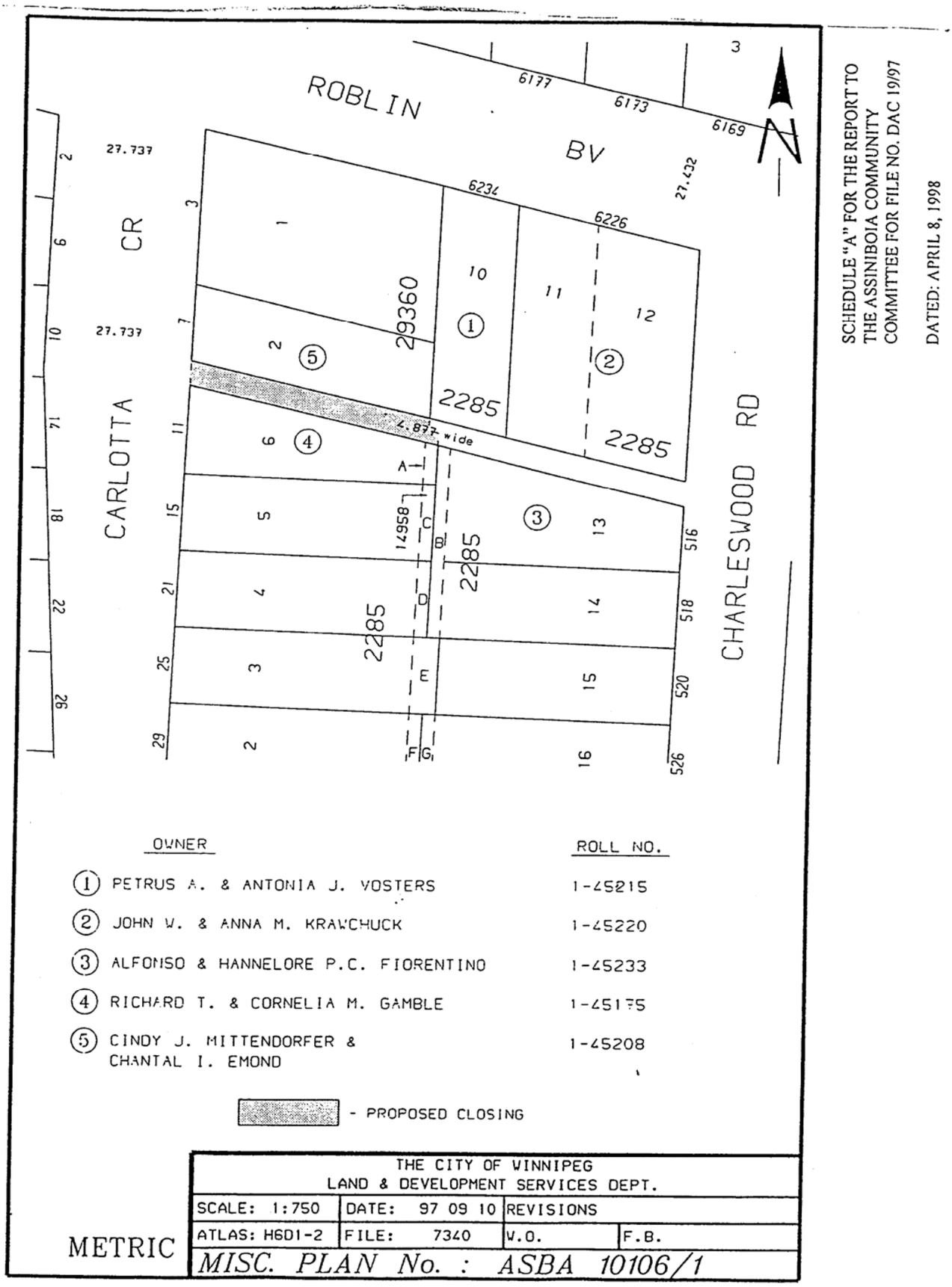
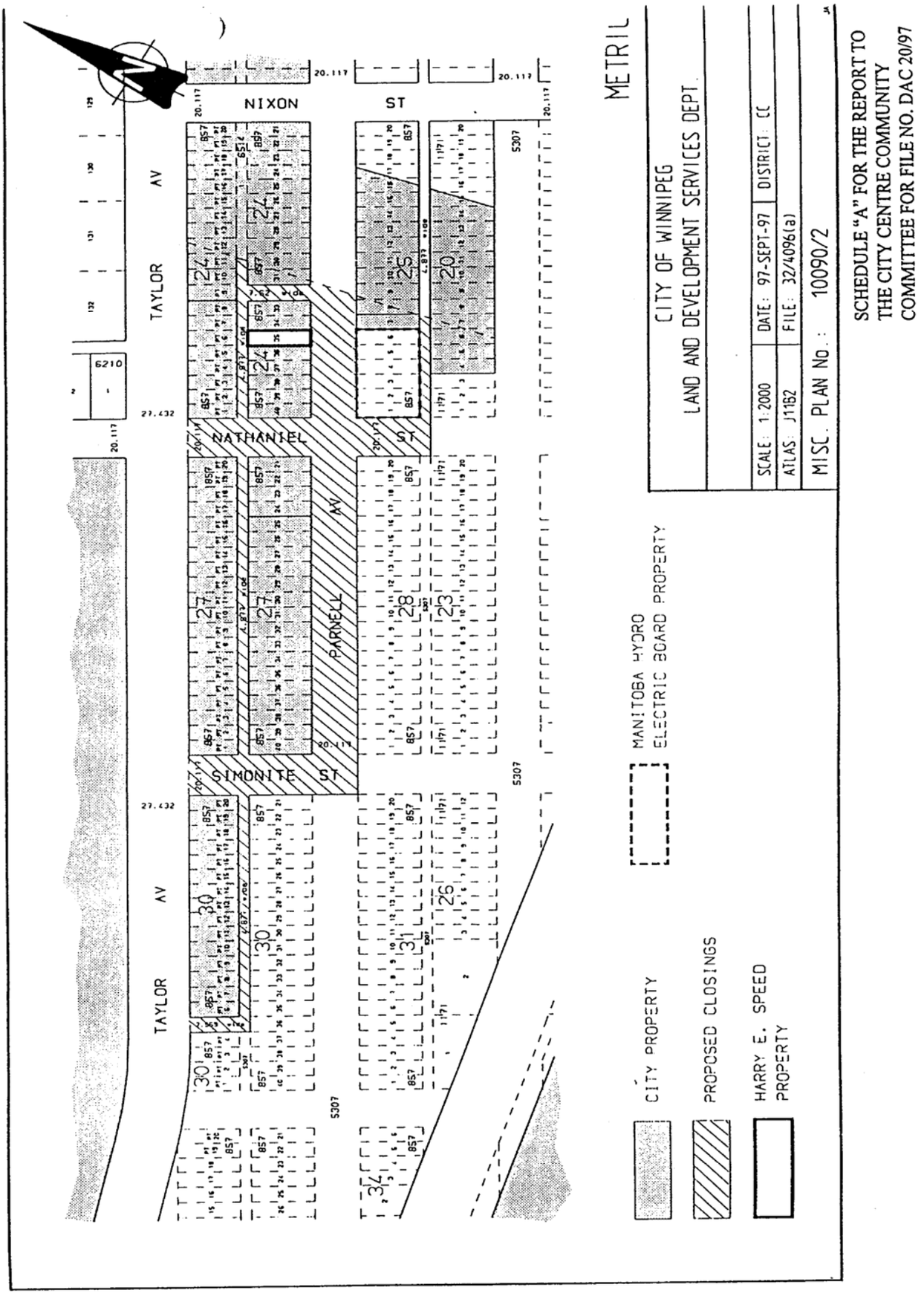
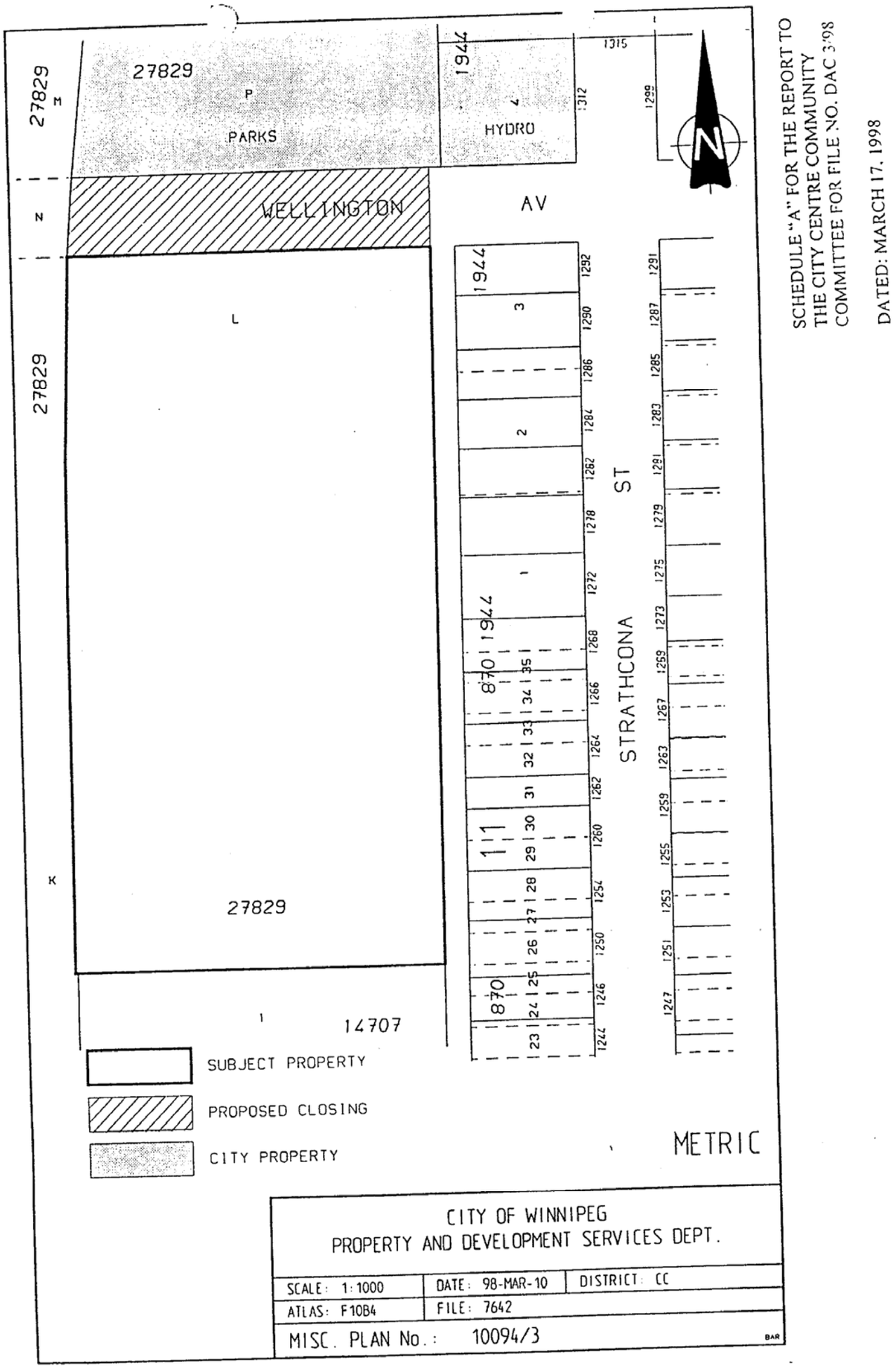
699 - Schedule "A" referred to in Clause 3 of the Report of the Standing Policy Committee on Property and Development dated May 4, 1998



700 - Schedule “A” referred to in Clause 4 of the Report of the Standing Policy Committee on Property and Development dated May 4, 1998



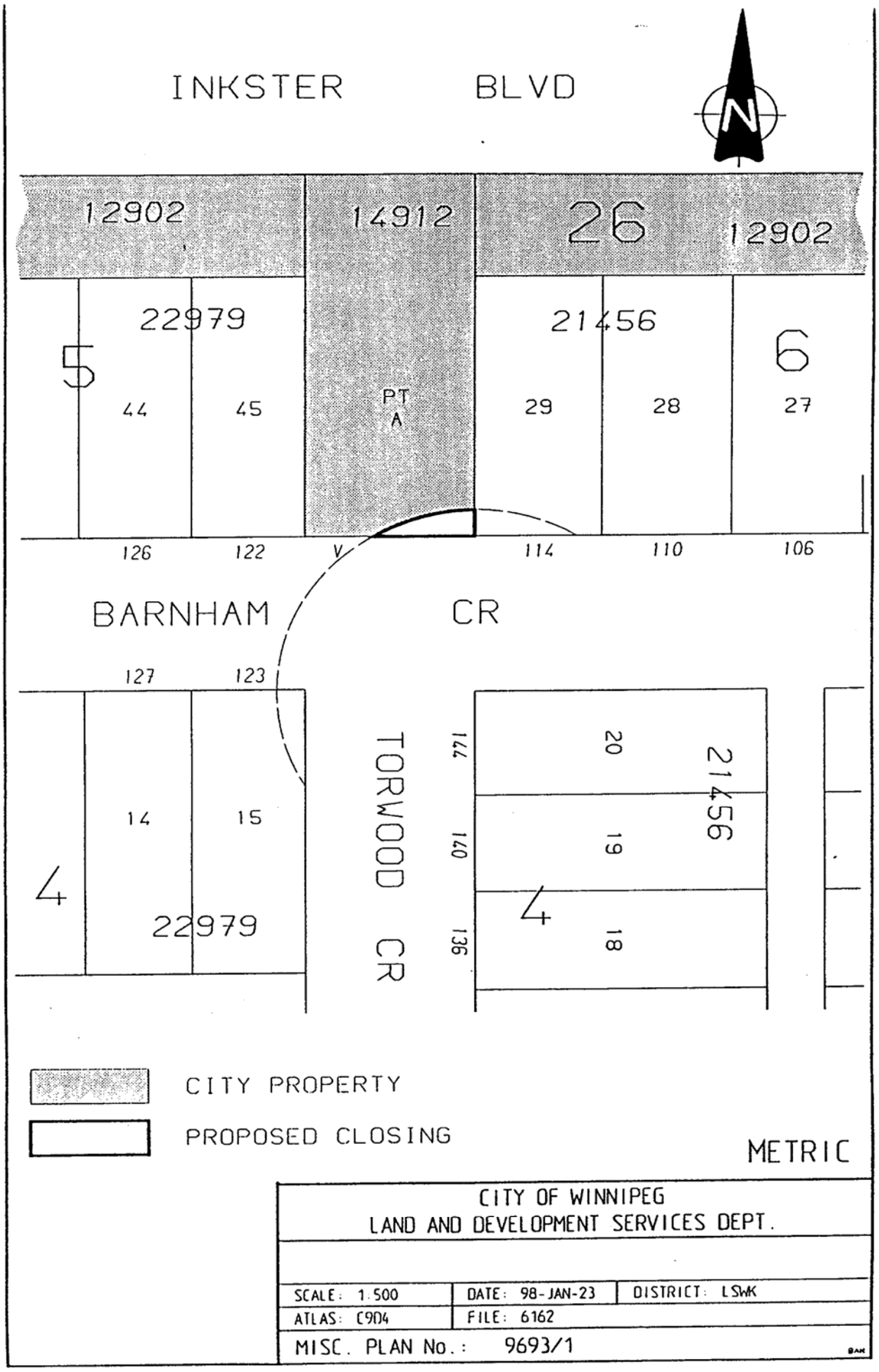
701 - Schedule “A” referred to in Clause 5 of the Report of the Standing Policy Committee on Property and Development dated May 4, 1998



SCHEDULE “A” FOR THE REPORT TO THE CITY CENTRE COMMUNITY COMMITTEE FOR FILE NO. DAC 3'98

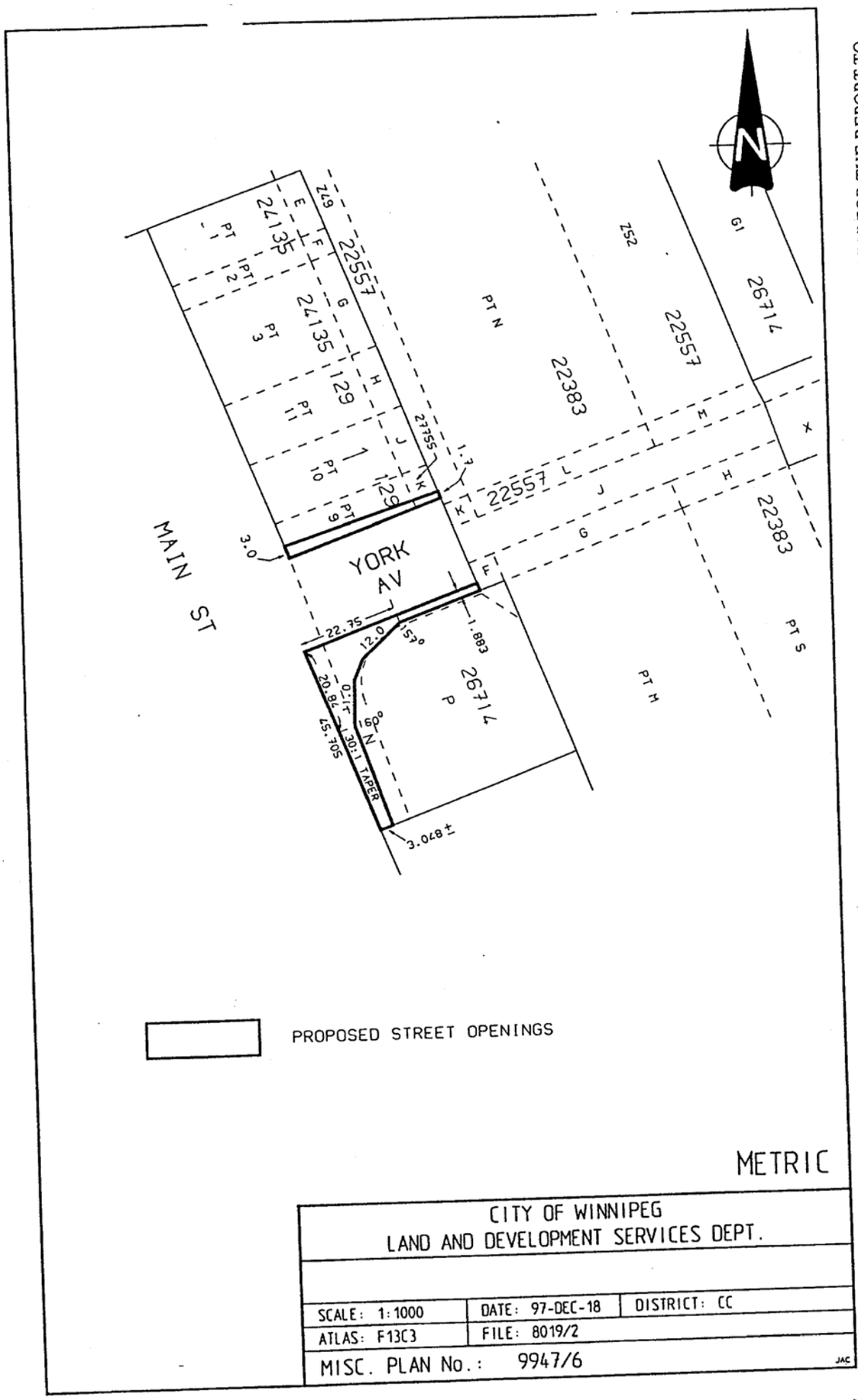
DATED: MARCH 17, 1998

702 - Schedule "A" referred to in Clause 6 of the Report of the Standing Policy Committee on Property and Development dated May 4, 1998



SCHEDULE "A" FOR THE REPORT TO
THE LORD SELKIRK-WEST
KILDONAN COMMUNITY
COMMITTEE FOR FILE NO. DAC 4/98

703 - Schedule "A" referred to in Clause 7 of the Report of the Standing Policy Committee on Property and Development dated May 4, 1998



704 - Schedule "A" referred to in Clause 11 of the Report of the Standing Policy Committee on Property and Development dated May 4, 1998

By-Law No. _____

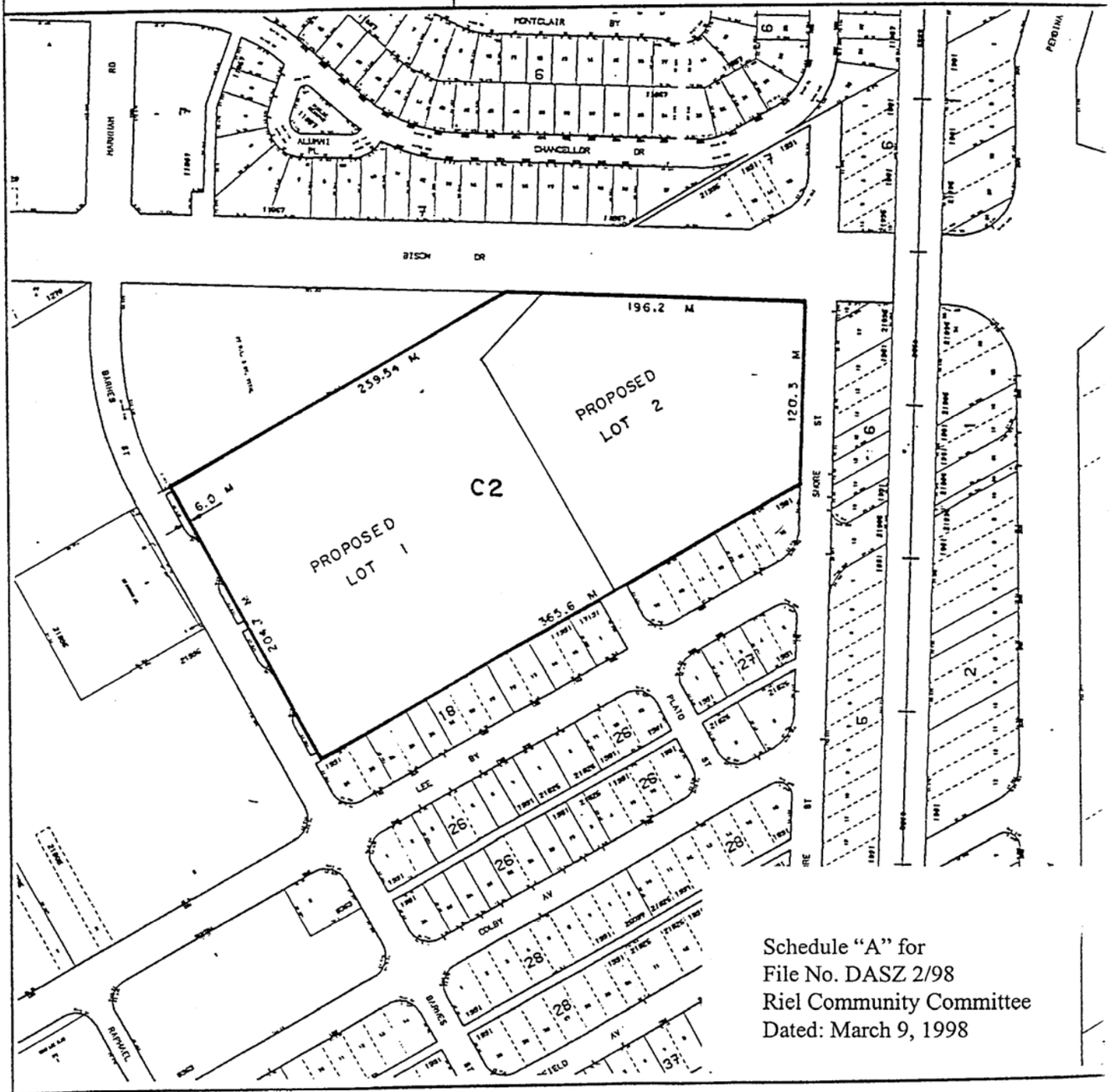
File No. DASZ 2/98

Atlas Sheet No. AL23

RIEL COMMUNITY

Explanation:

A proposal to subdivide the land located on the south side of Bison Drive between Barnes Street and Shore Street and to amend Zoning By-law No. 6400/94 by rezoning the land from an "A-5" AGRICULTURAL DISTRICT to a "C2" COMMERCIAL DISTRICT as shown below.



THIRD READING: _____ EFFECTIVE DATE: _____

ZONING AGREEMENT: YES ☐ NO ☐ CAVEAT No. _____

Schedule "B" referred to in Clause 11 of the Report of the Standing Policy Committee on Property and Development dated May 4, 1998

RE: Proposed Subdivision and Rezoning of Land - South Side of Bison Drive, Between Barnes Street and Pembina Highway - DASZ 2/98

At its meeting held on March 17, 1998 the Riel Community Committee held a public meeting to consider DASZ 2/98 being an application by Westfair Properties Ltd. to subdivide and rezone land located on the east side of Barnes Street south of Bison Drive. Due to the lack of a complete Traffic Impact Study report, the Administrative Coordinating Group was not able to submit a report to the Riel Community Committee.

The Riel Community Committee however considered DASZ 2/98 and recommended:

1. That the Developer be required to enter into a Servicing Agreement with the City requiring the Developer to pay its share of the cost of traffic improvements at or near the intersection of Pembina Highway and Bison Drive following one (1) year of monitoring the traffic from the opening of the Superstore.

2. That the Developer be required to post a Letter of Credit to cover its share of the above traffic improvements, in an amount to be determined by the Director of Public Works prior to the issuance of a building permit for Lot 1.

3. That the Sales Agreement to be entered into between The City of Winnipeg and Westfair Properties Ltd. reflect any transportation requirements and the costs thereof to the satisfaction of the Administration.

It is therefore recommended that approval of DASZ 2/98 be subject to the following conditions being embodied in the Land Sales Agreement (i.e. a servicing agreement would not be required):

1. The Developer shall pay its share of the cost of the following surface improvements previously installed or to be installed in Bison Drive on the basis of the frontage of the subject property abutting Bison Drive:

   i) a 4.0m in width by 200mm in thickness portland cement concrete lane of pavement;
   ii) a 1.5m in width by 100mm in thickness portland cement concrete sidewalk;
   iii) boulevard landscaping in the south boulevard;
   iv) street lighting in the south boulevard;

   all as determined by and to the satisfaction of the Director of Public Works.

2. The Developer shall pay all costs associated with the installation and/or relocation of street lights and other utilities made necessary as a result of or required to accommodate works which are required to be constructed to serve the development, as determined by and to the satisfaction of the Director of Public Works.

3. The Developer shall enter into a Subdivision Agreement to provide for a cross-access easement agreement, to the satisfaction of the Director of Public Works, providing for access as follows:
   i) Over proposed Lot 1 in favour of proposed Lot 2;

   ii) Over Proposed Lot 2 in favour of proposed Lot 1.
   Vehicular access to each of the proposed lots is to be available through all private approaches approved by the City to serve development on the proposed lots. The Developer shall agree to ensure that appropriate agreements are executed and registered against the title of each lot to guarantee that vehicular access to development on each lot is available to and from all approaches approved by the City.

4. Private approaches to serve development of the subject property will not be permitted from Bison Drive. Bison Drive is included under Schedule 3 of the Private Approaches By-Law under which private approaches are not permitted where alternate means of access are available. Access to the subject property is available off Barnes Street and the developer's traffic consultant has demonstrated that access off Barnes Street can accommodate the projected traffic volumes.

The following clauses are predicated on access to the proposed development <u>not</u> being permitted off Bison Drive.

5. The Developer shall construct, in portland cement concrete pavement, the following improvements and all related works, at and in the vicinity of the intersection of Bison Drive and Pembina Highway as its share of improvements which are now, or will become necessary at this location due to increasing traffic volumes:

Schedule "B" referred to in Clause 11 of the Report of the Standing Policy Committee on Property and Development dated May 4, 1998 (continued)

i) a 30.0m southbound right-turn storage lane and transition on Pembina Highway;
ii) an extension to a length of 75m to the eastbound left-turn storage lane, plus transition, on Bison Drive including railway crossing works;
iii) an extension to a length of 115m to the eastbound right-turn storage lane, plus transition, on Bison Drive including railway crossing works;

all as determined by and to the satisfaction of the Director of Public Works.

6. The Developer shall construct, in portland cement concrete pavement, the following improvements and all related works, at and in the vicinity of the intersection of Bison Drive and Barnes Street/Markham Drive:

i) an extension to a length of 80m to the eastbound right-turn storage lane, plus transition, on Bison Drive;
ii) an extension to a length of 105m to the westbound left-turn storage lane, plus transition, on Bison Drive;
iii) an 80m eastbound acceleration lane, plus transition, on Bison Drive;

all as determined by and to the satisfaction of the Director of Public Works.

7. The Developer shall pay the full cost of the modification of the existing traffic control signals at the intersections of Bison Drive with Pembina Highway and Barnes Street/Markham Drive, necessitated by the improvements to be constructed under clauses 5. and 6., as determined by the Director of Public Works.

8. The Developer shall pay the full cost of the modification of the existing railway crossing protection on Bison Drive at the CNR Letellier Subdivision, necessitated by the improvements to be constructed under clauses 5. ii) and iii) as determined by the Director of Public Works.

9. A) The Developer shall pay its share of the cost of the following improvements on a proportionate frontage basis for the land fronting onto both sides of Barnes Street between Bison Drive and Lee Boulevard:

a) Dual 8.3m by 200mm in thickness portland cement concrete pavements in Barnes Street between Bison Drive and a point 60.0m south of the main access to the proposed development including but not necessarily limited to:

i) A transition from the four-lane divided cross-section to a 10m cross-section,
ii) Channelization at the intersection of Barnes Street and Bison Drive including, but not necessarily limited to construction of portland cement concrete pavement for through lanes, auxiliary lanes, channelization, transitions, the installation and/or relocation of street lights and other utilities and the modification of the existing traffic control signals.

b) A 10m in width and 200mm in thickness portland cement concrete pavement from the end of the transition section described in a) i) above to Lee Boulevard;

c) Ornamental street lighting, sidewalks, boulevard landscaping and any necessary land drainage works in conjunction with the above works;

all as determined by and to the satisfaction of the Director of Public Works.

B) The Developer shall finance and construct the improvements described in 9.A.a) and c) of this clause plus an asphalt transition section from the 10m concrete pavement to the existing gravel roadway and the Developer's share of the cost of all the improvements described in 9.A above shall be off-set against the cost of services to be constructed pursuant to 9.A.a) and c) above and the City shall reimburse the Developer for the difference as certified by the Director of Public Works as the City collects from the benefitting lands in accordance with the City's policy prevailing at the time of reimbursement.

C) The Developer shall at no expense to the City construct a 135m southbound left-turn storage lane and median opening at the access to the proposed development as determined by and to the satisfaction of the Director of Public Works.

Schedule "B" referred to in Clause 11 of the Report of the Standing Policy Committee on Property and Development dated May 4, 1998 (continued)

10. The Developer shall acquire and legally dedicate to the City for street right-of-way purposes, at no cost to the City, any privately owned property not controlled by the proposed development required to accommodate improvements to be constructed under clauses 5., 6., and 9. above.

The following clauses are predicated on direct access to the proposed development being permitted to Bison Drive.

11. The Developer shall construct, in portland cement concrete pavement, the following improvements and all related works, at and in the vicinity of the intersection of Bison Drive and Pembina Highway as its share of improvements which are now, or will become necessary at this location due to increasing traffic volumes:

i) a 30.0m southbound right-turn storage lane and transition on Pembina Highway;
ii) an extension to a length of 75m to the eastbound left-turn storage lane, plus transition, on Bison Drive including railway crossing works;

all as determined by and to the satisfaction of the Director of Public Works.

12. The Developer shall construct, in portland cement concrete pavement, the following improvements and all related works, at and in the vicinity of the intersection of Bison Drive and the proposed access:

i) an 80m eastbound right-turn storage lane, plus transition, on Bison Drive;
ii) a 105m westbound left-turn storage lane, plus transition and median opening, on Bison Drive;
iii) an 80m eastbound acceleration lane, plus transition;

all as determined by and to the satisfaction of the Director of Public Works.

13. The Developer shall construct, in portland cement concrete pavement, the following improvements and all related works, at and in the vicinity of the intersection of Bison Drive and Barnes Street/Markham Drive:

i) an extension to a length of 80m to the eastbound right-turn storage lane, plus transition, on Bison Drive;
ii) an extension to a length of 80m to the westbound left-turn storage lane, plus transition, on Bison Drive;

all as determined by and to the satisfaction of the Director of Public Works.

14. The Developer shall pay the full cost of the modification of the existing traffic control signals at the intersections of Bison Drive with Pembina Highway and Barnes Street/Markham Drive and shall pay the full cost of the modification of the existing railway crossing protection on Bison Drive at the CNR Letellier Subdivision, necessitated by the improvements to be constructed under clauses 11., 12., and 13. all as determined by and to the satisfaction of the Director of Public Works.

15. The Developer shall pay the full cost of the installation of traffic control signal at the proposed access off of Bison Drive, including, but not necessarily limited to pedestrian and vehicular actuation and inter-connection to adjacent traffic control signals and railway crossing protection, all as determined by and to the satisfaction of the Director of Public Works.

16. A) The Developer shall pay its share of the costs of the following improvements on a proportionate frontage basis for the land fronting onto both sides of Barnes Street between Bison Drive and Lee Boulevard:

a) Dual 8.3m by 200mm in thickness portland cement concrete pavements in Barnes Street from Bison Drive for a distance of approximately 60.0 then a transition to a 10.0m concrete pavement over an additional 60.0m and continued south to Lee Boulevard as a 10.0 concrete pavement;

b) Channelization at the intersection of Barnes Street and Bison Drive including, but not necessarily limited to construction of portland cement concrete pavement for through lanes, auxiliary lanes, channelization, transitions, the installation and/or relocation of street lights and other utilities and the modification of the existing traffic control signals;

Schedule "B" referred to in Clause 11 of the Report of the Standing Policy Committee on Property and Development dated May 4, 1998 (continued)

c) Ornamental street lighting, sidewalks, boulevard landscaping and any necessary land drainage works in conjunction with the above works.

B) The Developer shall finance and construct the improvements described in A) above to a point approximately 10.0m south of the private approach to the development plus an asphalt transition section to the existing gravel roadway and the Developer's share of the cost of improvements as described in 16.A) shall be off-set against the cost of services to be installed pursuant to 16.B). The City shall reimburse the Developer for the difference as certified by the Director of Public Works as the City collects from the benefitting lands in accordance with the City's policy prevailing at the time of reimbursement.

17. The Developer shall acquire and legally dedicate to the City for street right-of-way purposes, at no cost to the City, any privately owned property not controlled by the proposed development required to accommodate improvements to be constructed under clauses 12., 13., and 16. above.

Schedule “C” referred to in Clause 11 of the Report of the Standing Policy Committee on Property and Development dated May 4, 1998

Re: Proposed subdivision and rezoning on land located on the south side of Bison Drive between Barnes Street and Shore Street - DASZ 2/98

In order to reflect the Riel Community Committee’s decision on DASZ 2/98, Councillor Angus’ comments on the ACG’s report dated April 27, 1998 and Bruce Andrews’ comments on the ACG’s report, the following additions/changes would have to be made to the ACG’s report.

1. Pembina Highway and Bison Drive Intersection

Delete Condition 11. in its entirety and replace with the following:
"The Developer shall, after one year of monitoring following the opening of the Superstore, pay its share of the cost of the following improvements and related works, at and in the vicinity of the intersection of Bison Drive and Pembina Highway based on the increase of traffic generated by the Superstore plus anticipated traffic to be generated by Phase II:

i) A southbound right-turn storage lane and transition on Pembina Highway;

ii) An extension to the eastbound left-turn storage lane plus transition on Bison Drive including railway crossing works"

all as determined by and to the satisfaction of the Director of Public Works."

2. Bison Drive, Mid Block Access

The approval of the private approach is beyond the scope of the ACG report as this requires the approval of the Committee on Public Works. Assuming that the private approach off Bison Drive is approved, Conditions 5. through 10. will become redundant.

3. Bison Drive, Historic Cost

Delete Condition 1., this has a value of ±$116,000.00

4. Bison Drive and Markham/Barnes Intersection

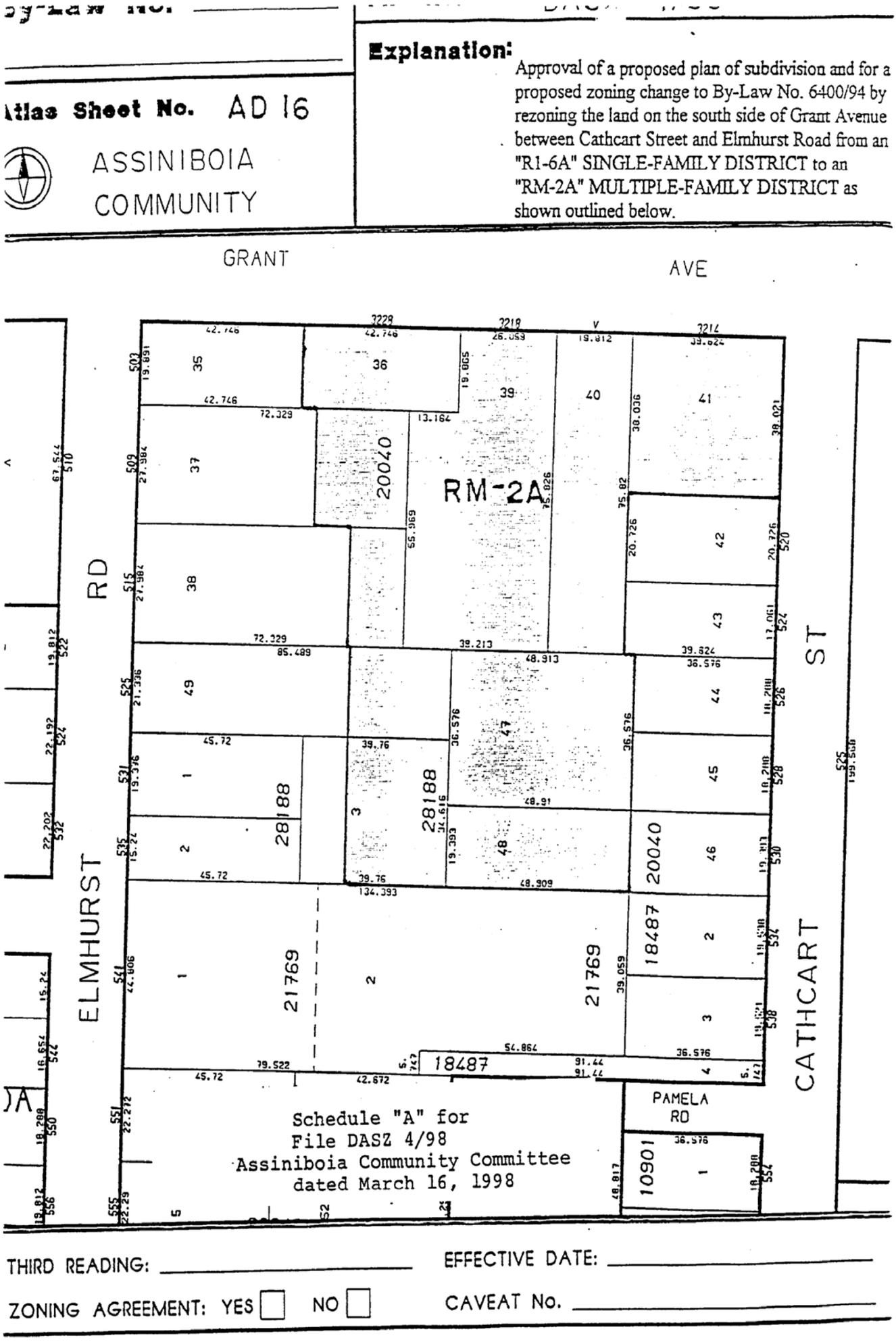
Delete Condition 13.

5. Barnes Street

Amend Condition 16.A) by deleting a) and b) and replacing with the following:
"a) Three-lane divided cross-section on Barnes Street to a point 60m south of Bison Drive i.e. a single lane (5.0m) for all southbound traffic and two lanes (8.3m) for northbound traffic with a dedicated left-turn lane and a shared through-right-turn lane;

b) A transition to a 10m roadway which 10m roadway shall be extended southerly to Lee Boulevard."

705 - Schedule "A" referred to in Clause 12 of the Report of the Standing Policy Committee on Property and Development dated May 4, 1998



706 - Schedule “A” referred to in Clause 13 of the Report of the Standing Policy Committee on Property and Development dated May 4, 1998

By-Law No. _____

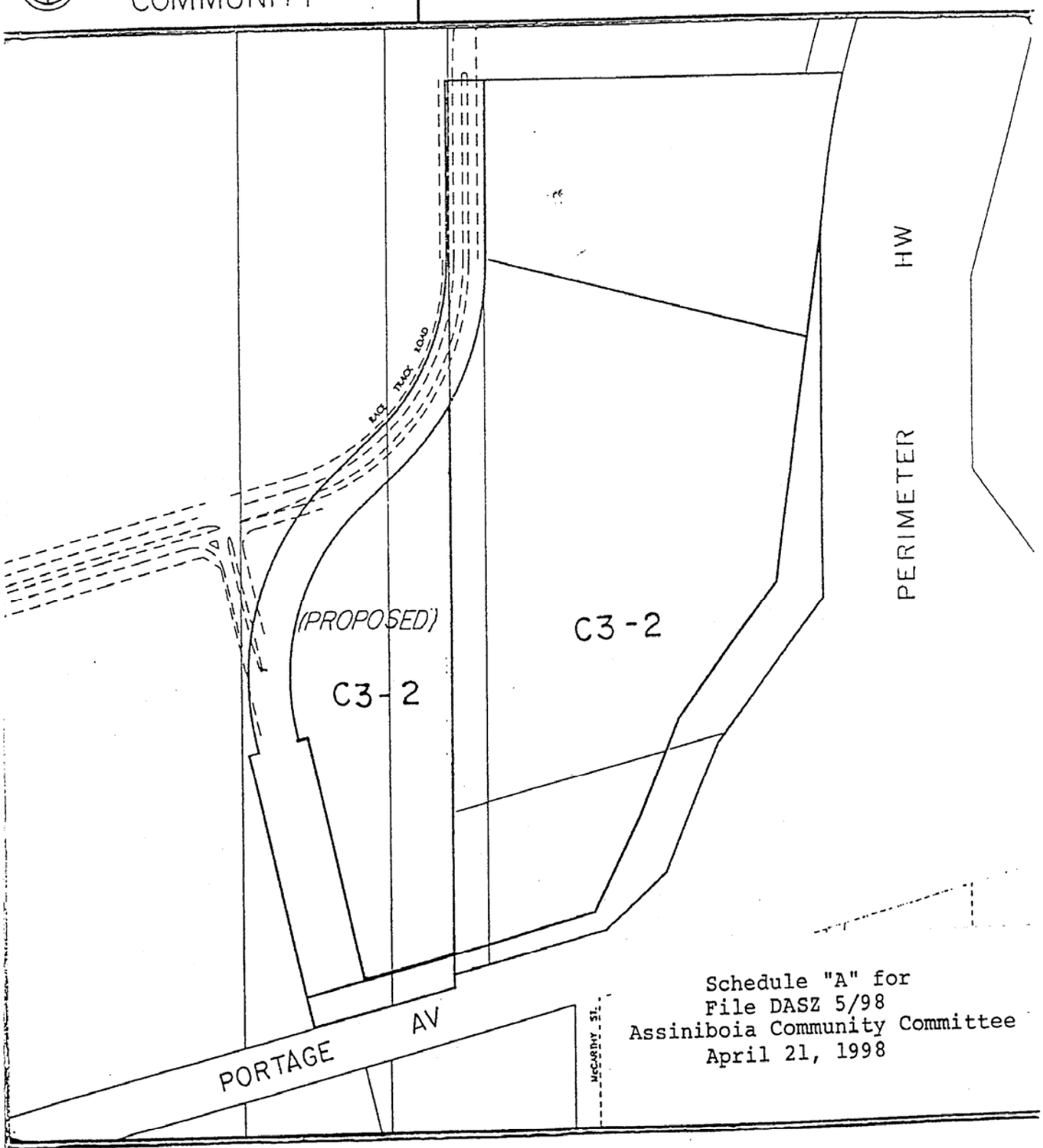
File No. DASZ 5/98

Atlas Sheet No. AA 11

ASSINIBOIA COMMUNITY

Explanation:

A proposed subdivision (parcels) and zoning change to By-law No. 6400/94 by rezoning the land located on the north side of Portage Avenue immediately west of the Perimeter Highway from an "A" AGRICULTURAL DISTRICT to an "C3-2" COMMERCIAL DISTRICT as shown below.

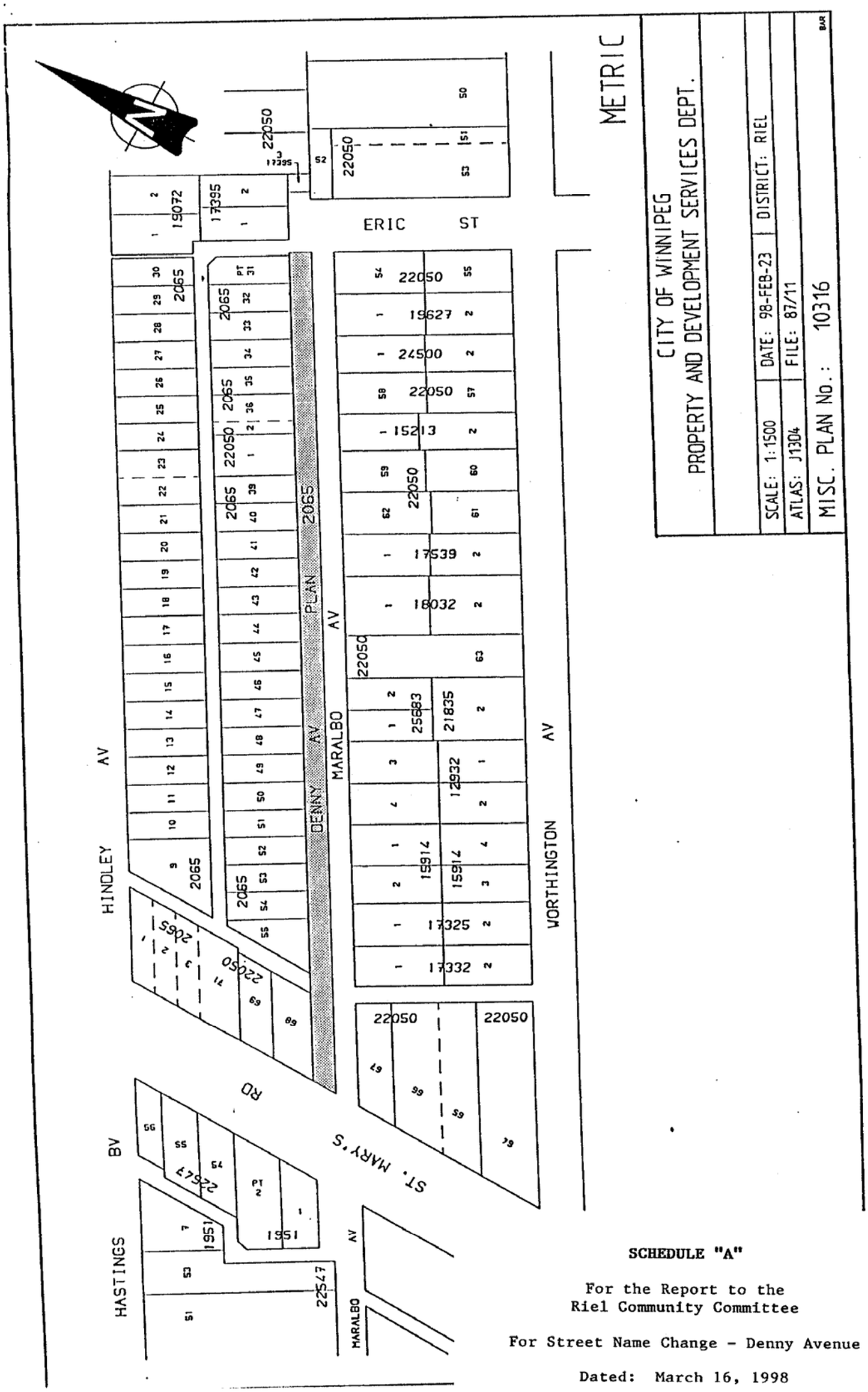


Schedule "A" for
File DASZ 5/98
Assiniboia Community Committee
April 21, 1998

THIRD READING: _____ EFFECTIVE DATE: _____

ZONING AGREEMENT: YES ☐ NO ☐ CAVEAT No. _____

707 - Schedule “A” referred to in Clause 14 of the Report of the Standing Policy Committee on Property and Development dated May 4, 1998



708 - Appendix "A" referred to in Clause 1 of the Report of the Standing Policy Committee on Property and Development dated May 5, 1998

Proposed Acquisitions - The St. Vital Parkway
File FI-2(35)(Vol. 5)

8. The Committee on Finance and Administration at its meeting held on January 6, 1997, and adjourned to January 7, 1997, considered two reports prepared by the Real Estate Division of the Land and Development Services Department dated, respectively, November 19, 1996 and December 20, 1996 concerning the property at 576 St. Mary's Road, which had been listed for sale during May of 1996. However, there was no approved program in place then to negotiate acquisition of this property. In October of 1996, the matter was brought before the Committee on Finance and Administration which authorized negotiations to proceed for acquisition of the property, subject to the Committee on Protection, Parks and Culture approving the "need" for the property by the City and by which time this property was conditionally sold. Despite the City's expression of interest and the Department's preparedness to present an offer, the property on November 7, 1996, had sold to a third party.

On October 28, 1996, when the Committee on Finance and Administration had authorized proceeding with negotiations to purchase 576 St. Mary's Road, a request was also made of the Director of Land and Development Services Department to monitor and advise the Director of Parks and Recreation of the availability of certain adjacent riverbank properties in order that they be acquired as they become available for sale. Since that time, Council, on November 20, 1996, adopted the report of the Committee on Parks Protection and Culture dated November 4, 1996, thus concurring in those recommendations.

As a matter of established policy, Council, on October 19, 1989, decided that the City shall acquire land to meet the active and passive needs of a public parks and recreation service. Such properties may be acquired through land dedication by developers, lease agreements, donations of property, and direct purchase. The fifth option of acquisition, that of land expropriation, shall not normally be utilized for parks and recreation purposes except under extreme and exceptional circumstances as may be warranted to complete a property consolidation for a long standing Council approved program. In assessing the merits for acquisition of any given property, certain criteria are used for evaluation, including the availability, size and shape of a property and the question of its need for a predetermined and warranted program. Additional criteria used for evaluation, called secondary factors, include: site amenities, uniqueness, location, accessibility and the question of whether a property is a predetermined component of a Council approved land acquisition program.

The City's policy for the sale, acquisition, rental or leasing and management of City properties provides, among other things, that when an approved capital project clearly identifies land acquisition, the departments are authorized to request the Director of Land and Development Services to begin negotiations without further approval from the Board of Commissioners, otherwise, the Board of Commissioners shall authorize the Director of the Land and Development Services Department to commence negotiations for all land acquisitions.

All land acquisition programs must be approved by Council, either through the Capital Budget or as separate programs; and once any land acquisition program has been determined by Council, the Committee on Finance and Administration shall finalize the terms and conditions of those acquisitions for which the Director of the Land and Development Services Department has no authority.

Once a land acquisition program has been approved by Council, the Director of Land and Development Services has been delegated authority to finalize property acquisitions where the purchase price payable is $25,000.00 or less.

The procedure for acquisition of land for a program not approved by Council, requires that the results of the negotiations and terms and conditions of proposed acquisition be reported through the Technical Advisory Committee on City Properties to the Committee on Finance and Administration, which Committee recommends the proposed acquisition to Executive Policy Committee, and subsequently to Council.

On October 15, 1975, Council delegated to the Board of Commissioners the authority to obtain options to purchase properties for public purposes and that the deposit for such options to be limited to 5% of the purchase price to a maximum of $10,000.00. On July 21, 1993, Council delegated the authority to obtain options to purchase properties to the Director of Land and Development Services once the Board of Commissioners has authorized the Director to undertake the land acquisition negotiations and to acquire an option to purchase with the deposit for such options being limited to 5% of the purchase price to a maximum of $5,000.00, and to report back on the results of the negotiations through the Technical Advisory Committee on City Properties.

Given the foregoing policy considerations, and given the November 20, 1996, Council Order, the system is now in place so that as individual properties are either made available to the City through unsolicited offers and/or individual properties are advertised for sale, the Real Estate Division of the Land and Development Services Department can collect and synthesize the pertinent data in order to advise the Parks and Recreation Department. That Department can than assess the merits of the particular property under consideration, identify an appropriate account number to which land acquisition costs can be charged and then, recommend to the Board of Commissioners that the Director of Land and Development Services proceed to negotiate for that acquisition, subject to final approval of the terms and conditions by Council.

A representative of the Real Estate Division will then develop a purchase proposal and negotiate with the property owner or the property owner's representative. The results of those negotiations would be communicated to the Parks and Recreation Department and, if satisfactory, reported through the Technical Advisory Committee on City Properties to the Committee on Finance and Administration, which Committee may recommend the acquisition to Executive Policy Committee and, subsequently, Council for final approval.

Appendix "A" referred to in Clause 1 of the Report of the Standing Policy Committee on Property and Development dated May 5, 1998 (continued)

To summarize, the idea to pursue selected properties in order to establish the St. Vital Parkway has been approved in principle by Council on November 20, 1996. The Parks and Recreation Department has indicated that it is fully committed to the land assembly, but considers that expropriation is not yet warranted. As and when predetermined properties are either offered for sale to the City or publicly advertised for sale, upon learning of same, the Real Estate Division of the Land and Development Services Department can assemble the pertinent data for an evaluation and confirmation of need by the Parks and Recreation Department. Then, subject to availability of a suitable source of funding, and upon receipt of instructions from the Board of Commissioners, negotiations towards acquisition can proceed. Those negotiated purchase proposals are subject to approval as to the terms and conditions, including price, by the Committee on Finance and Administration and, finally, Council.

In considering this matter, the Real Estate Division of the Land and Development Services Department has examined the following process alternatives:

Alternative No. 1:Request Council to approve the St. Vital Riverbank Parkway initiative as a Capital Program

A Council approval of this project as a capital program, together with a source of adequate funding, would allow the Committee on Finance and Administration to give final approval to the terms and conditions of each individual property acquisition. This method would also eliminate the need that the Parks and Recreation Department proceed to the Board of Commissioners, recommending that the Director of Land and Development Services be authorized to negotiate for the proposed acquisition of each property offered to the City. However, it may be difficult to specifically allocate in advance an adequate sum of money to finance the proposed acquisitions, (as opposed to seeking funding for each potential acquisition on an individual case by case basis).

This alternative was explored during 1994, at the request of the Riverbank Management Committee through the Commissioner of Finance and Administration. The then Land Surveys and Real Estate Department, in consultation with the Parks and Recreation Department, commenced an investigation for the purposes of providing a cost analysis to acquire and demolish the properties, and to identify funding sources for the possible acquisition. The conclusion reached by both Departments was that given the contribution value of the building improvements, the second level prioritization of the property for riverbank acquisition purposes and the lack of current funding (a sum greater than $2.5 Million would have been required), it would not be appropriate to pursue an active acquisition program at that time. The Administration was to recommend that the City instead pursue a more passive acquisition program wherein as the individual properties are offered for sale to the City, their acquisition will be reviewed and evaluated and depending on the decision, funding would be identified at that time.

Alternative No. 2:Recommend that Council initiate an expropriation

This alternative would achieve acquisition of those properties identified, subject to the recommendations of an inquiry officer, pursuant to the process enunciated in Manitoba's Expropriation Act. However, this process would be appreciably more expensive, than acquisition by negotiation only. This process would also be contrary to the City's policy of not relying upon the expropriation method of acquisition for Parks and Recreation purposes, except in extreme circumstances.

Alternative No. 3:Request that the Board of Commissioners authorize the Director of Land and Development Services to take Options to Purchase on each property that becomes available

This alternative would first require that a suitable sum of money be set aside for the purpose of securing Options to Purchase for all identified potential acquisitions, and it presumes that adequate funds will become available to complete each acquisition. The process is an expedient one and it would permit the administration to bring to the Committee on Finance and Administration a firm transaction, however, this alternative could from time to time, result in lost option deposits in the event that the said Committee or Council did not approve a certain proposed acquisition once the Option to Purchase had been obtained. This alternative would enable the administration to treat each proposed property acquisition as a priority, subject to the inherent risks outlined herein.

Alternative No. 4:Confirm the existing land acquisition process as outlined herein

The existing land acquisition process works, however, it may not be expeditious enough in certain circumstances. Furthermore, this method does not result in the administration initiating acquisitions, but rather, the process reacts to either unsolicited offers to sell (to the City) or public advertisement of the property for sale. This process also, does not necessarily result in the Parks and Recreation Department deciding to pursue an acquisition of each and every property that may become available for sale. The Department evaluates each opportunity to purchase as it occurs. This process was developed in accordance with the Parks and Recreation Department's standing policy of acquiring riverbank properties as they become available for sale, and only at a fair and equitable cost to the City.

Alternative No. 5:Notify all potentially affected property owners of the City's long-term interest in acquiring properties

This alternative is a variation of Alternative No. 4, however, it has the advantage of formally informing all potentially affected property owners of the City's intentions, thus, minimizing the potential for losing an opportunity to acquire any property through a sale to another private party. In order to proceed with this alternative, specific political direction must first be obtained (to notify the property owners) together with an appropriate source(s) of funding for resulting property acquisitions.

In addition to the foregoing process alternatives, the Land and Development Services Department has further considered the matter, policy-wise.

Appendix "A" referred to in Clause 1 of the Report of the Standing Policy Committee on Property and Development dated May 5, 1998 (continued)

Use of Private Real Estate Brokers

Specifically, as has been suggested, the Department has considered the notion to utilize private real estate brokers for the purpose of negotiating the proposed acquisitions.

Should the City wish to adopt a policy of utilizing a private real estate broker (as opposed to, or in addition to its staff resources), a complete re-engineering of existing policy, processes and systems would be required. This would include a thorough review of previous Council policies, staffing issues, collective agreement implications, discussions with private brokers and other government organizations. In view of the lack of resources and with existing priorities, the Real Estate Division of the Land and Development Services Department will require significant time to undertake a detailed and thoughtful process review and proposed policy change. On a preliminary basis, it would appear that this concept would involve trading one acceptable method of transacting business for another potentially acceptable method, while contending with the significant transitional issues which arise through the process of effecting the change. Perhaps an analyst with an appropriate range of experience could on a consulting basis expedite a policy and process review of this nature.

The Real Estate Division has also explored, with the Community Planning and Legal Services Divisions, the notion of withholding issuance of any building permits applied for in this area for a 60 day period to enable the administration to react and assess the situation for possible property acquisition. However, this is not a viable option given the limited circumstances as contained within the City of Winnipeg Act when the City may exercise this power. This potential strategy would have attracted unnecessary liability and exposure to financial risk for the City. However, the Director of the Parks and Recreation Department can request the Zoning Administrator to include the Parks and Recreation Department in the "One Stop Shop" for building permit process for selected areas where parks projects may be in the planning stages. The Department can then potentially persuade an applicant to delay any proposed construction if the circumstances so warrant.

It was the recommendation of the Administration that the existing process be confirmed for the acquisition of property required to establish the St. Vital Parkway over the long term.

The Committee on Finance and Administration does not concur in the administrative recommendation and recommends:

I. That the Director of Land and Development Services be authorized to negotiate for the acquisition of riverbank properties for the St. Vital Parkway situated west of St. Mary's Road between Dunraven and Harrowby Avenues; Vivian and Morier Avenues, and Fifth Avenue and Lyndale Drive, as they become available.

II. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

The Executive Policy Committee does not concur with the recommendations of the Committee on Finance and Administration, inasmuch as the subject property is not considered a priority in accordance with Policy C 185 of The City of Winnipeg, which policy provides for the acquisition of riverbank properties including priorities for same.

REFERRED TO THE STANDING COMMITTEE ON PROPERTY AND DEVELOPMENT BY COUNCIL - November 19, 1997