Agenda - Executive Policy Committee - July 7, 2004

REPORTS

Item No. 1 Plan Winnipeg Amendment: Oak Point Transit Corridor
File EP-1.1(PW 1/2004)

ADMINISTRATIVE RECOMMENDATION:

1. That By-law No.112/2004, a proposal to amend Plan Winnipeg By-law No. 7630/2000 by:

   A. Deleting from Policy Plates B and C, that portion of the Busway route crossing the Assiniboine River at the St. James bridge known as the "Oak Point Transit Corridor",

   be forwarded to Council for first reading to allow for a public hearing on this issue.

2. That Executive Policy Committee schedule a public hearing in accordance with Section 227 of The City of Winnipeg Charter to consider the proposed amendment.

Re: **Plan Winnipeg Amendment: Oak Point Transit Corridor**

For submission to: **Executive Policy Committee**

Original report signed by: **Director of Planning, Property and Development**

Report date: **June 14, 2004**

Recommendation(s):

1) That By-Law No.112/2004, a proposal to amend *Plan Winnipeg* By-Law No. 7630/2000 by:

    a. deleting from Policy Plates B and C, that portion of the Busway route crossing the Assiniboine River at the St. James bridge known as the "Oak Point Transit Corridor",

    be forwarded to Council for first reading to allow for a public hearing on this issue.

2.) That Executive Policy Committee schedule a public hearing in accordance with Section 227 of the City of Winnipeg Charter to consider the proposed amendment.

REPORT SUMMARY

Key Issues:

- The Planning, Property and Development Department has received an application from Stechesen Katz Architects to amend Plan Winnipeg to remove the "Busway" designation from Policy Plates B and C, on a portion of the CN Rail Right-of-Way crossing the Assiniboine River at 1535 Wellington Crescent.
- The purpose of the application is to facilitate the development of a 30 unit multi-family complex along the right-of-way and extending over the Assiniboine River on the existing railway bridge structure. In accordance with Section 159(3) of the City of Winnipeg Charter, Council will have to pass a special by-law to permit construction of a building spanning a waterway.
- A Plan Winnipeg amendment must be commenced prior to the consideration of applications to re-zone the lands for the proposed development since the City of Winnipeg Charter requires that all development be in conformity with Plan Winnipeg.

Implications of the Recommendation(s):

General implications:

	None
	For the organization overall and/or for other departments
X	**For the community and/or organizations external to the City of Winnipeg**
	Involves a multi-year contract

Comment(s): Removing the transportation corridor from the Policy Plates will allow consideration of non-transportation-related development on the land and bridge.

Policy implications:

	No
X	**Yes**

Comment(s): Removing the transportation corridor from Plan Winnipeg will allow consideration of non-transportation-related development.

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):

REASON FOR THE REPORT:

Under the City of Winnipeg Charter, Executive Policy Committee is the designated hearing body responsible for Plan Winnipeg.

HISTORY:

Plan Winnipeg 2020 anticipated that a portion of surplus CN Rail Right-of-Way crossing the Assiniboine River at 1535 Wellington Crescent would form a component of the City of Winnipeg's high speed transit system as this represented an opportunity to cross the river using a dedicated right-of-way.

Since adoption of the Plan, Transit has refined and evolved its conceptual planning of the transit network and no longer requires the right-of-way and bridge. CN has subsequently sold the subject lands to a private development interest.

DISCUSSION:

The Planning, Property and Development Department has received an application from Stechesen Katz Architects to amend Plan Winnipeg to remove the "Busway" designation from Policy Plates B and C, on a portion of the CN Rail Right-of-Way crossing the Assiniboine River at 1535 Wellington Crescent.

The purpose of the application is to facilitate the development of a 30 unit multi-family complex along the right-of-way and extending over the Assiniboine River on the existing railway bridge structure. The developer has also applied to subdivide and re-zone the land. The subdivision and re-zoning application will be heard at Community Committee.

The Department supports removal of the "Transit Corridor" designation on Policy Plate B and C in Plan Winnipeg to reflect current plans for the City of Winnipeg's Rapid Transit network. Although a subdivision and re-zoning application has been filed with the City, Plan Winnipeg must be amended prior to approval of the application to rezone the site. The application for rezoning can run concurrently with the Plan Winnipeg amendment process provided that Council gives third reading to the Plan Winnipeg amendment prior to third reading of the rezoning application. The subdivision and re-zoning application is currently proceeding to Community Committee. Council will also have to pass a special by-law to permit construction of a building spanning a waterway, in accordance with Section 159(3) of the City of Winnipeg Charter.

Financial Impact Statement **Date:** May 25, 2004

COMMENTS:

The recommendation in this report is that a by-law be forwarded to Council for first reading to allow for a public hearing on the issue of the Oak Point Transit Corridor, which requires a Plan Winnipeg Amendment. There is no financial impact associated with this recommendation.

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

IN PREPARING THIS REPORT, THERE WAS CONSULTATION WITH AND CONCURRENCE BY:

Transit Department

THIS REPORT SUBMITTED BY:

Planning, Property and Development Department
Division: Planning and Land Use
Prepared by: Martin Grady
PPD File #: PW 01/04

Attachments:

A: Proposed By-law
B: Revision to Plan Winnipeg Policy Plate B
C: Revision to Plan Winnipeg Policy Plate C

Document name: O:\Reports Directive\Planning and Land Use\Urban Planning Reports\2004 Reports\PlanWinnipeg\TransportationStJamesBridge.doc

ATTACHMENT A: PROPOSED BY-LAW

REFERENCE: FILE NO: XXX.X.X (PW /04)

THE CITY OF WINNIPEG

BY-LAW NO. 112/2004

A By-law of **THE CITY OF WINNIPEG** to amend By-law No. 7630/2000, a By-law establishing **PLAN WINNIPEG**, being a statement of the City's policy and general proposals in respect of development or use of land in the City.

THE CITY OF WINNIPEG, in Council assembled, enacts as follows:

1. The map titled "POLICY PLATE B, TRANSPORTATION, PLAN WINNIPEG 2020 VISION" and "POLICY PLATE C, TRANSPORTATION CONCEPT PLAN TO 2020 AND BEYOND" attached to and forming part of By-law No. 7630/2000 is hereby amended as follows:

"Lands known as the "Oak Point Transit Corridor" located on the CN Rail Right-of-Way crossing the Assiniboine River, shown outlined on the map below, are hereby deleted from Policy B and Policy Plate C and the said Plan Winnipeg Policy Area Map shall hereafter be read and construed as though the said lands were indicated thereon as deleted."

RECEIVED FIRST READING on this _____ day of _____ A.D., 2004.

RECEIVED SECOND READING on this _____day of _____ A.D., 2004.

RECEIVED THIRD READING on this _____day of _____ A.D., 2004.

DONE AND PASSED in Council assembled this _____ day of _____ A.D., 2004.

_____
Mayor

_____
City Clerk

Certified as to Planning Details:

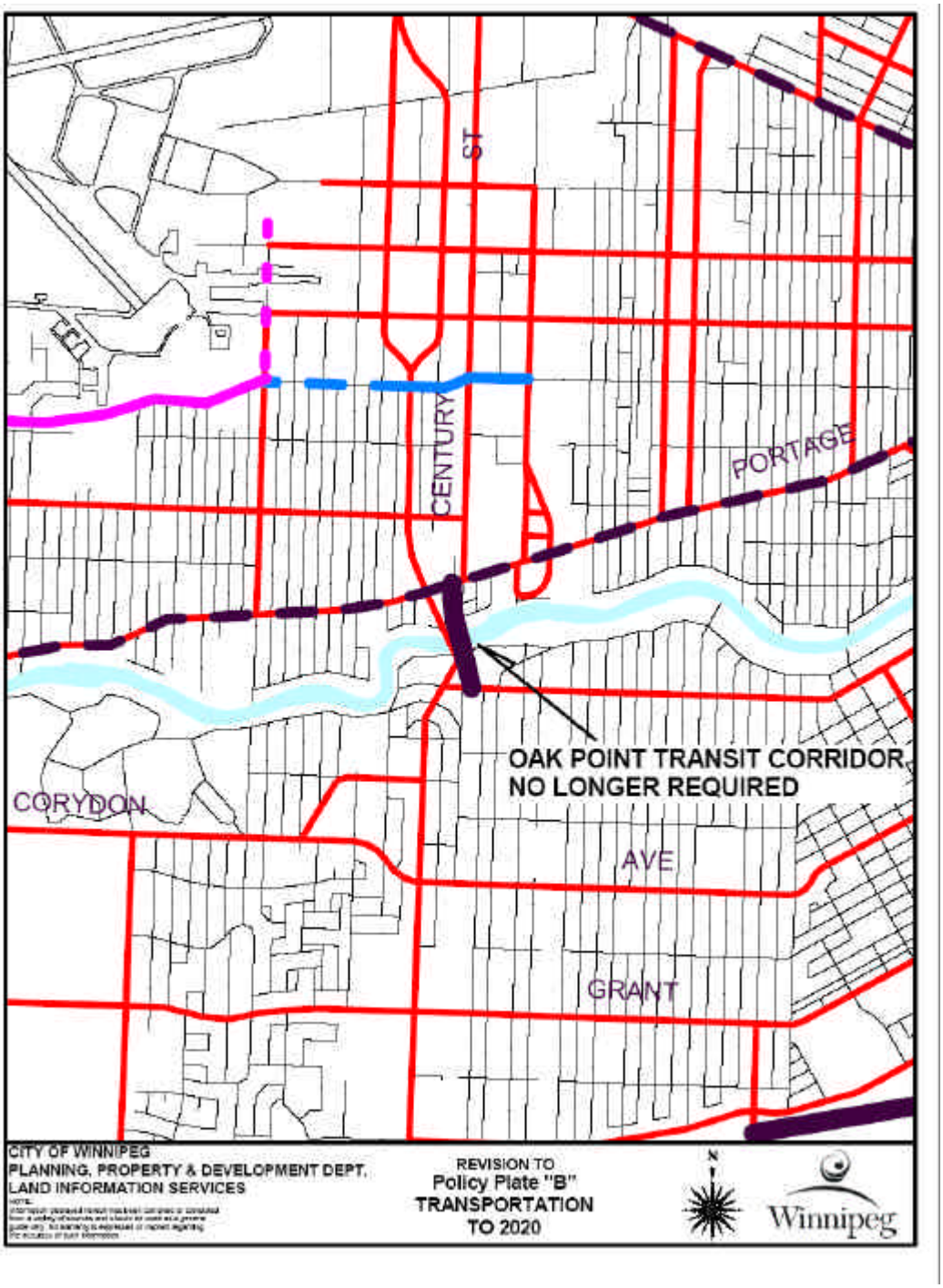
_____
for Chief Administrative Officer

Certified as to Form:

_____
for City Solicitor/Manager of
Legal Services

File No.

ATTACHMENT B: REVISION TO POLICY PLATE B



ATTACHMENT C: REVISION TO POLICY PLATE C

