Agenda - Council – November 21, 2007

Report - Standing Policy Committee on Property and Development – October 30, 2007

Item No. 13 Review of Riverbank Parkway Land Acquisition Priority
File PR-4

STANDING COMMITTEE RECOMMENDATION:

On November 14, 2007, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development and submits the following to Council:

1. That the Riverbank Property Acquisition Strategy, identified in the report from the Director or Planning, Property and Development, dated October 26, 2007, be approved on the basis of the principle that riverbank property acquisitions need to be prioritized on a City-Wide basis.

2. That the Riverbank Property Acquisition Strategy be approved using the criteria outlined in Appendix D.

3. That the riverbank property acquisition priority ranking in Appendix C be approved.

4. That the property acquisition priority ranking be reviewed on an ongoing basis as properties become available to allow for strategic long-term acquisition opportunities in the context of the Riverbank Parkway Priorities, Land Dedication and the Ecologically Significant Natural Lands Policies.

5. That the Director of Planning, Property and Development Department be directed to negotiate the land exchange outlined in the report from the Parks Strategic Planner, dated October 26, 2007, with the owners of 865 Tache Ave. and 105 Hebert St. for the purpose of acquiring the riverbank portions of the subject properties.

Report - Standing Policy Committee on Property and Development – October 30, 2007

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On November 14, 2007, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On October 30, 2007, the Standing Policy Committee on Property and Development concurred in the recommendation of the Winnipeg Public Service dated October 26, 2007 and submitted the matter to the Executive Policy Committee and Council.

STANDING COMMITTEE RECOMMENDATION:

On October 2, 2007, the Standing Policy Committee on Property and Development further laid over consideration of the matter to the meeting of the Committee scheduled for October 30, 2007, and directed the Winnipeg Public Service to provide recommendations pertaining to inclusion of an "opportunities" clause.

On September 4, 2007, the Standing Policy Committee on Property and Development laid over consideration of the matter to the meeting of the Committee scheduled for October 2, 2007, and directed the Winnipeg Public Service to provide recommendations pertaining to inclusion of an "opportunities" clause.

Re: Review of Riverbank Parkway Land Acquisition Priority

For submission to: Standing Policy Committee on Property and Development

Original report signed by: Director of Planning, Property and Development

Report date: October 26, 2007

Recommendation(s):

1. That the Riverbank Property Acquisition Strategy, identified in this report, be approved on the basis of the principle that riverbank property acquisitions need to be prioritized on a City-Wide basis.

2. That the Riverbank Property Acquisition Strategy be approved using the criteria outlined in Appendix D.

3. That the riverbank property acquisition priority ranking in Appendix C be approved.

4. That the property acquisition priority ranking be reviewed on an ongoing basis as properties become available to allow for strategic long-term acquisition opportunities in the context of the Riverbank Parkway Priorities, Land Dedication and the Ecologically Significant Natural Lands Policies.

5. That the Director of Planning, Property and Development Department be directed to negotiate the land exchange outlined in this report, with the owners of 865 Tache Ave. and 105 Hebert St. for the purpose of acquiring the riverbank portions of the subject properties.

REPORT SUMMARY

Key Issues:

- Parkway development consists of the following three distinct phases:
    - Land acquisition.
    - The physical pathway development.
    - The promotion and marketing of the Parkway system.
- This report deals only with the prioritization of the first phase of Parkway development.
- The City Parkway system has developed to such an extent that a Riverbank Property Acquisition Strategy is required in order to prioritize the remaining required property acquisitions.

- The prioritization criteria developed in 1993 are no longer as relevant and updated criteria have been proposed.

Implications of the Recommendation(s):

General Implications

(X) None

( ) For the organization overall and/or for other departments

( ) For the community and/or organizations external to the City

( ) Involves a multi-year contract

Comment(s):

Policy Implications

( ) No

(X) Yes

Comment(s):

- The City Parkway system has developed to such an extent that a Riverbank Property Acquisition Strategy is required in order to prioritize the remaining required property acquisitions.
- The prioritization criteria developed in 1993 are no longer as relevant and updated criteria have been proposed.

Regulatory Implications

(X) None

( ) Eliminates or reduces regulatory impact

( ) Proposes regulatory impact

Comment(s):

Environmental Implications

( ) No

(X) Yes

Comment(s):

- Publicly owned riverbanks are an asset to the entire city, and this strategy assists with the ongoing efforts to sustain, enhance and preserve access to the rivers.
- This strategy provides greater opportunities for residents to participate in active transportation through the parkway systems and through increased access to the rivers.
- Riverbanks can contain a diversity of plant and animal species, and this strategy supports the City's efforts to identify and (where appropriate) protect ecologically significant lands.
- This strategy supports the fourth section (Sustainable Land Use and Development) of Embracing Sustainability, the City's environmental priority plan. By approving this strategy, the City will contribute towards the commitment outlined in Section 4.5 of the plan.

Human Resources Implications

(X) No

( ) Yes

Comment(s):

Financial Implications

(X) Within approved current and/or capital budget

( ) Current and/or capital budget adjustment required

Comment(s):

REASON FOR THE REPORT:

On October 2, 2007, the Standing Policy Committee on Property and Development laid over a report dated May 1, 2007 regarding "Review of Riverbank Parkway Land Acquisition Priority" and directed the Administration to provide recommendations pertaining to inclusion of an "opportunities" clause.

HISTORY:

At its meeting on September 22, 1993, Council adopted the following recommendations of the Committee on Protection, Parks and Culture:

1. That the Criteria outlined in the Administrative report be approved as a means for establishing development priority of the various sections of riverbanks along the Red and Assiniboine Rivers towards the long term establishment of a City-wide Riverbank Parkway System.
2. Those sixteen sections of riverbanks as outlined in Exhibit “A” comprise the City-wide Riverbank Parkway System.
3. That the North Winnipeg Parkway, the Assiniboine Parkway, the Fort Rouge Parkway, the St. Boniface Parkway, the Kildonan Parkway, be approved in principle for development priority as the First Phase of the City-wide Riverbank Parkway System.
4. That the priority of sections of riverbank for development purposes be reviewed and reassessed annually and at least once every five years in order to reaffirm or adjust development priorities for the sections of riverbank in accordance with changing conditions and circumstances.
5. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.

At its meeting on May 5, 1998, the Standing Policy Committee on Property and Development directed that the development prioritization of the City-wide Riverbank Parkway System be reaffirmed as follows: North Winnipeg, Assiniboine, Churchill, Fort Rouge, St. Boniface and Kildonan Parkways.

At its meeting on February 7, 2002, the Standing Policy Committee on Property and Development directed that the Public Service be requested to submit a report on the status of the Council approved Riverbank Parkways including, which parkways have been completed and reprioritizing the remaining parkways using existing criteria in order to add parkways to the top priority list.

The report was also to contain commentary on the budget considerations for the maintenance and development of the various parkways.

At its meeting on April 4, 2006 the Standing Policy Committee on Property and Development referred the Report from the Director of Planning, Property and Development, dated February 22, 2006, back to the Public Service for development of the companion action plan.

At it’s meeting on April 26, 2006, Council approved the following recommendations from the Executive Policy Committee:

1. That the Parkways making up the Winnipeg Parkway System be renamed as outlined in the Report from the Director of Planning, Property and Development dated March 21, 2006.

2. That the routes of the North Assiniboine Parkway and the South Assiniboine Parkway be changed as outlined in the report from the Director of Planning, Property and Development dated March 21, 2006.

3. That the signage, accessibility and trail construction standards be endorsed as outlined in the Report from the Director of Planning, Property and Development dated March 21, 2006.

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

On September 4, 2007 and October 2, 2007, the Standing Policy Committee laid over a report dated May 1, 2007 (which included the companion action plan) regarding "Review of Riverbank Parkway Land Acquisition Priority" and directed the Administration to provide recommendations pertaining to inclusion of an "opportunities" clause."

DISCUSSION:

Parkway development consists of three distinct phases.

- The land acquisition phase is the first phase and is when the land required for pathway development is acquired either through easement or out right purchase.
- The second phase is the construction of the pathway
- The third phase is the promotion and marketing of the Parkway system in order to encourage public utilization of the infrastructure investment.

This report deals only with the prioritization of the first phase, land acquisition, of Parkway development.

Current Status of the Riverbank Parkway System

The land acquisition stage of the parkway development process can now be considered complete for five of the six parkways designated as top priority in the 1993 report. Either all the property required for the parkway has been acquired or adequate funding has been set aside and negotiations are well underway. More detailed information regarding the Status of the top six priority Parkways is given in Appendix A.

Budget Considerations for the Maintenance of the Parkways

After a new park property is added to the City inventory, the Public Works Department initiates a request for a corresponding increase to its current budget in order to fund the maintenance of the new park property. However, because the requested increase to the current budget does not occur until after the property has been acquired, it is recommended that the evaluation criteria used to review property acquisitions should include criteria by which the maintenance costs of the subject property could be evaluated. As a result, the incorporation of such criteria is one of the subjects of this report.

Review of Parkway Priority

An Administrative Working Group has met regularly since February 2002 for the purpose of reviewing the priority of the remaining parkways from a land acquisition perspective. Each parkway has been reviewed using the Council-approved criteria, attached as Appendix B, in an attempt to reach consensus on which Parkways should now be the City's top priorities. The review resulted in the rankings identified in Table 1.

Table 1. The remaining 10 Parkways ordered by their respective final priority rating using the criteria established in the 1993 report.

Parkway	**Final Points Rating**
St. James	16.6
Fort Garry	14.5
Kings Park	13.5
St. Vital	13.0
Charleswood	11.1
Elmwood	10.9
St. Norbert	9.5
South St. Vital	8.5
North Kildonan	2.0
Assiniboia	1.0

The Administrative Working Group was uncomfortable with the results from this review for a number of reasons.

The top four rated parkways were separated by a rating of less than 4 points, which did not give the level of confidence the Public Service felt, was required for a decision given the current budget challenges.

Several important criteria were not included in the rating system including:

- Universal Design Criteria
- Flooding potential
- The probability of acquisition of properties, both from the perspective of outright purchase and acquisition through the development application process (land dedication for parks and open space).
- Stewardship opportunities
- Maintenance
- Riverbank stability
- Cost of development

The Administrative Working Group believed that these criteria needed to be specifically rated rather than being rolled up into "Other Factors" as per the old system.

Examples:

The parkway rated as priority 2 (Fort Garry parkway) includes many land acquisitions that are expected to be extremely difficult and expensive. In addition, the parkways rated 3rd and 4th (Kings Park Parkway and St. Vital Parkway respectively) do not require any land acquisitions as the parkways can be routed along streets in these areas.

As a result of the deficiencies identified in the current rating system, it was suggested that two changes be investigated.

1. That a Riverbank Property Acquisition Strategy is required in order to prioritize specific riverbank property acquisitions.
2. That the prioritization criteria would be reviewed and changes recommended.

Review of Property Acquisition Priority

A review of riverbank properties along the Red and Assiniboine Rivers identified 16 areas where property acquisitions would benefit the Riverbank Parkway system. In five of these areas acquisition of the riverbank was considered to be unnecessary, unwise, or should have a low priority. These sections of riverbank are identified as "Non-prioritized Riverbank Property Acquisitions" in the attached Misc. Plan No. 12746 and are predominately areas where a large number of private single-family riverbank properties would need to be acquired and sidewalks currently exist for Parkway users. The remaining 11 sections, identified as "Prioritized Riverbank property Acquisitions" are also illustrated on the attached Misc. Plan No. 12746 and briefly described in Appendix C.

Proposed Property Acquisition Evaluation Criteria

A list of 12 criteria was developed to better reflect the issues involved in the acquisition of riverbank properties for the purpose of the Riverbank Parkway system. These criteria, in no particular order, include the following:

- Linkage Potential
- Public Benefit
- Cost of Acquisition
- Percentage of Parkway Already Completed
- Probability of Acquisition by Purchase
- Probability of Acquisition by Dedication
- Stewardship Opportunities
- Maintenance
- Riverbank Stability
- Flooding Potential
- Cost of Development
- Universal Design

These criteria are explained in more detail in Appendix D.

Priority Review of the 11 Proposed Property Acquisitions

Subsequent to the development of the new criteria, outlined above, the 11 proposed property acquisitions were reviewed by the Administrative Working Group. This review resulted in the priority ranking of the proposed property acquisitions illustrated in Table 2.

The Prioritized Riverbank Property Acquisitions are labeled according to their respective priority on Misc. Plan No. 12746.

Table 2. The eleven proposed property acquisitions ranked according to their respective final priority ranking utilizing the new criteria.

Final Priority	**Prioritized Riverbank Property Acquisitions**	**Final Points Rating**
1	Properties North of Cloutier Drive East of Pembina Highway (St. Norbert Parkway)	52
2	Properties West of Tache Ave North of Provencher Blvd (St. Boniface Parkway)	48
3	Properties West of River Road South of Bishop Grandin Blvd (South St. Vital Parkway)	42
4	Properties North of Assiniboine River West of St.	38

	James Bridge (St. James Parkway)	
5	Properties East of Pembina Highway South of Riviera Crescent (Fort Garry Parkway)	37
6	Properties West of Archibald Street North of the Seine River (Elmwood Parkway)	35
7	Properties West of St. Mary's Road South of Henteleff Park (South St. Vital Parkway)	32
8	Properties South of Nairn Ave East of the Louise Bridge (Kildonan Parkway)	31
9	Properties at the end of Higgins Ave (North Winnipeg Parkway)	26
10	Properties West of Henderson Highway South of Bunn's Creek (Kildonan Parkway)	20
11	Properties North of Valhalla Drive (Kildonan Parkway)	20

The detailed results of each criterion for each proposed property acquisition are illustrated in the attached Appendix E.

Action Plan for the Acquisition of the Top 5 Priority Riverbank Land Acquisitions

Priority 1. Properties North of Cloutier Drive East of Pembina Highway (St. Norbert Parkway)

This section of proposed property acquisitions includes the mostly undeveloped property on the North side of Cloutier Drive between Pembina Highway and Kilkenny Drive.

This property is owned by the Province of Manitoba. The City recently acquired a license to develop and maintain a recreational trail on this property in 2005. As a result it is no longer necessary to acquire this property.

Priority 2. Properties West of Tache Ave North of Provencher Blvd (St. Boniface Parkway)

This section of proposed property acquisitions includes the riverbank areas on the east side of the Red River on the west side of Tache Ave between Messager St and Provencher Blvd. Recently the City was able to take advantage of an opportunity to acquire one of these properties, namely 755 Tache Ave. The City has been actively negotiating with the owners of 865 Tache Avenue for many years. An agreement on the purchase price has proven impossible and therefore, it was recommended that the

capital funding available for the acquisition of 865 Tache Avenue, and several other properties, be reallocated to the acquisition of 755 Tache Avenue.

Unfortunately, there are undetermined costs associated with the property at 755 Tache Ave. These include building demolition, site remediation, and site development costs. The subject property is fairly likely to require extensive site remediation due to the possibility of soil contamination and hazardous materials being present on the site. A reasonable estimate is not possible until the buildings are demolished, material on the site removed, a Phase I and probably a Phase II Environmental Site Assessment conducted. These items are estimated to cost approximately $300,000. However, if it is discovered that significant hazardous material disposal or soil remediation is required additional funding will be required. Site development costs are estimated to be $100,000.

There are still two properties on the west side of Tache Ave, 865 Tache Ave and 105 Hebert St., in which the riverbank lands need to be acquired. Since attempts to acquire the entire property at 865 Tache Ave have proven impossible and no funding is available to purchase either of these properties it is recommended that a different strategy be attempted. It will likely be more productive for the City to encourage the redevelopment of these properties as set out in the North St. Boniface Secondary Plan. The intent would be for the City to acquire the riverbank portions of the properties; to encourage redevelopment of the non-riverbank portions of the properties for residential uses; and to relocate the existing industrial uses to lands on the west side of Archibald St.

The City currently owns sections of rail line bisecting both properties at 865 Tache Ave and 105 Hebert St as well as the street end of Herbert St. west of Tache Ave. In addition the City owns two properties on the west side of Archibald St south of the CPR Main Line. The City could propose a land exchange whereby the City acquires the riverbank portions of 865 Tache Ave and 105 Herbert St and the owners of these two properties would receive the non-riverbank portion of the Hebert St end and the rail line spurs through each of their properties. These could be consolidated with the remainder of their properties and redeveloped for residential purposes. The private owners could also acquire the street frontage of the lots on Archibald St for the purposes of relocating their existing businesses.

There is one problem with the above scenario. While the non-riverbank portions of the properties at 865 Tache Ave and 105 Hebert St are designated Residential Policy Area in the North St. Boniface Secondary Plan (#965/75), they are designated Major Open Space in Plan Winnipeg. Redevelopment of the non-riverbank sections of these properties would require a Plan Winnipeg Amendment. It might be wise for the City to seek the Plan Winnipeg amendment as part of the above land exchange proposal.

<u>Priority 3. Properties West of River Road South of Bishop Grandin Blvd (South St. Vital Parkway)</u>

This section of proposed property acquisitions includes the riverbank areas, on the east side of the Red River, behind approximately four of the privately owned residential and institutional properties located between Bishop Grandin Blvd and McNutty Cres.

The property between Bishop Grandin Boulevard and Blackmore Ave need to be acquired in order to connect St. Vital Park to the area south of Bishop Grandin Blvd. In addition, an easement is required over the riverbank land owned by the St. Amant Centre. The Planning, Property and Development Department have completed a Capital Cost Estimate for these properties of $190,000.

Priority 4. Properties North of Assiniboine River West of St. James Bridge (St. James Parkway) ---This short section of property is on the north bank of the Assiniboine River just west of the St. James Bridge. An easement is required over this property in order to connect the Wolseley area with the St. James area. The Department has completed a Capital Cost Estimate for this property of $113,000.

Priority 5. Properties East of Pembina Highway South of Riviera Cres. (Fort Garry Parkway) --- This section of proposed property acquisitions includes the riverbank areas, on the west side of the Red River, behind approximately 10 of the privately owned multi-family and commercial properties located between Riviera Cres. and Plaza Drive Park. The Department has completed a Capital Cost Estimate of the acquisition of easements over these properties of $524,000.

Available Funding for Proposed Property Acquisitions

Currently there is $300,000 identified in the Riverbank Greenways Capital Accounts for 2007 land acquisitions for riverbank greenway purpose.

Conclusion

The Administrative Working Group is satisfied with the latest priority review in that it takes into account criteria, including Universal Design, flooding potential, and the probability of acquisition, that were not included in the original list of criteria.

The above priority review has resulted in greater resolution among the priority choices. Fourteen rating points separate the top four proposed property acquisitions.

It is recommended that a Riverbank Property Acquisition Strategy for the Riverbank Parkway System be established in order to prioritize required riverbank property acquisitions.

Furthermore, it is recommended that the Public Services' recommended evaluation criteria, identified in this report, be endorsed to prioritize the proposed property acquisitions as outlined and it is recommended that approval be given to the Public Services' prioritization of required property acquisitions.

Finally, it is recommended that the Director of Planning, Property and Development Department be directed to negotiate the proposed land exchange, with the owners of 865 Tache Ave and 105 Hebert St, outlined in this report for the purpose of acquiring the riverbank portions of the subject properties.

Financial Impact Statement **Date:** October 25, 2007

Review of Riverbank Parkway Land Acquisition Priority

COMMENTS:

The recommendations included in this report are 1) that the Riverbank Property Acquisition Strategy, identified in this report, be approved on the basis of the principle that riverbank property acquisitions need to be prioritized on a City-Wide basis, 2) that the Riverbank Property Acquisition Strategy be approved using the criteria outlined in Appendix D, 3) that the riverbank property acquisition priority ranking in Appendix C be approved and 4) that the property acquisition priority ranking be reviewed on an ongoing basis as properties become available to allow for strategic long-term acquisition opportunities in the context of the Riverbank Parkway Priorities, Land Dedication and the Ecologically Significant Natural Lands Policies.

There are no financial implications associated with these recommendations.

"Original signed by"
Mike McGinn, CA
Manager of Finance

IN PREPARING THIS REPORT, THERE WAS:

INTERNAL CONSULTATION WITH AND CONCURRENCE BY:

Public Works Department

Chief Administrative Officer Secretariat

Legal Services Division of the Corporate Services Department

EXTERNAL CONSULTING WITH:

N/A

THIS REPORT SUBMITTED BY:

Planning, Property and Development Department
Division: Planning and Land Use
Prepared by: Kevin Nixon, Parks Strategic Planner
PPD File #:

Document name: O:\Reports Directive\Planning and Land Use\Parks, Riverbanks and Community Initiatives\Kevin Nixon\riverbank land acquisition priority & implementation report – October, 2007

Appendix A
Current Status of the Top Six Priority Parkways

Assiniboine Parkway

All land acquisitions have been completed to allow the development of this parkway from The Forks to Assiniboine Park. This Parkway utilizes the Riverwalk, the Wolesley Ave bicycle route and Omand's Park on the North side of the Assiniboine River. The parkway route crosses to the south side of the Assiniboine River at Omand's Park and continues west along the Wellington Crescent bicycle route to Assiniboine Park. Currently this parkway continues up to the Moray Street Bridge, which connects to the Charleswood Parkway and the Sturgeon Creek Greenway.

North Winnipeg Parkway

The land acquisitions to enable this parkway to be completed are in place. This Parkway extends from The Forks, along the west side of the Red River, up to Kildonan Park. It utilizes Waterfront Drive, Annabella Street, Rover Ave and Scotia St. Historically the City has had difficulty acquiring required riverbank properties between Selkirk Ave and Alfred Ave. The City now has possession of non-riverbank properties that will allow the extension of the parkway around this area. The Public Service is currently making one last effort to acquire the riverbank properties. If this can not be accomplished in the short term the alternative route will be developed.

Kildonan Parkway

All land acquisitions have been completed to allow the development of this parkway from the Louise Bridge along the east side of the Red River to the Chief Peguis Bridge. This parkway utilizes Ernie O'Dowda Park, Glenwood Crescent, Elmwood Park, Henderson Highway, Fraser's Grove Park, Kildonan Drive, and Bergen Cutoff Park and Whellams Lane Park.

Churchill Parkway

Funding to allow the land acquisitions required for this parkway is in place. Negotiations for the required properties are ongoing and reasonable temporary detours around these properties currently exist. The Churchill Parkway runs from The Forks along the west side of the Red River to Churchill Drive Park utilizing the large amount of City owned riverbank in this area.

Fort Rouge Parkway

Further property acquisitions along the Fort Rouge Parkway are not required. The Fort Rouge Parkway extends from The Forks along the south side of the Assiniboine River to Wellington Crescent and includes Mayfair, Fort Rouge and Munson Parks as well as several river docks. It is seen as extremely unlikely that the City will be able to acquire any additional riverbank land along the Fort Rouge Parkway. For this reason it is proposed that the route of the Fort Rouge Parkway utilize the existing City streets of River Ave (west bound) and Stradbrook Ave. (east bound) as well as Wellington

Crescent to complete this parkway in the Osborne Village area. Currently the Public Service is developing the Osborne Village Neighbourhood Plan, which has provisions for further development of the Fort Rouge Parkway.

St. Boniface Parkway

The St. Boniface Parkway is the only one of the original top six priority parkways that still requires significant land acquisition. The St. Boniface Parkway extends from the mouth of the Seine River along the east side of the Red River to Guay Park on St. Mary's Road. The parkway utilizes Whittier Park, Promenade Tache, the St. Boniface Hospital riverbank property, and Lyndale Drive Park.

Appendix B
Parkway Development Criteria

The development priority of the various parkway sections was established using the following criteria approved by Council in the 1993 report. Each Parkway would be graded from 1 to 5 according to each of the following four criteria with 1 indicating a low benefit or importance and 5 indicating a high benefit or importance:

Linkage Potential:
This would evaluate the importance of sections of riverbank for linking major points of interest or leisure activity situated along the rivers, (examples include The Forks to Assiniboine Park, The Forks to Kildonan Park) or, the relative importance of a section of riverbank in connecting two other existing sections of riverbank parkway.

Ownership:
This would evaluate the proportion of the length of a section of riverbank, which is currently either publicly owned or lies adjacent to quiet residential streets, which can be utilized for purposes of linkage continuity. The existence of such streets would negate the need for riverbank acquisition for parkway purposes. These criteria would also evaluate whether existing breaks in continuity of a given section of riverbank could be readily resolved through property acquisitions, easement agreements or design adjustments to street thoroughfares.

Public Benefit:
This would evaluate the relative benefits to be derived by the public from the establishment of a given section of riverbank parkway, not only on a City-wide basis, but from the perspective of local residential access (example - some sections of riverbank traverse densely populated residential areas, whereas other sections traverse areas of either low residential population or include obstacles which restrict or limit direct public access).

Costs:
This would evaluate the relative costs to be incurred in the establishment of a section of riverbank parkway and would include consideration of site development factors, property acquisitions, maintenance concerns and situations of obvious riverbank instability.

Other Factors:
Factors which can not be given a numerical ranking but offer important site specific factors can be highlighted. Examples might be: designation as part of the Trans Canada Trail, level of resident support, etc.

Appendix C
Prioritized Riverbank Property Acquisitions

1. Properties North of Cloutier Drive East of Pembina Highway (St. Norbert Parkway)

This section of proposed property acquisitions includes the mostly undeveloped property on the North side of Cloutier Drive between Pembina Highway and Kelkenny Drive.

2. Properties West of Tache Ave North of Provencher Blvd (St. Boniface Parkway)

This section of proposed property acquisitions includes the riverbank areas, on the east side of the Red River, behind five of the privately owned industrial properties located on the west side of Tache Ave between Messager St to Provencher Blvd.

3. Properties West of River Road South of Bishop Grandin Blvd (South St. Vital Parkway)

This section of proposed property acquisitions includes the riverbank areas, on the east side of the Red River, behind approximately four of the privately owned residential and institutional properties located between Bishop Grandin Blvd and McNutty Cres.

4. Properties North of Assiniboine River West of St. James Bridge (St. James Parkway)

This short section of property is on the north bank of the Assiniboine River just west of the St. James Bridge.

5. Properties East of Pembina Highway South of Riviera Cres (Fort Garry Parkway)

This section of proposed property acquisitions includes the riverbank areas, on the west side of the Red River, behind approximately 10 of the privately owned multi-family and commercial properties located between Riviera Cres and Plaza Drive Park.

6. Properties West of Archibald Street North of the Seine River (Elmwood Parkway)

This section of proposed property acquisitions includes the riverbank areas, on the east side of the Red River, behind eight of the privately owned industrial properties located between 410 DeSalaberry Ave and the mouth of the Seine River.

7. Properties West of St. Mary's Road South of Henteleff Park (South St. Vital Parkway)

This section of proposed property acquisitions includes the riverbank areas, on the east side of the Red River, behind three of the privately owned undeveloped properties located between Henteleff Park and Normand Park.

8. Properties South of Nairn Ave East of the Louise Bridge (Kildonan Parkway)

This section of proposed property acquisitions includes the riverbank areas, on the east side of the Red River, behind eight of the privately owned residential and commercial properties between 400 Nairn Ave and the Louise Bridge.

9. Properties at the end of Higgins Ave (North Winnipeg Parkway)

This section of proposed property includes property on the west bank of the Red River at the east end of point Douglas.

10. Properties West of Henderson Highway South of Bunn's Creek (Kildonan Parkway)

This section of proposed property acquisitions includes the riverbank areas, on the east bank of the Red River, behind six of the private single-family properties from 1914 Henderson Highway to the mouth of Bunn's Creek.

11. Properties North of Valhalla Drive (Kildonan Parkway)

This section of proposed property acquisitions includes the riverbank areas, on the east bank of the Red river, behind the apartment blocks on Valhalla Drive north to 1660 Henderson Highway.

Appendix D

Proposed Property Acquisition Evaluation Criteria

The following list of criteria was developed to better reflect the issues involved in the acquisition of riverbank properties for the purpose of the Riverbank Parkway system. Each criterion would be rated on a scale from 1 to 5 with 5 representing “most significant or important” and 1 representing “least significant or important”.

Linkage Potential

This criterion is basically the same as that identified in the 1993 report. It evaluates the importance of each property for linking major points of interest or leisure activity situated along the rivers, (examples include The Forks to Assiniboine Park, The Forks to Kildonan Park) or, the relative importance of a section of riverbank in connecting two other existing sections of riverbank parkway or neighbourhood or community Park.

Linkage Potential Rating Criteria:

Grade	Linkage Potential
5	20 or more links
4	10 – 19 links
3	5 – 9 links
2	2 – 4 links
1	0 - 1 link

Public Benefit

This criterion is basically the same as that identified in the 1993 report. It would evaluate the relative benefits to be derived by the public from the establishment of a given section of riverbank parkway, not only on a City-wide basis, but from the perspective of local residential access (example - some sections of riverbank traverse densely populated residential areas, whereas other sections traverse areas of either low residential population or include obstacles which restrict or limit direct public access).

Public Benefit Rating Criteria:

Grade	Public Benefit
5	Meets all 6 of the Examples
4	Meets 4 of the 6 Examples
3	Meets 3 of the 6 Examples
2	Meets 2 of the 6 Examples
1	Meets 1 of the 6 Examples

Examples of public benefits that might be derived include:

-Connectivity/ Continuity
-Safety
-Unique Experience
-Visually Appealing
-Accessible
-Visibility/Legibility

Cost of Acquisition

This criterion reflected the amount of funding that would be required to acquire either the riverbank portion of a group of properties or an easement for a public pathway over the riverbank portion of the properties. The Real Estate Division of the Planning, Property and Development Department supplied a Capital Cost Estimate for each of the sections of required riverbank property. A determination was made regarding whether the Capital Cost Estimate would reflect an out-right purchase of the property or the acquisition of an public walkway easement depending on the Real Estates Divisions best judgment.

Cost Rating Criteria:

Grade	Cost of Acquisition
5	Less than $100,000
4	$101,000 to $300,000
3	$301,000 to $500,000
2	$501,000 to $1,000,000
1	Greater than $1,000,000

Percentage of Parkway already Completed

This criterion is analogous to the previous “Ownership” criterion. It evaluates the percentage of the parkway section, in the area of the proposed property acquisition, which is currently developed compared to what is undeveloped.

Percentage Developed Criteria

Grade	Percentage Developed
5	Greater than 80% Developed
4	60% Developed
3	40% Developed
2	20% Developed
1	Less than 10% Developed

Probability of Acquisition by Purchase

This criterion attempts to estimate the probability of acquisition of a group of properties through out-right purchase. This criterion is a subjective criterion with consensus on a rating number being developed among The Administrative Working Group.

Probability of Acquisition by Dedication

This criterion attempts to estimate the probability of acquisition of a group of properties through the development application process. This criterion is a subjective criterion with consensus on a rating number being developed among The Administrative Working Group.

Stewardship Opportunities

This criterion evaluates the possibility of partnering with a stewardship group to help complete a pathway on each proposed property acquisition.

Stewardship Rating Criteria:

Grade	Possible Stewardship Groups
5	5 or more stewardship groups
4	4 stewardship groups
3	3 stewardship groups
2	2 stewardship groups
1	1 stewardship group

Maintenance

This criterion attempts to quantify the additional maintenance requirements that can be expected in regards to the possible acquisition of each property or group of properties. This criterion is a subjective criterion with consensus on a rating number being developed among The Administrative Working Group.

Riverbank Stability

This criterion attempts to capture the issue of how riverbank stability problems can adversely affect pathway development. Erosion protection of riverbank property can cost between $1,000 to $1,500 per linear meter. Deep-seated riverbank stabilization measures can cost between $4,000 and $6,000 per linear meter. In addition bank failures can require that existing pathways be reconstructed, relocated, or abandoned.

Riverbank Stability

Grade	Number of Occurrences
5	0 - 1
4	2 - 3
3	4 - 5
2	6 - 7
1	8 >

Flooding Potential

This criterion attempts to capture the issue of how pathway flooding negatively impacts the use and maintenance of the parkways. The number of times a subject property may be flooded annually is used to assign a rating number.

Flooding Potent

Grade	Number of Occurrences
5	0 - 1
4	2 - 3
3	4 - 5
2	6 - 7
1	8 >

Cost of Development

This criterion evaluates the estimated cost of pathway development on each proposed property acquisition. It may include, site development, maintenance issues and riverbank repair and stabilization if required.

Cost of Development Criteria

Grade	Cost of Development
5	Less than $250,000
4	$250,000 – $749,000
3	$750,000 - $1.4 Million
2	1.5 Million – 2.5 Million
1	Greater than $ 2.5 Million

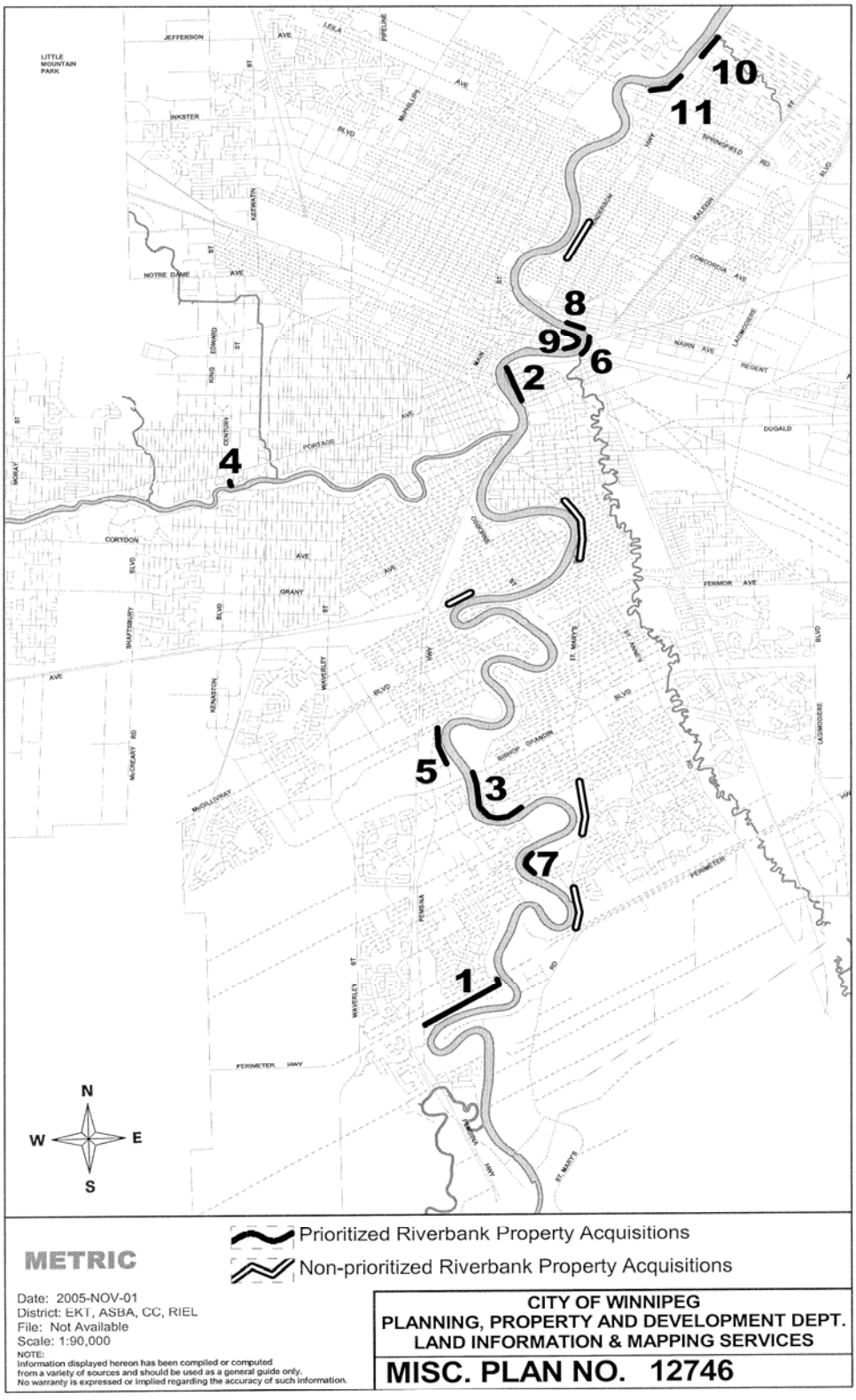
Universal Design

Universal Design attempts to create environments that respond to the needs of the range of the population to the greatest extend possible. Universal Design acknowledges that people come in various sizes and have various strengths and weaknesses.

This criterion evaluates the possible property acquisition based on the number of issues or problems from a Universal Design Perspective. Examples may include areas exhibiting high slope, heavy vehicular traffic etc.

Universal Design Criteria

Grade	Universal Design Criteria
5	1 or less Problem Areas
4	2 Problem Areas
3	3 Problem Areas
2	4 Problem Areas
1	5 or more Problem Areas



Prioritized Riverbank Property Acquisitions

Non-prioritized Riverbank Property Acquisitions

METRIC

Date: 2005-NOV-01
District: EKT, ASBA, CC, RIEL
File: Not Available
Scale: 1:90,000

NOTE:
Information displayed hereon has been compiled or computed from a variety of sources and should be used as a general guide only. No warranty is expressed or implied regarding the accuracy of such information.

CITY OF WINNIPEG
PLANNING, PROPERTY AND DEVELOPMENT DEPT.
LAND INFORMATION & MAPPING SERVICES

MISC. PLAN NO. 12746

Appendix E	***Property Acquisition Criteria***					**Property Development Criteria**							
	Linkage Potential	Prob. Of Acquisition Purchase/LD		Public Benefit	Cost of Acquisition	Stewardship Opportunities	Maintenance	Riverbank Stability	Flooding Potential	Cost of Development	Universal Design Criteria	Percentage of Parkway Developed	**Total Score**
Properties North of Valhalla Drive (Kildonan Parkway)	1	1	1	1	2	1	1	3	2	1	2	4	20
Properties West of Henderson Highway South of Bunn's Creek (Kildonan Parkway)	1	1	1	1	1	1	1	3	3	1	2	4	20
Properties West of Archibald Street North of the Seine River (Elmwood Parkway)	4	3	3	4	1	2	3	2	3	3	3	4	35
Properties South of Nairn Ave East of the Louise Bridge (Kildonan Parkway)	2	4	3	3	1	1	4	1	4	1	3	4	31
Properties West of Tache Ave North of Proviencher Blvd (St. Boniface Parkway)	5	5	5	5	2	2	4	4	4	4	4	4	48
Properties West of River Road South of Bishop Grandin Blvd (South St. Vital Parkway)	4	5	3	4	4	2	3	2	4	3	4	4	42
Properties West of St. Mary's Road North of Henteleff Park (South St. Vital Parkway)	3	1	5	3	1	2	2	4	1	3	3	4	32
Properties East of Pembina Highway South of Riviera Cres (Fort Garry Parkway)	5	1	1	5	3	1	3	3	4	3	3	5	37
Properties North of Cloutier Drive East of Pembina Highway (St. Norbert Parkway)	5	2	4	5	5	5	4	5	3	5	4	5	52
Properties North of Assiniboine River West of St. James Bridge (St. James Parkway)	4	1	1	4	4	1	4	5	4	3	2	5	38
Properties at the end of Higgins Ave (North Winnipeg Parkway)	2	2	2	2	1	1	3	3	3	3	1	3	26