Agenda - Council - May 19, 2004

Report - Standing Policy Committee on Downtown Development - May 6, 2004

Item No. 2 Weather Protected Walkway System Study
File EP-1.2.1

STANDING COMMITTEE RECOMMENDATION:

On May 12, 2004, the Executive Policy Committee concurred in the administrative recommendation of the Standing Policy Committee on Downtown Development and submits the following to Council:

1. That the Executive Summary of the Weather Protected Walkway System Study be received as information and the following key recommendations be approved:

    A. That the first priority be given to "closing the loop" to complete the Downtown Walkway System (i.e., from Cityplace south and west (to The Bay).

    B. That access to and accessibility within the Downtown Walkway System be supported through the development of a series of gateways, signage and wayfinding, transportation links, and physical connections.

    C. That any proposed elevated or underground connections along Main Street be deleted from the current designated walkway system and that the designated City Weather Protected Walkway System be amended accordingly.

    D. That the Planning, Property and Development Department be charged with the coordination of a management structure for the Weather Protected Walkway System.

    E. That the City commit to an additional $1,300,000.00 in the Weather Protected Walkway System Capital Budget for 2005/2006 toward its share of the total estimated costs to complete the system.

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

Agenda - Council - May 19, 2004

Report - Standing Policy Committee on Downtown Development - May 6, 2004

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On May 12, 2004, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Downtown Development and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On May 6, 2004, the Standing Policy Committee on Downtown Development concurred in the administrative recommendation be concurred in and submitted the matter to Executive Policy Committee and Council.

Re: **WEATHER PROTECTED WALKWAY SYSTEM STUDY**

For submission to: Standing Policy Committee on Downtown Development

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

Report date: May 6, 2004

Recommendation(s):
That the Executive Summary of the Weather Protected Walkway System (WPWS) Study Executive Summary be received as information and the following key recommendations be approved.

1. That the first priority be given to "closing the loop" to complete the Downtown Walkway System (i.e., from cityplace south and west (to The Bay).

2. That access to and accessibility within the Downtown Walkway System be supported through the development of a series of gateways, signage and wayfinding, transportation links, and physical connections.

3. That any proposed elevated or underground connections along Main Street be deleted from the current designated walkway system and that the designated City WPWS be amended accordingly.

4. That the Planning, Property and Development Department be charged with the coordination of a management structure for the WPWS.

5. That the City commit to an additional $1,300,000 in the WPWS Capital Budget for 2005/2006 toward its share of the total estimated costs to complete the system.

REPORT SUMMARY

Key Issues:

- The Weather Protected Walkway System requires a revised capital enhancement strategy and implementation plan. The system needs upgrading to improve access and gateways, wayfinding, and integration with established multi-modal links (Transit Routes, Downtown Spirit Bus, parking, and pedestrian destinations and routes).

- There are several fundamental challenges associated with the current Walkway System. The policy that was developed in the 70's needs to be reviewed and updated since much of the system that the public recognizes is not designated or complete.

- A study led by Number Ten Architectural Group resulted in the preparation of an updated Walkway Evaluation and Implementation Strategy which would identify expansion options and costs and priorities over the next five to ten years. The intent of the study

was to develop the background required to prepare an updated and approved Weather Protected Walkway System Council Policy and prioritized list of proposed Capital Program improvements and options.

Implications of the Recommendation(s):

General implications:

	None
	For the organization overall and/or for other departments
X	**For the community and/or organizations external to the City of Winnipeg**
	Involves a multi-year contract

Comment(s):

- The "closing of the loop" will allow the WPWS to continue to promote the livability of the downtown, business connections – make the Downtown an easier environment in which to do work and create strategic economics links and retail on Portage Avenue.

Policy implications:

	No
X	**Yes**

Comment(s):

- An amendment is proposed to Report 'A' of the Committee on Environment dated October 3, 1977 Weather Protected Walkway System report, as adopted by Council on October 19, 1977.

Environmental implications:

X	**No**
	Yes

Comment(s):

Human resources implications:

X	**No**
	Yes

Financial implications:

	Within approved current and/or capital budget
X	**Current and/or capital budget adjustment required**

Comment(s):

- The report has direct financial implications for the city.

REASON FOR THE REPORT:
Modification of the Council adopted (October 19, 1977) WPWS Report 'A' of the Committee of Environment requires an amendment by City Council.

HISTORY:
In the mid-seventies, City Council acknowledged the importance of the Downtown as the focal point for Winnipeggers with the introduction of a series of initiatives. To enhance Downtown Winnipeg's vitality and viability several strategies were used to respond to the growing exodus of people and the relocation of retail outlets to the suburbs. The Weather Protected Walkway System was introduced as a key component of the revitalization strategy. On October 19, 1977 City Council designated a plan of right-of-way for the Weather Protected Walkway System.

The WPWS was believed to be an essential amenity in serving the Downtown residential population, and believed to be an essential tool for future downtown redevelopment.

City Council agreed to cost-share the development of the pedestrian links (either bridges or tunnels) along the designated system to encourage early completion.

The City presently has contributed one-third of the cost of a bridge or tunnel construction typically within a public right-of-way. The two adjoining building owners have then assumed the cost of the remaining two-thirds. Internal building modifications and bridge construction on private property are the responsibility of the property owners.

The initial focus of the WPWS was on the system's role as a pedestrian link for Downtown residents. The WPWS role has recently shifted to focus on the system's opportunity to function as a commercial linkage opportunity. In addition a number of linkages have not been realized.

"Public Gateways" can be enhanced by incorporating a wayfinding and signage system which makes the system more legible to the pedestrians both at grade and within the Walkway System. An increased number of access points and accessibility related improvements would encourage a larger user group of the system. Multi-modal connections create transitions points at the Public Gateways at points where the WPWS terminates and links up with pedestrian level multi modal routes to parking, transit, and the street network.

The WPWS currently provides:

- Approximately 2 km of climate controlled access to over 1.8 million square feet of retail space.
- Linkage through 14 Bridges and 7 Underground connections to 38 buildings, 11 million square feet of building space and 21,000 employees.
- Access to more than 8,400 off street parking spaces for Downtown employees, residents, visitors and shoppers.
- Connections to the public library, and numerous office buildings, banks, restaurants, and entertainment centers.

DISCUSSION:

The Planning, Property and Development Department initiated a study in March 2003 for the Weather Protected Walkway System. The Study Team of Number Ten Architectural Group with ND Lea Consultants and Colliers Pratt McGarry was engaged to conduct an independent comprehensive assessment of the existing Weather Protected Walkway System. The review examined the options, feasibility, and cost benefit of an enhanced and updated Walkway System. The study resulted in the preparation of an updated Walkway Evaluation and Implementation Strategy which would identify expansion options, costs and priorities over the next five to ten years. The intent of the study was to develop the background required to prepare an updated and approved Weather Protected Walkway System Council Policy and prioritized list of proposed Capital Program improvements and options.

Developers, however, have perceived a value in connecting to the WPWS and as a result almost all new major developments in the Downtown have proposed linkages to the WPWS.

The WPWS is not continuous and has a number of strategic missing links. The segments between the following buildings create critical gaps:

- The Bay and the Convention Centre;
- The Delta Hotel and cityplace;

The Portage and Main intersection and the complexities of interface between the Concourse "donut", and the above grade pedestrian movement present a number of challenges related to downtown circulation and wayfinding.

The initial 1977 proposed underground link to and through the Exchange District along Main Street has been questioned in the context of the need to strengthen the at grade pedestrian traffic in the Exchange District, and to promote pedestrian life on the street level. The underground links to the Exchange District were never undertaken as they posed a number of financial and physical constraints.

There have been significant additions to the base WPWS over the last several years, in particular, major new linkages such as the cityplace bridge over Graham Avenue, and portions of the system through Portage Place, which are not within the 'designated system'.

The upgrading that is required of the current WPWS and 'other' walkway connections, need to be reviewed related to consistency in wayfinding, hours of operations, accessibility, design standards, etc.

Related Studies:

1. The Portage and Main Pedestrian Access Strategy (1977)
2. Main Street Concourse Study (1991)
3. Portage Avenue Vision and Context Study (2003-04)
4. Centre Plan Vision and Strategies
5. Centre Plan Development Framework

Current Initiatives:

1. The comprehensive City of Winnipeg Pedestrian Wayfinding System that will identify and link to the WPWS (2003-04)
2. City Crossing – Portage Avenue and Main Street, Winnipeg International Design Competition
3. Power House – 260 Hargrave Street – connection to WPWS at the new MTS Centre
4. MTS Centre – 320 Portage Avenue – 3 gateways and reconnect to the Walkway System
5. Millennium Library – 251 Donald Street – Gateway and reconnect to the Walkway System
6. Manitoba Hydro Building – Portage Avenue – Gateway and reconnect to the Walkway System
7. Main Street Streetscaping –Southbound (2004) – Pedestrian Access to Exchange District

<u>Five Key Recommendations of the WPWS Study:</u>

1. Closing the Loop

That the remaining sections of the Downtown WPWS be linked – closing the loop.

It is recommended that a functional design study be commissioned in order to further develop the proposed design and confirm costs. The functional design study would form the basis of negotiations between the various parties. Detailed design and construction would commence upon successful conclusion of the negotiations.

- **Cityplace to the Winnipeg Convention Centre**
  This first section entails the construction of a second level bridge connection from cityplace to 330 St. Mary Avenue, and extending south along the east face to the York Centre; construction of a new second level bridge connecting 330 St. Mary Avenue to the Delta Hotel by extending along the north face of the Hotel to the existing walkway between the Convention Centre and the Hotel; and the construction of a new gateway with a stair and elevator at the northwest corner of the Hotel. The current 1/3 – 1/3 –1/3 cost sharing formula for this phase of the project may not be relevant given the configuration and constraints.

- **Convention Centre to 400 St. Mary Ave**.
  The second section to Closing the Loop entails the construction of a new bridge between the Convention Centre and 400 St. Mary Avenue. Ideally, this would be constructed as part of the development of the vacant lot west of the Convention Centre. If development is not imminent a bridge could be constructed and would be incorporated into a future development.

- **The Bay/Bay Parkade**
  It is recommended that the Walkway be extended within The Bay and The Bay Parkade. Extending the Walkway along the exterior of The Bay may be problematic given that the façade is designated. Furthermore, there is a great deal of speculation regarding the future development of The Bay site. It is recommended that extension

of the Walkway be considered once the future development plans for The Bay are clear.

2. Access and Accessibility

That access to and accessibility within the WPWS be supported and developed through a series of gateways (access and egress), wayfinding (signage), and integration with established multi-modal links (transit routes, Downtown Spirit bus, water taxis, parking and pedestrian destinations and routes). Centre Plan endorses the development of more convenient, comfortable, and accessible pedestrian traffic in the Downtown recognizing that pedestrians add vitality and vibrancy to the City's core.

Public Gateways are recommended to maintain a balance of pedestrian and street level activity, and safe public access points with extended hours without relying on private property elevators, escalators or stairways. The Study Team recommends that a number of "Public Gateways" become part of the Walkway System implementation.

Public Gateways can be enhanced by incorporating a wayfinding and signage system which makes the system more legible to the pedestrian both at grade and within the Walkway System. Increased number of access points and accessibility related improvements will encourage a larger user group of the System. Multi-modal connections create transition points at the Public Gateways at points where the WPWS terminates and links up with pedestrian level multi-modal routes to parking, transit, and the street network.

- Redeveloping existing Gateways to enhance visibility, accessibility and use.
- Promoting development of public Gateways within major new developments in the Downtown that tie into, or enhance the designated System.
- Developing new Gateways
- Providing wayfinding signage on existing and new Gateways to enhance public recognition and use.

The characteristics of a public Gateway include:

- Providing public access from street level to the Walkway level (above or below ground) at extended hours of operation without relying on access through private development.
- Intercepting major pedestrian traffic at street level from multi-modal nodes and from significant street level pathways.
- Promoting the continued use of street level commercial areas such as the south side of Portage Avenue or the western end of the Graham Avenue bus mall.
- Providing elevator and stairs access, and transparent landmarks to promote use, safety, and user orientation.

3. Main Street

The Study proposes that any WPWS elevated as underground or connections along Main Street be deleted from the current designated system. The recommendation is based on

cost effectiveness, promotion and support to pedestrian traffic on the street, and maintaining the architectural and heritage integrity of the District. The three primary pedestrian routes that are recommended include Main Street, Rorie Street and Albert Street.

In 2002 the City of Winnipeg reconstructed the east side of Main Street. The west side reconstruction is currently in progress. The streetscaping and site furniture that will be part of this project will make the route much more attractive and accommodating for pedestrian comfort.

Albert Street would be the key pedestrian route linking the new Red River College Princess Street campus through The Exchange District to the Concourse at Portage and Main.

Rorie Street will act as the main connection in the East Exchange between the Centennial Concert Hall and Portage and Main intersection. This open street level route has already been reconstructed and is attractive by the nature of the theatres and historic buildings along the way.

Wayfinding signage, street furniture, and streetscaping are ways of enhancing routes so they become recognizable to people not familiar with them. The signage can define the routes and show the destinations along the routes.

4. Management Structure for the WPWS

That the Planning, Property and Development Department be charged with the coordination of a management structure for the WPWS including stakeholder participation related to safety, maintenance, operation, wayfinding, accessibility, design standards, partnerships and capital investments. The City has a key role to play being the common agent in over 27 separate agreements.

It is recommended that a detailed accessibility audit and rehabilitation plan be developed for the WPWS.

5. Financial Strategy

Based on the preliminary cost estimates an estimated $8 million is required to close the loop to complete: The Bay/ The Bay Parkade link; the 400 St. Mary to the Convention Centre; and the Delta Hotel to cityplace. Finalized costs would be subject to a $60,000 functional design study in order to develop the final designs and costing.

Closing the Loop:
Cost breakdown on each level includes:

a.	cityplace – Delta Hotel – Convention Centre	$ 4,100,000
b.	Convention Centre to 400 St. Mary	$ 900,000
c.	The Bay connection – building and parkade	$ 2,000,000
d.	York Centre to 330 St. Mary's – (optional)	$ 650,000*
e.	Delta Hotel to Convention Centre with new gateway	$ 350,000*
	Total costs for closing the loop (order of magnitude)	**$ 8,000,000**

- If not used for capital connections, would be reallocated into upgrades of the existing system – accessibility, wayfinding, and gateways.

The City of Winnipeg will need to give approval for a contribution of 25% toward the overall cost of completing the system. The City of Winnipeg's contribution of $2,000,000 would be based on the two other levels of government and the private sector equally supporting the initiative.

The Weather Protected Walkway system account currently has $700,000 available for capital improvements. The City of Winnipeg would need to include an additional $1,300,000 in new capital to the development of the WPWS.

Partnerships funding would be based on mutual benefits and negotiation.

Other Financial Implications:

Public Gateways

1. Redeveloping Existing Gateways - $50,000 each
2. Gateways in a new Downtown Development - $100,000-200,000 each
3. Developing new Gateways - $350,000 each

- The report has direct financial implications for the City.
- Financial, capital and operating costs will be discussed as each stage is brought forward for implementation once links and access are negotiated on each section of the walkway.

Financial Impact Statement

Date: April 27, 2004

Project Name:

WEATHER PROTECTED WALKWAY SYSTEM

First Year of Program 2004

	2004	2005	2006	2007	2008
Capital					
Capital Expenditures Required	$ -	$ 1,000,000	$ 1,000,000	$ -	$ -
Less: Existing Budgeted Costs	-	700,000	-	-	-
Additional Capital Budget Required	$ -	$ 300,000	$ 1,000,000	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ 300,000	$ 1,000,000	$ -	$ -
External	-	-	-	-	-
Grants (Identify)	-	-	-	-	-
Reserves, Equity, Surplus, Other	-	-	-	-	-
Total Funding	$ -	$ 300,000	$ 1,000,000	$ -	$ -
Total Additional Capital Budget Required	$ 1,300,000				
Total Additional Debt Required	$ 1,300,000				
Current Expenditures/Revenues					
Direct Costs	$ -	$ 35,000	$ 135,000	$ 200,000	$ 200,000
Less: Incremental Revenue/Recovery	-	38,461	38,461	-	-
Net Cost/(Benefit)	$ -	$ (3,461)	$ 96,539	$ 200,000	$ 200,000
Less: Existing Budget Amounts	-	24,500	70,000	70,000	70,000
Net Budget Adjustment Required	$ -	$ (27,961)	$ 26,539	$ 130,000	$ 130,000

Additional Comments:

The funding shortfall identified above for the Weather Protected Walkway System (WPWS) may be addressed in part by future capital funding. The 2004 Adopted Capital Budget and Five-Year Forecast includes $1,064,000 for the WPWS during 2007 to 2009 that, if moved forward, would reduce the additional budget requirement to less than $300,000. Funding requirements for upgrades (accessibility, wayfinding, and gateways) to the existing system would then be part of future capital budget submissions.

"Original signed by"
Mike McGinn, Manager
Finance Division

IN PREPARING THIS REPORT, THERE WAS CONSULTATION WITH AND CONCURRENCE BY:

N/A

THIS REPORT SUBMITTED BY:

Planning, Property and Development Department
Division: Planning and Land Use
Prepared by: Doug Peever
PPD File #:

Document name: O:reports directive/planning and land use/parks, riverbank and community initiatives branch/doug peever/weather protected walkway – april 28 2004

EXECUTIVE SUMMARY

The Weather Protected Walkway System (WPWS), introduced in the mid 1970's, was originally intended to be a key factor in attracting residential development downtown. At that time, Winnipeg City Council mandated that new buildings, in the "basic trunk system", make provision for connection to the WPWS.

Since the 1970's, the WPWS has grown into an under and above ground system of bridges, tunnels and walkways. It is accommodating unprecedented user demand for longer hours of operation, increased volume of traffic, integration of access from multi-modal points and more stringent requirements for accessibility and safety. It is now a vital connector for pedestrians traveling through commercial, retail, entertainment and institutional buildings and is poised to meet the upcoming pedestrian demands of the True North Centre, the Manitoba Hydro Building and the Millennium Library. The WPWS requires a revised operational framework and capital enhancements to handle current and projected use.

During the course of the Study, the Exchange District was considered for inclusion in the WPWS. It is recommended that the Exchange District be included at grade level only for cost effectiveness, to encourage pedestrian level activity and to not detract from the heritage architecture.

Four key highlights emerged from the WPWS Study including:

- Gateways or street connections are required to connect the System at the street level;
- Constructing bridges, building gateways and extending particular sections of the walkways to close the loop in the System is necessary to creating a unified flow of pedestrian traffic;
- Addressing accessibility issues throughout the System is vital;
- Establishing a management structure for the Walkway System is critical to all operational or capital recommendations.

The Study Team has evaluated the WPWS and divides its assessment and recommendations into Operational and Capital considerations over the coming 5 to 10 years period. An Action Plan with associated costs and target dates for implementation is included.

OPERATIONAL CONSIDERATIONS

A. The Weather Protected Walkway System Council Policy

A City of Winnipeg by-law must replace the City Council resolution that is the current regulation governing the Walkway System. The City of Winnipeg by-law would frame all of the required operational decision-making for the Walkway System including:

- Procedures to establish a private/public management structure for the Walkway System;
- Procedures for developing a private sector cost-sharing program with private sector partners;

- Operational procedures for the management structure including accessibility, hours of operation, maintenance and security;
- Coordination of existing City of Winnipeg agreements that currently address particular aspects of the Walkway System;
- Establishment of a single point of contact for the public to address immediate issues;
- Links with other community organizations including the Downtown Winnipeg BIZ, the Downtown Safety and Security Committee of the City of Winnipeg, the Downtown Watch and the Winnipeg Police Services.

B. Development of Design Standards

Design standards will be required to address issues of lighting, accessibility, security, transparency and visibility when capital enhancements to the System are undertaken.

C. Public Support

All stakeholder consultation sessions indicate strong support for the WPWS and a sense of urgency was expressed on the need to provide operational, design and structural enhancements to the System. In addition, business owners considered connection to the System to be a strategic business advantage.

The WPWS has the support of business owners and the public and is a well-established urban transportation system for pedestrians throughout the downtown.

CAPITAL CONSIDERATIONS

A. Wayfinding

Wayfinding is the primary design and capital consideration at this time and will be addressed in the second phase of the Wayfinding Sign Strategy.

B. Accessibility

Plan Winnipeg 2020 Vision clearly articulates the City’s commitment to ensuring equitable access to facilities and services and reinforces the Universal Design Policy. Ensuring accessibility of the Walkway is a complex issue given certain physical constraints such as the

slopes of bridges as well as issues of ownership and the degree to which the City can mandate the rehabilitation of private property.

It is recommended that a detailed audit be conducted and a rehabilitation plan developed in order to determine the extent to which the Walkway can be upgraded. The audit should address signage, the upgrade of lifts, automatic doors, handrails at ramps, floor finishes and aids for visually impaired throughout the Walkway System.

C. Closing the Loop

1) cityplace to the Winnipeg Convention Centre

This first section entails the construction of a second level bridge connection from **city**place to 330 St. Mary Avenue, and extending south along the east face to the York Centre; construction of a new second level bridge connecting 330 St. Mary Avenue to the Delta Hotel by extending along the north face of the Hotel to the existing walkway between the Convention Centre and the Hotel; and the construction of a new gateway with a stair and elevator at the northwest corner of the Hotel. The current 1/3 – 1/3 – 1/3 cost sharing formula for this phase of the project may not be relevant given the configuration and constraints.

It is recommended that a functional design study be commissioned in order to further develop the proposed design and confirm costs. The functional design study would form the basis for negotiations between the various parties. Detailed design and construction would commence upon successful conclusion of the negotiations.

2) Convention Centre to 400 St. Mary Ave.

The second section to Closing the Loop entails the construction of a new bridge between the Convention Centre and 400 St. Mary Avenue. Ideally, this would be constructed as part of the development of the vacant lot west of the Convention Centre. If development is not imminent a bridge could be constructed and would be incorporated into a future development.

3) The Bay/Bay Parkade

It is recommended that the Walkway be extended within The Bay. Extending the Walkway along the exterior of the Bay may be problematic given that the façade is designated. Furthermore, there is a great deal of speculation regarding the future development of the Bay site. It is recommended that extension of the Walkway be considered once the future development plans for The Bay are clear.

D. Construction of Public Gateways

The importance of maintaining a balance of pedestrians on the sidewalks versus new extensions to the WPWS is recognized by the recommended development of Gateways from street level to the WPWS. The prioritization of new / upgraded public gateways is somewhat dependent on a number of concurrent initiatives including the Wayfinding Sign Strategy, The Portage Avenue Context Study, Downtown Streets: One-Way to Two-Way Conversion, and the Portage and Main City Crossing design competition as well as the timing for construction of earlier sections of Closing the Loop.

It is recommended that a separate session be facilitated to integrate the information from related studies to develop the implementation plan and timeline for the construction of new and upgraded public gateways. The priority of which new or redeveloped public Gateways occurs first should be established in consultation with the City of Winnipeg, Planning, Property and Development Department.

E. Multi-modal Links

Multi-modal links must be enhanced to facilitate pedestrian movement within the system. Pedestrians need to seamlessly move within a secure network of streets, pedestrian bridges, below grade concourses, transit stops, water transportation, parking facilities and buildings. The Study suggests upgrades and enhancements to existing links throughout the downtown.

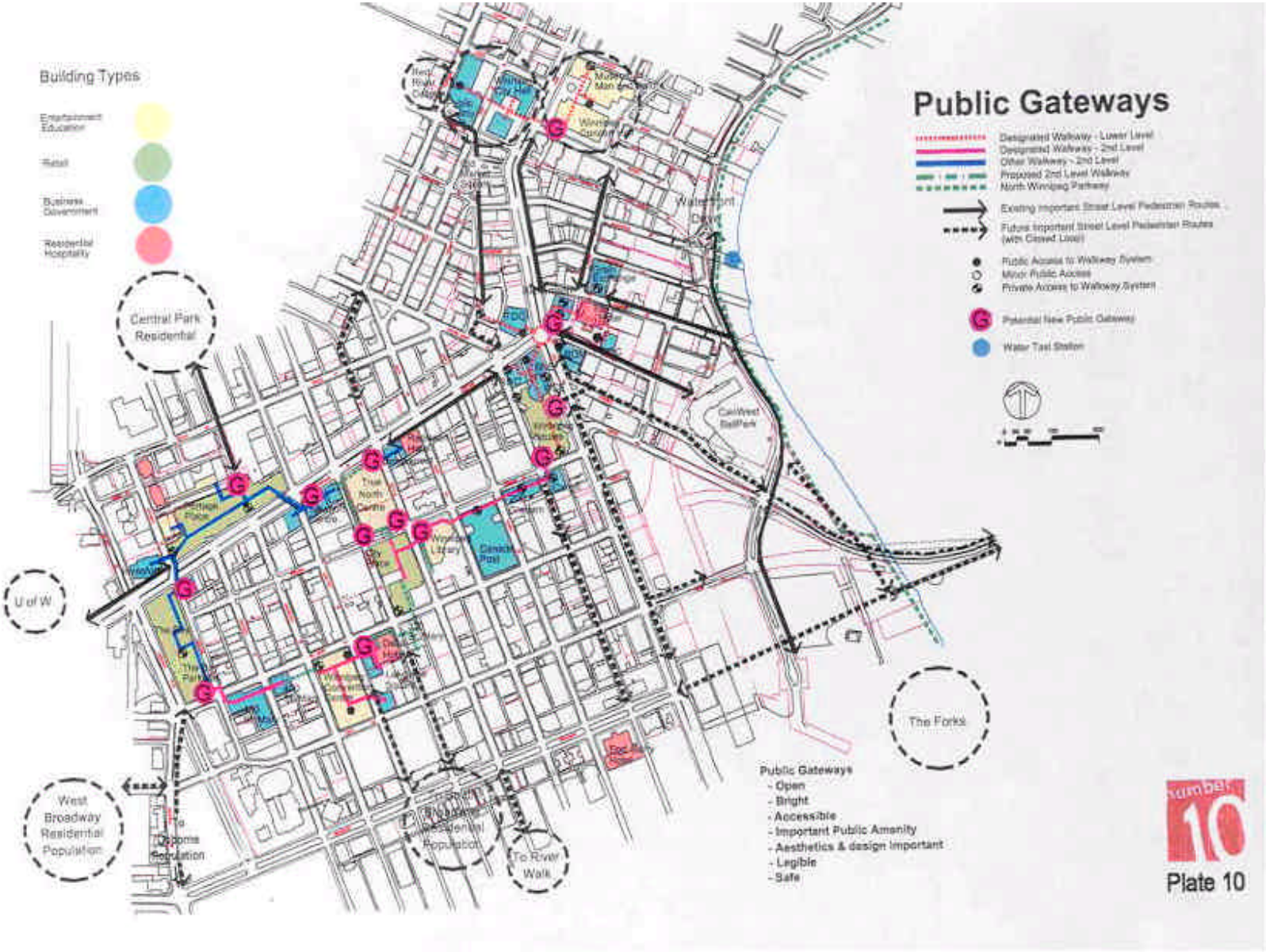
ACTION PLAN

The Action Plan presents proposed capital and operating costs and target completion dates for all recommendations.

Item	*Estimated Operational Costs*	*Project Initiation Date*
1. Adoption of a new policy framework A revised municipal policy is required to: • provide a decision framework for all considerations; • establish consistent operational agreements; • address capital and operating costs.	*Operational costs for staffing*	*May, 2004*
2. Establish one central point of Contact *One point of Contact is required to administer operational and information requirements of the system. The operational issues of hours of operation, maintenance and security need to be handled by one central City of Winnipeg administrative entity. The point of contact would work with the Downtown Winnipeg BIZ and the Winnipeg Police as well as private and public stakeholders.*	*Operational cost for staffing and extended hours of operation. The Winnipeg Downtown BIZ has allocated $60,000. for expanded service in the last four months of 2004 for security and extended hours of staff time.*	*May, 2004*
3. Design Standards Well-defined design standards will direct all future WPWS development, maintenance and enhancement requirements including lighting, accessibility, security, transparency and visibility.	*TBD*	*May, 2004*
4. Annual Maintenance and Security *a) Donald Overpass and Smith Overpass* *b) Portage and Main Underground Concourse* *c) City Hall portion of the Walkway* *A study of the design, accessibility and building envelope of Portage and Main Concourse is recommended.*	*a) $67,000 (2002)* *b) $340,000 (2002)* *c) NA* *TBD*	*May, 2004*
5. Wayfinding Signage System/Branding *The current Wayfinding Sign Strategy will address issues of signage for the Walkway System.*	*$220,000 consulting fees* *$180,000 implementation costs* *Additional costs TBD*	*Oct.2003* *2004-2006 time frame*

Item	*Estimated Capital Costs*	*Project Initiation Date*
1. Accessibility *It is recommended that a detailed audit be conducted and a rehabilitation plan developed in order to determine the extent to which the Walkway can be upgraded.*	*$25,000. to $30,000 fee for a detailed study to evaluate accessibility of the system and to recommend priorities, upgrades and costs .*	*October, 2004* *2004 – 2006 time frame*
2. Asset Preservation *Materials and finishes have deteriorated on some of the Walkway sections. Lifecycle upgrades are required for building envelope, finishes, HVAC and lighting.*		*Ongoing*
3. Physical Infrastructure Recommendations ***Closing the Loop*** *It is recommended that a functional design study be commissioned upon acceptance of this report in order to further develop the proposed design and confirm costs.* *a) cityplace to the Winnipeg Convention Centre* *b) Convention Centre to 400 St. Mary Ave.* *c) The Bay/Bay Parkade*	*$60,000 for design study* *a) $4.1 M - capital cost for the firs* *b) $300,000 to $900,000 capital cost for the second section.* *c)$2 M for the internal Bay route and the parkade option 1.*	*May, 2004* *2004-2009 time frame*
4. Public Gateways *Gateways throughout the system require renovation and new construction.* *a) Redeveloping existing Gateways* *b) Development of Gateways in new downtown developments* *c) Developing new Gateways*	*a) $50,000* *b) $100,000 – $200,000* *c) $350,000*	*May 2004* *2004-2009 time frame*
5. Multi-modal links *Multi-model links are to be determined as part of a broader plan at a later date.*		*2005-2009 time frame*

WEATHER PROTECTED WALKWAY SYSTEM



WEATHER PROTECTED WALKWAY SYSTEM

