Grant Avenue Extension Project
Files FI-2.4(32) (Vol. 11) and FI-2.4(35) (Vol. 10)

3. The Standing Policy Committee on Public Works has been advised that the Grant Avenue Extension was originally recommended in the "Winnipeg Area Transportation Study" completed in 1968. Subsequently, the Grant Avenue Extension was included in the transportation component of the inaugural version of Plan Winnipeg, which was adopted in 1980.

"TransPlan 2010 - Moving Towards Solutions", which was submitted to the City and Province in 1998, recommended the deletion of the Grant Avenue Extension east of Osborne Street but recommended that the section between Pembina Highway and Osborne Street be retained.

Most recently, the document entitled "Plan Winnipeg - 2020 Vision", which has been adopted by both the Province and City Council, did not include the Grant Avenue Extension between Pembina Highway and Lagimodière Boulevard.

On June 7, 2001, the Standing Policy Committee on Property and Development requested the Planning, Property and Development Department to provide a report identifying the City-owned properties being held for the Grant Avenue Extension. The Committee further raised the question as to the need to retain these properties for this project.

In considering a report from the Property, Planning and Development Department, the Standing Policy Committee on Property and Development at its meeting held on July 5, 2001 recommended that the Standing Policy Committee on Public Works be requested:

1. To review the need for the Grant Avenue Extension, and if no longer required, then to recommend to City Council that this project be officially cancelled.

2. To determine which City-owned properties held for the Grant Avenue Extension can be declared surplus to the needs of the Public Works Department.

The proposed alignment of the Grant Avenue Extension between Pembina Highway and Lagimodière Boulevard is outlined on Attachment "A". As previously noted, the section of the Grant Avenue Extension between Pembina Highway and Osborne Street was included as a recommended addition to the arterial street system in "TransPlan 2010 – Moving Towards Solutions". A major reason for its inclusion is that this facility will provide a direct connection between Pembina Highway and Osborne Street without the need to travel through the Corydon/Osborne/McMillan/Pembina intersection at such time as the Canadian National Railway (CNR) Fort Rouge Yard is redeveloped.

In 1906, the City of Winnipeg and the CNR entered into an agreement, which obliges CNR to provide the land and to construct and maintain over the Fort Rouge Yards an overhead bridge and required approaches. Subsequently, the City of Winnipeg entered into an agreement with CNR dated October 13, 1994, which entitles the City to purchase, at 1967 assessed value lands for the Southwest Transit Corridor as well as for the Grant Avenue Extension. The City may exercise this entitlement until December 31, 2009. The lands for the Grant Avenue Extension extend through the CNR Fort Rouge Yards and along the south side of Brandon Avenue immediately east thereof.

Given the future benefit of a direct connection between Pembina Highway and Osborne Street, the City's entitlement to purchase the required property through the Fort Rouge Yards at 1967 assessed value and CNR's outstanding obligation for the cost of an overhead bridge, it would be prudent for the City to consider including the Grant Avenue Extension between Pembina Highway and Osborne Street in a future update of Plan Winnipeg.

A number of properties have been acquired and are being retained for the Grant Avenue Extension. Portions of some of these properties are also required for other transportation purposes such as the widening of St. Mary's Road and rue Archibald. Hence, if the Grant Avenue Extension is cancelled between Osborne Street and Lagimodière Boulevard, the properties currently being retained for this Project should be reviewed by all City departments to precisely define which portions of these properties are surplus to the City's needs and to ascertain if there are alternate uses by the City for these properties.

On October 6, 1982, City Council approved policies concerning the property acquisition program for future regional transportation purposes. One of these policies is as follows:

> "The monies realized from the sale of any properties acquired for future transportation purposes as the result of the cancellation of a transportation project by City Council shall be returned to the Land Acquisition Account for Future Regional Transportation Facilities of the Streets and Transportation Department."

Therefore, any and all proceeds resulting from the disposition/sale of properties retained for the Grant Avenue Extension and declared surplus to the City's needs should be credited to the Land Acquisition - Transportation Right-of-Way Account of the Public Works Department.

The official cancellation of a portion of a transportation project for which properties have been acquired and are being reserved by the City requires approval by City Council.

The Financial Impact Statement is outlined on Attachment "B".

The Standing Policy Committee on Public Works recommends:

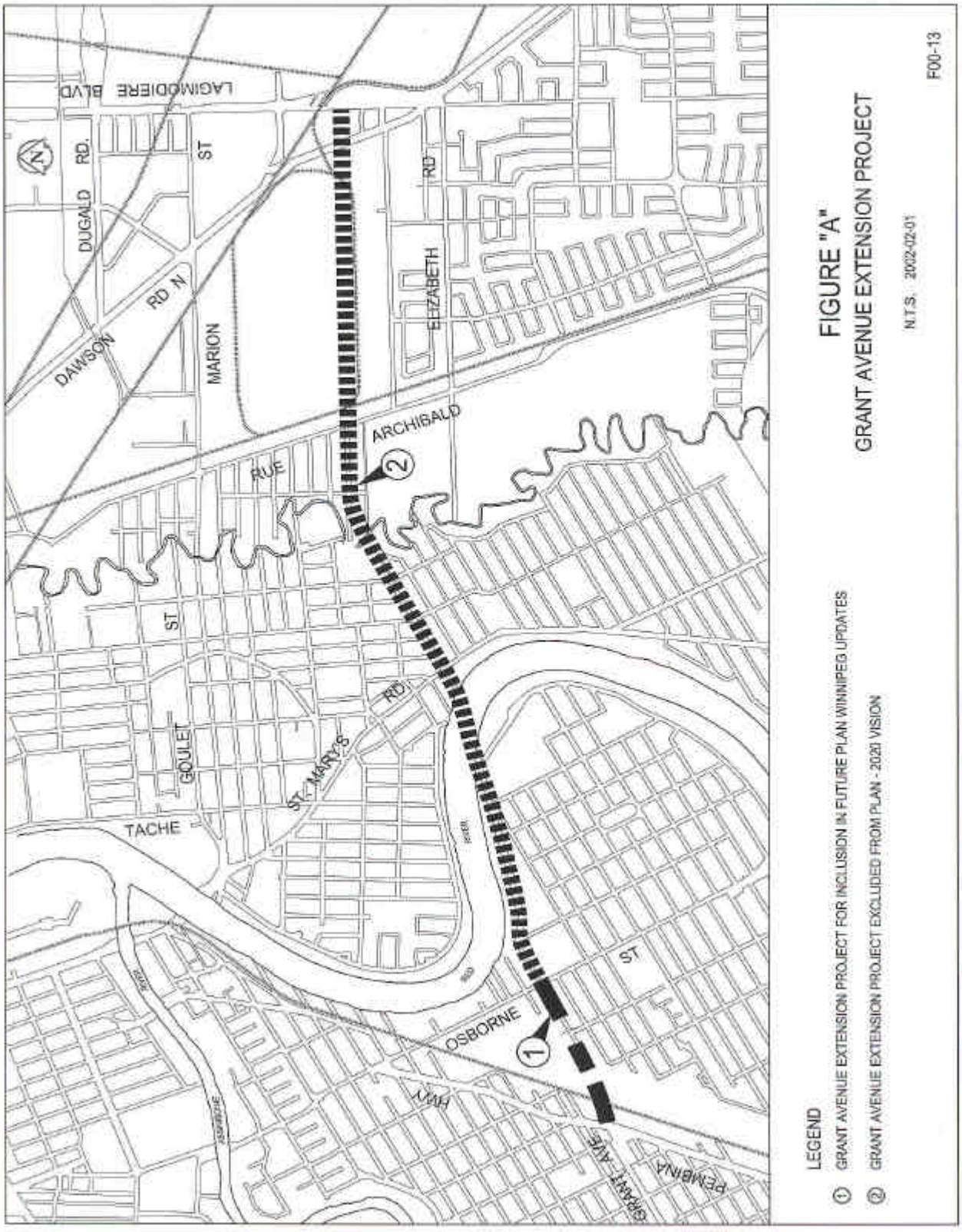
I. That the portion of the Grant Avenue Extension between Osborne Street and Lagimodière Boulevard be officially cancelled.

II. That the portion of the Grant Avenue Extension between Pembina Highway and Osborne Street be retained for consideration in a future update to Plan Winnipeg.

III. That the properties acquired and/or retained for the Grant Avenue Extension between Osborne Street and Lagimodière Boulevard be reviewed by all City Departments to precisely define which properties may be declared surplus to the needs of the City.

IV. That any and all proceeds resulting from the disposition/sale of properties declared surplus to the needs of the City be credited to the Land Acquisition - Transportation Rights-of-Way Account of the Public Works Department.

Attachment “A” referred to in Clause 3 of the Report of the Standing Policy Committee on Public Works dated March 5, 2002



Attachment "B" referred to in Clause 3 of the Report of the Standing Policy Committee on Public Works dated March 5, 2002

Financial Impact Statement **Date:** February 13, 2002

Project Name:

Grant Avenue Extension Project

COMMENTS:

There is no financial impact to the City of Winnipeg at this time. Although the project has been included in Plan Winnipeg, it was never included in the Capital Budget, and therefore, the recommendation to cancel the extension between Osborne Street and Lagimodiere Boulevard will have no impact on the City of Winnipeg. Land has been previously acquired for properties in this area, but because the final outcome of the properties and the proceeds that will be received on disposal of these properties is uncertain, the financial impact cannot be determined. If the properties are transferred to other City departments or are sold, all proceeds would be added back into the Land Acquisition - Transportation Rights-Of-Way Account and will be used to fund other City projects.

Original Signed by Jennifer Hibbert, CMA
For Manager of Finance & Administration

Approved by Divisional Accountant Trainee: ☒