Exhibit “D” referred to in File EP-1.1(PW 2/2008), DASZ 37/2008, DAV 157053/2008D and DAC 1/2009

From: Patricia Forsythe
Sent: Monday, March 09, 2009 10:41 AM
To: Park, Jo-Ann
Subject: IKEA AND KENASTON

Dear Ms Park:

I am a River Heights constituent very concerned about the plans for development around IKEA and widening of Kenaston. These plans are going ahead at a time when River Heights-Fort Garry constituents have been without a representative for several months and won't have one to represent their interests until the new councillor is sworn in. Further, this is an outrage that the plans are flying ahead at an incredible rate with an open house and important meeting in March, before we even have a councillor.

Yours truly,
Patricia Forsythe

Exhibit “E” referred to in File EP-1.1(PW 2/2008), DASZ 37/2008, DAV 157053/2008D and DAC 1/2009

-----Original Message-----
From:
Sent: Monday, March 09, 2009 2:23 PM
To: Swandel, Justin
Subject: Request For Information

Sent: Monday, March 09, 2009 2:23:08 PM
URL: http://winnipeg.ca/council/st_norbert.stm
First name: Robert
Last name: Haegeman
Address:
City: Winnipeg
Province: MB
Postal Code: R3M 1P3
Phone number:
Email Address:
Message:
For your Information,
I have just sent this mail to Councillor Clement;

Councillor Clement;
While I am sure you have enough to deal with for your own constituents, I am asking the following on behalf of my son who has recently purchased a home in your constituency.

While both he and I are positive on the proposed IKEA development, we and a few of his new neighbours, have been talking about traffic flows in his neighbourhood.

He lives on Emhurst south of Grant. This road is already well travelled as an access route to and from Wilkes avenue. Wilkes is increasingly generating higher volumes of traffic at this time. Accomodating this traffic onto Wilkes would serve to increase traffic as well. We both believe that left unchanged the IKEA development will only increase traffic on Elmhurst, with both the Charleswood and St James areas flowing through it.

Our question;
Is there a possibility that the extension from Grant through to Wilkes [the proposed Charleswood Parkway / Moray St] is being reviewed or moved up to accomodate this volume.

What is the status of that road development at this time ?

Thanks for your time / Bob H

Exhibit "F" referred to in File EP-1.1(PW 2/2008), DASZ 37/2008, DAV 157053/2008D and DAC 1/2009

RECEIVED
CITY CLERKS
WINNIPEG

09 MAR 13 P2:37

Ms. JoAnn Park
Clerk, Executive Policy Committee
City Hall
510 Main Street
Winnipeg, MB R3B 1B9

March 9, 2009

Re: PW 2/2008, DASZ 37/2008, DAV 157053/2008D, DAC 1/2009

Dear Ms. Park,

This letter is to request that Executive Policy Committee postpone or adjourn the public hearing into Plan Winnipeg amendment 2/2008, Tuxedo Yards Redevelopment, for a minimum of 60 days to allow the citizens of Winnipeg adequate time to prepare for informed participation.

Plan Winnipeg Policy 2A-01 requires that the City of Winnipeg commit to citizen engagement. Specially, the Policy requires "disseminating timely information" and "meaningful public participation". Holding the public hearing on March 18th would contravene both of these requirements.

The developers and their consultants have been working on their application with city staff for months. They were given 30 days notice (on February 18th) of the public hearing to be held March 18th. By contrast, the people of Winnipeg who will be most affected by the proposed development will only have thirteen days in which to prepare their responses.

We are also troubled that the proponent has failed to hold a consultation with the community prior to submitting this proposal. Their plan to hold only one open house on March 11th, a mere one week before the public hearing is further evidence that Winnipeggers are being provided with information at the last minute and not given sufficient time to respond.

The residents of River Heights-Fort Garry (population approx. 45,000) will be affected the most by the proposed development. In particular, they will have to live for years ahead with the health, safety and environmental impacts of increased volumes of traffic going through their neighbourhoods. These residents have been without a city councillor to represent their interests for the last nine months. A new, rookie councillor will be elected March 17th but will be sworn in later, too late to participate on behalf of his constituents.

We therefore respectfully request that the hearing be postponed or adjourned until May at which time public representation on PW 2/2008 would continue to allow citizens meaningful participation.

NAME (please print)	ADDRESS	SIGNATURE
NORMAN FLEMING		
ELIZABETH FLEMING		

Exhibit "G" referred to in File EP-1.1(PW 2/2008), DASZ 37/2008, DAV 157053/2008D and DAC 1/2009

Ms. JoAnn Park
Clerk, Executive Policy Committee
City Hall
510 Main Street
Winnipeg, MB R3B 1B9

RECEIVED
CITY CLERKS
WINNIPEG

09 MAR 13 P2:37

March 9, 2009

Re: PW 2/2008, DASZ 37/2008, DAV 157053/2008D, DAC 1/2009

Dear Ms. Park,

This letter is to request that Executive Policy Committee postpone or adjourn the public hearing into Plan Winnipeg amendment 2/2008, Tuxedo Yards Redevelopment, for a minimum of 60 days to allow the citizens of Winnipeg adequate time to prepare for informed participation.

Plan Winnipeg Policy 2A-01 requires that the City of Winnipeg commit to citizen engagement. Specially, the Policy requires "disseminating timely information" and "meaningful public participation". Holding the public hearing on March 18th would contravene both of these requirements.

The developers and their consultants have been working on their application with city staff for months. They were given 30 days notice (on February 18th) of the public hearing to be held March 18th. By contrast, the people of Winnipeg who will be most affected by the proposed development will only have thirteen days in which to prepare their responses.

We are also troubled that the proponent has failed to hold a consultation with the community prior to submitting this proposal. Their plan to hold only one open house on March 11th, a mere one week before the public hearing is further evidence that Winnipeggers are being provided with information at the last minute and not given sufficient time to respond.

The residents of River Heights-Fort Garry (population approx. 45,000) will be affected the most by the proposed development. In particular, they will have to live for years ahead with the health, safety and environmental impacts of increased volumes of traffic going through their neighbourhoods. These residents have been without a city councillor to represent their interests for the last nine months. A new, rookie councillor will be elected March 17th but will be sworn in later, too late to participate on behalf of his constituents.

We therefore respectfully request that the hearing be postponed or adjourned until May at which time public representation on PW 2/2008 would continue to allow citizens meaningful participation.

NAME (please print)	ADDRESS	SIGNATURE
Dr. R. Heidenreich		

Exhibit “H” referred to in File EP-1.1(PW 2/2008), DASZ 37/2008, DAV 157053/2008D and DAC 1/2009

-----Original Message-----
From:
Sent: Thursday, March 12, 2009 8:12 AM
To: MYO-Mayor
Subject: Comment

Sent: Thursday, March 12, 2009 8:11:56 AM
URL: unknown
First name: Nicole
Last name: Lahaie
IP:
Address:
City: Winnipeg
Province: Manitoba
Postal Code:
Phone number:
Email Address:
Message:
Re: IKEA

Winnipeg has too many big box stores.
There is no need to develop more land to further push us into the dark pit of consumerism.

Big chain stores take away from locally-owned businesses. Investing in your local people should be priority.

It is time to move away from cars and design our cities around pedestrian/bike/bus traffic. Big developments like IKEA that requires big parking lots is going to exarcerbate traffic and pollution problems.

Local, please.
Think about it.

Love,
Nicole

Exhibit “I” referred to in File EP-1.1(PW 2/2008), DASZ 37/2008, DAV 157053/2008D and DAC 1/2009

-----Original Message-----
From:
Sent: Thursday, March 12, 2009 10:31 AM
To: MYO-Mayor
Subject: Request For Information

Sent: Thursday, March 12, 2009 10:31:04 AM
URL: unknown
First name: Matt
Last name: Gale
IP:
Address:
City: Winnipeg
Province: Manitoba
Postal Code:
Phone number:
Email Address:
Message:
Dear Mr. Katz,

I would first off like to state that i fully support bringing in IKEA, and developing the barren land that is known as Kenaston.

That being said I am currently a student at University of Manitoba in Environmental Science and have taken some city planning courses as well. I was wondering if you could please provide some logic in developing "big box" stores. From my understanding they tend to be mostly parking and very little store in comparison. The access from store to store must be driven, as walking is hazardous with the way people drive in open parking lots, not only for people of my age but seniors and anyone else as well. No Bicycle stands/roads are provided and bus access is limited if not provided at all.

After reviewing the plans for the development. It seems that my concerns will not be addressed. Unless there is something i missed?

Please respond at your earliest convenience and let me know why promoting more sprawl and huge parking lots is better than a compact development with the same number of parking spots and more room left over to develop in the long run.

I look forward to hearing from you.
Matt

Exhibit "J" referred to in File EP-1.1(PW 2/2008), DASZ 37/2008, DAV 157053/2008D and DAC 1/2009

TUXEDO YARDS REDEVELOPMENT

NOTICE OF OBJECTION

I am herewith filing notice of objection to the proposed development for the following reasons:

PLANNING & DEVELOPMENT:

1. It's clear from the material submitted and displayed by the Applicant that this development is predicated upon the following basis points namely:

   (a) Cheap Land

   (b) The lowest capital cost per square foot of retail space being constructed;

   (c) The density of development is predicated upon the highest number of surface parking stalls that can be installed on site in ratio to lowest cost of retail space as described in (a) above;

   (d) The lowest possible property tax assessment, contributing to the lowest possible operating cost per square foot of retail space being developed;

   (e) The entire development is 20th Century car oriented, (built in obsolescence), and a short term economic life, putting the City's market value assessment and future tax revenue at risk (such as it is).

2. **LAND USE**

   (a) Responsible land use would predicate a much higher density of development requiring multi story development, and a combination of structural and / or multi level underground parking facility;

   (b) There is virtually no green space allocated to this development in its entirety;

   (c) There is no environmental impact study attached to the Applicant's project relating to the carbon foot print either from the buildings' utilities and car traffic to and from the facility;

(d) There is no meaningful integration of the Applicants' Project into a public transit system, designed to reduce the flow of car traffic to and from site.

3. ECONOMIC

- Property taxes are based on the market value of all ratable property within the jurisdiction, in this instance the City of Winnipeg. Market values are driven by the rental rates the retailers occupying the space are able to pay. The low capital cost of the Applicant's Development will create an unfair advantage for the Applicant's Tenants, and the resulting drift of retail sales towards this facility could have a dramatic effect on the market value of places like Polo Park, and if that happens, a corresponding drop in the Property Assessment and resulting tax revenues from such existing centers.

- The loss in revenue described above could easily offset the additional tax revenue being projected by the City to come from the Applicant's development for the following reasons:

  (a) Low rental rates, and lower market values (lower assessments), which is the reason for the Development in the first instance;

  (b) The tax revenues being projected from this project are entirely hypothetical at this point. The only immediate project in hand is the IKEA building comprising 450,000 square foot. It's just as likely that a shrinking economy will mean that most of the additional development will not take place.

POLO PARK / TUXEDO YAFDS / COMPARISON:

(a) Polo Park situated on 49 acres of land comprises 1,200,000 square feet, and 5,600 parking stalls of which 1100 are on structure, and pays property taxes of approximately well over $7,300,000 (does not include Silver City). That works out to $3.43 annually for each square foot of the entire 49 acres of land, or $$6.11 per each sq. ft. of building.

(b) uxedo Yards Redevelopment situated on 197 acres of land comprising 1,500,000 square feet when fully developed, will pay approximately $5,424,000 in present dollars or an amount of .63 cents, per each square foot of developed land, or $3.61 per each sq. ft. of building.

It's pointless to expand an economic sector leaning into a shrinking energy supply, an expanding carbon foot print, and a warming planet. Economic expansion should be directed into development of market sectors that reduce the demand on future energy supplies. We have to find better ways to grow the economy, and if we can't the reality is we will have to share in a shrinking one.

LEGAL:

- It's clear that this Applicant's objective is to obtain an upfront blanket approval in principle, for the entire acreage, so that no future civic administration can alter substantially any major component of this development. That would be fine if it was a good project.

- I fear that the existing civic administration is determined to provide the changes to the 'Planning Act' and provide the Applicant with zoning and overall planning and development Requirements going into the future on a forever basis, at least for the life of the development process, however long that may be.

ALTERNATIVES:

- The Bay site on Colony and Portage Avenue, I'm sure there is at least 450,000 sq. of space available. Yes it would take some Public Transit assistance, but that is needed in any event;

- The Stadium site, 22 acres already paved, and ideally configured for an Ikea facility. A two storey building with a 250,000 square foot floor plate would leave enough space for over 2,000 parking stalls. It would strengthen an existing Power Center we already have namely Polo Park and area, and help ensure continuation of some very good tax revenues.

- Many of us want to welcome Ikea to the City but not this way and not at any cost. We have some good people in this city administration, let's point them in the right direction and put them to work. Planning and Zoning issues need to be brought to 21st century standards, before we embark on a wholesale abandonment of our opportunities.

COMPARISON:

- Polo Park situated on 49 acres of land comprises 1,200,000 square feet, and 5,600 parking stalls of which 1100 are on structure, and pays property taxes of approximately well over $7,300,000 (does not include Silver City). That works out to $3.43 annually for each square foot of the entire 49 acres of land, or $$6.11 per each sq. ft. of building.

- Tuxedo Yards Redevelopment situated on 197 acres of land comprising 1,500,000 square feet when fully developed, will pay approximately $5,424,000 in present dollars or an amount of .63 cents, per each square foot of developed land, or $3.61 per each sq. ft. of building.

Attached:

- COMPARISON SPREAD SHEET
- STADIUM SPREAD SHEET
- ALBERTA TAR SANDS SUMMARY

"We all fill up our gas tanks. We are all responsible for the Alberta disaster, and we need to reduce our consumption, not build our economies on the need to expand the use of fuels, in ever increasing amounts" as the conclusion of your proposal.

OBJECTOR

ROBERT K. FROESE

PROPERTY TAX REVENUE COMPARISONS / LAND USE & ECONOMIC IMPACT

TUXEDO YARDS REDEVELOPMENT / FAIRWEATHER PROPOSAL

ESTIMATED PROPERTY TAX REVENUE UPON COMPLETION

	Acreage:	Sq. Ft.	Land Area Per Sq. Ft. Bldg.		
Site Area	197	8,581,320			
Developed Bldg Area	34.44	1,500,000	5.72		
Land allocated to parking:	????				
Surface Parking Stalls	7,517	????			
Annual Surface Water Run Off in gallo		**89,388,750**			
Run off per sq. ft. of building in gallons		**59.59**			
Market Value of Completed Project:					
Projected Net Net Net Rental Rate Per Sq. Ft.				7.50	
Total Annual Revenue:				11,250,000	
Cap Rate:				0.07	
Totall of Assessed Value on Completion of Dev.				160,714,286	
Apportioned Value:			0.45	72,321,429	
Annual Property Tax Revenue on Completed Development					
Current Total Mill Rate City & Education combined:			75		
Total Annual Tax Revenue:			1000	**5,424,107**	**Per Sq. Ft.**
Tax Revenue Per Square Foot of Land				**0.63**	**Bldg.**
					3.62

Polo Park Comparison

Site Area	49	2,134,440		
Parking Stalls	5,600			
Annual Surface Water Run Off in gallo		**22,233,750.00**		
Run off per sq. ft. of building in gallons		**18.53**		
Developed Bldg Area		1,200,000	1.78	
Assessed Value				217,094,000
Apportioned Value:			0.45	97,692,300
does not take parking structure into the equation				
Current Total Mill Rate City & Education combined:			75	**Per Sq. Ft.**
Total Annual Tax Revenue:			1,000	**7,326,923** **Bldg.**
Tax Revenue Per Square Foot of Land				**3.43** 6.11

TUXEDO YARDS REDEVELOPMENT

For Illustration Purposes

HIGH DENSITY RESIDENTIAL DEVELOPMENT

ESTIMATED PROPERTY TAX REVENUE UPON COMPLETION

	Acreage:			
Site Area	197			
Condo Units / Acre		100		
Total No. of Units		19,700		
Assessed Value:	200,000	3,940,000,000		
Apportioned Value		0.45		
		1,773,000,000		
Current Total Mill Rate City & Education combined:			75	
Total Annual Tax Revenue:			1000	**132,975,000**
Tax Revenue Per Square Foot of Land				**15.50**

STADIUM SITE

Staadium Site		Acres	Area in Sq. Ft.	
		22	958,320	
Ikea Floor Plate:	2 storey	450,000	225,000	
Available For Parking:			733,320	
Estimated P. Stalls		350	2,095	
P. Stalls per each 1,000 sq. Ft. of Space:			4.66	
Assuming 250,000 sq. ft. for Retail:			8.38	stalls per 1,000 sq. ft. of retail
Adjoining Polo Park has 5,600 parking stalls			4.667	Stalls per 1,000 sq. ft. of retail

ALBERTA TAR SANDS SUMMARY

Two tons of Earth and Sand are excavated for one barrel of bitumen.

Approximately four barrels of water are required to wash the sand and earth required for the production of one barrel of bitumen. You must add four to five million barrels of water to each million barrels of bitumen piped south. Some of the water is recycled, but at the end of the cycle it is dumped into tailing ponds situated along the Athabasca River. Tailing ponds are currently leaking a million gallons of this acid laden waste daily, into the Athabasca River. Scientists calculate the life span of the chemical concoctions comprising the tailing ponds at a thousand years.

The Athabasca River water basin is the world's third largest fresh water shed, behind the Mississippi and the Amazon. The bitumen production on its current track is a risk to the entire water shed; due to increasing consumption, (reduced flows), and pollution from the tailing ponds.

The area water tables are being altered destroyed, and polluted. Nobody knows what the effects of the steam extraction process will have on the water tables. Any water in these aquifers will shift into the vacuums being created by the removal of the bitumen. It will be lost forever to the aquifers, and the effluents are sure to pollute them (aquifers).

The current business plan for the Tar Sands will lay waste almost one quarter of the area of the entire Province of Alberta, most of it in boreal forest; it will destroy the world's third largest fresh watershed, and consume the last of Canada's natural gas supplies in the process.

Tar sands bitumen has a high carbon content and a very low hydrogen content; that means more processing (addition of hydrogen from natural gas supplies), and a carbon emission factor four times that of sweet crude.

Any individuals or political bodies seeking to stop this craziness is facing a corporate behemoth, representing a 200 Billion investment to date, and counting. There will be litigation of unprecedented proportions, something our politicians don't have the guts to face.

Tar Sands Oil production represents 10% of the entire Canadian GDP. Despite this enormous dependence on this export resource, our Canadian Government has not used it to secure its own energy independence. Virtually the entire production of Tar Sands bitumen is piped to the American mid-west, leaving Canadians dependent on imported oil.

It won't matter that the fish are dead, and the area rodents' livers fried, their reproductive capacities impaired, because the habitat is gone. It won't matter that the forests are gone, with all of their carbon filtering capacities, because the glaciers that fed the streams are gone, and the rivers are dry.

It will not take forty more years to turn our prairie bread basket into a dust bowl, and the world will forget the Valdez, if ever one of your tailing ponds fails.

To be continued.

Ex 7

Exhibit "K" referred to in File EP-1.1(PW 2/2008), DASZ 37/2008, DAV 157053/2008D and DAC 1/2009

Dr. Stuart M. Kaye
Psychology Department
University of Manitoba

Ms. Jo-Ann Park
Clerk, Executive Policy Committee
City Hall
510 Main Street
Winnipeg, MB R3B1B9

March 15, 2009

Re: PW 2/2008, DASZ 37/2008, DAV 157053/2008D, DAC 1/2009

Dear Ms. Park,

I have been a River Heights resident for close to 40 years, and have been a Professor at the University of Manitoba for most of that time. My research and teaching in the area of environmental psychology deals with the impacts of built and urban environments on human health and well being. Much of the current research, and best practices in many cities around the world would suggest that many features of the current Ikea proposal are ill-advised.

It is both as a River Heights resident and an environmental psychologist that I write this letter, which is to request that Executive Policy Committee postpone or adjourn the public hearing into Plan Winnipeg amendment 2/2008, Tuxedo Yards Redevelopment, for a minimum of 60 days to allow the citizens of Winnipeg adequate time to prepare for informed participation.

Plan Winnipeg Policy 2A-01 requires that the City of Winnipeg commit to citizen engagement. Specially, the Policy requires "disseminating timely information" and "meaningful public participation". Holding the public hearing on March 18th would contravene both of these requirements.

The developers and their consultants have been working on their application with city staff for months. They were given 30 days notice (on February 18th) of the public hearing to be held March 18th. By contrast, the people of Winnipeg who will be most affected by the proposed development will only have thirteen days in which to prepare their responses.

I am also troubled that the proponent has failed to hold a consultation with the community prior to submitting this proposal. Their plan to hold only one open house on March 11th, a mere one week before the public hearing is further evidence that Winnipeggers are being provided with information at the last minute and not given sufficient time to respond.

The residents of River Heights-Fort Garry (population approx. 45,000) will be affected the most by the proposed development. In particular, they will have to live for years ahead with the health, safety and environmental impacts of increased volumes of traffic going through their neighbourhoods. These residents have been without a city councillor to represent their interests for the last nine months. A new, rookie councillor will be elected March 17th but will

be sworn in later, too late to participate on behalf of his constituents.

I therefore respectfully request that the hearing be postponed or adjourned until May at which time public representation on PW 2/2008 would continue to allow citizens meaningful participation.

Dr. Stuart M. Kaye

Exhibit “L” referred to in File EP-1.1(PW 2/2008), DASZ 37/2008, DAV 157053/2008D and DAC 1/2009

From: Dobryan Tracz
Sent: Monday, March 16, 2009 8:38 PM
To: Hutter, Visa
Subject: Letter for the public hearing on the "IKEA development" plan

Good day,

As a resident and a property taxpayer in Winnipeg, I want to inform City Council of my support for the proposed development at Sterling Lyon and Kenaston (herein referred to as the "IKEA development").

Although I am a strong supporter of downtown development, and believe Winnipeg urgently needs to establish downtown tax-free zones to attract more investment, the IKEA development is exactly what our city needs in a time of economic decline.

I am concerned that a small number of individuals will fight this development at City Hall for the sake of protest and that their voices will be heard above
the majority who support this project.

To many people, IKEA is a symbol of Winnipeg returning to the status of a "big city", which we have lost over the years after the Jets left and other cities in Canada pulled ahead in development and population.

We have a City with great potential, and IKEA is just one piece of our future.

Rapid transit is another major piece that has been missing, and I congratulate the City on finally approving a modern transit plan. Together with downtown housing, additional active transportation planning, strong Universities and attractions like the Human Rights Museum...it will be a destination city for youth.

I urge you to approve the IKEA development for the sake of Winnipeg's future. Whether one buys their furniture or not, the economic impact of an IKEA in Winnipeg is absolutely massive. The number of emails I received from friends in Saskatchewan and Northern Ontario the day it was announced is testament to this - they will come to IKEA, but also stay in hotels, eat at our restaurants and see our sites (ie. Forks, Human Rights Museum).

Unfortunately it is not proposed in a central location, but it is likely the best choice given the options. I hope the City works to improve traffic flow in the Kenaston area and I look forward to this and other developments - especially Rapid Transit - in the next few years.

Best regards,

--
Dobryan Tracz

Exhibit "M" referred to in File EP-1.1(PW 2/2008), DASZ 37/2008, DAV 157053/2008D and DAC 1/2009

WINNIPEG TRAILS ASSOCIATION
www.WinnipegTrails.com

ATTN: Executive Policy Committee
IKEA Public Hearing Process
City of Winnipeg
C / o Jo-Ann Park
Manager of the Decision Making Process

March 17, 2009

RE: Tuxedo Yards Redevelopment:
Variance DAV 08 – 157053 / D Variance C – Bicycle Parking

Dear Ms. Park,

Please register the Winnipeg Trails Association IN OPPOSITION to Variance DAV 08 – 157053 / D – specifically Variance C – Bicycle Parking. (attached)

The City of Winnipeg has an Active Transportation Advisory Committee (ATAC) that has representation from City and Active Transportation groups. The Winnipeg Trails Association is represented on this advisory committee and would like it noted that we are very disappointed no consultation took place with ATAC by either the City or Developer in preparing for what is to be one of Winnipeg's largest developments. We are disappointed the City of Winnipeg would make a recommendation without consulting the advisory committee.

The IKEA Group and WWF, the global conservation organization, co-operate on projects aimed at reducing emissions of greenhouse gas (carbon dioxide) associated with IKEA operations, in order to reduce its contribution to climate change. One of the main areas the agreement covers is developing sustainable people transportation. We believe IKEA to be a very bike friendly corporate citizen and are quite frankly surprised by this request for a variance.

City of Winnipeg Zoning By-Law 200 / 2006 states the proposed IKEA development should accommodate 140 bicycle spaces and the variance is asking for only 50 bicycle spaces. The developer has stated numerous reasons why they believe only 50 spots are required, but we believe the developer has not considered these points in making this decision:

- **IKEA will be located on a major 'cycling destination'.**
  In 2009 and 2010, the City of Winnipeg is completing key trail linkages from residential neighbourhoods - Linden Ridge, Linden Woods, Fort Garry, Waverly Heights, University Heights and WhyteRidge to FortWhyte Alive and Assiniboine Forest and Assiniboine Park.

- **IKEA Winnipeg will be surrounded by residential areas on the north, east and south sides.**
  The IKEA Calgary / Edmonton market base that is being used as a comparative point to Winnipeg – the Edmonton store is not in close proximity to any residential and is not located on a major cycling corridor. The 400 – 500 seat restaurant will be used by area residents, many who will chose to cycle to IKEA.

- **HIGHER RATE of cycling in WINNIPEG:**
  Winnipeg has a 33% higher rate of cycling* than the Calgary / Edmonton market whose base you are comparing to for the Winnipeg IKEA (Statistics Canada 2006 Census information on mode of transportation to work)

The Winnipeg Trails Association
201 One Forks Market Road
Winnipeg, MB R3C 4L9
jlukes@shaw.ca

Tel: (204) 952-4222 www.WinnipegTrails.com Fax: (204) 943-7915

WINNIPEG TRAILS ASSOCIATION
www.WinnipegTrails.com

In lieu of the zoning by law stating 140 bicycle spots be included, The Winnipeg Trails Association would like to recommend that the developer:

- Codify the requirement for 20 long term parking spots,
- To provide COVERED parking for the 20 long term parking spots,
- To provide COVERED parking for the 30 short term parking spots,
- POSITION the 30 short term parking spots at the ENTRANCE rather than the side of IKEA store,
- Include SIGNAGE to point to bicycle parking,
- Develop BICYCLE Parking Plan and have it certified by a city planner to ensure rack placement meets manufacturer's spacing requirements.
- PROVIDE raised crosswalks through single lane merges to maintain the right of way along Sterling Lyon/Kenaston Blvd.
- Consult with the City of Winnipeg Active Transportation Advisory Committee prior to any final decisions on IKEA bicycle parking.

Thank you,

Janice Lukes
Coordinator, Winnipeg Trails Association

C

Paul Jordan, Chair, Winnipeg Trails Association
Madeleine Lowenborg-Frick, IKEA, Burlington Ontario

The Winnipeg Trails Association
201 One Forks Market Road
Winnipeg, MB R3C 4L9
jlukes@shaw.ca

Tel: (204) 952-4222 www.WinnipegTrails.com Fax: (204) 943-7915

- *The Keg, which is at the corner of Moray and Portage in zoned "C3". It has approximately 500 feet of frontage. It would be permitted the maximum of 323 square feet of signage.*

- *The IKEA site alone has approximately 2,800 linear feet of frontage, or 5.5 times as much frontage as the Keg, but it is limited to the same 323 square feet.*

- *Same with height as the Keg is setback 0 feet from the property line and is permitted a height of 30 feet.*

- *The IKEA will be setback 200+ feet from the property line, but is limited to the same sign height of 30 feet.*

- There is also a provision in the zoning by-law that an individual sign, on a lot zoned C4, may not exceed 323 square feet.
- The pylon signs are intended to serve the entire Planned Area, however, the amount of allowable signage is calculated based on the size of the single lot where the sign is located.
- The provision does not take into account that adjacent lots with buildings will co-locate signs on a single pylon sign instead of 31 free standing signs for 31 lots.
- For these reasons, the "C4" sign standards need to be varied, in that they do not properly reflect the unique parcel sizes, scale of buildings, co-location of multiple businesses on a single sign, and building setbacks for a 'super-regional' commercial centre.

Variance C. - Bicycle Parking

- The developer has indicated that bicycle parking facilities will be provided on site; however, the exact number is not known though a minimum of 50 will be provided.

- This variance is only for the IKEA Store and not for the remainder of the Planned Area.
- The IKEA store will employ upwards of 300 people and attract hundreds of shoppers, both of whom should be given the option to use different modes of transportation.
- The Zoning By-law assists in facilitating multi-modal transportation such as cycling by requiring lockable bicycle parking.
- The amount of lockable bicycle parking stalls is calculated as one bicycle space per 10 required automobile spaces, thus 140 bicycle stalls are required for the IKEA store.
- The Developer has requested a reduced number of lockable bicycle parking spaces for the IKEA Store in that the required amount may not accurately reflect the number of bicycle stalls needed, for the following reasons:

    - IKEA is 'super-regional' with a retail catchment area that could extend as far west as Alberta, east to Northwestern Ontario, and south to North & South Dakota & Minnesota.- attracting a large number of visitors where cycling is not a viable option.
    - The principal use is a home furnishing store that stocks primarily larger items. Most customers will likely not carry large furniture pieces home strapped to their back on their bicycles.
    - The retailer knows their own markets and can anticipate how many people will be riding their bicycles to the facility.
    - Bicycle locking is not an expensive, land consumptive piece of infrastructure. It would be relatively easy to install more bike racks if the demand presents itself.

- The Developer will also be required to construct a 3.5 metre wide asphalt pathway the entire length of their Planned Area along the west side of Kenaston Blvd connecting the Thundering Bison Trail to Taylor Avenue to the north to assist in facilitating multi-modal transportation.

- The existing multi-modal pathway along the south side of Sterling Lyon Parkway adjacent to the IKEA site will be connected to an appropriate multi-modal pathway within the site that will allow pedestrian and cyclists to safely connect from the public right-of-way to the store.
- A basic operational plan for Transit to service the site has been outlined for the opening of Phase 1 - IKEA - with the routing of Route 78 (Crosstown West), which provides service along Kenaston Blvd between Polo Park and the University of Manitoba, into the IKEA site along the south side of the property with a Bus Stop directly accessible via pathway to the west side of the front entrance.

Variance D. Land Locked Parcels

  - Eleven (11) of the 31 lots in the plan of subdivision do not abut a public street and are considered 'land locked' parcels.
  - A majority of these parcels are north of Sterling Lyon Parkway.
  - The creation of land locked parcels requires a variance.

- The Winnipeg Fire Paramedic Service has indicated their support for this subdivision with the creation of properties that do not abut a street is contingent on easement agreements, and internal roadways being constructed that will allow their equipment to access buildings within the Planned Area.
- The WFPS has also indicated a desire to see buildings clearly numbered in the Planned Area to assist them on service calls.
- These items are contained in the recommended conditions of approval of the DASZ application that will be come a Zoning Agreement; and in the Development Agreement.

7. <u>Compatibility With Surrounding Uses</u>

- The proximity of Fort Whyte Alive nature centre, which has expanded over the years to become the largest land owner within the Tuxedo Industrial Policy Area and emerging Major Open Space; and the South Tuxedo Neighbourhood Policy area to the north and Lindenwood residential area to the south east, caused conflicts as residents lobbied for several years for the CN Intermodal yard to be relocated.
- The 160 acres of underused and vacant lands (former Kapyong Barracks) to the north have been declared surplus by the Department of National Defense and are subject to a sale to the Crown Corporation, Canada Lands Company, subject to a First Nations claim.
- Should Canada Lands secure the lands and proceed to develop the site, it is anticipated a mixture of lands uses (office, single family, multiple family, and retail) would be developed.
- Manitoba Hydro recently declared surplus and sold 25 acres of underused, former industrial lands on the east side of Kenaston.
- It is anticipated a mixture of residential, commercial, and office uses may be developed on these lands.
- Two former Portland cement powder manufacturing plants located south of the Planned Area ceased production a number of years ago.
- Surplus lands associated with the former site have been sold off to various owners including Fort Whyte Alive for nature uses, and Terracon Development for the development of the South Tuxedo Business Park.
- A cement powder distribution operation and a concrete batching plant still exist on a portion of these lands.

Exhibit “N” referred to in File EP-1.1(PW 2/2008), DASZ 37/2008, DAV 157053/2008D and DAC 1/2009

From: James Kacki
Sent: Wednesday, March 18, 2009 11:45 AM
To: Skundberg, Inga
Subject: TUXEDO YARDS DEVELOPMENT

PRESENTATION TO THE PUBLIC HEARING ON THE TUXEDO YARDS DEVELOPMENT

After attending the public open house showcasing the developer’s plans for IKEA and surrounding areas, I came away in disbelief. As an architect and urban designer, I can honestly say that I have never seen a more awful example of an urban environment anywhere. The Fairweather plan is the antithesis of everything a city should be. Acre upon acre of uninterrupted asphalt and parking, punctuated by dozens of ugly and aptly-named ‘big-box’ stores is an environment utterly devoid of any redeeming value. The huge scale of the development is inhuman and compounds the problem of its negative environmental impact. The IKEA portion of the development is only one small component of this mega-mess. One recent Free Press headline said that it was “more ambitious than The Forks”. To mention The Forks in the same breath as this hideous development is shameful. If even half the money the City is proposing to assist this development were spent encouraging these same retailers and businesses to locate downtown, think of the life and economic activity that could be generated.
If this development is allowed to proceed, we would be pandering to the mindset of those who have no other interest than short term profit. Big-box stores are constructed as cheaply as possible because their life-span is of no interest to the owner. This proposed massive development is the urban planning equivalent of the financial disaster the word is now facing. The City should concentrate on giving life and vitality to its core, not stripping the life away from the core by allowing and encouraging this type of massive poorly planned development away from the core.

Exhibit "O" referred to in File EP-1.1(PW 2/2008), DASZ 37/2008, DAV 157053/2008D and DAC 1/2009

Presentation to Executive Policy Committee
Re: the Development of Tuxedo South Yards
by Thomas Novak,
Manitoba Oblate Justice and Peace Committee
March 18, 2009

Before dealing directly with the question of the South Tuxedo Yards development, I would like to briefly address the question citizen involvement in question like the one we are considering today.

I am here today largely because many others whom I know and who would very much like to address this issue cannot. It is most unfortunate that our city has not yet joined cities across North America in developing a process of consultation that would promote rather than inhibit citizen participation. Day-time only meetings, hearings where citizens must wait all day to find out when they will have their turn to speak, extremely short time-lines for citizens to study issues (be they the operating budget or major changes to the city plan): not only do these limitations mean that few citizens have an opportunity to participate, it means that you, our representatives, generally are limited to hearing from a rather limited pool of opinion and analysis. Every time there is a public hearing it is always the same bunch that comes to present, including, of course, people like me.

I realize that in the case of the South Tuxedo Yards, the developers did hold an evening open house. However, open houses are mostly one-way communication, with the developer of a project explaining the details to those present. An open house does not replace serious face-to-face discussion. It does replace an opportunity for citizens to engage their leadership. It is a model that assumes that there are a few experts in an inner circle who possess the essential knowledge and that the role of the rest of the populace is to passively take in the wisdom of those experts. Of course, they can fill out a survey, if they wish, before they leave the open house.

As we all know, the municipality is the level of government where the political issues affect citizens most directly. Therefore It is the level of government that has the capacity to develop citizen participation better than all others. We look forward to the day when our municipal leadership will be accessible to all citizens, not only the privileged few who can adjust their schedules to make presentations at 9 o'clock in the morning.

The issue which we are here to consider today would seem to require another amendment to Plan Winnipeg. My reading of the Plan may be faulty, but nowhere there do I see any consideration of retail and other commercial development for the South Tuxedo yards is nowhere in plan Winnipeg. What I *do* find (for instance, on page 30 of the Plan) is an emphasis on "Orderly Development"; and the need to "Promote a Compact (and sustainable) Urban Form; and (on page 31), the need to "Protect Traffic Flows from Significant Increase" and "directing new development with high intensity to locations that are supported by transit operations".

Six months ago the development of the South Tuxedo Yards was not even on our radar screens, not in the minds of the people of Winnipeg, and apparently not on the agendas of our civic leaders. However, as soon as a developer comes by with a proposal for a project, careful planning is immediately set aside and the project rushed forward for approval.

The question, then, begs to be asked:

- Who are the ones that are planning the future of our city?
- Our city already has one of the smallest planning departments of any major Canadian city; has our planning department become so small and irrelevant that we have, in effect, launched another Public Private Partnership, turning planning matters over to commercial developers?

Entrepreneurs and developers have a precious contribution to make to the life of our city. It is their role to propose. However, it is the role of our leadership, with the advice of our planners, to decide. Unfortunately, the impression of most citizens in our city is that the new development is a *fait accompli*. It was decided the moment Fairweather Properties put the plans on the table.

We do not suggest that amendments should never be made to Plan Winnipeg. However, amendments to the Plan have become not the exception but the rule. The plan has ceased to have any relevance.

One of C. Northcote Parkinson's famous laws is that "the time spent debating an issue is inversely proportional to its objective importance". That is, small issues like the brand of coffee we will put in the coffee room will be endlessly debated; major expenditures that will forever change the lives of thousands of people are just too complicated, and so the decision is made in what seems to be no time at all. Parkinson's Laws were meant to be satirical. However, they were, unfortunately, also prophetic.

Here we are, considering a development that will affect enormously, not just southwest Winnipeg, but our downtown, other retail centres and, the long-term health of our city. And yet the time between the initial proposal and the decision to move ahead can be measured not in years or months, but weeks—even days. Where are the studies that show that Winnipeg needs a huge infusion of retail development? When did our city leadership sit down with city planners and urban planning experts from outside the city payroll to assess the positive or negative impacts of this development on the city? Why have we not given time for significant public debate and for citizens to carefully consider the options, as we did with the new football stadium, the MTS Centre or the rapid transit way? Yet a development so large that it is being compared to the Mall of America will impact the city far more than a football stadium or a hockey arena.

Exhibit "P" referred to in File EP-1.1(PW 2/2008), DASZ 37/2008, DAV 157053/2008D and DAC 1/2009

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Winnipeg, MB
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March 18, 2009

ATTN: Executive Policy Committee
IKEA Public Hearing Process
City of Winnipeg
C / o Jo-Ann Park
Manager of the Decision Making Process
RE: Tuxedo Yards Redevelopment: Variance DAV 08 – 157053 / D

Dear Ms. Park,

Please register Bike to the Future IN OPPOSITION to Variance DAV 08 – 157053 / D –

Regarding the developers request to have the requirement for bicycle parking reduced from 140 spots to 50 spots, we feel this will not adequately meet the needs of employees and shoppers who will be travelling to and from the proposed development by bicycle.

We also feel that the proposed development will have a negative affect on cyclists travelling past the development on the existing Thundering Bison trail (parallel to Sterling Lyon parkway) or along the trail parallel to Kenaston, and that the developer needs to take steps minimize the negative impacts brought about by added private approaches that will cross these trails.

In considering the developers request for this zoning variance, we hope you will consider the following:

• **IKEA will be located on major cycling routes.**
Ikea's position on the Thundering Bison trail and its proximity to the McGillivray trail, Bishop Grandin Greenway, and proposed Parker Bikeway (all of which will connect to the proposed southwest rapid transit active transportation pathway) will positively affect the number of cyclists choosing to bicycle to the store.

• **IKEA Winnipeg will be surrounded by residential areas on the north, east and south sides.**
Unlike the IKEA stores in Calgary and Edmonton that have been used as indicators of likely bicycle parking demand, the Winnipeg store will be located within reach of a large residential population (Tuxedo, River Heights, Linden Woods, Whyte Ridge), with expectations for future growth (Waverly West, Tuxedo Yards).

- **The Store will Include a 400-500 seat restaurant**

This restaurant will attract visitors in its own right, many of whom will be coming from within the immediate vicinity where cycling will offer a means of transportation time competitive with motorized vehicles.

• **HIGHER RATE of cycling in WINNIPEG:**
Winnipeg has a 33% higher rate of cycling than the Calgary / Edmonton market, which have been used as a base for comparison to in determining required bicycle parking spaces (Statistics Canada 2006 Census information on mode of transportation to work).

Variance in Bicycle Parking

As noted in our submission regarding the City of Winnipeg's Draft Zoning By-law dated October 5, 2007[1], many jurisdictions who are leaders in active transportation and healthy lifestyle infrastructure now have requirements for two types of bicycle parking: short term and long term. Short term (visitor) bicycle parking is generally partially covered, has room to maneuver, is well lit and is visible from the entrance of the destination. Long term bicycle parking is a convenient secure place which is weather protected; it is generally designed for employees and/or residents. It often includes shower and change facilities. Please visit http://www.vtpi.org/tdm/tdm85.htm for more detailed information. It is our understanding that requirements for long term bicycle parking as well as design and layout of bicycle parking will be considered when the zoning law comes under review following its first year since adoption.

Should you consider any reduction in the number of required bicycle parking sports, it is our view that such reductions in bicycle parking requirements must be offset by improvements in the quality of the bicycle parking to be installed or by payment of a fee in lieu to be put towards the cities bike parking program (with any such requirements set out as a condition in the development permit). Specifically we request that any allowed reduction require the following as a condition of development:

- 20 Long Term bicycle parking spots to meet the needs of employees choosing to commute to work by bicycle (the developer has indicated a willingness to include 20 long term bike storage spaces, to be located at the employee entrance).
- 5-10 covered short term parking spots to facilitate bicycles with trailers, which require a length of 3.0m rather than the 1.8m required for regular bicycles.
- Remaining short term bicycle parking spots to be covered, and located within 15m of the store entrance (We have concerns that the proposed placement of short term bicycle parking between the store and the seasonal tent will not meet the by-law's requirement - "bicycle parking must be located with convenient access to major building entrances").
- A fee in lieu of bicycle parking to be paid to the city in an amount equivalent to the difference in cost to provide the required 140 spots vs. the cost actually paid to supply bicycle parking as required above. This fee should be put towards the city's bicycle parking program.
- Short term and long term bicycle parking must meet the following requirements:

  (1) Size and Location of Bicycle Parking Facilities

  (a) Each Bicycle Parking space shall be a minimum of 0.6 m in width with a minimum clear length of 1.8 m (3.0m where intended for use with a trailer). Bicycle Parking spaces shall have a vertical clearance of at least 2.0 m.

  (b) Required Bicycle Parking spaces shall be wholly provided on the same Site as the building.

[1] Available at http://biketothefuture.org/attachments/0000/0471/BikeToTheFuture_CityPresentation_DraftZoningBylawBicycleParking.pdf

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(c) Adequate access to and exit from individual Bicycle Parking spaces shall be provided with an aisle of not less than 1.5 m in width, to be provided and maintained beside or between each row of Bicycle Parking.

(d) Required Bicycle Parking spaces and accesses shall be located on hard paved surfaces.

(e) Bicycle parking shall be separated from vehicular parking by a physical barrier or a minimum 1.5 m of open space.

(f) Bicycle Parking spaces shall be visibly located where possible and provided in one or more of the following ways:

(i) secure bicycle storage rooms, lockers, racks, railings or other such device inside the building, preferably at the ground level;

(ii) secure bicycle storage rooms, lockers, racks, railings or other such device in any Accessory parking area; or

(iii) within a required or non-required Yard or building Setback of a Site but not more than 15.0 m from a principal entrance of the building, except: in the case of educational services developments where the students are restricted from using the principal entrance of the building, Bicycle Parking spaces may be provided in the required or non-required Yards of a Site, no more than 15.0 m from the principal entrance of the building designated for student use.

(g) Where Bicycle Parking is not visibly located on site, directional signage shall be displayed indicating its location.

(h) All Bicycle Parking spaces shall be situated to maximize visibility so as to discourage theft and vandalism, and shall be illuminated.

(2) Design of Bicycle Parking Facilities

a. Bicycle Parking shall be designed so that bicycles may be securely locked to the rack, railing or other such device without undue inconvenience and shall be reasonably safeguarded from intentional or accidental damage, in accordance with the following standards:

i. Bicycle lockers shall be constructed of solid, opaque, and theft-resistant material with a lockable door which opens to the full width and height of the locker. Bicycle locker edges shall be secured with no exposed fittings or connectors. Bicycle lockers shall be weather-proof if located where exposed to the elements. A bicycle lockers must be designed and secured in accordance with the following standards

ii. All other Bicycle Parking shall hold the bicycle securely by means of the frame. The frame shall be supported so that the bicycle cannot fall or be pushed over causing damage to the bicycle, and shall accommodate:

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a. locking both the frame and the wheels to the rack, railing or other such device with a high security U-shaped shackle lock, if the cyclist removes the front wheel;

b. locking the frame and one wheel to the rack, railing or other such device with a high security U-shaped shackle lock, if the cyclist leaves both wheels on the bicycle; and

c. Locking the frame and wheels both to the rack, railing or other such device with a chain or cable not longer than 2.0m without the removal of any wheels.

(3) Bicycle parking lockers, racks, railings or other such devices shall be anchored securely to a hard surface or fixed structure.

(4) In addition to the requirements listed above, spaces required for long term bicycle parking must also meet the following requirements:

(a) Security for long-term parking must be provided via restricted access to a locked bicycle room, covered enclosure or bicycle lockers.

(b) For a covered enclosure, fencing can be used, but must be reinforced with metal bars.

(c) Long term parking must be placed in well lit areas, preferably near employee work areas or where there is a high amount of foot traffic.

(d) Each bicycle must be independently accessible and securable to a sturdy rack or within a bicycle locker.

(e) Long term parking facilities must provide total protection from the elements, including wind, rain and snow.

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Variances for Private Approaches

In 2008, the city adopted a policy to incorporate Active Transportation facilities into any reconstruction or rehabilitation required on any infrastructure identified as an Active Transportation facility in the Proposed Active Transportation Network[2]. Both Sterling Lyon Parkway and Kenaston Boulevard (Sterling Lyon to Taylor) are identified as AT routes on the 2008 AT map. As noted in the traffic impact study, "both Kenaston Boulevard and Sterling Lyon Parkway are listed on Schedule "A" of the City of Winnipeg Private Access By-law 49/2008, which means that no private approach can be constructed or altered on either road without approval by the City of Winnipeg Standing Policy Committee on Infrastructure Renewal and Public Works."[3] While this traffic study goes into great detail in regards to Level of Service and Expected Intersection Delays for motorists, it completely ignores the effects of forcing cyclists to exert themselves by continually stopping and starting as they cross these approaches. We are concerned that the requested private approaches will seriously disrupt the Thundering Bison Trail along the south side of Sterling Lyon parkway, and the active transportation path along Kenaston. Therefore, as a condition of approval, we feel that the developer should undertake the following measures to minimize disruption of cyclists (see attachment for location of approaches):

- Approach 1 – The AT path should be raised across the right turn in and right turn out merge lanes, with the westernmost traffic island being enlarged to accommodate the AT path (mirroring the easternmost traffic island). Acceleration/Deceleration lanes and turn radii should be modified to slow merging traffic over the raised pathway. Signs should be posted warning motorists to yield to bicycles across when crossing the raised path.
- Approach 2 - The AT path should be raised across the right turn in and right turn out merge lanes, with the southern traffic island being enlarged to accommodate the AT path (mirroring the northern traffic island). Acceleration/Deceleration lanes and turn radii should be modified to slow merging traffic over the raised pathway. Signs should be posted warning motorists to yield to bicycles across when crossing the raised path.
- Approach 3 - The AT path should be raised through this intersection. Signs should be posted warning motorists to yield to bicycles across when crossing the raised path.
- Approach 8 – If the AT path along Kenaston is moved to the west side, then the path should be raised through this intersection, and signs should be posted warning motorists to yield to cyclists. Deceleration lanes and turn radii should be modified to slow incoming traffic over the raised pathway.

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[2] Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works – May 1, 2008

[3] FORMER CN INTERMODAL TERMINAL LANDS REDEVELOPMENT KENASTON BOULEVARD & STERLING LYON PARKWAY PW 2/08 & DASZ 37/08 TRAFFIC IMPACT STUDY; February 27, 2009

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c/o 3rd Floor – 303 Portage Ave.
Winnipeg, MB
R3B 2B4
www.biketothefuture.org

- Approach 9 – The AT path should be raised across the right turn in and right turn out merge lanes, with the westernmost traffic island being enlarged to accommodate the AT path (mirroring the easternmost traffic island). Acceleration/Deceleration lanes and turn radii should be modified to slow merging traffic over the raised pathway. Signs should be posted warning motorists to yield to bicycles across when crossing the raised path.
- Approach 10 - The AT path should be raised across the right turn in and right turn out merge lanes, with the westernmost traffic island being enlarged to accommodate the AT path (mirroring the easternmost traffic island). Acceleration/Deceleration lanes and turn radii should be modified to slow merging traffic over the raised pathway. Signs should be posted warning motorists to yield to bicycles across when crossing the raised path

Sincerely,

Mark Cohoe

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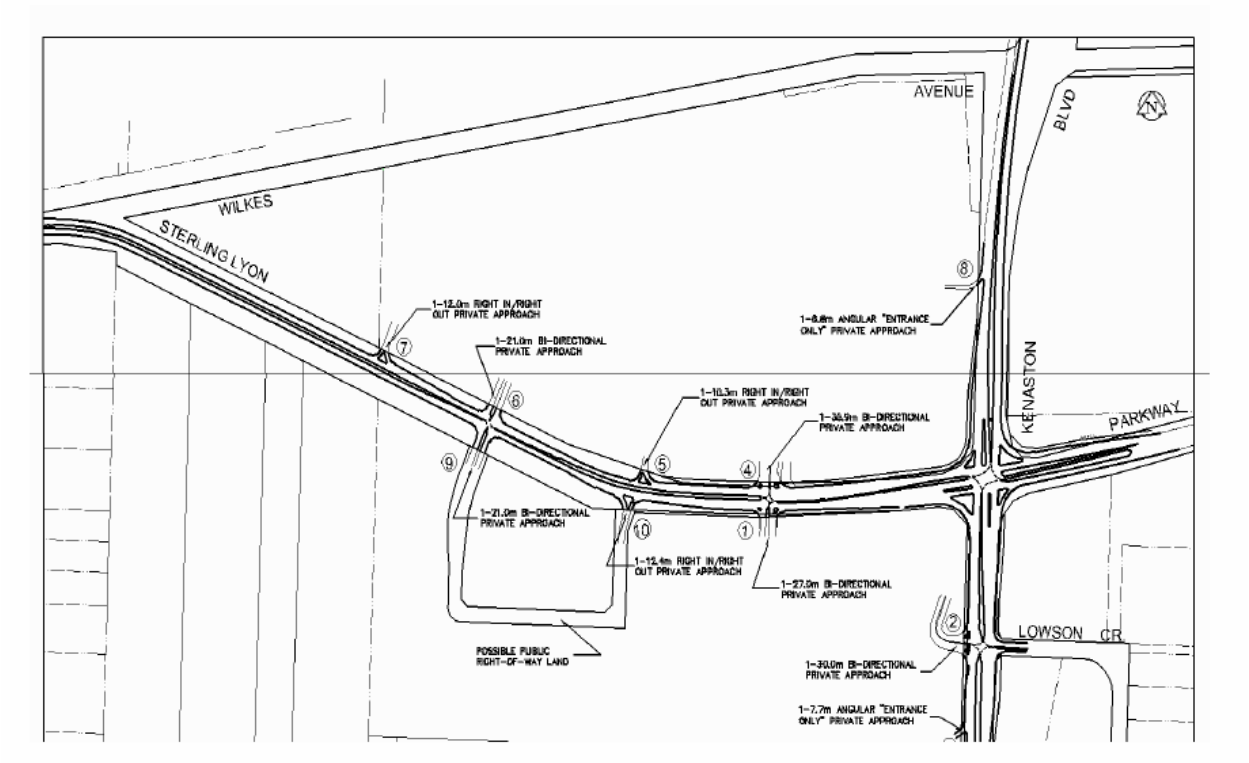
Bike to the Future
c/o 3rd Floor – 303 Portage Ave.
Winnipeg, MB
R3B 2B4
www.biketothefuture.org


AVENUE
BLVD
WILKES
STERLING LYON
KENASTON
PARKWAY
LOWSON CR
1-12.0m RIGHT IN/RIGHT OUT PRIVATE APPROACH
1-21.0m BI-DIRECTIONAL PRIVATE APPROACH
1-8.8m ANGULAR "ENTRANCE ONLY" PRIVATE APPROACH
1-10.3m RIGHT IN/RIGHT OUT PRIVATE APPROACH
1-36.9m BI-DIRECTIONAL PRIVATE APPROACH
1-21.0m BI-DIRECTIONAL PRIVATE APPROACH
1-12.4m RIGHT IN/RIGHT OUT PRIVATE APPROACH
1-27.5m BI-DIRECTIONAL PRIVATE APPROACH
POSSIBLE PUBLIC RIGHT-OF-WAY LAND
1-30.0m BI-DIRECTIONAL PRIVATE APPROACH
1-7.7m ANGULAR "ENTRANCE ONLY" PRIVATE APPROACH
1
2
4
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6
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9
10