PLAN IT RIGHT

Presentation to: Public Hearing - **Executive Policy Committee - Plan Winnipeg Amendment: Waverley West**

Date: January 5, 2005

Author: John Orlikow – resident of the River Heights/Ft. Garry Ward

Introduction

What a great problem! Our city is growing because more people are moving to and staying in Winnipeg creating a shortage of traditional vacant land to build more homes. They realize, what most of us already know, Winnipeg is a great place to call home.

Plan Winnipeg is an accomplishment that Winnipeggers should be proud of. It embraces growth and provides a guide which to follow. This does not mean that changes are not possible but outlines the considerations when making the decision to change the Plan.

The amendment provides a great opportunity for Winnipeg to continue growing and add to Manitoba's population. The potential land available will provide scarce single-family dwellings, increases the City's assessment base, adds Manitoba taxpayers to the province and is a simple way to achieve those goals.

I believe that eventually the land will be required for residential development however I question if this is the time. The City must first deal with issues facing it before committing to such a large project.

Plan Winnipeg requires that consideration be made to various areas and three such areas that I do not believe have been considered are 3A-04 Protect Traffic Flows from Significant Increases and 3C-03 Commit to Traffic Operations Improvements, 1A-01 Promote Downtown Development, and 3A-02 Promote Compact Urban Form.

1) 3A-04 Protect Traffic Flows from Significant Increases and 3C-03 commit to Traffic Operations Improvements

Cars are like water – they will go where there is the least resistance including residential streets.

During the 2004 Civic election campaign I had the privilege of personally canvassing ¾ the many communities that comprise the River Heights/Ft. Garry Ward. These communities were unique and had specific issues. However, the erosion of their communities due to cars using residential streets to avoid congested main routes, the traffic congestion and the conditions of roads and sewers were common issues. These are issues that need to be addressed prior to developing the area. The Executive Policy Committee Original report signed by the Director of Planning, Property and Development dated December 7, 2004 and the present situation.

I am concerned that the increased traffic, due to more new development in this part of the City, will not be resolved after reading the existing Executive Policy Committee Original report plan addressing traffic and the present situation.

The Executive Policy Committee Original report signed by the Director of Planning, Property and Development dated December 7, 2004 indicated that a transportation review included an examination of the major road networks servicing the southwest including Kenaston Boulevard, Waverley Street, Pembina Highway, Roblin Boulevard, Grant Avenue, McGillivray Boulevard, Bishop Grandin Boulevard and Bison Drive.

The report only identifies that increased lanes are planned for South of Taylor Ave. for Keneston St. and Waverley St. while no recommendation is made for Pembina Ave. or Grant Ave. There is no mention of how the 50% increase in traffic will be accommodated North of Taylor. Is this accurate?

The increase in the number of people working downtown will increase traffic through River Heights/Ft. Garry Ward. This has already been happening and will increase dramatically when Manitoba Hydro opens up downtown and, if, the area is developed. Was that taken into account?

The plan provided, the lack of plans for North River Heights, the lack of dedicated funds and my witness to the traffic mess caused by the lack of traffic planning associated with the creation of new developments South of Taylor and downtown are evidence that a traffic plan for all affected areas must be committed to, funds allocated and roadwork's planned before Plan Winnipeg is amendment for Waverley West. Is there one?

2) 1A-01 Promote Downtown Development

A healthy City requires a healthy downtown that is active with residences and businesses. The addition of the MTS Centre, Manitoba Hydro, Waterfront Drive Developments and Red River College are steps in the right direction and we need to continue building up the core of our City.

Simple supply and demand economics indicate that reduce housing demands will result in less residential development downtown. Downtown living is vital if we are to have a truly vibrant downtown. Downtown has only started to turn around but will the decrease in demand for housing result in less downtown/core area residences?

This amendment has the potential to drain the advances made to downtown therefore how does this amendment 1A-01 Promote Downtown Development of Plan Winnipeg?

3) 3A-02 Promote Compact Urban Form

The initial plan provided the City outlines that significant infrastructure will be required while other areas of Winnipeg are in critical need of repairs to their existing sewers, roads, sidewalks, back lanes, community centers, etc.

Older neighborhoods will become more expensive to maintain as they neglected and will decay. This causes a "donut effect" where people move to areas that are newer. This is not

uncommon for Cities however the results have been proven to be devastating to long-term growth.

How will additional infrastructure cost be paid for short-term and long-term? A plan must be in place to deal with our decaying existing infrastructure before the amendment to Plan Winnipeg is approved.

There is Time

The need to make the amendment to Plan Winnipeg is premature because I question the way lack of supply was determined. There is no question that development in the South/West part of Winnipeg is in high demand due to a lack of the supply of lots, in that area, but are there not other lots are available that will allow time to put the proper plans in place? For example:

- 2,328 infill and 20,300 Greenfield lots are available and 2,165 potential lots are available. Taking that 70% of the lots can be developed leaves about 17,000 available that is more then enough for the next five years. Is that not correct?
- Increase the number of multi-family dwellings to accommodate the increases in our population. Our growth can be much attributed to immigration from other countries and many of immigrants require homes that they can afford.

- Why does the entire area need to be amended for residential development? Can a small portion of the land not be opened up for development?

Conclusion

I believe that the amendment would negatively affect Plan Winnipeg based on 3A-04 Protect Traffic Flows from Significant Increases and 3C-03 Commit to Traffic Operations Improvements not addressed 3A-02 Promote Compact Urban Form 1A-01 Promote Downtown Development therefore should not be approved.

I am not apposed to the development of Waverly West however approving the amendment to Plan Winnipeg for such purpose is premature.

I realize that a secondary plan will be developed once the amendment is approved however I recommend that the secondary plan be developed prior to the amendment being made.

Yours truly,

John Orlikow

Resident