Re: **Plan Winnipeg By-law No. 130/2004: North-South Transcona Route Alignment**

For submission to: **Executive Policy Committee**

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

Report date: **November 16, 2004**

Recommendation(s):

1) That By-Law No.130/2004, a proposal to amend *Plan Winnipeg 2020 Vision* By-Law No. 7630/2000 by:

    a. realigning the North-South Transcona Route, as part of the Inner Ring/Loop Route identified on Policy Plate C to the Bradley Street Alignment as shown on Map 1 in this report,

    be forwarded to Council for second reading.

REPORT SUMMARY

Key Issues:

- On September 29, 2004, Council gave first reading to By-law No. 130/2004, directing the Executive Policy Committee to schedule a public hearing to consider amending Plan Winnipeg. Giving second reading to the proposed by-law will allow the proposed amendment to be forwarded to the Minister of Intergovernmental Affairs and Trade for required approval, prior to third reading and final approval at Council.
- The Planning, Property and Development Department recommend that the North-South Transcona Route be realigned to the Bradley Street Alignment (see Map 1). The proposed alignment has significant advantages over the existing alignment.
- The North-South Transcona Route is an eastern section of the Inner Ring Route, serving as a connection between Chief Peguis Trail, the Trans-Canada Highway and Bishop Grandin Boulevard. It appears in Plan Winnipeg 2020 Vision, routed along Ravelston Avenue West and joining Plessis Road at the intersection of Plessis Road and Ravelston Avenue.
- The existing alignment poses several issues related to route efficiency; neighbourhood and environmental impact; vehicle and pedestrian safety and capital costs.

Implications of the Recommendation(s):

General implications:

	None
X	**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):

- Revising the alignment will allow for the long range planning of the City's transportation infrastructure.

Policy implications:

	No
X	**Yes**

Comment(s):

- Revising the alignment in Plan Winnipeg's Policy Plate C will revise the alignment of the North-South Transcona Route.

Environmental implications:

X	**No**
	Yes

Comment(s):

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Human resources implications:

X	**No**
	Yes

Comment(s):

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Financial implications:

X	**Within approved current and/or capital budget**
	Current and/or capital budget adjustment required

Comment(s):

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REASON FOR THE REPORT:

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

HISTORY:

The North-South Transcona Route is a proposed regional street that is included in the Transportation Concept Plan of Plan Winnipeg 2020 Vision. The route will serve as the eastern leg of the Inner Ring/Loop Route connecting to Chief Peguis Trail to the north, the Trans-Canada Highway and Bishop Grandin Boulevard to the south. The route is intended to accommodate regional and local traffic demands and to facilitate orderly traffic operation for future development in the area between Lagimodiere Boulevard and Plessis Road.

A 1992 review of alignment alternatives recommended that the route remain on a straight north-south alignment through the City-owned land that had been acquired directly adjacent to Bradley Street. In June 1993, the above-described alignment was shown on the Recommended Transportation System Plate of Plan Winnipeg Towards 2010.

The existing alignment was altered in Plan Winnipeg 2020 Vision. The portion of the route south of Ravelston Avenue West was eliminated and the route was redirected eastward to Plessis Road via Ravelston Avenue West. Although a review of transportation impacts was not completed, Plan Winnipeg 2020 Policy Plate C was adopted illustrating the revised alignment.

On March 11, 2003, the Standing Policy Committee on Public Works requested a review of the North-South Transcona Route Alignment (as identified in Plan Winnipeg 2020 Vision) and on December 9, 2003, recommended that the North-South Transcona Route be realigned to the Bradley Street Alignment and that Plan Winnipeg be amended to reflect the revised alignment.

The Executive Policy Committee concurred with this recommendation on January 14, 2004.

DISCUSSION:

The Planning, Property and Development Department recommends that Plan Winnipeg be amended to realign the North-South Transcona Route to the Bradley Street alignment to address issues identified by Public Works including:

- <u>Route Location and Efficiency</u> –

  The efficiency of the existing alignment (along Ravelston West) is significantly reduced when compared to the Bradley Street alignment. The Bradley Street alignment is a more direct alignment allowing for continuous high-speed travel for regional traffic, similar to Bishop Grandin Boulevard and Chief Peguis Trail. Collector streets in existing

residential development along this alignment, such as Kildonan Meadows and Mission Gardens, have been laid out for orderly vehicle and pedestrian access.

- Neighbourhood Impact –

  The existing alignment passes through an area of high pedestrian activity, high transit use, commercial/retail lands, schools and church lands. The Bradley Street alignment is positioned adjacent to large nodes of existing and proposed residential development, rather than passing through them.

- Environmental Impact –

  The Bradley Street alignment offers the highest level of fuel efficiency, resulting in the lowest level of vehicle emissions. The wide right-of-way allow for pedestrian/cycle paths to be included along the route, promoting non-polluting modes of travel and active transportation.

- Safety –

  The Bradley street alignment offers a significant advantage for reduced collision potential.

- Property Requirements –

  The Bradley Street alignment would require additional property from two sites. The existing alignment would require significantly more acquisitions including a school, church, residential, commercial and industrial properties, a golf course and a driving range.

- Capital Costs –

  The Bradley Street alignment is estimated to cost between $25.8M and $27.9M (based on 2003 construction and property costs). The existing alignment is estimated to cost between $32.4M and $35.5M.

Amending Plan Winnipeg to reflect the realignment also supports the secondary planning process for the area that is presently underway.

Financial Impact Statement Date: November 12, 2004

COMMENTS:

The recommendation in this report is that a by-law be forwarded to Council for second reading to allow the proposed amendment to be forwarded to the Minister of Intergovernmental Affairs and Trade for required approval, prior to third reading and final approval at Council. 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:

Public Works Department – Transportation Division

Water and Waste Department

THIS REPORT SUBMITTED BY:

Department: Planning, Property and Development Department
Division: Planning and Land Use
Prepared by: Michelle Richard

Attachments:

1: Map 1 – Revision to Policy Plate C

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MAP 1: REVISION TO POLICY PLATE C

