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July 9, 2010

**The City of Winnipeg**
**510 Main Street**
**Winnipeg, Manitoba**
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**Attention: Chairperson and Members of the Executive Policy Committee**

**RE: PLAN WINNIPEG REVIEW-OUR WINNIPEG PLAN BY-LAW NO. 67/2010**
**FILE PW 1/2010**

On behalf of Genstar Development Company, I am writing with respect to the above noted Agenda Item No.1 and would like this letter to be read into the records of the Public Hearing being held on July 14th, 2010 with the intent that the following information and matters contained in this letter be considered by the Committee for amending the draft ***Our Winnipeg Plan Document; Complete Communities An Our Winnipeg Direction Strategy*** and the ***Sustainable Winnipeg; Sustainable Transportation;*** and ***Sustainable Water and Waste Documents.*** The specific parts and overall direction in these documents that should be amended prior to the aforementioned by-law being considered by the City of Winnipeg Council are itemized in this letter.

The concern I would like to have addressed is in regards to the lands designated in the plan under section ***09 Airport Area*** of the ***Complete Communities*** document (page118). The lands contained within this area include the newly created and provincially designated CentrePort Lands, west of the James Armstrong Richardson International Airport. The lands comprise of some 20,000 acres of which over 6000+ acres are contained within the City of Winnipeg's boundaries and are therefore under the City of Winnipeg's planning authority although on Airport owned lands the Winnipeg Airports Authority has partial jurisdiction.

Genstar is a major stakeholder in the CentrePort lands and owns approximately 10 % of the CentrePort Lands (located in the far west portion of the holdings) within the City of Winnipeg. Genstar is disappointed with the CentrePort planning process and now the **lack of policy direction** in the ***Our Winnipeg*** planning documents as they relate to the Airport Area. Genstar has held these lands for many years with the intention of commencing another residential development on a portion of the lands in the near future. Genstar has been developing master planned communities in the City of Winnipeg for over 60 years.

The intent and objectives as prescribed by CentrePort are to create an area that will be an inland port to promote intermodal facilities for handling goods through road, rail, air and marine; a Foreign Trade Zone to promote international trade and ultimately to create and develop viable industrial and commercial uses within the designated area. While these stated objectives are of great merit and beneficial to the growth of the City, these employment lands are being planned by CentrePort to be **totally void of providing any complementary residential land uses**.

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This would therefore mean that the CentrePort plan is **contrary** to and **opposite** to the philosophy and stated sustainability objectives being promoted and recommended by the City of Winnipeg Public Service in its ***Our Winnipeg Document***. Under section 01-1City Building, it states that ***"Combined with research into land use, we can see some consistent objectives: Create Complete Communities [which] need to support a range of options for living, working and playing. The daily necessities of life should be within reach, ....[and] Provide Options For Growth. It will mean opportunities for more mixed-use areas, combining residential with retail, office and light industry."***

The CentrePort Plan does not conform to the draft ***Our Winnipeg, Complete Communities*** and other sustainability documents being recommended and promoted in the Our Winnipeg initiative. Further more, any guidance on these lands by the City is conspicuously absent in the documents. In order for the City's new planning documents to be complete and inclusive the City must take leadership in planning for the Airport area Lands by providing the same standards and direction it is preaching for other parts of the City. The lands designated as *Airport Area* in the planning documents comprise a huge area that should logically include an appropriately sited and planned residential component.

Throughout the document the theme of ***"Live, Work and Play*** " and encouraging mixed use development is being recommended for all areas of the City, yet in the Airport Lands there is an obvious lack of direction or position on land use guidance being undertaken by the City of Winnipeg in the Complete Communities document.

If the CentrePort initiative is to be successful from a land use perspective it must address the issues of: ***Where are the people who work in this area going to live, shop, or enjoy recreation areas in close proximity to where they work in order to achieve the stated objectives of sustainable communities?*** The Airport area lands and the CentrePort Lands must conform to and follow the proposed and recommended directions and guidelines of the Complete Communities document.

It is already recognized that the St. James area has been limited in its opportunities for growth of new major residential development for many years. There is a significant demand to create more and newer sustainable residential uses in the area to complement the existing infrastructure. However the CentrePort initiative has now under its current plan eliminated any possibility of providing the much needed residential land uses where they would otherwise logically be located if the CentrePort plan not been implemented. The lands designated as *Airport Area* far exceeds both the amount of land and location of airport area lands required to protect normal airport operations and airport related land uses from conflict with other land uses. The Our Winnipeg documents are lacking of any input, commentary or opinion on these lands and are therefore deficient in planning for a significant part of the City of Winnipeg.

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The southwest corner of the CentrePort land area (north of Saskatchewan and west of Sturgeon Road) contain some 300+/- acres of land that are not impacted by the Airport Noise and are well below the 25 NEF contours. Residential development on these lands will not conflict with airport operations or potential future CentrePort land uses and therefore are likely the only vacant land holdings in the general area suitable for new housing. These lands are also in close proximity to existing communities in St. James to the south and would provide a logical extension for much needed residential growth in the area. A new community of this size could provide upwards of 2000 new dwelling units of various types and densities. This opportunity should not be lost due to the absence of foresight on this matter in the current planning documents.

We therefore respectfully request that the Committee reconsider the current proposed planning documents and recommend an amendment to re-designate and identify the aforementioned portion of the CentrePort Lands contained in the Airport Area Lands section as a **New Community Planning Area.** This will entrench the opportunity for the eventual development of residential and mixed use land uses and conform to the "Complete Communities" concept and ultimately become a complementary land use to the CentrePort initiative.

Yours truly,

**GENSTAR DEVELOPMENT COMPANY**

Jerry C. Klein
Vice President
Winnipeg Region

JCK/cm