Minutes - Executive Policy Committee – November 25, 2004

PUBLIC HEARINGS

Minute No. 48 **Plan Winnipeg Amendment: North South Transcona Route Alignment**
File EP-1.1 (PW 4/2004)

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee adjourned the public hearing and directed the Administration to submit a report outlining the following:

1. A comprehensive traffic analysis;
2. A comparative cost analysis of the present alignment versus the proposed alignment, including potential expropriation costs;
3. Definition (clarification) of Plessis Road as a regional street vs. a major arterial route.

Further, the Executive Policy Committee requested that all persons registered relative to this application be notified once the date (time) has been established to reconvene the public hearing.

DECISION MAKING HISTORY:

Moved by Councillor De Smedt,

That the public hearing be adjourned and the Administration be directed to submit a report outlining the following:

1. A comprehensive traffic analysis;
2. A comparative cost analysis of the present alignment versus the proposed alignment, including potential expropriation costs;
3. Definition (clarification) of Plessis Road as a regional street vs. a major arterial route.

Carried

Moved by Councillor Clement,

That all persons registered relative to this application be notified once the date (time) has been established to reconvene the public hearing.

Carried

PUBLIC HEARING SUMMARY

File: EP-1.1 (PW 4/2004)

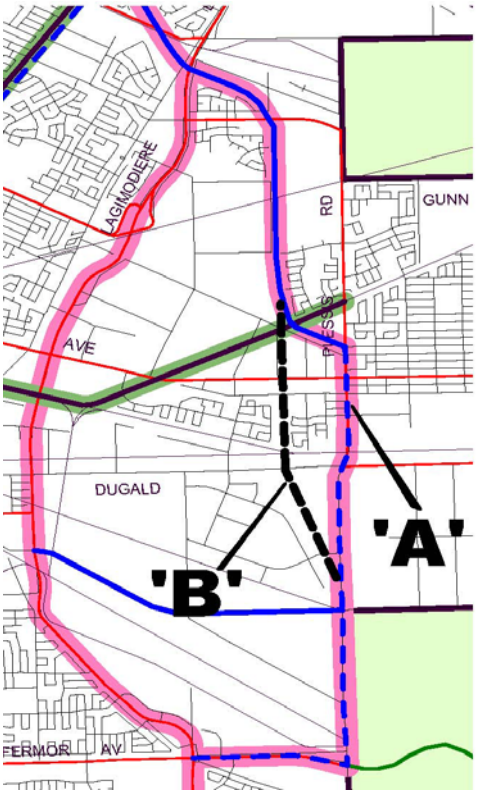
Before: Executive Policy Committee
His Worship Mayor Katz, Chairperson
Deputy Mayor Pagtakhan
Councillor Clement
Councillor Eadie
Councillor De Smedt
Councillor Steeves

Public Hearing: November 25, 2004
West Committee Room
Council Building, 510 Main Street

Applicant: Director of Planning, Property and Development

Subject: A proposal to amend Plan Winnipeg By-law No. 7630/2000 by:

1. Re-aligning route identified as "A" to route identified as "B".



Exhibits Filed:

1. Application dated September 22, 2004
2. Council Decision of September 29, 2004; contains report from the Director of Planning, Property and Development dated June 28, 2004
3. First Reading of By-law No. 130/2004 by Council on September 29, 2004
4. Notification of Public Hearing to the Minister of Intergovernmental Affairs dated November 1, 2004
5. Notification of Public Hearing to the Rural Municipality of Springfield dated November 10, 2004
6. Advertising Notices dated November 10 and 17, 2004
7. Report from the Director of Planning, Property and Development dated November 16, 2004
8. Communication dated November 23, 2004, from Louise Ferris in opposition to the application
9. Communication dated November 22, 2004 from Anita Cowan in opposition to the application
10. Communication dated November 24, 2004 from Grace Page in opposition to the application
11. Communication dated November 25, 2004 from Jim Reid in opposition to the application
12. Communication dated November 25, 2004 from Sandra Reid in opposition to the application
13. Communication dated November 23, 2004 from Cindy Podolsky in opposition to the application
14. Communication undated from Joe Tymchen in opposition to the application
15. Presentation dated November 25, 2004, submitted by Bob Dolyniuk, General Manager, Manitoba Trucking Association at the public hearing
16. Presentation dated November 25, 2004, submitted by Shirley Timm-Rudolph, Private Consultant, on behalf of companies Vickar Community Chev, Vickar Mitsubishi and Vickar Autobody and Glass at the public hearing
17. Presentation dated November 25, 2004 submitted by Holly Mackling in opposition to the application at the public hearing
18. Petition in opposition to the application purporting to contain the signatures of 99 residents, submitted by Holly Mackling at the public hearing
19. Communication dated November 25, 2004, submitted by Bob Dolyniuk, General Manager, Manitoba Trucking Association at the public hearing (refers to Exhibit 15)

REPRESENTATIONS:

In Support:

Harry Finnigan, Director of Planning, Property and Development
Chris Knoll, Manager of Planning and Land Use, Planning, Property and Development Department
Kenn Rosin, Manager of Transportation, Public Works Department

Bob Dolyniuk, General Manager, Manitoba Trucking Association
Vincent Marlatt
Councillor Wyatt, Transcona Ward

In Opposition:

Darlene Basaraba
Daniel Bezna
James Bloomfield
Leona Boucher
Anita Cowan
Mat Chipman
Manon Demers
D. Ellis
Louise Ferris
Cecile and Guy Fournier
Marlene Janzen
Al Mackling
Holly Mackling
Grace Page
Cindy Podolsky
Jim and Sandra Reid
Charlie Robertshaw
Joe Tymchen
Councillor O'Shaughnessy, Old Kildonan Ward
Shirley Timm-Rudolph on behalf of Vickar Family (Vickar Community Chev, Vickar Mitsubishi, Vickar Autobody and Glass)
Larry Vickar, Vickar Community Chev, Vickar Mitsubishi, Vickar Autobody and Glass

For Information:

Kevin Bresson
Jean and Norman Golembioski
Greg Jasper
Vince Mariani
Mark Olson

SUMMARIZATON OF REPRESENTATIONS AND SUBMISSIONS MADE AT THE PUBLIC HEARING

Harry Finnigan, Director of Planning, Property and Development, Chris Knoll, Manager of Planning and Land Use, Planning, Property and Development Department, and Kenn Rosin, Manager of Transportation, Public Works Department, provided an overview, and displayed

Policy Plate C of the site, with respect to the proposed Plan Winnipeg Amendment for the North South Transcona Route Alignment.

Responding to questions from Committee, Kenn Rosin explained that the proposed alignment was shown on the Recommended Transportation System Plate of *Plan Winnipeg Towards 2010*, and that the present alignment is a proposed regional street that is included in the Transportation Concept Plan of *Plan Winnipeg…2020 Vision*.

Bob Dolyniuk, General Manager, Manitoba Trucking Association, appeared with respect to the application, and submitted written presentations, filed as Exhibits 15 and 19.

Mr. Dolyniuk emphasized that the Manitoba Trucking Association supports the concept of an inner ring road that enhances the existing truck route system, and requested that Plessis Road be retained within the City's truck route system.

Councillor Wyatt, Transcona Ward, appeared in support of the application. He commented that the proposed alignment would be the best location in order to preserve the Tall Grass Prairie site and purported that although the route may not currently be needed, it will be necessary to facilitate orderly traffic operation for future development in the area.

Councillor Clement questioned if the Bradley Street alignment is less expensive than that the current Plessis Road Alignment, to which Councillor Wyatt responded in the affirmative.

Councillor O'Shaughnessy, Old Kildonan Ward, appeared in opposition to the application, and expressed his opinion that the current alignment on Plessis Road, being a regional street, can accommodate the Canadian National Railway Intermodal traffic without expanding the size of roadways to 300 feet in width. He referred to Plate "C" of *Plan Winnipeg…2020 Vision* and indicated that only the eastern side of the City has "bulbs" which he commented is likely due to the fact that at one time the Perimeter Highway did not extend completely around the City. He expressed his opinion that only regional streets should be within the City of Winnipeg as on the periphery of the City, the Perimeter Highway, a roadway of substantial width, exists.

Councillor O'Shaughnessy also mentioned the 1992 Council Decision that the 20.5 acre Bradley Street Site be designated for park use and be preserved in its natural condition as a Tall Grass Prairie Site, in its entirety and in perpetuity.

Al Mackling appeared in opposition to the application, and requested that the subject application be adjourned / not proceed until a public forum be held in the evening in the affected area.

Shirley Timm-Rudolph, Private Consultant, retained by the Vickar Family on behalf of their companies – Vickar Community Chev, Vickar Mitsubishi and Vickar Autobody and Glass – appeared, accompanied by Larry Vickar, in opposition to the application. Shirley Timm-Rudolph read into the record her presentation, filed as Exhibit 16.

James Bloomfield appeared in opposition to the application. He expressed his opinion that there is no need for the proposed alignment and commented that although traffic is busy on Regent Avenue, Dugald Road can be utilized more. He advised that the proposed alignment will run directly in front of his house.

D. Ellis appeared in opposition to the application, and expressed his opinion that it would be detrimental to the neighbourhood area.

Louise Ferris appeared in opposition to the application and read into the record her presentation, filed as Exhibit 8.

Holly Mackling appeared in opposition to the application and read into the record her presentation, filed as Exhibit 17. In addition, she submitted a petition, purportedly collected by Michael Anderson, in opposition to the application, filed as Exhibit 18.

Marlene Janzen, appeared in opposition to the application. She expressed her opinion that the route is not required, and commented that Dugald Road is underutilized and could be utilized more effectively.

Norman Golembioski appeared for information, and expressed concerns such as managing traffic, and hazardous materials.

Harry Finnigan, Director of Planning, Property and Development, Kenn Rosin, Manager of Transportation, Public Works Department, and Chris Knoll, Manager of Planning and Land Use, Planning, Property and Development Department summarized the application.

In summary, Harry Finnigan, Director of Planning, Property and Development, indicated that the Administration is comfortable with the cost estimates and advised that the widening is proposed to accommodate regional streets as referenced in Plan Winnipeg. Kenn Rosin, Manager of Transportation, Public Works Department, addressed concerns expressed by those appearing in representation, such as neighbourhood impact if the application was to proceed, Plessis Road/Ravelston Avenue alternative, the subject application addresses regional requirements twenty years in the future, the Tall Grass Prairie site, width of the right of way as it relates to various affected properties, and cost of the proposed alignment versus the current alignment.

Councillor De Smedt commented with respect to long range plans, traffic demand being the key component, and consideration of alternatives.

Councillor Steeves questioned the process with respect to amending Plan Winnipeg, to which Kenn Rosin, Manager of Transportation, Public Works Department, and Chris Knoll, Manager of Planning and Land Use, Planning, Property and Development Department, Councillor De Smedt and Councillor Clement, responded by advising the process to-date.

Kenn Rosin, Manager of Transportation, Public Works Department, advised that an arterial street system like Bishop Grandin Boulevard and Kenaston Boulevard in the south is necessary in order not to overload existing arterials with existing traffic.