Re: **Plan Winnipeg By-law No. 112/2004: Oak Point Transit Corridor**

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.112/2004, a proposal to amend *Plan Winnipeg* By-Law No. 7630/2000 by:

   a. deleting from Policy Plates B and C, that portion of the "Busway" route crossing the Assiniboine River at the St. James bridge known as the "Oak Point Transit Corridor",

   be forwarded to Council for second reading.

REPORT SUMMARY

Key Issues:

- On July 21, 2004, Council gave first reading to By-law No.112/2004 directing the Executive Policy Committee to schedule a public hearing (November 25, 2004) 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 supports the Plan Winnipeg amendment, removing the "Busway" designation from Policy Plates B and C, on a portion of the CN Rail Right-of-Way crossing the Assiniboine River at 1535 Wellington Crescent.
- The CN Rail Right-of-Way and bridge crossing the Assiniboine River at 1535 Wellington Crescent initially formed part of the City's rapid transit system. However, since adoption of the Plan Winnipeg 2020 Vision, Transit has refined their concept planning of the transit network and no longer requires the right-of-way and bridge.
- The applicant, Stechesen Katz Architects is requesting an amendment to Plan Winnipeg to remove the subject "Oak Point Transit Corridor" in order to develop a 30 unit multi-family complex along the right-of-way, extending over the Assiniboine River on the existing railway bridge structure.
- The applicant has also applied to rezone the lands for the proposed development. Following a public hearing on July 13, 2004, the City Centre Community Committee supported the proposed rezoning. Plan Winnipeg must be amended prior to final approval of the rezoning application at Council.

Implications of the Recommendation(s):

General implications:

	None
	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): Removing the transportation corridor from the Policy Plates will allow consideration of non-transportation-related development on the land and bridge.

Policy implications:

	No
X	**Yes**

Comment(s): Removing the transportation corridor from Plan Winnipeg will allow consideration of non-transportation-related development.

Environmental implications:

X	**No**
	Yes

Comment(s):

Human resources implications:

X	**No**
	Yes

Comment(s):

Financial implications:

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

Comment(s):

REASON FOR THE REPORT:

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

HISTORY:

Plan Winnipeg 2020 Vision anticipated that a portion of surplus CN Rail Right-of-Way crossing the Assiniboine River at 1535 Wellington Crescent would form a component of the City of Winnipeg's high speed transit system as this represented an opportunity to cross the river using a dedicated right-of-way.

Since adoption of the Plan, Transit has refined and evolved its conceptual planning of the transit network and no longer requires the right-of-way and bridge. CN has subsequently sold the subject lands to a private development interest.

DISCUSSION:

The Planning, Property and Development Department recommends that Plan Winnipeg be amended to remove the "Busway" designation from Policy Plates B and C, on a portion of the CN Rail Right-of-Way crossing the Assiniboine River at 1535 Wellington Crescent. The amendment will reflect current plans for the City of Winnipeg's rapid transit network and provide an opportunity for consideration of non-transportation uses.

The City is presently considering an application to develop a 30-unit multi-family complex along the right-of-way and extending over the Assiniboine River on the existing railway bridge structure. On July 13, 2004, the City Centre Community Committee held a public hearing to consider rezoning the land and subsequently agreed with the administration's recommendation to rezone the land to "C2" commercial district.

The application for rezoning is running concurrently with the Plan Winnipeg amendment process. Plan Winnipeg must be amended prior to final approval of the rezoning application at Council. Also, Council will have to pass a special by-law to permit construction of a building spanning a waterway, in accordance with Section 159(3) of the City of Winnipeg Charter.

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:

Transit

THIS REPORT SUBMITTED BY:

Planning, Property and Development Department
Division: Planning and Land Use
Prepared by: Michelle Richard
PPD File #: PW 01/04

Attachments:
Map 1 – Oak Point Transit Corridor – Changes to Policy Plates B & C

O:\Reports Directive\Planning and Land Use\Urban Planning Reports\2004 Reports\PlanWinnipeg\OakPointTransitCorridorSecondReading.doc

Map 1: Oak Point Transit Corridor – Changes to Plates B & C

