Property and Development - February 27, 2007

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

On January 31, 2001, Council adopted Clause 3 of the Report of the Standing Policy Committee on Property and Development dated January 9, 2001, and approved a subdivision and rezoning under File DASZ 13/2000 affecting land located at 1965 De Vries Road, including a condition that the development agreement provide for the closure of McIvor Avenue.

RE:	**Re-Open McIvor Avenue At Lagimodiere Boulevard**
FOR SUBMISSION TO:	**Standing Policy Committee on Property and Development**
ORIGINAL REPORT SIGNED BY:	**Harry Finnigan, Director, Planning, Property and Development**
	Bill Larkin, Director of Public Works
REPORT DATE:	**February 13, 2007**

RECOMMENDATION: **That McIvor Avenue remain permanently closed as per By-law 90/2005.**

Report Summary

Key Issues:

- In the 1980's, the residents in the North Kildonan area expressed concerns regarding two transportation issues: 1) cross-town traffic traveling through the community on local residential streets ***not*** designed for the existing traffic volumes; 2) the negative impact of traffic volumes from potential new developments being proposed for the surrounding vacant lands.

- The *1984 North Kildonan Traffic Study* was requested to establish a transportation plan for the area to address these two issues.

- New east-west residential collector streets (Ragsdill and Headmaster) designed for the traffic volumes were recommended.

- Closing local residential streets (McIvor and Knowles) to discourage cross-town traffic from traveling from Henderson Highway to Lagimodiere Boulevard on streets not designed for these traffic volumes, was recommended.

- Constructing a regional street (Chief Peguis Trail) from Henderson to Lagimodiere to alleviate traffic on the east-west collectors, was also recommended.

- New subdivisions in the North Kildonan area were approved from 1984 to 2005 in accordance to the *North Kildonan Traffic Study,* which planned for the closure of McIvor and Knowles Avenue, and the opening of Ragsdill and Headmaster.

- On July 2, 2002, following completion of the Strongberg Drive connection, under DASZ 13/2000, McIvor Avenue was closed with temporary barricades.

- The *2002 North Kildonan Traffic Study* was completed during the temporary closure of McIvor: It found traffic levels on Ragsdill Road were well within the acceptable standard for its planned role as a residential collector street, and recommended McIvor be permanently closed.

- The extension of Headmaster Row as a residential collector to Lagimodiere with traffic signals, and the closure of Knowles Avenue west of DeVries Avenue is anticipated in the future.

- Council recently approved 5-Year Capital Budget provides funding for the construction of Chief Peguis Trail from Henderson Hwy to Lagimodiere.

- Cross-town traffic on streets in North Kildonan will generally decrease as a result of extending Chief Peguis Trail from Henderson to Lagimodiere.

Implications of the Recommendation(s):

General Implications

(x) None

( ) For the organization overall and/or for other departments

( ) For the community and/or organizations external to the City

( ) Involves a multi-year contract

Comment(s): No change to traffic patterns is proposed by this recommendation.

Policy Implications

(x) No

( ) Yes

Comment(s):

Regulatory Implications

(x) None

( ) Eliminates or reduces regulatory impact

( ) Proposes regulatory impact

Comment(s):

Environmental Implications

(x) No

( ) Yes

Comment(s):

Human Resources Implications

(x) No

( ) Yes

Comment(s):

Financial Implications

(x) Within approved current and/or capital budget

( ) Current and/or capital budget adjustment required

Comment(s):

Report

REASON FOR THE REPORT:

Minute No. 45 Re-opening of McIvor Avenue at Lagimodiere Boulevard File SC-3.13(33) [c/r DASZ 13/2000]

The Standing Policy Committee on Property and Development referred the recommendation from the East Kildonan-Transcona Community Committee to the Planning, Property and Development and Public Works Departments for report back to the Standing Policy Committee on Property and Development for the meeting of the Committee scheduled for February 27, 2007.

On November 21, 2006, the East Kildonan-Transcona Community Committee recommended to the Standing Policy Committee on Property and Development that the Administration be directed to initiate the process to re-open McIvor Avenue at Lagimodiere Boulevard.

HISTORY:

In the 1980's, the residents in the North Kildonan area expressed concerns regarding two transportation issues (see Attachment "D"): 1) cross-town traffic traveling through the community on local residential streets ***not*** designed for the existing traffic volumes; 2) the negative impact of anticipated traffic volumes from potential new developments being proposed for the surrounding vacant lands.

At that time the vacant lands within the proposed Chief Peguis Trail, Lagimodiere Boulevard, the North City Limit, and Gateway Road area were estimated to be able to accommodate approximately 2 750 dwelling units. A residential development of this size can be estimated to generate in excess of 25 000 vehicle trips per day.

The *1984 North Kildonan Traffic Study* was requested to establish a transportation plan for the area to address the issues of traffic volumes from new developments and cross-town traffic volumes on substandard streets. This transportation plan outlined a suitable street network consisting of appropriately located and designed local residential[1], residential collector[2] and arterial[3] streets to address the identified issues (Attachment A).

[1] Local residential streets primarily serve the purpose of residential land access. Typical pavement and right-of-way widths for local residential streets are 7.5 and 18.0 metres, respectively. (Source: City of Winnipeg *Transportation Standards Manual*)

[2] The primary function of residential collector streets is to collect and distribute traffic between local residential streets and arterial streets. The secondary function of residential collector streets is to provide land access. Residential collectors are usually two lane undivided streets but may feature a four lane divided cross section. Two lane undivided residential collectors generally have a 22.0 metre right-of-way and a 10.0 metre roadway. Four lane

New residential collector streets, designed to suitable standards for transportation requirements, were recommended for the lands north of McIvor and south of Bonner (Ragsdill); and north of Bonner and south of Knowles Avenue (Headmaster).

Modifications to some of the existing residential streets in the area were also recommended. McIvor and Knowles Avenues west of DeVries Avenue were both identified for closure. The closures were in recognition that leaving each open from Henderson Highway to Lagimodiere Boulevard results in these local residential streets being used by cross-town traffic traveling through the community on streets not designed for the vehicular volumes.

Local community traffic and the cross-town traffic would shift to the new east-west residential collector streets in the area, which function to distribute traffic to the arterial streets (Lagimodiere Boulevard or Henderson Highway). The new east-west residential collector streets would be used by community and cross-town traffic driving through the community until such time as a proposed east-west arterial street facility (Chief Peguis Trail Extension) was constructed.

Subsequently, as per the *North Kildonan Traffic Study*, the planned closing of McIvor Avenue and opening of a new east-west residential collector street was provided in the subdivision plans approved for the lands north of McIvor and south of Bonner (DASZ 27/1977; DASZ 6/1998; DASZ 13/2000) (see Attachment "B").

Ragsdill Road was connected to DeVries and Gateway Road by the late 1980's. McIvor was not capable of being severed until Strongberg Drive was completed in the early 2000's and facilitated a secondary access with McIvor looping back to Ragsdill. Severing McIvor prior to the Strongberg connection was not advised since Clearview Drive is +700 metres from the McIvor eastern terminus[4].

DISCUSSION:

One of the issues today is that some residents along Ragsdill object to the volumes of traffic on this residential collector street since the McIvor closing, and they would like McIvor Avenue re-opened at DeVries Avenue.

---

divided residential collectors typically feature a 32.0 metre right-of-way and two 4.0 metre travel lanes per direction with a 5.0 metre center median. (Source: City of Winnipeg *Transportation Standards Manual*)

[3] Arterial streets generally connect large development areas including major residential areas, the central business district, regional shopping centres, large industrial and commercial areas and other major activity areas. Arterial streets typically feature 15.0 to 16.0 metre pavements and 32.0 to 40.0 metre rights-of-way. (Source: City of Winnipeg *Transportation Standards Manual*)

[4] Cul-de-sacs are generally limited to 15 – 20 houses, approximately 105 metres. A cul-de-sac over the recommended length is not appropriate for reasons of public safety. Public Works and the WFPS view lengthy cul-de-sacs negatively.

McIvor Avenue at DeVries is now barricaded, allowing pedestrian but not vehicular access to and from DeVries Avenue. The City has made an access agreement with an adjacent property owner over the closed portion of McIvor Avenue, and a Development Agreement (AG 13/2000) regarding the physical closing.

McIvor Avenue between Gateway Road and Strongberg Drive is a 20.117 metre right-of-way, Type II rural cross section roadway comprised of 8.0 metres of gravel and oil surfacing bounded by drainage ditches with no sidewalks. It is a local residential street with a physical design suited for a carrying capacity of 1,000 vehicles per day. Prior to closing McIvor was carrying 2,700 to 3,000 vehicles per day.

Ragsdill Road is a residential collector street, 22.0 metre right-of-way with 10.0 metre concrete roadway with a thin layer of bituminous for surfacing, and concrete curbs and sidewalks on both sides. It has been designed for a carrying capacity of 5,000 vehicles per day as per the requirements of the 1984 *North Kildonan Traffic Study*.

The revised *North Kildonan Traffic Study* dated December 17, 2002 found the vehicle traffic on Ragsdill Road after the McIvor closing was 1,500 to 2,000 vehicles per day, well within the standard for a residential collector street (see Attachment "C"). The traffic study also found that the majority of traffic shifted to Springfield Road with some traffic increases observed on Knowles Avenue and Bonner Avenue.

Knowles Avenue is a local residential street but will continue to serve some cross-town traffic in the area until such time as the extension of Headmaster Row as a residential collector and the closure of Knowles Avenue west of DeVries Avenue[5].

Springfield Road, although designed as a residential collector, is a Regional Street that, in the absence of an appropriate arterial facility, will function as the major cross-town traffic route in the area.

The east-west residential streets in the North Kildonan area will continue to serve dual functions of providing local residential access as well as carrying some cross-town traffic between Henderson Highway and Lagimodiere Boulevard until Chief Peguis Trail is constructed to accommodate east-west cross-town traffic.

The *2004 North Kildonan Traffic Model and Survey Research* dated August 27, 2004 predicts that cross-town traffic on streets in North Kildonan will generally decrease as a result of extending Chief Peguis Trail from Henderson to Lagimodiere, with the most significant reductions being on Springfield Road.

[5] DASZ 20/2004 has been approved for the lands north of Bonner. Headmaster Row has been physically extended from Gateway east to Mitchelson Way. The connection of Headmaster Row to Lagimodiere with traffic control signals is development driven.

On January 25, 2007 Council passed the 5-Year Capital Budget that provides funding for the design and construction of Chief Peguis Trail from Henderson Hwy to Lagimodiere between 2007 and 2009.

PROCESS TO INITIATE A RE-OPENING

It is the recommendation of this report that McIvor Avenue not be re-opened to Lagimodiere Blvd. However, if it is the Committee's decision to proceed with this opening, the following process is recommended:

Opening Application for the closed portion of McIvor Avenue

Roads are opened by Council by-law. Unlike road closing, an opening does not require a public hearing. The Administration can be directed to prepare the necessary opening by-law for consideration by Council.

However, given the extensive history of community interest over this issue (see Attachment "D") it is recommended that a re-opening of McIvor / closing of the Public Walkway proceed by way of an application by the Administration, an advertised public hearing at Community Committee, and a Community Committee recommendation to Council.

Amendment to AG 13/2000

Opening McIvor will also require amendments to a development agreement associated with the 2001 approval of a subdivision of Strongberg north of McIvor. Council approved DASZ 13/2000 on January 31, 2001. That approval was amended by Council on November 21, 2001, including the following:

I. That Clause 3 of the Report of the Standing Policy Committee on Property and Development dated January 9, 2001, and adopted by Council on January 31, 2001, be amended by deleting Recommendation I.A. a) therein and substituting the following, namely:

a. The Developer shall be responsible for the closure of McIvor Avenue at DeVries Avenue including any reasonable land drainage works required when Strongberg Drive is physically continuous from McIvor Avenue to the existing Strongberg Drive, and that property on the north side of the McIvor Avenue right-of-way be retained for a walkway at a width to be determined by Council.

b. The Developer shall be given the option to acquire the residual closed McIvor Avenue right-of-way as a buildable lot at no cost provided that in the event the Developer exercises this option, the Developer shall be required to extend the sewer and watermains to service the lot as well as install asphalt pavement in front of the lot and the walkway as an extension of the pavement in the approach to Strongberg Drive, and asphalt the walkway.

If Council wishes to open the closed portion of McIvor Avenue, it will have to rescind the option given to the Developer.

Rescind the Easement granted to the Owner of 1922 DeVries Avenue
On March 24, 2004, Council concurred in the recommendation of the Standing Policy Committee on Property and Development of March 2, 2004 regarding the closing of part of McIvor Avenue between Strongberg Drive and DeVries Avenue and a walkway opening (File DAOC 1/2004) and adopted, among other things, the following:

> *That an easement be granted to William Hrushovetz, the property owner of 1922 De Vries Avenue, to enable access to his property from the existing approach at McIvor Avenue, and that said easement be in effect for the period William Hrushovetz is the owner of the property*".

This particular recommendation originally came from the EK-Transcona Community Committee Meeting of February 3, 2004 as an amendment to the administrative recommendation.

If McIvor Avenue is to be reopened, then a recommendation to rescind the easement granted to Mr. Hrushovetz should be adopted by Council to reverse the March 24, 2004 decision of Council.

SUMMARY

The vision presented in the *1984 North Kildonan Traffic Study* reflects the transportation issues of the North Kildonan community that have been on-going for several decades.

One of these issues is the substandard roadway width of McIvor Avenue, which restricts the vehicle capacity. A new east-west roadway (Ragsdill Road) was planned, designed and constructed to a residential collector street standard for the vehicle traffic in anticipation of the planned closing of McIvor Avenue at DeVries. The *2002 Revised North Kildonan Traffic Study* found traffic volumes on Ragsdill Road after the closing of McIvor to be well within the design standards planned for this residential collector street.

It is therefore recommended that, consistent with the *1984 North Kildonan Traffic Study* and the *2002 Revised North Kildonan Traffic Study*, McIvor Avenue, which is not designed for residential collector traffic volumes, should remain closed at Devries; and that Ragsdill Road, which is designed for these volumes and is operating well within its design capacity, should continue to fill the collector role in this neighbourhood.

Financial Impact Statement Date: February 7, 2007

Project Name:

RE-OPEN MCIVOR AVENUE AT LAGIMODIERE BOULEVARD

COMMENTS:

The recommendation in this report is that McIvor Avenue remain permanently closed as per By-law 90/2005. There are no financial implications associated with this recommendation.

"Original Signed By"
Mike McGinn, CA
Manager of Finance

IN PREPARING THIS REPORT THERE WAS:

Internal Consultation With and Concurrence By:

Legal Services (Internal Consultation with Legal Services as to legal details)

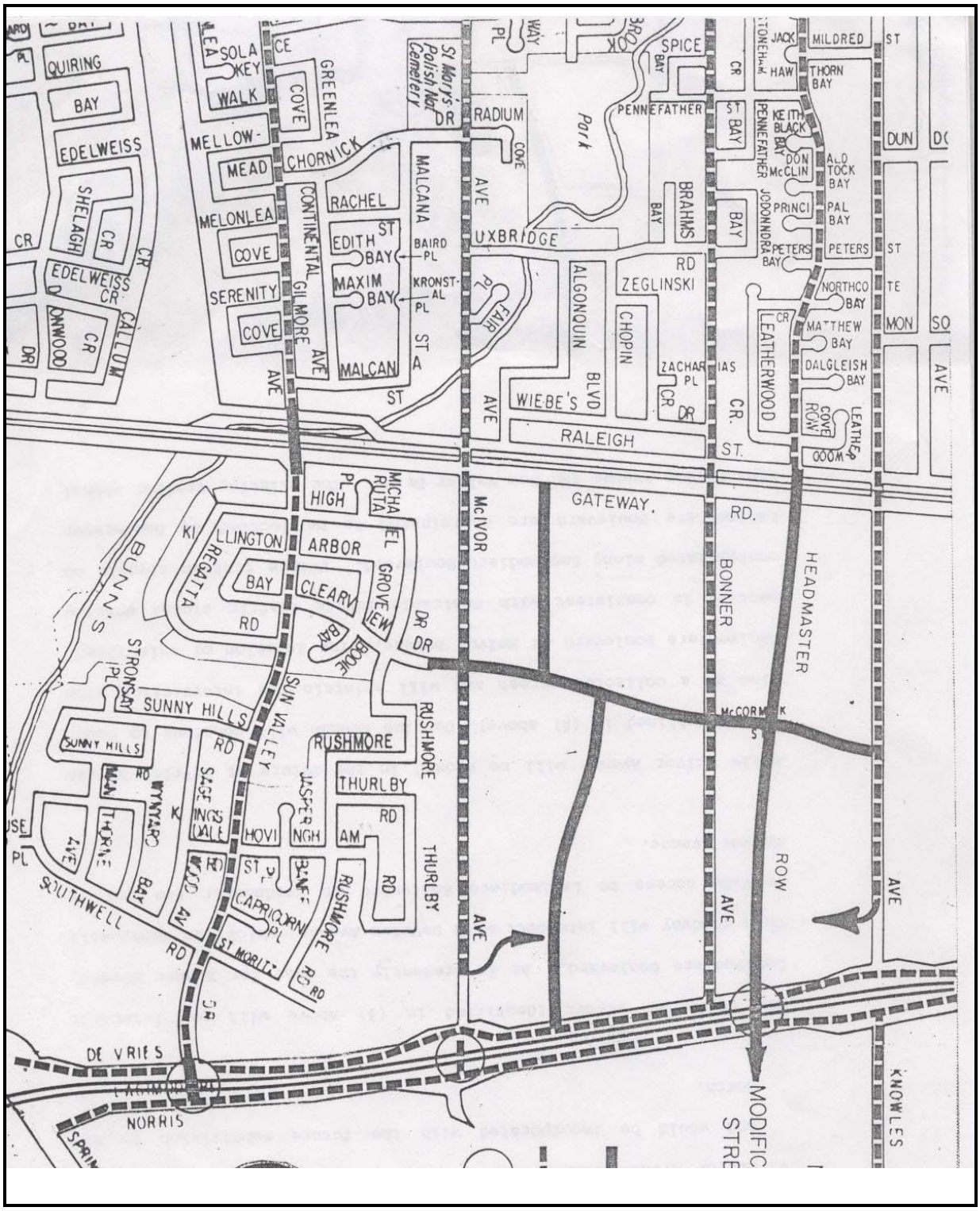
External Consultation With:

THIS REPORT SUBMITTED BY:

Department: Public Works
Planning, Property and Development
Division: Planning and Land-Use Division
Prepared by: John S. Wintrup
PPD File No.

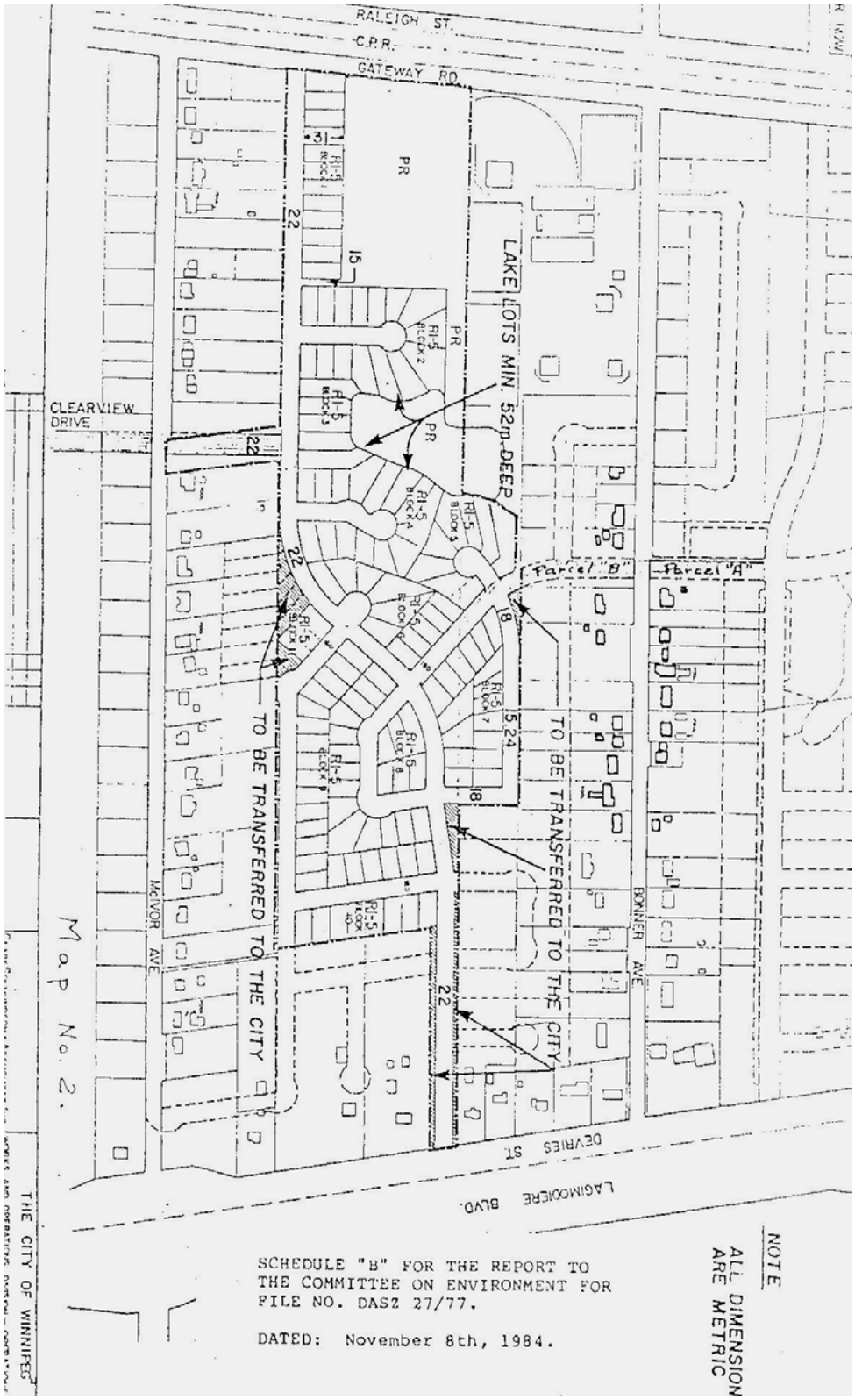
O:\Reports Directive\Planning and Land Use\Urban Planning Reports\2007 Reports\Re-opening of McIvor Avenue at Lagimodiere Boulevard.doc

ATTACHMENT "A"



North Kildonan Traffic Study 1984
(Plate 12 Modifications / Additions to the Collector Street System – Gateway East Area)

ATTACHMENT "B"



DASZ 27/1977 – Schedule "B" for the Report to the Committee on Environment

ATTACHMENT "C"



2004 Traffic Counts Taken in North Kildonan Area
(Numbers indicate the Average Weekday Daily Traffic)

ATTACHMENT "D"

Chronology of Activity Related to the McIvor Avenue Closing

On September 22, 1883 the Municipality of Kildonan adopted By-law 51 that opened McIvor Avenue from Henderson Highway extending easterly along the line between river lots 46 and 47 until Two Mile Road (DeVries). Said new road to be 45 feet (13.76 metres) in width.

September, 1981 the East Kildonan-Transcona Community Committee recommended that McIvor Avenue, between DeVries Avenue and Lagimodiere Blvd, be closed for a trial period of two years.

The Committee on Works and Operations at its meeting of February 8, 1982, considered the Community Committee's request for the temporary closure of McIvor Avenue. It was the decision of the Committee on Works and Operations not to concur with Community Committee's request.

On June 29, 1982 the East Kildonan-Transcona Community Committee requested that the Streets and Transportation Department report to the Committee on Works on Operations on the advisability of closing McIvor, Knowles, and Bonner Avenue at DeVries Avenue.

On July 20, 1982 the East Kildonan-Transcona Community Committee requested that the Streets and Transportation Department comment on the feasibility of closing for one year period the grade level crossings of the CPR Lac du Bonnet Subdivision at McIvor and Knowles Avenue.

On August 24, 1982 the East Kildonan-Transcona Community Committee at its meeting requested that the Committee on Works and Operations reconsider the Community Committee's recommendations relative to the closure of McIvor Avenue and Knowles Avenue at Lagimodiere Blvd.

The Committee on Works and Operations at its meeting held on September 13, 1982, instructed that McIvor and Knowles Avenues be barricaded on a temporary basis at Lagimodiere Blvd for a period of one year, effective November 1, 1982.

On October 12, 1982 the East Kildonan – Transcona Community Committee considered a report dated September 1, 1982 from the Streets and Transportation Department that recommended against the temporary closure of the grade crossings of the CPR Lac du Bonnet Subdivision at McIvor and Knowles, and concurred with the Administration.

On November 8, 1982 the Committee on Works on Operations rescinded its previous motion on September 13, 1982 and instructed that both McIvor and Knowles Avenue at

Lagimodiere Boulevard be reopened immediately and that the Streets and Transportation Department and the Department of Environmental Planning, in consultation with area residents, prepare a report for the Committee's consideration.

On January 24, 1983 the Committee on Works and Operations received for information a report by Street and Transportation dated January 19, 1983 that *resolved that when such developments occurs in the areas immediately to the north of McIvor Avenue, due to the existing single family development served with front driveways and the substandard right-of-way width, McIvor Avenue should not be developed as a collector street. Rather, it would be appropriate to sever the McIvor Avenue connection with DeVries Avenue in this area such that it becomes part of the internal local street system of the residential development. Other more suitably designed east-west orientated "residential collector" streets will be opened in conjunction with this future residential development to handle the east-west traffic demand within and through the Springfield North area in the vicinity of McIvor Avenue.*

On February 10, 1983 the East Kildonan-Transcona Community Committee received for information the report by Street and Transportation dated January 19, 1983 and requested the Streets and Transportation Division advise back on a report for the North Kildonan area.

On February 23, 1983 the East Kildonan-Transcona Community Committee requested, *in an effort to arrive at a final solution concerning McIvor Avenue, the Streets and Transportation Department prepare a report on how traffic on streets in the North Kildonan area would be affected should McIvor Avenue be closed and/or realigned at DeVries Avenue / Lagimodiere Blvd.*

On June 12, 1984 the East Kildonan-Transcona Community Committee received the *North Kildonan Traffic Study* prepared by the Streets and Transportation Department and requested a public hearing for the item.

A public hearing was held before the East Kildonan-Transcona Community on September 12, 1984 and adjourned to September 24, 1984; October 16, 1984; and October 29, 1984 for DASZ 27/1977 a plan of subdivision and rezoning for the lands east of Gateway Road, north of McIvor, west of DeVries and south of Bonner Avenue.

A public hearing was held before the East Kildonan-Transcona Community on October 9, 1984 for the *North Kildonan Traffic Study*.

On October 23, 1984 the East Kildonan-Transcona Community Committee received the North Kildonan Traffic Study as information at this time. The North Kildonan Traffic Study recommends that McIvor Avenue be closed with the development of a new east-west residential collector street and when McIvor Avenue can be accessed by a secondary point near its proposed eastern terminus.

On December 19, 1984 Council approved a plan of subdivision under File DASZ 27/1977 affecting the lands located east of Gateway Road, north of McIvor, west of DeVries and south of Bonner Avenue, that the subdivision provide for a new east-west collector street linking Gateway Road to DeVries Avenue and facilitates the future closing of McIvor at its eastern terminus when the intervening lands are subdivided.

A public hearing was held before the East Kildonan-Transcona Community Committee on November 17, 1998 for DASZ 6/1998 a plan of subdivision and rezoning of the lands located on the northwest corner of McIvor Avenue and DeVries Avenue.

Council on January 27, 1999 approved DASZ 6/1998. *The new north/south road will eventually connect with the existing portion of Strongberg Drive. The longer term proposal to disconnect McIvor Avenue from DeVries Avenue is provided in the plan.*

A public hearing was held before the East Kildonan-Transcona Community on October 24, 2000 for a DASZ 13/2000 for the proposed subdivision and rezoning of land located at 1956 DeVries Avenue.

On January 31, 2001, Council approved a plan subdivision and rezoning for DASZ 13/2000 affecting the lands located at 1965 DeVries Avenue, including a condition that the development agreement AG 13/2000 provide for the closure of McIvor Avenue.

On April 16, 2002 the East Kildonan – Transcona Community Committee passed a motion *recommending that McIvor Avenue at DeVries Avenue be temporarily closed with removable concrete barricades at such time as Strongberg Drive is open to traffic between McIvor Avenue and Green Meadows Avenue [and] that the Administration monitor area traffic volumes, following the temporary closure, prior to the permanent closure.*

On July 2, 2002, following completion of the Strongberg Drive connection, McIvor Avenue was closed with temporary barricades. The purpose of closing the street with temporary barricades was to allow an opportunity to conduct traffic studies to determine the impact of the closure on area streets prior to a permanent closure. The temporary closure was re-opened on October 21, 2002.

On March 11, 2003, The Standing Policy Committee on Public Works considered the report of the *2002 North Kildonan Traffic Study* dated December 12, 2002 and concurred in the recommendation, as amended by of the East Kildonan-Transcona Community Committee on February 18, 2003, that McIvor Avenue be re-routed to Strongberg Drive and closed permanently at DeVries Avenue, as per Development Agreement AG 13/2000, and as recommended by the *1984 North Kildonan Traffic Study* and *Revised North Kildonan Traffic Study* dated December 17, 2002.

On February 3, 2004 the East Kildonan – Transcona Community Committee held a public hearing for DAOC 1/2004, closing part of McIvor between Strongberg Drive and DeVries Avenue.

On May 18, 2005 Council approved under DASZ 20/2004 a subdivision and rezoning of land on the west side of DeVries Avenue between Bonner and Knowles Avenues, including a condition that Headmaster Row be extended from Gateway to Lagimodiere as a residential collector street with a set of lights established at Lagimodiere. Knowles Avenue will be severed from DeVries.

On May 18, 2005 Council passed By-law 90/2005 closing part of McIvor between Strongberg Drive and DeVries Avenue.

On January 25, 2007 Council passed the 5-Year Capital Budget that provides funding for the design and construction of Chief Peguis Trail from Henderson Hwy to Lagimodiere between 2007 and 2009.