To the members of the Executive Policy Committee

Re: Agenda of Public Hearings
Item #2 Plan Winnipeg Amendment: North South Transcona Route Alignment

Statement:

As a resident of the area known as Mission Gardens 2, I am opposed to the Plan Winnipeg Amendment North South Transcona Route Alignment. I have read the briefing notes for the review of the above noted amendment and in this document, I see evaluations regarding efficiency, neighborhood impact, environmental impact and collision analysis as it pertains to Bradley Street, Ravelston and Plessis, the Bradley Street option being described as the least disruptive…for whom? The only mention of Mission Gardens, extols the virtues of our deeper lots, which would "accommodate the proposed alignment to address traffic noise concerns." **PERIOD**. What a callous and cavalier attitude the City of Winnipeg is displaying regarding the status of a community, particularly, the safety of small children walking to Bernie Wolfe Community School especially since they have been refused bussing because they do not live far enough away from the school.

As for our property taxes, we received a letter from the City of Winnipeg Property Assessment Department, dated October 8, 2004, which states "the market value of your property has increased or decreased due to changes in property values in your neighbourhood." The existing market level of my property as of 1999 is $86,900. The proposed market value as of 2003 will be $107,800. I can accept this as sound reasoning, but do you really believe my proposed property values would remain the same once the truck route is established? I think not. And as a result, would my taxes be reduced accordingly – I think not.

I am a retired railway employee. For the last seven years of my employment, I worked as an intermodal waybill representative. That position entailed receiving bills of lading from various companies shipping goods in containers and trailers, and transposing that information to waybills in order that the container or trailer could be placed on a rail car and shipped. Please note, I was also trained, tested and certified bi-annually in the transportation of dangerous goods, so I have some knowledge of what is being transported in those trucks. Obviously it is not all dangerous, but with the changes made to the Transportation Act and the clear language amendments regarding the shipment of dangerous goods, much of the goods now being transported do not require placards. That is not to say it is no longer dangerous….and this is what would be going through our neighbourhood.

I realize when my husband and I moved into Mission Gardens in 1977, we were aware the CN main line ran through the area and we accepted what came with that industry. After all, we were employed by both railways, but when we were in the market for a new home (and pregnant with my first child) we asked the real estate agent if there were any plans for the big empty field behind Hatcher Road. His answer indicated there was

nothing planned (to his knowledge) and we moved in. I realize things change over time, but many younger couples with small children have since moved into Mission Gardens 3 with the expectation there could possibly be some development, but not a four-lane highway running through their community. There is a park being developed on Cedargrove and Atwood – Paulicelli Park - the cost of which is $230,450, (according to the sign) courtesy of Councillor Russ Wyatt and the Winnipeg Works and Operations Department. Why not continue that green space into the area between Mission Gardens 2 and 3? Why not improve and use the existing infrastructure of the St. Boniface Industrial Park and Highway 15 (Dugald Road), which connects to the perimeter to the East and Lagimodiere Blvd to the West, which in turn again connects to the perimeter, North and South?

You will be destroying a fine community if you continue with this plan. I sympathize with the residents on Plessis Road south, but they also knew the industry was in their neighbourhood when they located there. Even as far back as 30 to 35 years ago, when the CN Express (big trucks) operated on Plessis Road south, the residents still moved in and the area continued to grow. Like us moving in next to the CN main line, they accepted it. I wonder how many of those residents think this proposed solution is any better, because after all, you are simply transplanting the problem.

Thank you.

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