Bike to the Future
c/o 3rd Floor – 303 Portage Ave.
Winnipeg, MB
R3B 2B4
www.biketothefuture.org

March 17, 2009

ATTN: Executive Policy Committee
IKEA Public Hearing Process
City of Winnipeg
C / o Jo-Ann Park
Manager of the Decision Making Process
RE: Tuxedo Yards Redevelopment: Variance DAV 08 – 157053 / D

Dear Ms. Park,

Please register Bike to the Future IN OPPOSITION to Variance DAV 08 – 157053 / D –

Regarding the developers request to have the requirement for bicycle parking reduced from 140 spots to 50 spots, we feel this will not adequately meet the needs of employees and shoppers who will be travelling to and from the proposed development by bicycle.

We also feel that the proposed development will have a negative affect on cyclists travelling past the development on the existing Thundering Bison trail (parallel to Sterling Lyon parkway) or along the trail parallel to Kenaston, and that the developer needs to take steps minimize the negative impacts brought about by added private approaches that will cross these trails.

In considering the developers request for this zoning variance, we hope you will consider the following:

• **IKEA will be located on major cycling routes.**
Ikea's position on the Thundering Bison trail and its proximity to the McGillivray trail, Bishop Grandin Greenway, and proposed Parker Bikeway (all of which will connect to the proposed southwest rapid transit active transportation pathway) will positively affect the number of cyclists choosing to bicycle to the store.

• **IKEA Winnipeg will be surrounded by residential areas on the north, east and south sides.**
Unlike the IKEA stores in Calgary and Edmonton that have been used as indicators of likely bicycle parking demand, the Winnipeg store will be located within reach of a large residential population (Tuxedo, River Heights, Linden Woods, Whyte Ridge), with expectations for future growth (Waverly West, Tuxedo Yards).

- **The Store will Include a 400-500 seat restaurant**

This restaurant will attract visitors in its own right, many of whom will be coming from within the immediate vicinity where cycling will offer a means of transportation time competitive with motorized vehicles.

• **HIGHER RATE of cycling in WINNIPEG:**
Winnipeg has a 33% higher rate of cycling than the Calgary / Edmonton market, which have been used as a base for comparison to in determining required bicycle parking spaces (Statistics Canada 2006 Census information on mode of transportation to work).

Variance in Bicycle Parking

As noted in our submission regarding the City of Winnipeg's Draft Zoning By-law dated October 5, 2007[1], many jurisdictions who are leaders in active transportation and healthy lifestyle infrastructure now have requirements for two types of bicycle parking: short term and long term. Short term (visitor) bicycle parking is generally partially covered, has room to maneuver, is well lit and is visible from the entrance of the destination. Long term bicycle parking is a convenient secure place which is weather protected; it is generally designed for employees and/or residents. It often includes shower and change facilities. Please visit http://www.vtpi.org/tdm/tdm85.htm for more detailed information. It is our understanding that requirements for long term bicycle parking as well as design and layout of bicycle parking will be considered when the zoning law comes under review following its first year since adoption.

It is our view that any reduction in bicycle parking requirements must be offset by improvements in the quality of the bicycle parking to be installed or by payment of a fee in lieu to be put towards the cities bike parking program (with any such requirements set out as a condition in the development permit). Specifically we request that any allowed variance require the following as a condition of development:

- 20 Long Term bicycle parking spots to meet the needs of employees choosing to commute to work by bicycle (the developer has indicated a willingness to include 20 long term bike storage spaces, to be located at the employee entrance).
- 5-10 covered short term parking spots to facilitate bicycles with trailers, which require a length of 3.0m rather than the 1.8m required for regular bicycles.
- Remaining short term bicycle parking spots to be covered, and located within 15m of the store entrance (We have concerns that the proposed placement of short term bicycle parking between the store and the seasonal tent will not meet the by-law's requirement - "bicycle parking must be located with convenient access to major building entrances").
- A fee in lieu of bicycle parking to be paid to the city in an amount equivalent to the difference in cost to provide the required 140 spots vs. the cost actually paid to supply bicycle parking as required above. This fee should be put towards the city's bicycle parking program.
- Short term and long term bicycle parking must meet the following requirements:

  (1) Size and Location of Bicycle Parking Facilities

  (a) Each Bicycle Parking space shall be a minimum of 0.6 m in width with a minimum clear length of 1.8 m (3.0m where intended for use with a trailer). Bicycle Parking spaces shall have a vertical clearance of at least 2.0 m.

  (b) Required Bicycle Parking spaces shall be wholly provided on the same Site as the building.

[1] Available at http://biketothefuture.org/attachments/0000/0471/BikeToTheFuture_CityPresentation_DraftZoningBylawBicycleParking.pdf

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(c) Adequate access to and exit from individual Bicycle Parking spaces shall be provided with an aisle of not less than 1.5 m in width, to be provided and maintained beside or between each row of Bicycle Parking.

(d) Required Bicycle Parking spaces and accesses shall be located on hard paved surfaces.

(e) Bicycle parking shall be separated from vehicular parking by a physical barrier or a minimum 1.5 m of open space.

(f) Bicycle Parking spaces shall be visibly located where possible and provided in one or more of the following ways:

(i) secure bicycle storage rooms, lockers, racks, railings or other such device inside the building, preferably at the ground level;

(ii) secure bicycle storage rooms, lockers, racks, railings or other such device in any Accessory parking area; or

(iii) within a required or non-required Yard or building Setback of a Site but not more than 15.0 m from a principal entrance of the building, except: in the case of educational services developments where the students are restricted from using the principal entrance of the building, Bicycle Parking spaces may be provided in the required or non-required Yards of a Site, no more than 15.0 m from the principal entrance of the building designated for student use.

(g) Where Bicycle Parking is not visibly located on site, directional signage shall be displayed indicating its location.

(h) All Bicycle Parking spaces shall be situated to maximize visibility so as to discourage theft and vandalism, and shall be illuminated.

(2) Design of Bicycle Parking Facilities

a. Bicycle Parking shall be designed so that bicycles may be securely locked to the rack, railing or other such device without undue inconvenience and shall be reasonably safeguarded from intentional or accidental damage, in accordance with the following standards:

i. Bicycle lockers shall be constructed of solid, opaque, and theft-resistant material with a lockable door which opens to the full width and height of the locker. Bicycle locker edges shall be secured with no exposed fittings or connectors. Bicycle lockers shall be weather-proof if located where exposed to the elements. A bicycle lockers must be designed and secured in accordance with the following standards

ii. All other Bicycle Parking shall hold the bicycle securely by means of the frame. The frame shall be supported so that the bicycle cannot fall or be pushed over causing damage to the bicycle, and shall accommodate:

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a. locking both the frame and the wheels to the rack, railing or other such device with a high security U-shaped shackle lock, if the cyclist removes the front wheel;

b. locking the frame and one wheel to the rack, railing or other such device with a high security U-shaped shackle lock, if the cyclist leaves both wheels on the bicycle; and

c. Locking the frame and wheels both to the rack, railing or other such device with a chain or cable not longer than 2.0m without the removal of any wheels.

(3) Bicycle parking lockers, racks, railings or other such devices shall be anchored securely to a hard surface or fixed structure.

(4) In addition to the requirements listed above, spaces required for long term bicycle parking must also meet the following requirements:

(a) Security for long-term parking must be provided via restricted access to a locked bicycle room, covered enclosure or bicycle lockers.

(b) For a covered enclosure, fencing can be used, but must be reinforced with metal bars.

(c) Long term parking must be placed in well lit areas, preferably near employee work areas or where there is a high amount of foot traffic.

(d) Each bicycle must be independently accessible and securable to a sturdy rack or within a bicycle locker.

(e) Long term parking facilities must provide total protection from the elements, including wind, rain and snow.

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Variances for Private Approaches

In 2008, the city adopted a policy to incorporate Active Transportation facilities into any reconstruction or rehabilitation required on any infrastructure identified as an Active Transportation facility in the Proposed Active Transportation Network[2]. Both Sterling Lyon Parkway and Kenaston Boulevard (Sterling Lyon to Taylor) are identified as AT routes on the 2008 AT map. As noted in the traffic impact study, "both Kenaston Boulevard and Sterling Lyon Parkway are listed on Schedule "A" of the City of Winnipeg Private Access By-law 49/2008, which means that no private approach can be constructed or altered on either road without approval by the City of Winnipeg Standing Policy Committee on Infrastructure Renewal and Public Works."[3] While this traffic study goes into great detail in regards to Level of Service and Expected Intersection Delays for motorists, it completely ignores the effects of forcing cyclists to exert themselves by continually stopping and starting as they cross these approaches. We are concerned that the requested private approaches will seriously disrupt the Thundering Bison Trail along the south side of Sterling Lyon parkway, and the active transportation path along Kenaston. Therefore, as a condition of approval, we feel that the developer should undertake the following measures to minimize disruption of cyclists:

- Approach 1 – The AT path should be raised across the right turn in and right turn out merge lanes, with the westernmost traffic island being enlarged to accommodate the AT path (mirroring the easternmost traffic island). Acceleration/Deceleration lanes and turn radii should be modified to slow merging traffic over the raised pathway. Signs should be posted warning motorists to yield to bicycles across when crossing the raised path.
- Approach 2 - The AT path should be raised across the right turn in and right turn out merge lanes, with the southern traffic island being enlarged to accommodate the AT path (mirroring the northern traffic island). Acceleration/Deceleration lanes and turn radii should be modified to slow merging traffic over the raised pathway. Signs should be posted warning motorists to yield to bicycles across when crossing the raised path.
- Approach 3 - The AT path should be raised through this intersection. Signs should be posted warning motorists to yield to bicycles across when crossing the raised path.
- Approach 8 – If the AT path along Kenaston is moved to the west side, then the path should be raised through this intersection, and signs should be posted warning motorists to yield to cyclists. Deceleration lanes and turn radii should be modified to slow incoming traffic over the raised pathway.

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[2] Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works – May 1, 2008

[3] FORMER CN INTERMODAL TERMINAL LANDS REDEVELOPMENT KENASTON BOULEVARD & STERLING LYON PARKWAY PW 2/08 & DASZ 37/08 TRAFFIC IMPACT STUDY; February 27, 2009

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- Approach 9 – The AT path should be raised across the right turn in and right turn out merge lanes, with the westernmost traffic island being enlarged to accommodate the AT path (mirroring the easternmost traffic island). Acceleration/Deceleration lanes and turn radii should be modified to slow merging traffic over the raised pathway. Signs should be posted warning motorists to yield to bicycles across when crossing the raised path.
- Approach 10 - The AT path should be raised across the right turn in and right turn out merge lanes, with the westernmost traffic island being enlarged to accommodate the AT path (mirroring the easternmost traffic island). Acceleration/Deceleration lanes and turn radii should be modified to slow merging traffic over the raised pathway. Signs should be posted warning motorists to yield to bicycles across when crossing the raised path

Sincerely,

Mark Cohoe

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