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Jo-Ann Park
Clerk of the Executive Policy Committee
Council Building
510 Main Street
Winnipeg MB R3B 1B9

15 November 2004

Dear Ms Park,

Re: Proposed Plan Winnipeg Amendment
By-law No. 112/2004

This letter is to register my objection to the above By-law.

Deletion of the Oak Point Transit Corridor crossing the Assiniboine River at the St. James Bridge should wait until there is a clear public understanding of the City's plans to deal with the impact of potentially major increases in vehicular traffic on Kenaston Boulevard, especially at the St. James Bridge. **In particular, this proposed re-designation should wait until the Rapid-Transit Task Force has completed its work and its recommendations are considered in the context of the next overall Plan Winnipeg review.**

Please note that current Plan Winnipeg Policy 3A-03 commits the City to integrate land use, urban design and transportation planning and that since the last Plan Winnipeg review, there has been not a single, "Plan Winnipeg Progress Report" (1), nor public consultation on the future of the City's overall transportation and rapid transit plans.

Potential Major Changes along Kenaston Boulevard

1. South of the Kenaston / Wilkes underpass, another Plan Winnipeg amendment (By-law No. 50/2004), Waverley West, is pending. The would-be developers envision 40,000 new residents on the 3,000-acre Waverley West property in south-west Winnipeg. The developers commissioned a Waverley West Transportation Review (ND LEA, December 2003). The Summary of Findings sates:

"For the purposes of this review, it was assumed that two major roadway extensions are desirable. One is the extension of Kenaston through the area [Waverley West], continuing south of the Perimeter, connecting to PTH 75 south of St. Norbert. This would result in Waverley being redirected into the Kenaston extension north of the Perimeter." (page 41)

ND LEA's review shows a dotted line extension of Kenaston Boulevard from Bishop Grandin south through Waverley West to the Perimeter Highway and tying to PTH 75 (Figures 6, 7, 12, 13, 14 and 15).

2. The Kenaston underpass project shows two lanes in each direction on Kenaston Boulevard but there is provision for three lanes in each direction. At an open house, July 22, 2004, UMA Engineering, Ltd. consultants projected increases in average daily traffic volumes on Kenaston Boulevard from 44,000 on opening day in 2007 to 79,000 in 2024. These projections do **not** include the impact of Waverley West, should it proceed.

THIS IS EXHIBIT " " REFERRED TO
IN FILE NO. EP-1.1 (PW1/2004)
DATED THIS 25TH DAY OF NOV 2004

CLERK

EP-1 (PW)

3. North of the underpass, Kenaston Boulevard is currently two lanes in each direction. The City has advised the prospective owners of the Kapyong Barracks property to allow for the widening of Kenaston Boulevard. The re-development of Kapyong Barracks, which does not require a Plan amendment, will add more residents, businesses and traffic to the area.

. Continuing north on Kenaston Boulevard, vehicular traffic reaches the St. James Bridge which at this point is two lanes only in each direction. Motorists already cut through River Heights residential streets to get to and from the south west quadrant of the city. Residents have valid concerns about safety and air quality.

What are the City's plans to:

a) improve air quality and reduce greenhouse gases?
b) improve public transit?
c) alleviate traffic congestion?

The groundwork for the next review of Plan Winnipeg has already begun. **This amendment should wait until these questions are answered and considered by the citizens of Winnipeg in the context of an overall public review of Plan Winnipeg.**

Due to a prior commitment, I will only be available for part of the public hearing on November 25, 2004. Please could you place this letter on the public record.

Yours sincerely,

Elizabeth Fleming

Elizabeth Fleming

Note
(1) Plan Winnipeg 2020 Vision (By-law No. 7630/2000) Monitoring Progress (p. 59) refers to Winnipeg City Council's commitment to monitor activities undertaken in support of the Plan through annual Plan Winnipeg Progress Reports, and the effectiveness of the Plan by measuring progress against quality of life indicators in an annual Quality of Life Report.

c.c. Hon. John Godfrey, P.C.
City Council
Annitta Stenning
James Allum
Harry Finnigan
Kenn Rosin
Hon. Scott Smith
Connie Walker
Gerry Couture
Michelle Richard

12, 2004 WINNIPEG FREE PRESS Nov-12/04

City sets hearing on mega-suburb

Waverley West to be aired Jan. 4

By Mary Agnes Welch

BOOSTERS of a controversial Brandon-sized suburb planned for the city's southwest corner will make their case to city councillors in January.

Mayor Sam Katz set the date Wednesday for a long-awaited public hearing on Waverley West, which could one day be home to as many people as the province's second-largest city.

Winnipeg's long-term blueprint, called Plan Winnipeg, must be amended before building can start, and a public hearing is mandatory. That will occur Jan. 4.

It's expected that city planning staff will roll out reams of research and maps that illustrate the current supply of vacant land, the city's population predictions and the costs associated with building the suburb.

The land's owners — the Province of Manitoba and Ladco — will do the same, making their case that the suburb should proceed.

But opponents, including environmental groups who fear urban sprawl, have been biding their time, waiting for the public hearing to make their case against Waverley West.

They say there is land available for more environmentally friendly infill development elsewhere in the city, particularly closer to downtown. They also question the wisdom of the provincial government, which owns a large portion of the vacant land, acting as a land developer.

University of Winnipeg urban politics professor Chris Leo said there are at least four areas of the city where cheaper, more compact infill projects could be built — south Charleswood, west Transcona, Amber Trails in the city's northwest corner and parts of Royal Wood.

Katz has said he generally supports new developments, which boost the tax base, and he has acknowledged a looming shortage of vacant land. But he has said he wants to be sure Waverley West won't burden the city with extra costs such as building new libraries, adding more bus service and maintaining roads.

More than half of the 3,000-acre tract of land is suitable for development, and it would hold more than 10,000 houses and apartments.

maryagnes.welch@freepress.mb.ca

WFP Nov 10/04 Winnipeg

NOTICE OF PUBLIC HEARING
EXECUTIVE POLICY COMMITTEE

Date: Thursday, November 25, 2004

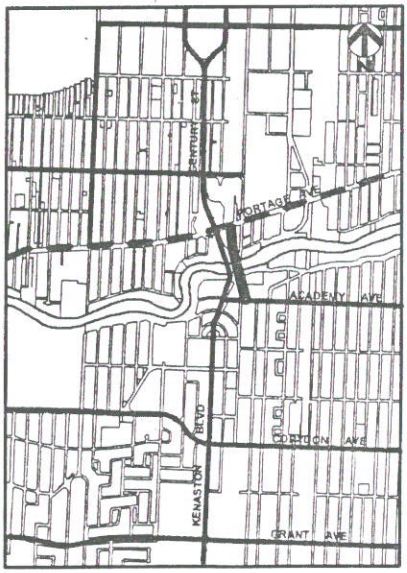
Time: 9:00 a.m.

Location: West Committee Room
Council Building, 510 Main Street

Re: Proposed Plan Winnipeg Amendment
By-law No. 112/2004

TAKE NOTICE that pursuant to Section 227 of The City of Winnipeg Charter, the Executive Policy Committee will hold a public hearing to consider amending "POLICY PLATES B AND C, TRANSPORTATION AND TRANSPORTATION CONCEPT PLAN TO 2020 AND BEYOND, PLAN WINNIPEG 2020 VISION" attached to and forming part of By-law No. 7630/2000 as follows and as shown outlined on the map below:

1. To delete the area shown as black line (portion of the Busway Route crossing the Assiniboine River at the St. James Bridge).



Relevant documents are available for inspection by contacting Michelle Richard, Planning Property and Development Department, at 986-3101.

Persons wishing to make representation at the above hearing are requested to notify Jo-Ann Park, Clerk of the Executive Policy Committee, Council Building, 510 Main Street, Winnipeg, R3B 1B9, telephone 986-3732, to assist in scheduling representations. Written submissions are requested in advance of the public hearing.

Simultaneous French/English translation will be available if requested.