649 - Appendix “A” referred to in the Clause 1 of the Report of the Committee on Protection, Parks and Culture dated April 14, 1997

Discontinuance of the Season Reservation System - Kildonan Park and Windsor Park Golf Courses

File PR-2.10 (Vol. 9)

1. The Committee on Protection, Parks and Culture has been advised that in 1961, a season reservation system was introduced at the Kildonan Park and Windsor Park Golf Courses, which guaranteed tee times for interested groups of four golfers each weekend throughout the golf season. Annual renewals of these reservations were based on attendance of the previous year. This system remained in effect for thirteen years with high attendance and revenue figures, however, critics of the system claimed that it provided no opportunity for new groups to occupy a reserved tee time.

In 1984, in response to increased pressure from the public golfing community, Council approved the Parks and Recreation Department's recommendation that season reservations be awarded on a mail-in, "first-come, first-served" system. This system operated successfully until the early 1990's when the system again came under criticism.

In 1991, the Fees and Charges Policy was changed to the current "public draw" format. Interested foursomes are required to complete a mail-in registration form, and then appear or be represented at the "public draw". On a first-drawn, first-choice basis, groups select their choice of course, tee time and day which best suits their needs. By allowing the public to participate in the "public draw", the present system was deemed to be the fairest method possible.

During the past three years, significant potential revenue losses have been experienced during the season reservation time period. The loss of potential revenue for these two courses amounted to approximately $62,000 in 1994, $44,000 in 1995, and $45,000 in 1996 at the Kildonan Park and Windsor Park Golf Courses, as outlined in Appendix “A”.

The loss of potential revenues were primarily a direct result of declining demand from groups interested in having a seasonal booking, groups failing to cancel their tee time on a weekly basis, groups cancelling their reservation mid-way through the season, and perhaps the largest of all, groups failing to show with the required four players each weekend. Some revenues were gained back by allowing "casual" golfers to take vacant positions, however, these revenues were not sufficient to offset unfilled tee times.

In addition, the vast majority of season reservation golfers have their own equipment and do not tend to rent auto carts nor do they purchase golf merchandise. As a result, they do not contribute any additional "spin off" revenues, whereas non-season reservation golfers tend to purchase more merchandise, rent more auto carts and patronize the food and beverage concessions to a larger extent.

Due to the existence of the season reservations system in effect on weekends, other public golfers have been conditioned over the years to avoid phoning for vacant tee time reservations at either the Kildonan Park or Windsor Park Courses. Therefore, it remains that if the season reservation players do not honour their commitment, there is virtually no other "casual booking" to take their place, and as a result, the first tee remains empty for some time.

The trend today amongst public course golfers is that they are no longer committed to play at one specific course each weekend. Golfers like to sample various golf facilities throughout the season. This change in customer behaviour, along with competitors' discounts and coupons, have resulted in a substantial reduction in rounds played during the Municipal Golf Courses' prime time hours, particularly on weekends.

Attendance during season reservation hours of operation is running in the 68% to 71% range, and it would be preferable to increase usage to the 85% to 90% range of all available tee times. It is anticipated that by removal of the season reservation system, attendance and revenues will increase during the weekend 6:00 a.m. to 10:00 a.m. time slot at the Kildonan Park and Windsor Park Golf Courses during the next two seasons.

The season reservation system, since its inception, was a useful and profitable system. However, changes in the marketplace and the availability of other public golf courses have rendered it to be obsolete. Although there will be an initial loss of a steady core group of golfers each week, there is the expectation that by eliminating the system, the general public, including previous reservation holders, will have the opportunity to book a tee time each week without making a commitment for the whole season. Revenues from sources other than green fees are expected to increase as well including merchandise sales and auto cart rentals.

Appendix “A” referred to in the Clause 1 of the Report of the Committee on Protection, Parks and Culture dated April 14, 1997 (continued)

Further, the Parks and Recreation Department is currently considering a computerized "Tee Time Reservation" system which will allow the customers to phone one central number with golfers being able to book a tee time weeks in advance using either debit or credit cards. This would dramatically reduce the "no shows" which translates into minimizing the amount of lost revenues. By eliminating the season reservations, this new computerized system will have a better opportunity to maximize tee times particularly during weekend prime time hours. The Parks and Recreation Department also intends to monitor the situation over the next two seasons and make further recommendations as required.

The Committee on Protection, Parks and Culture therefore recommends:

I. That the Council Policy on Fees and Charges for the Parks and Recreation Department, governing the Tee Time Season Reservation System in effect at the Kildonan Park and Windsor Park Golf Courses on weekends from 6:00 a.m. to 10:00 a.m., be discontinued for a two year trial period.

II. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Copy of Appendix “A” is on file in the Office of the City Clerk.

Appendix "B" referred to in Clause 1 of the Report of the Committee on Protection, Parks and Culture dated April 14, 1997

Proposed Revisions to the Season Reservation System
at Kildonan Park and Windsor Park Golf Courses

1. *Season Reservation notice will be advertised in the local newspapers on May 10, 1997. Closing date for registration will be May 16, 1997. Public Draw will take place on Saturday, May 24, with Season Reservation to start the weekend of May 31 and June 1, and continue for 17 weeks until the weekend of September 28 and 29, 1997.*

2. *On May 24, 1997, at the "Public Draw", all successful Season Reservation holders will be required to pay a registration fee of $125.00 plus G.S.T. plus Payment No. 1 as indicated in Item 3.*

3. *All registered Season Reservation holders are required to pre-pay one month green fees for the group in advance of their season reservation as follows:*

Payment No.	*Period*	*No. of Games*	*Payment Days*
1	*June*	*20*	*May 24, 1997*
2	*July*	*16*	*June 28 and June 29, 1997*
3	*August*	*16***	*July 26 and July 27, 1997*
4	*September*	*16*	*August 30 and August 31, 1997*

*Note: ** - Season Reservations not available on August 9 and 10 due to Municipal Golf Championships held that weekend.*

4. *Cancellations - No cancellations will be accepted throughout the length of the Season Reservation season.*

5. *Rain Checks - May be issued to Season Reservation participants (and other golfers) if the golf course is unplayable (ie. extremely wet) or unsafe (ie. lightening) due to inclement weather conditions.*

6. *Frost - The City will not be responsible for frost delays, all tee times reservations will be adjusted accordingly in the event of any weather related delays.*

7. *Four Golfers - Season Reservations are for a group of FOUR golfers each week.*

8. *Continuous Bookings - Season Reservations paid in advance will be for the entire golf season. Groups not wishing to continue forfeit their rights to a reservation time in subsequent months.*

9. *Refunds - No refunds will be honoured from groups not wishing to continue or cancel their season reservation.*

10. *Season Reservation groups are expected to "check in" a minimum of 15 minutes before their scheduled tee-time. If the group fails to check in or show up, the City reserves the right to accept tee-time reservations from other waiting customers.*

650 - Appendix "A" referred to in Clause 5 of the Report of the Committee on Works and Operations dated April 15, 1997

Amendments to The City of Winnipeg Traffic By-law
No. 1573/77 File ST-5.2 (Vol. 23)

7. The Committee on Works and Operations has been advised that a Memorandum of Understanding on Vehicle Weights and Dimensions, which provided for harmonization of truck weights and dimensions throughout Canada, came into effect in 1988. It was substantially implemented across Canada by July 1, 1989, for most vehicle types and allowed for the movement of more stable and more efficient truck configurations on Canadian highways and urban streets, resulting in a greater degree of regulatory uniformity.

In Manitoba, Regulation No. H-60-575/88 of The Highway Traffic Act, allows certain types of larger vehicles (referred to as RTAC vehicles) to operate under specific conditions on highways in the Province. Since then, this network of highways has increased significantly.

The majority of the designated Provincial RTAC routes oriented to the City intersect the Perimeter Highway. Currently, the only RTAC routes within the City of Winnipeg are a few stub routes contained within the boundary of the City that directly connect to the Perimeter Highway (i.e. Portage Avenue between PTH 100/101 and the west City limit; Pembina Highway between PTH 100 and the south City limit; and Lagimodiere Boulevard between PTH 100 and the south City limit). Consequently, RTAC loads are currently only allowed to make deliveries or pick-ups in the City under permit via the shortest routing to/from the Perimeter Highway (subject to current bridge and overpass weight restrictions). The gross vehicle weight of an RTAC vehicle may be up to 62,500 kg with an overall length of up to 25 metres.

Under the existing provisions of the Traffic By-law, non-RTAC vehicles weighing up to 56,500 kg with an overall length of up to 23 metres are currently permitted to enter and exit the City without a permit, provided that the shortest routing to/from the Perimeter Highway is used (subject to current bridge and overpass weight restrictions).

Of ten Canadian cities responding to a survey on RTAC vehicles, seven indicated that they do not require RTAC vehicles to have a permit to operate on their streets.

Report No. VW-IC-1-01994, dated October 1994, titled Impacts of Canada's Heavy Vehicle Weights and Dimensions Research and Interprovincial Agreement, prepared by the Transportation Association of Canada, included an assessment of the economic impact of the effect of harmonizing trucking regulations in Canada in the period 1988 to 1992. The assessment included the impact of such regulations on the trucking industry as well as on infrastructures such as streets and bridges. Significant findings of the study included the following:

Economic Benefit

Even with slightly increased infrastructure costs, harmonization of trucking regulations is estimated to result in a substantial net saving in trucking costs, largely due to the fact that although these vehicles are somewhat heavier, they have more axles, resulting in slightly less pavement wear and street maintenance cost per unit weight of payloads that are transported. This reduced street maintenance cost is offset by a slight increase in bridge/overpass structure costs associated with strengthening existing facilities and constructing new facilities to a higher standard. Even with slightly increased infrastructure costs, harmonization is estimated to result in a substantial net saving in trucking costs, particularly for interprovincial movements in the western provinces.

The economic benefits associated with greater payloads are of particular importance to Winnipeg with the headquarters of several international trucking firms and two intermodal terminals located here in the City. Initiatives such as the airport related Winnport development will be enhanced by fewer restrictions on the movement of RTAC vehicles which, in turn will enhance Winnipeg's position as an international transportation hub.

Traffic Safety

The larger RTAC vehicles are similar in terms of road worthiness and handling characteristics to the shorter tractor semi-trailer units previously more commonly in use. Only those RTAC vehicles with the more stable hitching mechanisms are allowed a maximum gross vehicle weight of 62,500 kg. Other RTAC vehicles are limited to a gross vehicle weight of no more than 56,500 kg. — a maximum weight that is applicable to non-RTAC vehicles. Additionally, the decrease in the number of kilometres of truck travel required to transport a given payload with the larger vehicles and, therefore, the decrease in the exposure to the potential for collision per kilometre of payload transported, tends to offset the marginal increase in difficulty that may be experienced by passenger vehicles in overtaking the longer trailers and longer combination vehicles.

RTAC vehicles have been designed and constructed to carry loads that are larger and heavier than those allowable by non-RTAC vehicles. Specifications in the Regulation respecting parameters such as maximum gross vehicle weight, minimum and maximum axle width, axle spacing, axle loading, and hitching mechanisms for this type of vehicle are intended to ensure that the operation of RTAC vehicles on public streets does not compromise traffic safety, and in fact, enhances stability and control characteristics as compared to that of non-RTAC vehicles. The number of RTAC vehicles using the street system is not expected to change dramatically in the short term if the need to obtain permits for RTAC vehicles is eliminated, because of the noted weight limitations on some structures, and the cost of converting the fleet to carry RTAC loading.

Appendix "A" referred to in Clause 5 of the Report of the Committee on Works and Operations dated April 15, 1997 (continued)

There are a number of structures within the street system that are not capable of carrying RTAC loads under any circumstances. These structures are all signed on a site-specific basis. These route limitations are also noted on the truck route map.

The City of Winnipeg currently issues approximately 50 permits annually for an unknown number of RTAC vehicle trips. Annual revenue from these permits is approximately $2,800.

The Administration proposes that RTAC trucks be permitted having a maximum gross weight of up to 62,500 kg to enter and exit the City (subject to current weight limits on bridges and overpasses).

The associated implications are as follows:

1. *will allow RTAC vehicles now operating into and out of the City under permit to continue to do so under limiting circumstances without having to obtain a permit.*

2. *will not result in any significant increase in the number of RTAC vehicles that now use the streets of Winnipeg.*

3. *is not intended to permit RTAC loads on any load restricted structure nor at any location where excessive length would compromise traffic safety or traffic operations.*

4. *will not result in any additional adverse impact on pavement or structure integrity, efficiency of traffic movement, or on traffic safety beyond that which is currently experienced.*

5. *is intended to enable the operators of RTAC vehicles to change drivers at their terminals and then proceed into the City to make deliveries, under limiting conditions.*

6. *is not intended to allow un-permitted intra-city (within the City) operation of RTAC vehicles. However, in special circumstances, permits would continue to be issued for the operations of RTAC vehicles, such as (1) for the transport of liquid petroleum fuel from the Shell Bulk Marketing Terminal at 250 Panet Road (to enable Shell to compete with Imperial Oil whose terminal is located just outside the City limit), or (2) from the CN and CP Intermodal terminals (to enable delivery of loads which arrive by train from outside the City to their final destination).*

The Administration also proposes that the maximum gross weight on a steering axle to be increased from 5,500 kg to 7,300 kg on those non-RTAC vehicles that are not truck tractors such as single chassis cement mixers and mobile machines. Such an amendment will result in uniformity in steering axle weight limits of such vehicles in both The Highway Traffic Act Regulations and in the Traffic By-law.

The Committee on Works and Operations therefore recommends:

I. *That the City of Winnipeg Traffic By-law No. 1573/77 be amended to allow RTAC vehicles as defined in Regulation No. H-60-575/88 of The Highway Traffic Act having a maximum gross weight of up to 62,500 kg to enter and exit the City without a permit provided that the shortest routing to/from the Perimeter Highway via the existing truck route system is used (subject to current weight limits on bridges and overpasses).*

II. *That the maximum gross vehicle weight of any steering axle be increased from 5,500 kg to 7,300 kg with the exception of truck tractors which shall be limited to 5,500 kg.*

III. *That the City Solicitor/Manager of Legal Services be instructed to prepare the necessary amending by-law to the Traffic By-law 1573/77 for submission directly to Council.*

IV. *That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.*

651 - Appendix “A” referred to in Clause 11 of the Report of the Committee on Works and Operations dated April 15, 1997

APPENDIX "A"

1997/98 EXTENSION

TO THE

NATIONAL INFRASTRUCTURE PROGRAM

CITY OF WINNIPEG

PROGRAM

April 2, 1997

Appendix "A" referred to in Clause 11 of the Report of the Committee on Works and Operations dated April 15, 1997 (continued)

1997/98 EXTENSION TO THE NATIONAL INFRASTRUCTURE PROGRAM

Notional Funding/Allocation

1. **Winnipeg Community Services Infrastructure Renewal Program Extension - approx. $4,000,000**

   Building on the highly successful Winnipeg Community Services Infrastructure Renewal Program I in 1994/95, this program will continue with the rehabilitation and/or reconstruction of deteriorated residential street, alley and sidewalk infrastructure. This program includes a $500,000 component of road works and site access improvements at the Pan Am Pool site to accommodate hosting the 1999 Pan Am Games. Again, this program will have a training component and a focus on providing gainful employment for persons on social assistance, which will result in substantial financial social assistance savings to the Federal, Provincial and City Governments. The Project list is attached as Appendix 1.

2. **Residential Street Renewal Program Extension - approx. $11,000,000**

   As with the Residential Street Renewal Program I in 1994/95, this program will continue with the rehabilitation and reconstruction of deteriorated and failed residential streets.

   This program will consist of two separate programs totalling approximately $11,000,000:

   - a reconstruction and major rehabilitation program of deteriorated and failed residential streets
     - approximately $3,667,000. The Project list is attached as Appendix 11.
   - a rehabilitation program of deteriorated and failed residential streets
     - approximately $7,333,000. The Project list is attached as Appendix III.

Appendix "A" referred to in Clause 11 of the Report of the Committee on Works and Operations dated April 15, 1997 (continued)

Strategic Funding/Allocation

3. **Pan Am Pool Project I**
- approx. $1,000,000

This Project is in preparation for the 1999 Pan Am Games and is for the development of the area under the podium and renovations to existing spaces to include new public entry vestibule, central lobby, reception control island, public washrooms, multi purpose rooms A and B, two seminar rooms, family change rooms, concession area, food preparation area, retail space, mechanical/service rooms, common areas, podium resurfacing, renovations of roof membrane and insulation installation.

Note: This project is funded from the 1994/95 National Infrastructure Program.

4. **Pan Am Pool Project Extension**
- approx. $509,000

This project is also in preparation for the 1999 Pan Am Games and is for interior space upgrades and accessibility improvements to include interior painting of walls, acoustical treatment to dampen sound travel between pool areas, wheelchair ramp and stair repairs at podium entrance, elevator and elevator machine room modifications to accommodate handicap accessibility, stair access to second level from lobby area and from deck to stands at two locations, to accommodate wheelchairs and ceremonial entrance improvements for handicap access at front of Pool (not including atrium).

Total **approximately $16,509,000**

Notes:

All costs are approximate and subject to final funding approval by the Canada/Manitoba Infrastructure Secretariat.

Identified Project costs are estimated construction costs only and do not include any administration or interm financing costs and additional works required beyond the Infrastructure Program time frame.

Total project costs are identified on the attached table.

1997/98 EXTENSION
TO THE
NATIONAL INFRASTRUCTURE PROGRAM

Project	Infrastructure Program		Share of Construction Cost			Additional City Cost				Total City Cost
	Total Project Cost	Total Construction Cost	Federal	Provincial	City	Land Acquisition	Work Beyond Infra. Program Time Frame	1% Admin (City Share)	4% Fin. (City Share)	
National Funding/Allocation WCSIRP Ext.	4,103,418	4,000,000	1,333,333	1,333,333	1,333,334		35,000	13,684	54,734	1,436,752
RSRP Ext. Reconstructions/Major Rehabilitations	3,754,368	3,667,000	1,222,333	1,222,333	1,222,334		25,000	12,474	49,894	1,309,702
RSRP Ext. Rehabilitations	7,502,468	7,333,000	2,444,333	2,444,333	2,444,334		45,000	24,894	99,574	2,613,802
Strategic Funding/Allocation Pan Am Pool Project - I (*)	1,016,668	1,000,000	333,333	333,333	333,334			3,334	13,334	350,002
Pan Am Pool Project - Ext.	517,484	509,000	169,666	169,666	169,668			1,697	6,787	178,152
Total	16,894,406	16,509,000	5,502,998	5,502,598	5,503,004		105,000	56,083	224,323	5,888,410

(*) - Funding from the 1994/95 National Infrastructure Program

Note: All costs are approximate and subject to final funding approval by the Canada/Manitoba Infrastructure Secretariat.

April 2, 1997

APPENDIX I

CANADA / MANITOBA INFRASTRUCTURE WORKS
RESIDENTIAL STREET RENEWAL PROGRAM EXTENSION

Winnipeg Community Services Infrastructure Renewal Program Extension

RECOMMENDED PROJECTS - Total $4,000,000

Area	Street Name	From	To	Renewal Type	Project Cost
Residential Streets:					
S	CORNELL DRIVE	200' N of Fordham Bay	Fordham Bay (S leg)	Major Rehabilitation	$111,000
N	BURNELL STREET	McIntyre Avenue	Alverstone Avenue	Major Rehabilitation	$242,000
N	GARFIELD STREET N	Wellington Avenue	Sargent Avenue	Major Rehabilitation	$241,000
N	GARFIELD STREET N	Ellice Avenue	St Matthews Avenue	Major Rehabilitation	$224,000
S	HAY STREET	Brandon Avenue	Morley Avenue	Major Rehabilitation	$181,000
S	HUDSON STREET	Chevrier Boulevard	South Limit	Major Rehabilitation	$162,000
E	KILDONAN DRIVE	Helmsdale Avenue	Kimberly Avenue	Major Rehabilitation	$80,000
S	NORTH DRIVE	Point Road	Pembina Highway	Major Rehabilitation	$287,000
N	PERTH AVENUE	Main Street	Salter Street	Major Rehabilitation	$268,000
E	PORTLAND AVENUE	St Mary's Road	Neepawa Road	Major Rehabilitation	$159,000
N	RADFORD STREET	Church Avenue	Mountain Avenue	Major Rehabilitation	$202,000
N	SHERBURN STREET	Yarwood Avenue	Wellington Avenue	Major Rehabilitation	$143,000
				Sub-Total:	**$2,300,000**
S	PAN-AM POOL SITE PROJECT	Roadworks & Site Access Improvement		n/a	$500,000
				Sub-Total:	**$500,000**
Lanes:	*Area bounded by:*				
N	WALL STREET / BALMORAL STREET / NOTRE DAME AVENUE / WOLSELEY AVENUE			Reconstruction	$375,000
S	Lane E of OSBORNE STREET / BALTIMORE AVENUE / OAKWOOD AVENUE			Reconstruction	$125,000
				Sub-Total:	**$500,000**

APPENDIX I

CANADA / MANITOBA INFRASTRUCTURE WORKS
RESIDENTIAL STREET RENEWAL PROGRAM EXTENSION

Winnipeg Community Services Infrastructure Renewal Program Extension

RECOMMENDED PROJECTS (continued)

Area	Street Name	From	To	Renewal Type	Project Cost
Sidewalks:					
N	BERRY STREET	St Matthews Avenue	Silver Avenue	Reconstruction	$15,000
N	BRADFORD STREET	Sargent Avenue	Wellington Avenue	Reconstruction	$20,000
S	BYNG PLACE	Pembina Highway	Riverside Drive	Reconstruction	$25,000
N	COUNTRY CLUB BOULEVARD	Portage Avenue	McBey Avenue	Reconstruction	$20,000
S	DIEPPE ROAD	Roblin Boulevard	South limit	Reconstruction	$35,000
E	GILMORE AVENUE	Henderson Highway	Rothesay Street	Reconstruction	$40,000
S	HENDON AVENUE	Roblin Boulevard	Viateux Drive	Reconstruction	$15,000
E	HINDLEY AVENUE	St Anne's Road	East limit	Reconstruction	$25,000
N	INGLEWOOD STREET	Ness Avenue	Ferry Street	Reconstruction	$30,000
E	LONDON STREET	McLeod Avenue	Antrim Avenue	Reconstruction	$40,000
S	LYON STREET	Oakenwald Avenue	Dowker Avenue	Reconstruction	$40,000
S	MULVEY AVENUE	Rockwood Street	Thurso Street	Reconstruction	$25,000
S	MULVEY AVENUE	Thurso Street	Cambridge Street	Reconstruction	$25,000
E	NIAKWA ROAD	St Anne's Road	East limit	Reconstruction	$20,000
N	QUEEN STREET	Silver Avenue	St Matthews Avenue	Reconstruction	$50,000
N	RONALD STREET	Portage Avenue	Lodge Avenue	Reconstruction	$30,000
N	RUTLAND STREET	Ness Avenue	Silver Avenue	Reconstruction	$60,000
N	SACKVILLE STREET	Bruce Avenue	Ness Avenue	Reconstruction	$25,000
N	SANSOME AVENUE	Westwood Drive	Rouge Road	Reconstruction	$65,000
E	ST MICHAEL ROAD	St Mary's Road	Tyrone Bay	Reconstruction	$50,000
E	ST VITAL ROAD	St Mary's Road	Dunkirk Drive	Reconstruction	$35,000
S	STINSON AVENUE	Daly Street S	East limit	Reconstruction	$10,000
				Sub-Total:	**$700,000**

Appendix "A" referred to in Clause 11 of the Report of the Committee on Works and Operations dated April 15, 1997 (continued)

APPENDIX I

CANADA / MANITOBA INFRASTRUCTURE WORKS
RESIDENTIAL STREET RENEWAL PROGRAM EXTENSION

Winnipeg Community Services Infrastructure Renewal Program Extension

ADDITIONAL PROJECTS (if surplus funds available)

Area	Street Name	From	To	Renewal Type	Project Cost
Residential Streets:					
N	ARENA ROAD	Sargent Avenue	Yukon Avenue	Major Rehabilitation	$141,000
N	ARTILLERY STREET	Manitoba Avenue	Pritchard Avenue	Major Rehabilitation	$47,000
N	BURRIN AVENUE	Main Street	Alkens Street	Major Rehabilitation	$134,000
N	DUNCAN STREET	George Avenue	Gall Avenue	Major Rehabilitation	$64,000
N	EAST GATE	Blanchard Avenue	Middle Gate	Major Rehabilitation	$177,000
E	LEIGHTON AVENUE	Henderson Highway	Woodvale Street	Major Rehabilitation	$210,000
N	McKENZIE STREET	Inkster Boulevard	Polson Avenue	Major Rehabilitation	$90,000
N	McKENZIE STREET	Machray Avenue	Church Avenue	Major Rehabilitation	$67,000
E	NEEPAWA ROAD	Frederick Avenue	Poplarwood Avenue	Major Rehabilitation	$159,000
N	RICHMOND STREET	Portage Avenue	Wolseley Avenue W	Major Rehabilitation	$125,000
N	WEST GATE	Sherbrook Street	Blanchard Avenue	Major Rehabilitation	$187,000
Sidewalks:					
E	BERTRAND STREET	Rue des Meurons	Rue St Jean Baptiste	Reconstruction	$10,000
S	CALROSSIE BOULEVARD	Pembina Highway	# 940 Calrossie Boulevard	Reconstruction	$7,500
E	DUMOULIN, RUE	Rue St Joseph	Rue Langevin	Reconstruction	$10,000
E	DUMOULIN, RUE	Avenue Tache	Rue St Joseph	Reconstruction	$10,000
S	GUELPH STREET	Warsaw Avenue	Mulvey Avenue	Reconstruction	$10,000
N	ISBISTER STREET	Ness Avenue	Hamilton Avenue	Reconstruction	$40,000
E	McLEOD AVENUE	Henderson Highway	Rothesay Street	Reconstruction	$35,000
N	QUEEN STREET	Ness Avenue	Portage Avenue	Reconstruction	$18,500
N	SANSOME AVENUE	Rouge Road	Bedson Street	Reconstruction	$120,000
N	ST MATTHEWS AVENUE	Berry Street	Ferry Street	Reconstruction	$32,000
N	TRURO STREET	Ness Avenue	Silver Avenue	Reconstruction	$42,000
S	WARSAW AVENUE	Harrow Street	Guelph Street	Reconstruction	$20,000

Appendix "A" referred to in Clause 11 of the Report of the Committee on Works and Operations dated April 15, 1997 (continued)

APPENDIX II

CANADA / MANITOBA INFRASTRUCTURE WORKS
RESIDENTIAL STREET RENEWAL PROGRAM EXTENSION

1997 Reconstruction and Major Rehabilitation Program for Residential Streets

RECOMMENDED PROJECTS:

Area	Street Name	From	To	Project Type	Project Cost
N	ANDREWS STREET	Machray Avenue	Mountain Avenue	Major Rehabilitation	$241,000
N	EINARSON AVENUE	Burrell Street	Banning Street	Major Rehabilitation	$64,000
E	GLENWOOD CRESCENT	Leslie Avenue	Digby Avenue	Major Rehabilitation	$68,000
S	GUELPH STREET	Grosvenor Avenue	Corydon Avenue	Reconstruction	$376,000
E	HARBISON AVENUE W	Watt Street	Roch Street	Reconstruction	$444,000
N	LINCOLN AVENUE	Jordan Street	Worth Street	Reconstruction	$723,000
S	LYNDALE DRIVE	Latchewood Place	Lawndale Avenue	Major Rehabilitation	$215,000
N	PARR STREET	Redwood Avenue	Burrows Avenue	Reconstruction	$277,000
N	POLSON AVENUE	Powers Street	Andrews Street	Reconstruction	$257,000
N	ST CROSS STREET	Atlantic Avenue	Cathedral Avenue	Major Rehabilitation	$82,000
N	VALOUR ROAD	Wellington Avenue	Sargent Avenue	Reconstruction	$362,000
S	WAVERLEY STREET	Wellington Crescent	Academy Road	Reconstruction	$178,000
S	WILTON STREET	Academy Road	Kingsway	Reconstruction	$380,000
				Total:	**$3,867,000**

Appendix "A" referred to in Clause 11 of the Report of the Committee on Works and Operations dated April 15, 1997 (continued)

APPENDIX II

CANADA / MANITOBA INFRASTRUCTURE WORKS
RESIDENTIAL STREET RENEWAL PROGRAM EXTENSION

1997 Reconstruction and Major Rehabilitation Program for Residential Streets

ADDITIONAL PROJECTS (If surplus funds available):

Area	Street Name	From	To	Renewal Type	Project Cost
N	AMARYNTH CRESCENT	School Road (North)	Antoine Avenue	Reconstruction	$433,000
N	ANDREWS STREET	Burrows Avenue	Manitoba Avenue	Reconstruction	$177,000
N	ANTOINE AVENUE	Amarynth Crescent	School Road	Reconstruction	$240,000
N	BANNERMAN AVENUE	Scotia Street	Emslie Street	Reconstruction	$643,000
N	BORROWMAN PLACE	Portage Avenue	Broadway	Reconstruction	$207,000
E	CASTLE AVENUE	Grey Street (West)	Gateway Road	Reconstruction	$481,000
N	DAGMAR STREET	Bannatyne Avenue	McDermot Avenue	Major Rehabilitation	$75,000
E	MOROZ STREET	Ravelston Avenue	Yale Avenue	Reconstruction	$88,000
N	PARKVIEW STREET	143' N of Silver Avenue	Silver Avenue	Reconstruction	$47,000
N	PARR STREET	Burrows Avenue	Selkirk Avenue	Reconstruction	$428,000
N	POLSON AVENUE	McGregor Street	Parr Street	Reconstruction	$533,000
N	REDWOOD AVENUE	McGregor Street	Parr Street	Reconstruction	$786,000
N	RICHARD AVENUE	Wall Street	Erin Street	Reconstruction	$198,000
N	RUBY STREET	Westminister Avenue	Wolseley Avenue	Reconstruction	$304,000
N	SARA AVENUE	Sherbrook Street	Maryland Street	Reconstruction	$112,000
N	SINCLAIR STREET	Church Avenue	Mountain Avenue	Reconstruction	$392,000
S	VISCOUNT PLACE	Nelley Street	Point Road	Reconstruction	$196,000
S	WARSAW AVENUE	Pembina Highway	Daly Street	Reconstruction	$304,000

Appendix "A" referred to in Clause 11 of the Report of the Committee on Works and Operations dated April 15, 1997 (continued)

APPENDIX III

CANADA / MANITOBA INFRASTRUCTURE WORKS
RESIDENTIAL STREET RENEWAL PROGRAM EXTENSION

1997 Rehabilitation Program for Residential Streets

RECOMMENDED PROJECTS:

Area	Street Name	From	To	Project Type	Total Project Cost
N	BERRY STREET	Wellington Avenue	Ellice Avenue	Rehabilitation	$561,000
S	CRANE AVENUE	South Drive	Pembina Highway	Rehabilitation	$445,000
S	CAMBRIDGE STREET	Grant Avenue	Taylor Avenue	Rehabilitation	$272,000
S	DALHOUSIE DRIVE	Silverstone Avenue	Ulster Avenue	Rehabilitation	$397,000
S	DALY STREET SOUTH	Morley Avenue	Jubilee Avenue	Rehabilitation	$308,000
N	DONCASTER STREET	Wellington Crescent	Tuxedo Avenue	Rehabilitation	$355,000
E	GREY STREET	Union Avenue	Castle Avenue	Rehabilitation	$127,000
N	JARVIS AVENUE	Parr Street	McPhillips Street	Rehabilitation	$567,000
E	KIMBERLY AVENUE	Raleigh Street	Walt Street	Rehabilitation	$394,000
N	MAPLEGLEN DRIVE	Marbury Road	Sheppard Street	Rehabilitation	$199,000
E	McMEANS AVENUE E	Argus Road	Day Street	Rehabilitation	$303,000
E	MEADOWOOD DRIVE	St Anne's Road	Pluntree Place	Rehabilitation	$525,000
S	NATHANIEL STREET	Hector Avenue	Taylor Avenue	Rehabilitation	$483,000
N	NESS AVENUE	Sturgeon Road	Pebblewood Lane	Rehabilitation	$137,000
E	PANDORA AVENUE	Wilkona Street	507' E Plessis Road	Rehabilitation	$615,000
E	ROTHESAY STREET	Gilmore Avenue	Douglas Avenue	Rehabilitation	$96,000
E	ROTHESAY STREET	Donwood Drive	Edison Avenue	Rehabilitation	$402,000
E	ROUGEAU AVENUE	Perry Bay (W)	521' W of Bachinsky Street	Rehabilitation	$494,000
N	SALTER STREET	North limit	Leila Avenue	Rehabilitation	$673,000
				Total:	**$7,333,000**

Appendix "A" referred to in Clause 11 of the Report of the Committee on Works and Operations dated April 15, 1997 (continued)

APPENDIX III

CANADA / MANITOBA INFRASTRUCTURE WORKS
RESIDENTIAL STREET RENEWAL PROGRAM EXTENSION

1997 Rehabilitation Program for Residential Streets

ADDITIONAL PROJECTS (if surplus funds available):

Area	Street Name	From	To	Renewal Type	Project Cost
S	CAMBRIDGE STREET	Corydon Avenue	Grant Avenue	Rehabilitation	$411,000
E	COTTONWOOD ROAD	E/B - 312' E of Autumnwood Drive	E/leg Cypress Bay	Rehabilitation	$144,000
E	COTTONWOOD ROAD	CPR	Rue Archibald	Rehabilitation	$15,000
S	DALHOUSIE DRIVE	Park Entrance	Pembina Highway	Rehabilitation	$125,000
E	DUGALD ROAD	W/B - Lagimodiere Boulevard	Holden Street	Rehabilitation	$62,000
S	GROSVENOR AVENUE	Cambridge Street	Ash Street	Rehabilitation	$349,000
S	GROSVENOR AVENUE	Ash Street	Lindsay Street	Rehabilitation	$451,000
N	JEFFERSON AVENUE	W/B - Pipeline Road	Mansard Close	Rehabilitation	$308,000
E	KILDARE AVENUE	Winona Street	Brewster Street	Rehabilitation	$505,000
E	KILDARE AVENUE	Leola Street	Day Street	Rehabilitation	$384,000
N	MARKET AVENUE	Lily Street	Main Street	Rehabilitation	$174,000
N	McDERMOT AVENUE	Adelaide Street	Hargrave Street	Rehabilitation	$65,000
N	McDERMOT AVENUE	Arthur Street	King Street	Rehabilitation	$34,000
E	McLEOD AVENUE	Gateway Road	Raleigh Street	Rehabilitation	$39,000
E	MOLSON STREET	Panet Road	Monroe Avenue	Rehabilitation	$157,000
S	MORLEY AVENUE	Osborne Street	Daly Street	Rehabilitation	$305,000
E	ROTHESAY STREET	Lane N of Donwood Drive	Donwood Drive	Rehabilitation	$108,000
N	SINCLAIR STREET	Lelia Avenue	Kingsbury Avenue	Rehabilitation	$203,000
N	SINCLAIR STREET	Jefferson Avenue	N/leg of Primrose Crescent	Rehabilitation	$104,000
S	SILVERSTONE AVENUE	Cornell Drive	25' E of E leg of McMaster	Rehabilitation	$144,000
E	WATT STREET	Lane N of Leighton Avenue	Dunrobin Avenue	Rehabilitation	$361,000
N	WELLINGTON AVENUE	Erin Street	Garfield Street N	Rehabilitation	$355,000

652 - Schedule "A" referred to in Clause 1 of the Report of the Committee on Planning and Community Services dated March 17, 1997

Versacold Group - Cold Storage Facility - 200 Dawson Road File EP-7-(Vol. 1)

12. The Committee on Planning and Community Services concurs in the following resolution and submits same to Council for favourable consideration:

WHEREAS the City of Winnipeg has been advised that Versacold, who operates a food warehouse and distribution centre at 200 Dawson Road, has indicated its serious objections to the asphalt plant being proposed for construction at 190 Dawson Road North;

AND WHEREAS, both 190 and 200 Dawson Road North are currently zoned "M-3", and that both the Distribution Centre, which is a cold storage facility for primarily meat and dairy products, and the proposed Borland asphalt plant, are currently permitted uses under "M-3" zoning but are considered to be possibly incompatible when in operation side by side;

THEREFORE BE IT RESOLVED that the Minister of Environment be advised that the City of Winnipeg is considering a review of the zoning by-law relative to compatible uses within the industrial zoning designation.

REFERRED BACK TO THE COMMITTEE ON PLANNING AND COMMUNITY SERVICES BY COUNCIL - Reconvened meeting of March 27, 1997

653 - Schedule “A” referred to in Clause 1 of the Report of the Committee on Planning and Community Services dated April 8, 1997

By-Law No. _____

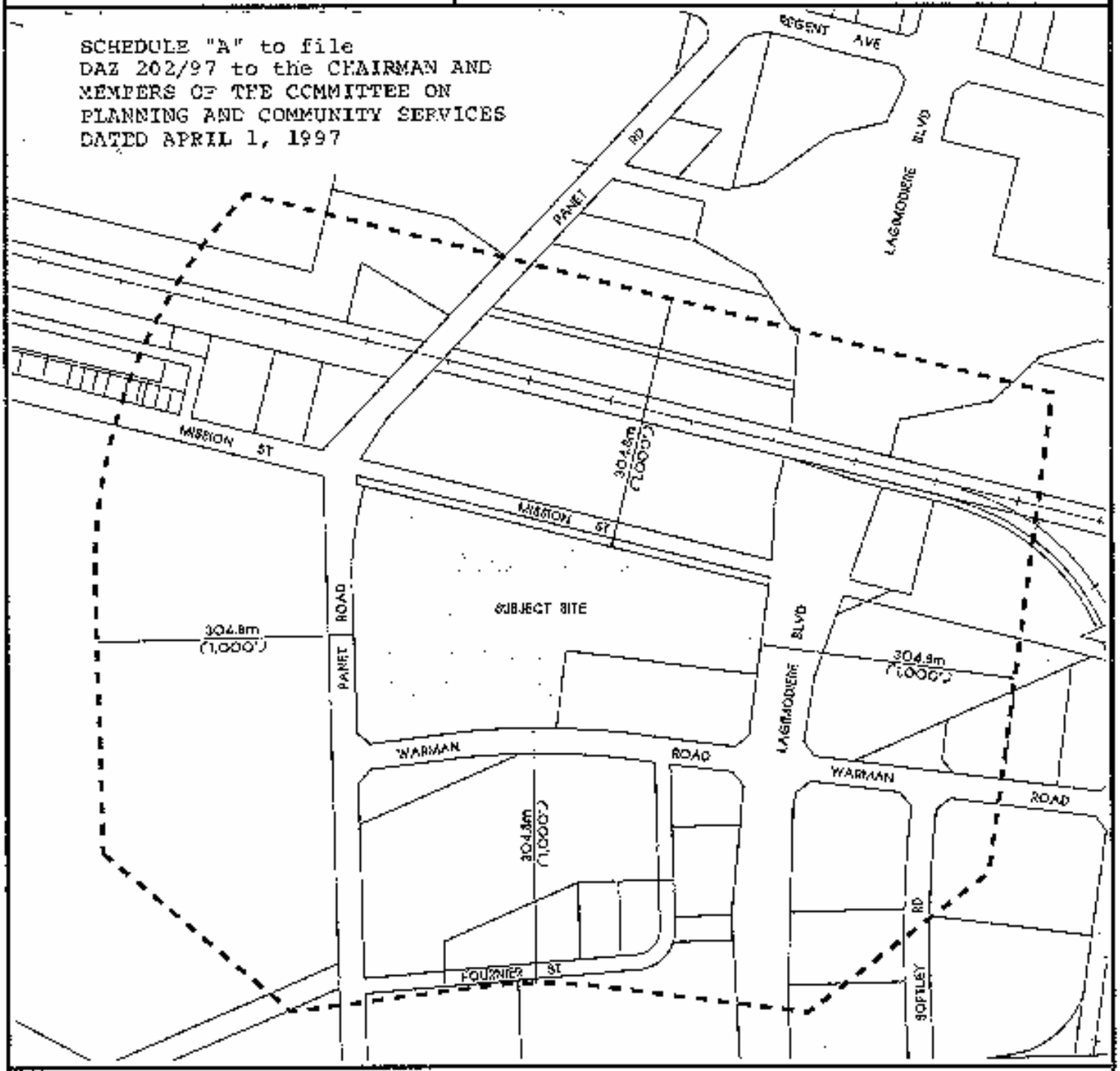
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Atlas Sheet No. Z 29

File No. DAZ 202 /97

Explanation:

To amend the text of Zoning By-law No. 8400/80, Part VIII, Section 810 by amending Table(1) to change certain listed 'PERMITTED' uses in the "M2" and "M3" INDUSTRIAL DISTRICTS to 'CONDITIONAL' uses when located within 304.8 metres (1000 feet) of a major meat processing facility, the affected land shown as outlined below.



THIRD READING: _____ EFFECTIVE DATE. _____

ZONING AGREEMENT: YES ☐ NO ☐ CAVEAT No. _____ _____

654 - Schedule "A" referred to in Clause 2 of the Report of the Committee on Planning and Community Services dated April 8, 1997

Listing of the McGowan Residence - 127 Rupertsland Avenue as a Historic Building
File G-3.1.1 [c/r PR-7(34) (Vol. 1)]

1. The Committee on Planning and Community Services has been advised that on April 13, 1995, the Lord Selkirk-West Kildonan Community Committee recommended that favourable consideration be given to placing the McGowan Residence located at 127 Rupertsland Avenue on the Buildings Conservation List as a Grade III building.

On April 27, 1995, the Committee on Planning and Community Services placed the McGowan Residence, 127 Rupertsland Avenue on the Buildings Conservation List as a Grade III building, following a recommendation from the Historical Buildings Committee for the following reasons:

1. This house with its gambrel roof, front porch and verandas serves as a good example of an early 20th century middle-class home.

2. The building greatly contributes to the existing historical character of the neighbourhood.

3. Designed by Winnipeg architect Cyril Chivers, this building illustrates changes in housing types, ranging from the log vernacular of Seven Oaks House, the 1874 Red River frame Bleak House to an architect designed house, all for descendants of John Inkster.

For the information of Council the Summary of Historic Research is outlined on Schedule "A".

Mrs. McGowan turned over the well-treed, 0.68-hectare (1.68-acre) site to the City of Winnipeg in 1994 for passive park purposes. This donation completed public ownership of the land between Colleen Road and Jones and Mac streets which contains the Seven Oaks Museum and a playground. Along with nearby Bleak House, these holdings form an exceptional collection of successive housing types on their original sites, a collection which not only represents four generations of Inkster family history, but also Winnipeg's evolution from a colonial fur trade and farm settlement to a modern urban centre.

The building has been secured pending finalization of plans for the site and possible integration with the North Winnipeg Riverbank Parkway.

On November 28, 1996, the Commissioners of Planning and Community Services and Protection, Parks and Culture prepared a report (as outlined on Schedule "B") recommending as follows:

- *That the Grade III Historical Designation associated with the dwelling known as McGowan House located at 127 Rupertsland Avenue, be rescinded and the structure demolished.*

- *That, subject to the aforementioned demolition, the associated property bequested to The City of Winnipeg for passive park purposes be formally named "McGowan Park."*

On February 20, 1997, the Historical Buildings Committee reviewed the referenced administrative report recommending the delisting of the building located at 127 Rupertsland Avenue. The Committee recommended that the structure not be delisted since no significant circumstances had changed since the original evaluation of the building.

On March 17, 1997, the Committee on Planning and Community Services heard from a number of groups relative to the proposed delisting of McGowan House. Daria Tittenberger, Board Member, Winnipeg Art Festival Inc., and Bernice Marmel were heard in support of keeping McGowan House listed as a Grade III building and submitted a business proposal in this regard.

Lorne Campbell, Aikins, MacAulay and Thorvaldson, Barristers and Solicitors, representing the estate of the late Mrs. A. McGowan, and Ruth Boyd who submitted a communication dated February 28, 1997, requested the City to carry out the intent of Mrs. McGowan's wishes that the Grade III historical designation of 127 Rupertsland Avenue must be rescinded and the structure demolished immediately.

The Committee on Planning and Community Services reiterates its previous decision of April 27, 1995 and recommends that the structure located at 127 Rupertsland Avenue not be delisted inasmuch as there have been no significant changes since the original evaluation and that the McGowan Residence continue to be listed as a Grade III building on the Buildings Conservation List.

REFERRED BACK TO THE COMMITTEE ON PLANNING AND COMMUNITY SERVICES BY COUNCIL - Reconvened meeting of March 27, 1997

Schedule "A" referred to in Clause 2 of the Report of the Committee on Planning and Community Services dated April 8, 1997 (continued)

Schedule "A" referred to in Clause 1 of the Report of the Committee on Planning and Community Services dated March 17, 1997

Summary of Historic Research

The dominant red gambrel roof of 127 Rupertsland Boulevard may first catch the eye, but what really distinguishes the dwelling are its generous grounds in an otherwise densely developed neighbourhood. The setting signals that this is an extraordinary place, part of a river lot retained by members of the pioneer Inkster family for more than 150 years while adjacent land was subdivided for urban use. The house is one of several built in the area by the Inksters and the third to be donated to public ownership.

The dynasty began with John Inkster (1799-1874), a native of Scotland's Orkney Islands who came to British North America in 1821 with the Hudson's Bay Company (HBC), gained independent status a few years later, and began farming on an uncle's land in the Red River Settlement. In 1826, he married Mary Sinclair (1804-1892), daughter of an HBC official.

The couple settled on, and in 1839 acquired, what became Lot 6 in the Parish of Kildonan near the site of the 1816 Battle of Seven Oaks between Lord Selkirk's colonists and supporters of the rival North West Company. Inkster engaged in freighting and trading, and operated a mill, store and post office on his homestead. He also was a local magistrate, justice of the peace, member of the Council of Assiniboia, and rector's warden of St. John's Cathedral.

His second Kildonan house, now 115 Rupertsland, was a two-storey, nine-room log structure built in 1851-53. It was donated to the municipality in 1915, but remained in residential use until the early 1950's. It was restored and opened in 1958 as the Seven Oaks House Museum.

Three of the nine Inkster children stayed on the river lot. Colin (1843-1934) farmed part of the land while also serving as a provincial court official from 1876 to 1928. His Bleak House at 1637 Main Street, another log structure with wood siding, was built in 1874-75, occupied by his daughter Sibyl until the early 1970's, then converted to a senior citizens' centre. Mary Inkster (1833-1912) lived in Seven Oaks House until her death, while Harriet (c.1846-1922) was in a dwelling erected in the 1870's to the west of the family home.

Harriet was the second wife of William McMurray who was born in the North-West to an HBC chief trader, educated at the Red River Academy and apprenticed as an HBC postmaster. He later became inspecting chief factor for the company's northern district and was based at Ile-à-la-Crosse (now in Saskatchewan). He died suddenly in 1877 while on a visit to Seven Oaks, leaving his widow to raise five children.

In 1909, Mrs. McMurray replaced her earlier dwelling with a 2 ½-storey frame structure designed by Cyril W.U. Chivers in the Dutch Colonial Revival style characterized by a side gambrel roof, symmetrical front (south) façade, accentuated entrance, shed dormer, and multi-paned, double-hung sash windows in plain surrounds.

The 10-room house, situated at the end of a long driveway off Jones Street, has a rusticated stone foundation, horizontal wood siding on the first floor and large, slightly flared roof shingled in a coursed pattern. The main entrance features Tuscan order wooden columns, a low-pitched hip roof and solid wooden door flanked by sidelights. Basement and ground-floor windows appear on both sides of the porch, while the second storey contains a centre dormer with a small pair of windows and shed roof, plus two end dormers with single rectangular openings beneath hip roofs.

An open veranda extends across the entire east elevation on stone piers between wooden lattice infill. Its Tuscan columns support a balcony complete with a wooden balustrade and an entrance off the second floor.

The eclectic design of the structure's northwest corner includes an overlapping pair of gable dormers and an overhanging sunroom connected by a shed roof to back and side entrances. Windows on the rear (north) façade are variously shaped and placed. The west wall is highlighted by a small bay beneath a shed roof on the main floor and a large fixed opening with side sashes on the upper level.

Architect Chivers (1879-1969) was born in England and came to Winnipeg in 1898 after studies at the London Polytechnic Institute. He worked with S. Frank Peters and George Browne, then was a draughtsman with the Canadian Pacific Railway. He also undertook freelance commissions, mainly in the residential sector, before opening a full-time practice. After being overseas with the First Canadian Mounted Rifles during World War I, he resumed his solo career and in c.1928 went into partnership with another long-standing local practitioner, George W. Northwood (1876-1959).
Their firm was responsible for the Wheat Pool, Canadian General Electric, Dominion Public, and Singer buildings; expansion and façade redevelopment at St. Ignatius Church; the second Assiniboine Park Pavilion; Women's Tribute Memorial Lodge; a St. Vital branch of the Imperial Bank of Canada; the Civic Auditorium (with other architects); Winnipeg General Hospital X-Ray Building; Bank of Toronto at Portage and Notre Dame (with others); and several additions to major commercial and institutional buildings. The partnership operated until the latter 1950s, adding as principals Cyril's son, John A. Chivers, and P.M. Casey.

The McMurray House continued to be owned by female Inkster descendants after Harriet's death. It passed to one of her daughters, Harriet Jane Mermagen (1874-1948), wife of Lieutenant-Colonel Ernest W. Mermagen (1871-1947) who managed the Manitoba Mortgage and Investment Co. and later the British Winnipeg Investment Co. He was with the 27th Battalion during World War I and an official with the Indian Residential School Commission in the 1930's.

Schedule “A” referred to in Clause 2 of the Report of the Committee on Planning and Community Services dated April 8, 1997 (continued)

The property was transferred to the Mermagens' daughter, Anne Elizabeth (Nancy) McGowan, in 1948. Her husband, Lieutenant-Colonel Clarence L. McGowan (1908-1982), born at Rathwell, Manitoba, was with the Royal Canadian Artillery prior to World War II, then served as a staff officer in Canada and Europe before returning to command the 39th Field Regiment. He later was an engineer with Mumford Medland Ltd., then with the Mathews Conveyor Co. whose local office was at 127 Rupertsland in the 1960's and 1970's.

Schedule "A" referred to in Clause 2 of the Report of the Committee on Planning and Community Services dated April 8, 1997 (continued)

Schedule "B" referred to in Clause 1 of the Report of the Committee on Planning and Community Services dated March 17, 1997

RE: McGOWAN HOUSE - 127 RUPERTSLAND AVENUE

RECOMMENDATIONS:

1. *That the Grade III Historical Designation associated with the dwelling known as McGowan House located at 127 Rupertsland Avenue, be rescinded and the structure demolished.*

2. *That, subject to the aforementioned demolition, the associated property bequested to The City of Winnipeg for passive park purposes be formally named "McGowan Park."*

REASON:

Council approval is required to rescind Historical Designations under the Historical By-Law No. 1474/77 while approval of the Standing Committee on Protection, Parks and Culture is required for all requests for the naming of park sites.

HISTORY:

By legal agreement dated September 22nd, 1992, the owner of 127 Rupertsland Avenue, Mrs. Anne Elizabeth McGowan, entered into an agreement with The City of Winnipeg to convey said dwelling and associated property to the City upon her vacating said lands. In accordance with Clause 3(a) (iii) of the subject agreement, "the City shall be entitled at its sole discretion, to maintain, remove and/or demolish the dwelling located on the said lands."

By legal agreement dated September 13th, 1994, Mrs. McGowan formally vacated the subject lands and requested the City to take immediate possession of the property. However, prior to leaving the residence Mrs. McGowan arranged for the removal of certain fixtures and artifacts from the dwelling and sold same to the Old House Revival Company on Corydon Avenue. Upon receiving the keys to the residence the City discovered that same had occurred became concerned as this action violated the agreement which had been executed by Ms. McGowan. Accordingly, on or about September 13th, 1994, the City made arrangements with the Old House Revival Company to return all fixtures and materials to the subject dwelling for a fee of $5000.00.

At its meeting held on October 11th, 1994, the Lord Selkirk/West Kildonan Community Committee concurred in the recommendation contained within a report dated October 3rd, 1994, from the Director of Parks and Recreation; namely, that the Civic Buildings Department do all things necessary to secure the subject building and to prevent deterioration until such times as the final plans have been completed. The Community Committee also requested a report outlining the costs to secure and maintain the building for the winter season and further instructed that the matter be forwarded to the Historical Buildings Committee to determine whether the property is currently on the Historical Buildings List and, if not, that the property be evaluated for listing.

By letter dated November 14th, 1994, the solicitor for Mrs. McGowan advised the City that she wishes to have the subject dwelling demolished so that the concept of a total passive park around the adjacent Seven Oaks Museum can be accomplished.

By letter dated January 13th, 1995, the Commissioner of Protection, Parks and Culture advised the Grantor's solicitor that "the preservation and restoration of the house for local/historical interpretative purposes is considered as a 'passive use' of the property in accordance with the existing hierarchy of parks and recreation activities. Accordingly, the City does not share the concerns of your client regarding the potential preservation of the House for local historical purposes as being incompatible with the 'passive' park concepts."

By letter dated January 25th, 1995, the solicitor for Ms. McGowan requested that the City of Winnipeg honour Mrs. McGowan's concept of passive and proceed with the demolition of the House.

By letter dated January 30th, 1995, the Commissioner of Protection, Parks and Culture advised the Grantor's solicitor of the aforementioned motion passed by the Lord Selkirk/West Kildonan Community Committee and that the City's Heritage Planner will be submitting a report which may or may not recommend its demolition to the Historical Buildings Committee for its next meeting scheduled for February 9th, 1995.

By letter dated February 3rd, 1995, the solicitor for Ms. McGowan reiterated that his client's position is that the legal document requires the demolition of the House.

At its meeting held on February 9th, 1995, the Historical Buildings Committee recommended that the subject dwelling receive a Class III designation; which means that said structure is identified as having a moderately significant heritage. While alterations to the exterior of the building must be reviewed by the Committee, there are no restrictions on any interior alterations.

At its meeting held on April 11th, 1995, the Lord Selkirk/West Kildonan Community Committee concurred in the aforementioned recommendation of the Historical Buildings Committee.

Schedule "A" referred to in Clause 2 of the Report of the Committee on Planning and Community Services dated April 8, 1997 (continued)

DISCUSSION:

As indicated on the attached report drawing No. 50-86, the subject property is situated at the termination of Rupertsland Avenue and Jones Street and comprises .68 hectares.

Since receiving formal title to the subject property the Civic Buildings Department has expended the following funds to provide minimal heat and security for the structure:

- *$2,142.15 (Gas)*
- *$ 466.11 (Hydro)*
- *$ 400.11 (Security)*

However, after reviewing this issue once again, it is hereby recommended that the Grade III Historical Designation associated with the dwelling known as McGowan House located at 127 Rupertsland Avenue, be rescinded due to the following rationale:

- *It could be argued that there is a moral obligation to comply with the former owner's insistence that this bequest was conditional upon the subject dwelling being demolished to provide for a "passive" park.*

- *No formal plans for the redevelopment of the subject dwelling have been submitted by any citizen group or organization.*

- *Neither the Civic Buildings Department nor the Parks and Recreation Department have budgeted for the operation of any subsequent redevelopment of this structure nor have capital funding for future capital repairs and improvements. With regards to operating requirements, it is estimated that funding in the amount of $3,200 to $5,500 would have to be identified by Civic Departments. With regards to capital improvements; it must be noted that there are $20,000 worth of repairs necessary to nearby Bleak House required in the immediate future that have not been budgeted for. Over time, it is anticipated that McGowan House would require similar capital funding.*

- *A recent site inspection of the structure by appropriate representatives of the Fire Prevention Branch of the Winnipeg Fire Department has confirmed that the house is considered a fire hazard in view of its derelict condition and the storage of building materials scattered throughout the building.*

Subject to the demolition of the subject structure, it is further recommended that the well-treed 68 hectare site be named "McGowan Park" because of the family's spirited public donation and in view of the family's relation to the historically significant Inkster family. This donation completed public donation of the land between Colleen Road and Jones and Mac Streets which contains the Seven Oaks Museum.

Schedule "B" referred to in Clause 2 of the Report of the Committee on Planning and Community Services dated April 8, 1997

3161 Grant Ave., -Apt. 313
Charleswood, Man.
R3R 3R1
August 9, 1995.

City of Winnipeg,
Office of the Mayor,

Dear Madam:

I have been advised to write to you for help and advise.

In 1992 I signed an agreement with the City of Winnipeg, donating my property, 1.3 acres of mostly lawn and trees, to be an addition to Seven Oaks Park, which adjoins it, as a "passive park", with the understanding that the house should be demolished. I understand that a "passive park" can have no buildings on it.

Since then I have been informed that my house, built by Mr. George Northwood, a partner of Mr. C.W.D. Chivers is considered a "Heritage House". I have a copy of the report from the Historic Buildings Committee submitted on Feb. 9, 1995, in which there are several errors, which in no way fit in with a "Heritage House".

The "red gambrel roof" only became a red roof in 1947 - previous to that it had been a brown wooden shingle roof.

The "open verandah" was fully screened, with the only entrance being from the house itself.

"The eclectic design of the North West corner" is an addition put on in 1946, containing a stairway to allow covered entrance to the second floor living quarters.

There is no sun-room. I lived in that house from the time I was a small girl until I left there for good in September 1994. I think I would have noticed a sun-room. I was also consulted as to where the additional stairway to the second floor should be placed.

In other words, as it is the second house built on the same foundation by my grandmother, and has had vast reconstruction done to both the interior and the exterior in the last fifty years, it hardly seems to qualify as a "Heritage House".

Will you please help me to get it demolished as requested, so that we can develop our "passive park"?

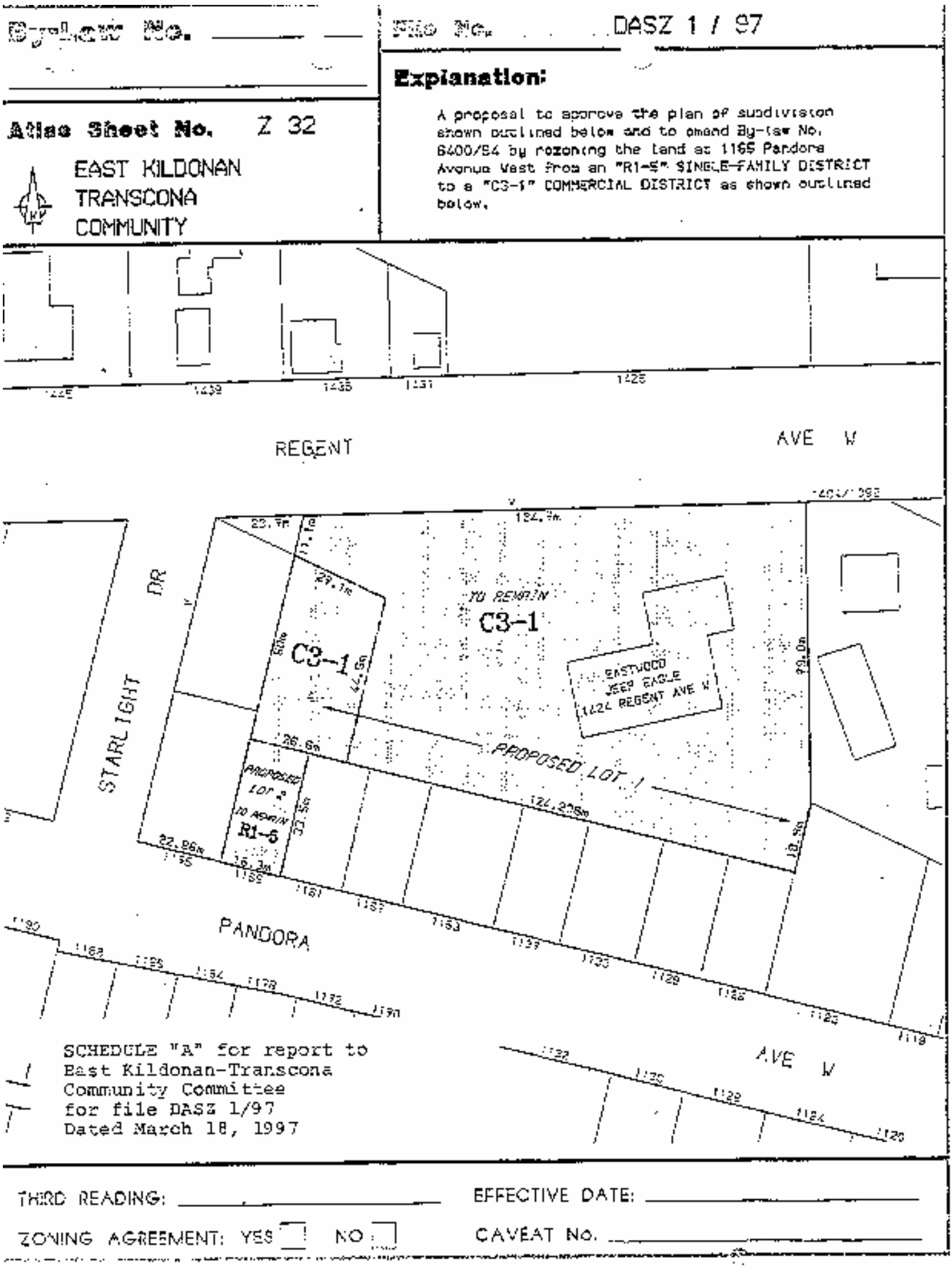
Yours sincerely,

Nancy M Fowan
(Mrs C.L. Mowan.)

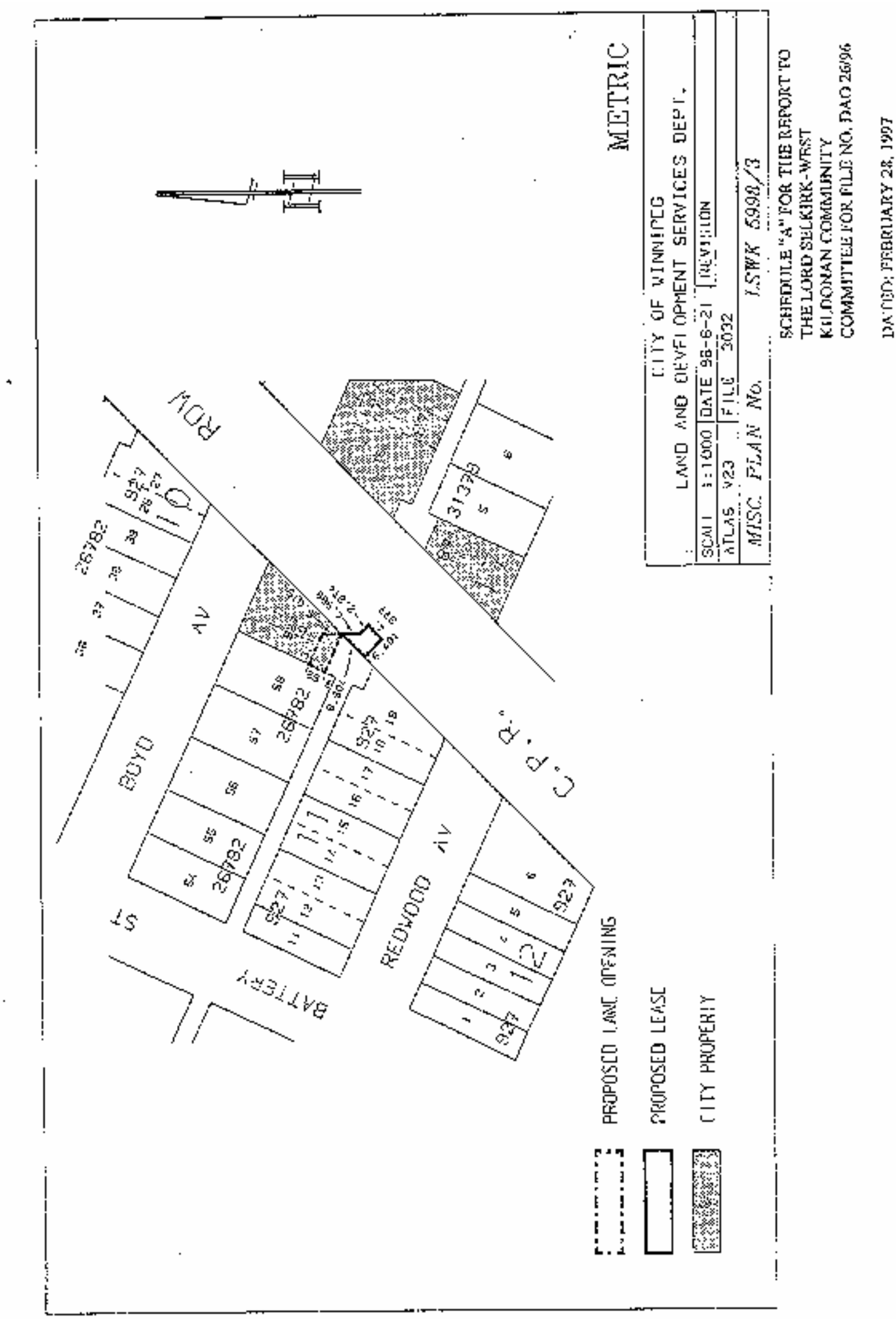
Copies to:
Councillor Mike O'Shaughnessy
Councillor Barry Lazarenko
Councillor John Prystanski
Mr. Lorne Reynolds
Mr. Giles Bugilieski
Mr. A.Lorne Campbell
Miss Ruth Boyd.
Councillor G. Murray.

Encl. 1.

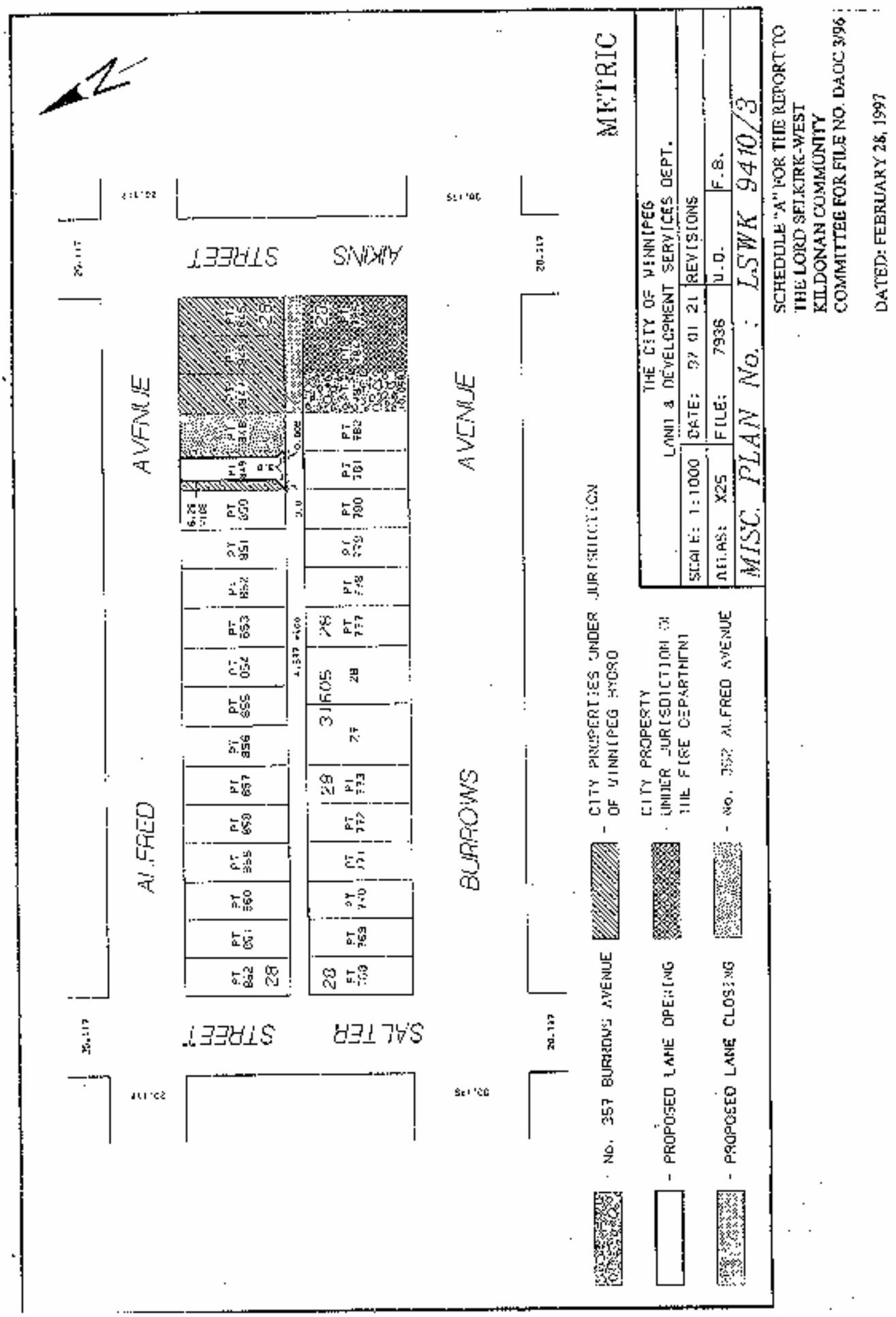
655 - Schedule “A” referred to in Clause 4 of the Report of the Committee on Planning and Community Services dated April 8, 1997



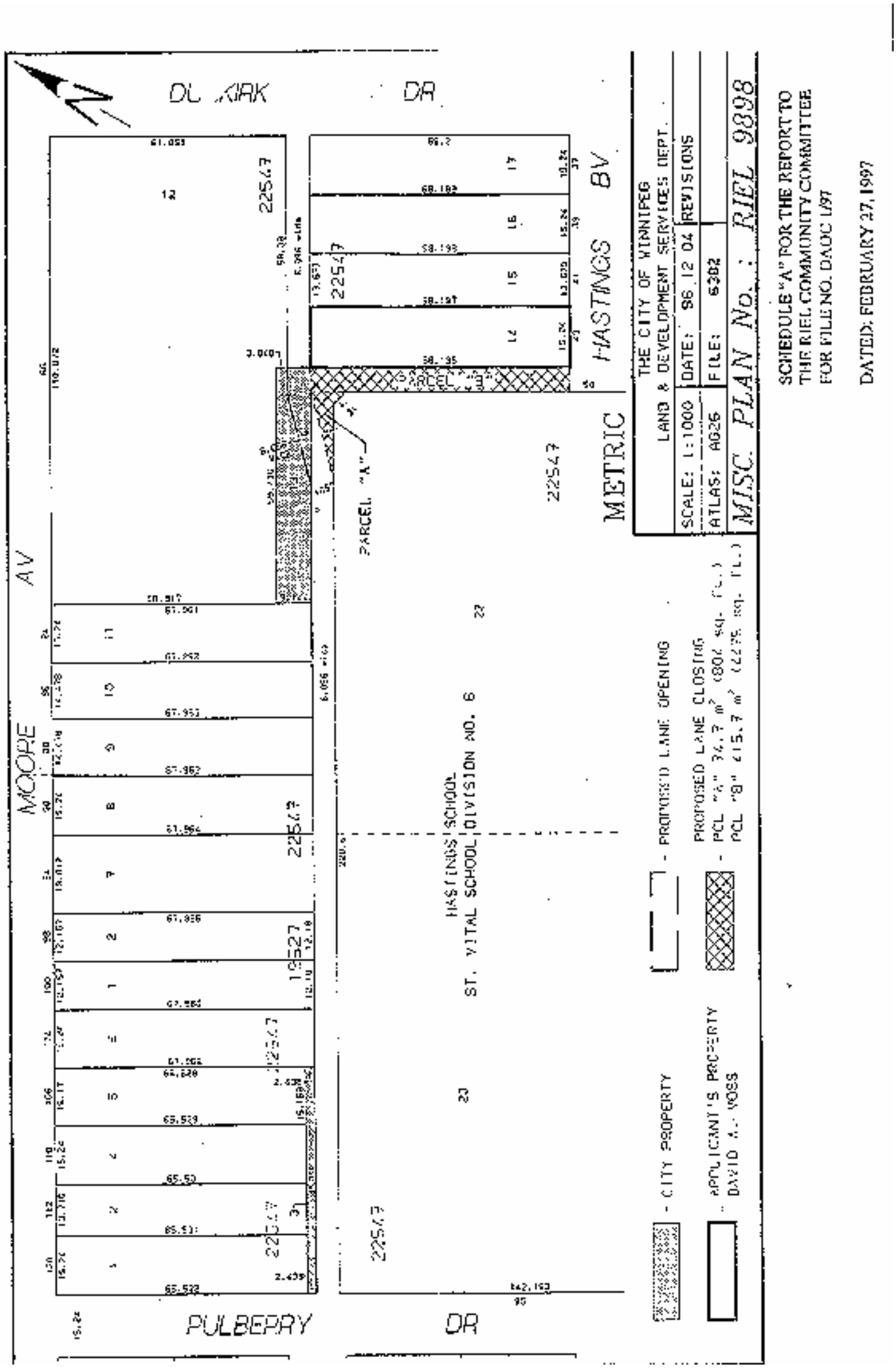
656 - Schedule “A” referred to in Clause 7 of the Report of the Committee on Planning and Community Services dated April 8, 1997



657 - Schedule “A” referred to in Clause 8 of the Report of the Committee on Planning and Community Services dated April 8, 1997



658 - Schedule "A" referred to in Clause 9 of the Report of the Committee on Planning and Community Services dated April 8, 1997



659 - Schedule "A" referred to in Clause 10 of the Report of the Committee on Planning and Community Services dated April 8, 1997

