Bike Winnipeg

Support for city Administration Denial of Requested Amendment to Development Agreement No. AG 3/2014 – Land Located at Sugar Beet Major Redevelopment Site North of Abinojii Mikanah (formally Bishop Grandin), West of the Manitoba Hydro Corridor

Re: Item 8, January 13, 2026 PPD Committee Meeting

Bike Winnipeg fully supports the administration recommendation to deny the developer's request to remove the obligation to construct/or pay for a path along Abinojii Mikanah. As the administration report notes, the pathway in question is an integral part of both the development area's bike network, and the city's approved bike network. This pathway is an important access route to the the Plaza Dr Transit Station, as well as to key destinations in and around the development such as:

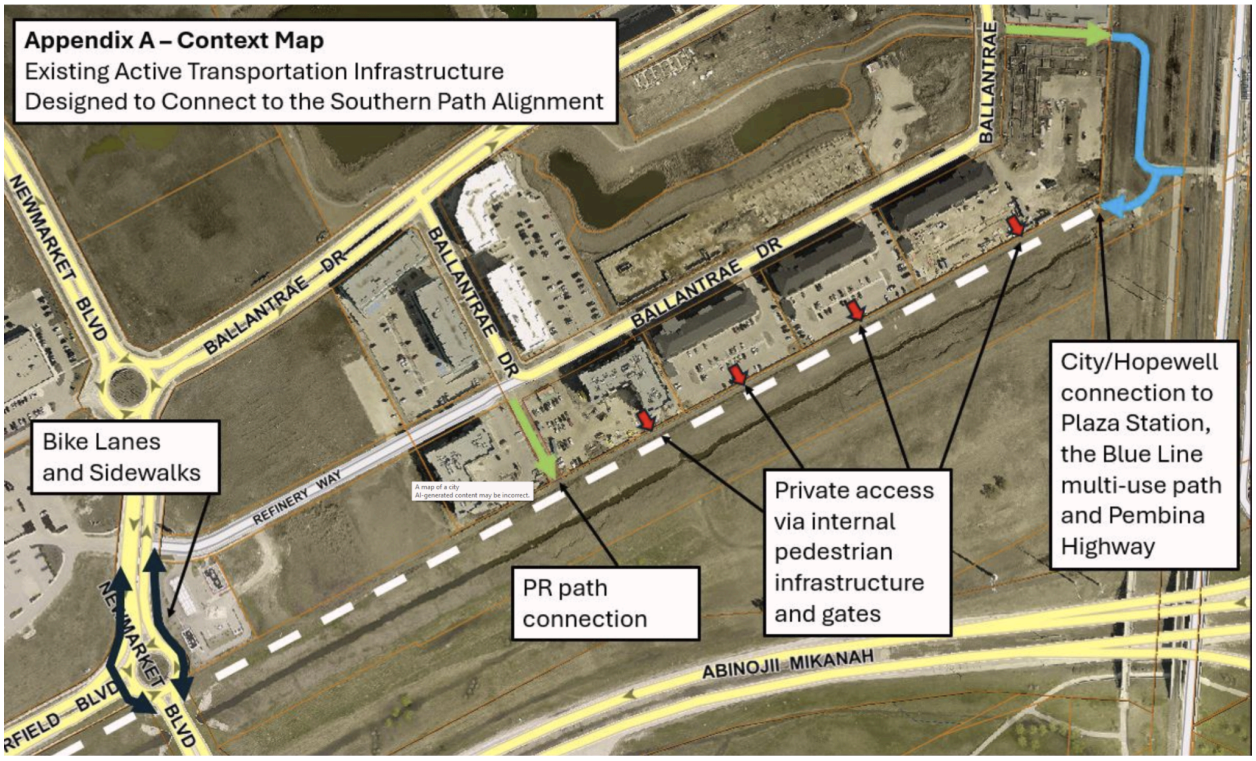
- The University of Manitoba's Fort Garry Campus
- Pembina Crossing Mall
- Access Fort Garry
- St. vital Park
- Pembina Highway Mixed Use Corridor
- Osborne Village
- The Downtown
- The Forks
- Bridgwater Centre

The pathway plays a critical role in enabling modal choice to residents and visitors alike, one of the key elements of a successful transit oriented development such as the Sugar Beet Redevelopment Site. As the administration report points out, there is strong demand for the pathway, and it will be well connected to residential buildings to provide convenient cycling access to the many destinations in the surrounding area.



Desire Line showing strong demand for pathway access from development site to Plaza Dr Rapid Transit Station and Blue Line Active Transportation Pathway.[1]

[1] Schedule C, c



Context Map showing access points to pathway along north side of Abinoji Mianah[2]

Residents of a transit oriented development should expect a neighbourhood that offers safe, convenient and pleasant pedestrian and bike access options within and to/from the neighbourhood to support a less car dependent lifestyle. Removing the pathway along the north side of Abinoji Mianah will place gaps in the city's cycling network, and will make it harder for residents of a planned transit oriented development to choose to cycle to their destinations.

Exerts from Area Master Plan in Support of Pathway

"It is also important to note that the development concept, vision, objectives, and policies to bring this vision to reality is based on the fundamental premise of direct pedestrian and bicycle connection between Bishop Grandin Crossing and the Plaza Drive Rapid Transit Station. Without this connection, a TOD-based project and its associated characteristics and benefits is not possible."[3]

[2] Schedule B, Context Map, Requested Amendment to Development Agreement No. AG 3/2014 – Land Located at Sugar Beet Major Redevelopment Site North of Abinojii Mikanah (formally Bishop Grandin), West of the Manitoba Hydro Corridor.
[3] Pg. 18, Bishop Grandin Crossing Area Master Plan, April 2014

Objectives

"g) Enable modal choice;

- Offer safe, convenient and pleasant pedestrian, bicycle and vehicular access options to the station from all directions;
- Accommodate alternative transportation modes in the planning area; and,
- Create strong, direct, and visually prominent pedestrian and bicycle connections to the Plaza Drive RT Station.

k) Promote a community that supports public health approaches;

- Provide recreational areas and pedestrian and bicycling networks and facilities to encourage an active lifestyle;
- Accommodate modal choice as a means of encouraging alternative modes of transportation other than the private automobile; and,
- Promote a mixed-use community that allows for residents, employees, and employers to live, work, and play, and meet the majority of their daily needs within their community.

l) Promote sustainability;

- Promote best building practices and 'green infrastructure' approaches; and,
- Facilitate principles of TOD to provide a community with reduced automobile ownership rates, reduced vehicle kilometers traveled (VKT), reduced greenhouse gas (GHG) emission rates per household, and, higher rates of transit use, pedestrian activity, and active transportation"[4]

[4] Pg. 20, Bishop Grandin Crossing Area Master Plan, April 2014