Winnipeg

PUBLIC WORKS DEPARTMENT • SERVICE DES TRAVAUX PUBLICS

Transportation Division • Division des transports

September 19, 2017

William R. Clement Parkway and Sterling Lyon Parkway Extensions – Proposed Project Design and Property Impacts

Dear Property Owner,

The William R Clement Parkway and associated terling yon Parkway extensions are important components of ity of Winnipeg s Transportation Master an The City of Winnipeg is undertaking a study to velop a commended desi n of the proposed roadways and intersections More nformation can be foun t winn peg ca/WRCP-extension

The City of Win ipeg would like the opportu ity to meet with you because part or all of your property may be requi for the Willi m R. C em nt Parkway nd Sterl g Lyon Parkway extensions. It is importa t to note that as this me, n fu ding has been a located for the construction of this project, nor h s a constructi n time n been set.

We would like to meet with a landowners whose p perties may be impacted new roadways at a special meeting to describe the project the land acq isitio rocess in more detail, and answer any ques ons you m y have

Meeting Details

Date:	**Thursday, Octobe 5, 201**
Location.	**South Campus Conference oom, Canad an Mennonite U Iversity, 600 Shaftesbury Blvd S uth Campu Winnipeg**
Time:	**6:00 p.m. – .00 p.m**
RSVP·	**Brittany at :**

If you have any further questions, please do not hesitate to contact me directly

Yours sincerely,

Scott Suderman, P.Eng.
Transportation Facilities Planning Engineer, Public Works Department

cc. City of Winnipeg, Real Estate Division

Summary of Public Engagement Phase Two for the William R. Clement Parkway and Sterling Lyon Parkway Extensions Functional & Preliminary Design Study

Prepared for:

The City of Winnipeg

Prepared by:

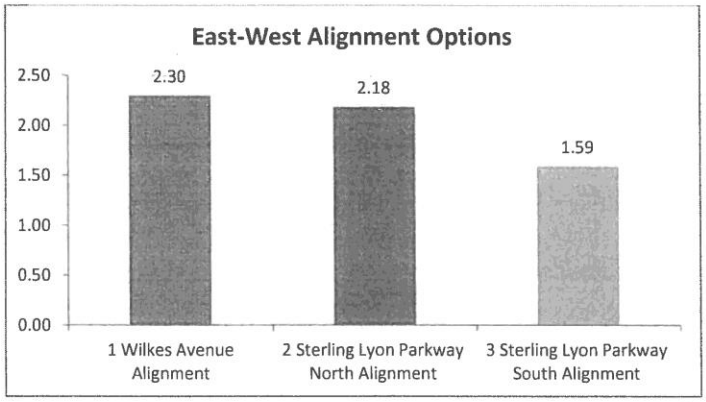
WSP | MMM GROUP

September 2016

5514150-000.130

Option Three: Sterling Lyon Parkway South Alignment was ranked last with a ranking of 1.59. To review the options, please see **Appendix A** to view the presentation storyboards.

Responses suggest that the following factors were considered when ranking the East-West Alignment Options: neighbourhood impact, cost, east-west connectivity, visual impact, and noise.



Graph 4: Responses to Question 4

Respondents who ranked Option One as their preferred choice commented that this option is the least disruptive to properties and neighbourhoods south of Wilkes Avenue, utilizes existing roads which may help keep costs down, and maintains Wilkes Avenue as an east-west connection. Respondents also noted that Option One was selected as their preferred choice because the benefits of Option Two and three are unclear, Option Two and three may result in property expropriation, and Option three's southern alignment of Sterling Lyon Parkway is undesirable for east-west travel.

Respondents who ranked Option Two as the preferred choice felt the north alignment of Sterling Lyon Parkway balances noise, cost, and neighbourhood disruption. In addition, respondents believe that this option may bring the greatest benefit to neighbourhoods (existing and future) in south Winnipeg and that traffic issues on Wilkes Avenue may be alleviated through this option.

Respondents who ranked Option Three as their preferred choice commented that aligning Sterling Lyon Parkway south of Wilkes Avenue will mitigate some of the noise pollution for Charleswood residents, it is the least invasive for existing properties, and it is the least disruptive to the Harte Trail.

- Maintenance procedures will be required to ensure that the conditions of the surrounding roads are not deteriorated from additional traffic.
- Add a rapid transit corridor to the plan.
- When considering the fate of Eldridge Avenue, why not canvass the residents within a two block distance from the WRCP Extension directly?
- The Harte Trail should not be moved to the north side of Ridgewood Avenue.
- Are the Ridgewood West development infrastructure needs being considered into these designs?
- Additional suggestions to improve Wilkes Avenue includes: traffic lights at Elmhurst Road; left-turning lane from north-bound Shaftesbury Boulevard onto Wilkes Avenue and a left-turn lane and signal from north-bound Shaftesbury Boulevard onto Grant Avenue.
- Why are the traffic lanes on the WRCP Extension so far apart? Is it not more effective to move the lanes closer together and use the space created for effective noise reductions?
- The final design should preserve the local aesthetics as much as possible.
- The other accesses to Wilkes Avenue, like Elmhurst Road, need to be cut-off.
- Need a cost/benefit analysis.
- This is a worthwhile necessary project, but many stakeholders will be greatly affected and need to be accommodated as best as possible.
- Keep residents informed so that they can plan too.
- It would be helpful to see these plans alongside the Ridgewood South plans to be able to see the bigger picture.

3.0 CONCLUSION

To help inform the functional and preliminary designs of the WRCP Extension, phase two of the public engagement process was held to present what was heard at the initial public engagement events and to ask for feedback on proposed alignment options. At the public open house and through online engagement tools, the public was invited to review the proposed design options, provide their comments and rank each design option from most preferred to least preferred. Based on how 379 individuals ranked the design options, the following are the respondents' preferences for the WRCP Extension:

- Option 1: East-West Wilkes Avenue Alignment.
- Option A: Rail Overpass for the Grade Separation of the CN Mainline.
- Option 2: Fly-over for the Eldridge Avenue Intersection or Option 3: Right-in/right-out for the Eldridge Avenue intersection.
- Option 1a: Harte Trail Overpass Route
- Option B: Potential Dog Park Location South of Grant Avenue, East of the WRCP.

May 09, 2016 - 4:16pm
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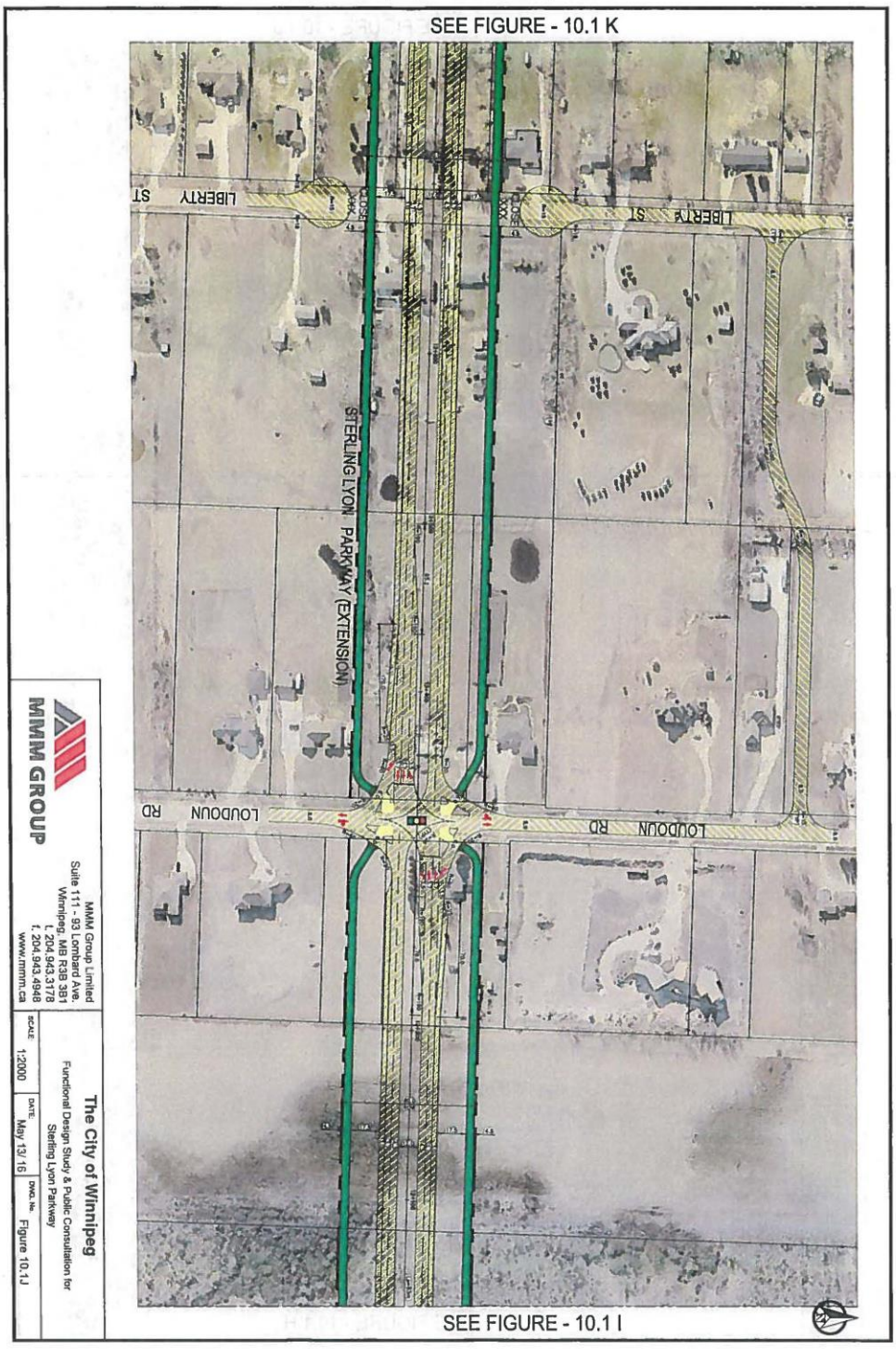

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The City of Winnipeg

Functional Design Study & Public Consultation for
Sterling Lyon Parkway

SCALE	DATE	DWG. No.
1:2000	May 13/16	Figure 10.1J

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Functional Design Study & Public Consultation for
Sterling Lyon Parkway

SCALE: 1:2000 | DATE: May 13/ 16 | DWG. No: Figure 10.1G

May 09, 2016 - 4:15pm
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WSP | MMM GROUP

582 Lancaster St. West,
Telephone:
Kitchener, ON, N2G 4Y9
E-mail:

TECHNICAL MEMORANDUM

To: Shima Rezazadeh
Streets Project Engineer
City of Winnipeg, Public Works Department

Date: 27 May 2016
Our Project No.: 5514150-000-142

Re: On-Road Vehicle Greenhouse Gas Emissions Analysis and Future Projects for William R. Clement Road Project, Winnipeg, MB.

As we understand the project, the City of Winnipeg, Public Works Department is proposing to construct an extension of the current William R. Clement Parkway (WRCP) that will include a new four-lane, divided roadway corridor extension approximately 6.5 kilometers (km) in length, (the Project). The Project is located in the southwest area of the City of Winnipeg, within the Charleswood-Tuxedo Ward, between Grant Avenue and Wilkes Avenue. The extension will connect McGillivray Boulevard with Grant Avenue and will ultimately provide a direct route between CentrePort Canada Way and south Winnipeg. In addition it will provide a more direct route to Portage Avenue and Sterling Lyon Parkway (SLP) for future residents within the City of Winnipeg Precinct Q – Ridgewood South planned residential development. The WRCP extension project is a major infrastructure development that will be completed in two major phases.

Phase I involves connecting the existing WRCP at Grant Avenue, south approximately 2.2 km to a new east-west alignment of SLP (south of the existing Wilkes Avenue). The greenhouse gas (GHG) emission analysis is for Phase I. The on-road vehicles greenhouse gas (GHG) emissions are calculated for the 2015 vehicle traffic conditions and for two future timeframes of 2025 and 2035.

Summary of Results

Our estimates of CO_2eq on-road emissions for the 2015, 2025 and 2035 timeframes are provided in Table 1. The higher yearly emissions in 2025 and 2035 are a combination of population growth and the increased capacity of the road network in the project area with the development of the new road segments with relative high capacity for vehicles.

July 27, 2017

Environmental Approvals Branch, Manitoba Sustainable Development
123 Main Street, Suite 160
Winnipeg, MB R3C 1A5

Attention: Ms. Tracey Braun, Director

Dear Ms. Braun:

RE: Environment Act Proposal, City of Winnipeg William R. Clement Parkway Extension – Class 3 Development

WSP Canada Group Limited (formerly MMM Group Limited) was retained by the City of Winnipeg, Public Works Department in 2015 to complete and submit a comprehensive Environment Act Proposal (EAP) for the William R. Clement Parkway extension project located in the Charleswood-Tuxedo Ward of Winnipeg. The proposed project will involve the extension of the current William R. Clement Parkway, south to a new realigned Sterling Lyon Parkway. This project involves the development of a new four lane road, and as per the Classes of Development Regulation under *The Environment Act*, is considered to be a Class 3 Development.

The objective of this EAP is to provide documentation in support of attainment of an Environment Act License for this project.

For your consideration, please find enclosed an electronic copy (as a searchable .pdf file on a removable drive) and four (4) printed copies of the EAP document, the application form and application fee for $10,000.00 as required for an EAP submission for a Class 3 Development. If you have any questions or concerns about this submission, please contact the undersigned at your convenience.

Yours sincerely,

Danette Sahulka, M.Sc., P.Ag.
Senior Ecologist, Environmental Management
WSP

Encl. William R. Clement Parkway Extension Project, Environment Act Proposal

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EXECUTIVE SUMMARY

Project Summary

The City of Winnipeg (City), Public Works Department is proposing to construct an extension of the current William R. Clement Parkway that will include a new four-lane, divided roadway corridor extension approximately 6.5 kilometers (km) in length, in southwest Winnipeg that will connect McGillivray Boulevard with Grant Avenue. The William R. Clement Parkway extension project is a major infrastructure development that will be completed in two major phases.

This Environment Act Proposal Report is being submitted in support of an Environment Act License for Phase I of the proposed Project which will involve connecting the existing William R. Clement Parkway at Grant Avenue, south approximately 2.2 km to a new east-west alignment of Sterling Lyon Parkway (south of the existing Wilkes Avenue), including a grade separation at the Canadian National Rivers rail line (the Project). As per the *Classes of Development Regulation* under the *Environment Act*, this Project is considered to be a Class 3 Development.

Project Benefits

Residential growth in the southern part of the Charleswood-Tuxedo Ward over the next two decades will result in increased travel demand to/from this area of Winnipeg. This increase in travel demand will be multi-modal but a significant portion will be vehicle trips. There is a need to mitigate the impact of this increase in vehicular trip making on the existing residential streets in Charleswood-Tuxedo and also to accommodate future regional traffic growth in southwest Winnipeg. The William R. Clement Parkway extension will also form part of the "inner ring road" identified in the City's Transportation Master Plan and is intended to provide a north-south link between McGillivray Boulevard and Portage Avenue and to CentrePort Canada Way via Moray Street/Silver Avenue/Sturgeon Road.

Stakeholder and Public Engagement

As part of the planning and design phase of the Project a stakeholder and public engagement program was undertaken with representatives from the public and private sector which included local businesses, public entities, affected landowners, public interest groups as well as with the general public. The intent of the stakeholder and public engagement program was to inform the public and key stakeholders about the Project and to provide them with the opportunity to comment on and provide input for the preferred roadway alignment and design for the Project. Information gathered from the stakeholder and public engagement strategies was also used to assist in defining potential environmental and human health impacts from the Project. The stakeholder and public engagement process started in March 2015 and was structured for three rounds of engagement with the final round to be held in winter of 2017.