



ATTN: Executive Policy Committee
IKEA Public Hearing Process
City of Winnipeg
C / o Jo-Ann Park
Manager of the Decision Making Process

March 17, 2009

**RE: Tuxedo Yards Redevelopment:
Variance DAV 08 – 157053 / D Variance C – Bicycle Parking**

Dear Ms. Park,

Please register the Winnipeg Trails Association IN OPPOSITION to Variance DAV 08 – 157053 / D – specifically Variance C – Bicycle Parking. (attached)

The City of Winnipeg has an Active Transportation Advisory Committee (ATAC) that has representation from City and Active Transportation groups. The Winnipeg Trails Association is represented on this advisory committee and would like it noted that we are very disappointed no consultation took place with ATAC by either the City or Developer in preparing for what is to be one of Winnipeg's largest developments. We are disappointed the City of Winnipeg would make a recommendation without consulting the advisory committee.

The IKEA Group and WWF, the global conservation organization, co-operate on projects aimed at reducing emissions of greenhouse gas (carbon dioxide) associated with IKEA operations, in order to reduce its contribution to climate change. One of the main areas the agreement covers is developing sustainable people transportation. We believe IKEA to be a very bike friendly corporate citizen and are quite frankly surprised by this request for a variance.

City of Winnipeg Zoning By-Law 200 / 2006 states the proposed IKEA development should accommodate 140 bicycle spaces and the variance is asking for only 50 bicycle spaces. The developer has stated numerous reasons why they believe only 50 spots are required, but we believe the developer has not considered these points in making this decision:

- **IKEA will be located on a major 'cycling destination'.**
In 2009 and 2010, the City of Winnipeg is completing key trail linkages from residential neighbourhoods - Linden Ridge, Linden Woods, Fort Garry, Waverly Heights, University Heights and WhyteRidge to FortWhyte Alive and Assiniboine Forest and Assiniboine Park.
- **IKEA Winnipeg will be surrounded by residential areas on the north, east and south sides.**
The IKEA Calgary / Edmonton market base that is being used as a comparative point to Winnipeg – the Edmonton store is not in close proximity to any residential and is not located on a major cycling corridor. The 400 – 500 seat restaurant will be used by area residents, many who will chose to cycle to IKEA.
- **HIGHER RATE of cycling in WINNIPEG:**
Winnipeg has a 33% higher rate of cycling* than the Calgary / Edmonton market whose base you are comparing to for the Winnipeg IKEA (Statistics Canada 2006 Census information on mode of transportation to work)

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In lieu of the zoning by law stating 140 bicycle spots be included, The Winnipeg Trails Association would like to recommend that the developer:

- Codify the requirement for 20 long term parking spots,
- To provide COVERED parking for the 20 long term parking spots,
- To provide COVERED parking for the 30 short term parking spots,
- POSITION the 30 short term parking spots at the ENTRANCE rather than the side of IKEA store,
- Include SIGNAGE to point to bicycle parking,
- Develop BICYCLE Parking Plan and have it certified by a city planner to ensure rack placement meets manufacturer's spacing requirements.
- PROVIDE raised crosswalks through single lane merges to maintain the right of way along Sterling Lyon/Kenaston Blvd.
- Consult with the City of Winnipeg Active Transportation Advisory Committee prior to any final decisions on IKEA bicycle parking.

Thank you,

A handwritten signature in cursive script that reads "Janice Lukes".

Janice Lukes
Coordinator, Winnipeg Trails Association

C

Paul Jordan, Chair, Winnipeg Trails Association
Madeleine Lowenborg-Frick, IKEA, Burlington Ontario

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- *The Keg, which is at the corner of Moray and Portage in zoned “C3”. It has approximately 500 feet of frontage. It would be permitted the maximum of 323 square feet of signage.*
 - *The IKEA site alone has approximately 2,800 linear feet of frontage, or 5.5 times as much frontage as the Keg, but it is limited to the same 323 square feet.*
 - *Same with height as the Keg is setback 0 feet from the property line and is permitted a height of 30 feet.*
 - *The IKEA will be setback 200+ feet from the property line, but is limited to the same sign height of 30 feet.*
- There is also a provision in the zoning by-law that an individual sign, on a lot zoned C4, may not exceed 323 square feet.
 - The pylon signs are intended to serve the entire Planned Area, however, the amount of allowable signage is calculated based on the size of the single lot where the sign is located.
 - The provision does not take into account that adjacent lots with buildings will co-locate signs on a single pylon sign instead of 31 free standing signs for 31 lots.
 - For these reasons, the “C4” sign standards need to be varied, in that they do not properly reflect the unique parcel sizes, scale of buildings, co-location of multiple businesses on a single sign, and building setbacks for a ‘super-regional’ commercial centre.

Variance C. - Bicycle Parking

- The developer has indicated that bicycle parking facilities will be provided on site; however, the exact number is not known though a minimum of 50 will be provided.
- This variance is only for the IKEA Store and not for the remainder of the Planned Area.
 - The IKEA store will employ upwards of 300 people and attract hundreds of shoppers, both of whom should be given the option to use different modes of transportation.
 - The Zoning By-law assists in facilitating multi-modal transportation such as cycling by requiring lockable bicycle parking.
 - The amount of lockable bicycle parking stalls is calculated as one bicycle space per 10 required automobile spaces, thus 140 bicycle stalls are required for the IKEA store.
 - The Developer has requested a reduced number of lockable bicycle parking spaces for the IKEA Store in that the required amount may not accurately reflect the number of bicycle stalls needed, for the following reasons:
 - IKEA is ‘super-regional’ with a retail catchment area that could extend as far west as Alberta, east to Northwestern Ontario, and south to North & South Dakota & Minnesota.- attracting a large number of visitors where cycling is not a viable option.
 - The principal use is a home furnishing store that stocks primarily larger items. Most customers will likely not carry large furniture pieces home strapped to their back on their bicycles.
 - The retailer knows their own markets and can anticipate how many people will be riding their bicycles to the facility.
 - Bicycle locking is not an expensive, land consumptive piece of infrastructure. It would be relatively easy to install more bike racks if the demand presents itself.
 - The Developer will also be required to construct a 3.5 metre wide asphalt pathway the entire length of their Planned Area along the west side of Kenaston Blvd connecting the Thundering Bison Trail to Taylor Avenue to the north to assist in facilitating multi-modal transportation.

- The existing multi-modal pathway along the south side of Sterling Lyon Parkway adjacent to the IKEA site will be connected to an appropriate multi-modal pathway within the site that will allow pedestrian and cyclists to safely connect from the public right-of-way to the store.
- A basic operational plan for Transit to service the site has been outlined for the opening of Phase 1 - IKEA - with the routing of Route 78 (Crosstown West), which provides service along Kenaston Blvd between Polo Park and the University of Manitoba, into the IKEA site along the south side of the property with a Bus Stop directly accessible via pathway to the west side of the front entrance.

Variance D. Land Locked Parcels

- Eleven (11) of the 31 lots in the plan of subdivision do not abut a public street and are considered 'land locked' parcels.
 - A majority of these parcels are north of Sterling Lyon Parkway.
 - The creation of land locked parcels requires a variance.
- The Winnipeg Fire Paramedic Service has indicated their support for this subdivision with the creation of properties that do not abut a street is contingent on easement agreements, and internal roadways being constructed that will allow their equipment to access buildings within the Planned Area.
 - The WFPS has also indicated a desire to see buildings clearly numbered in the Planned Area to assist them on service calls.
 - These items are contained in the recommended conditions of approval of the DASZ application that will be come a Zoning Agreement; and in the Development Agreement.

7. Compatibility With Surrounding Uses

- The proximity of Fort Whyte Alive nature centre, which has expanded over the years to become the largest land owner within the Tuxedo Industrial Policy Area and emerging Major Open Space; and the South Tuxedo Neighbourhood Policy area to the north and Lindenwood residential area to the south east, caused conflicts as residents lobbied for several years for the CN Intermodal yard to be relocated.
- The 160 acres of underused and vacant lands (former Kapyong Barracks) to the north have been declared surplus by the Department of National Defense and are subject to a sale to the Crown Corporation, Canada Lands Company, subject to a First Nations claim.
- Should Canada Lands secure the lands and proceed to develop the site, it is anticipated a mixture of lands uses (office, single family, multiple family, and retail) would be developed.
- Manitoba Hydro recently declared surplus and sold 25 acres of underused, former industrial lands on the east side of Kenaston.
- It is anticipated a mixture of residential, commercial, and office uses may be developed on these lands.
- Two former Portland cement powder manufacturing plants located south of the Planned Area ceased production a number of years ago.
- Surplus lands associated with the former site have been sold off to various owners including Fort Whyte Alive for nature uses, and Terracon Development for the development of the South Tuxedo Business Park.
- A cement powder distribution operation and a concrete batching plant still exist on a portion of these lands.