Minutes – Executive Policy Committee – September 16, 2025

Report – Standing Policy Committee on Public Works – September 11, 2025

Item No. 4 Refinery District Multi-use Path Connection to Plaza Station

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and recommended to Council:

1. That the Pedestrian and Cycling Program budget be increased by up to $200,000 for the funds to be received from Hopewell (Bishop Grandin) Development Inc. under the Developer Agreement AG 3.14.

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

Report – Standing Policy Committee on Public Works – September 11, 2025

DECISION MAKING HISTORY:

Moved by Councillor Lukes,

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than four business days preceding the committee meeting, be considered by Committee.

Carried

Moved by Councillor Lukes,

That the recommendation of the Standing Policy Committee on Public Works be concurred in and forwarded to Council.

Carried

STANDING COMMITTEE RECOMMENDATION:

On September 11, 2025, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title: Refinery District Multi-use Path Connection to Plaza Station

Critical Path: Standing Policy Committee on Public Works - Executive Policy Committee - Council

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	D. Konowich, acting for J. Berezowsky	T. Graham	J. Dunford

EXECUTIVE SUMMARY

The Winnipeg Public Service has a cost-sharing agreement with Hopewell (Bishop Grandin) Development Inc. AG 3.14 which includes an at grade pedestrian crossing from the Planned Area of the Refinery District development to Plaza Station.

A multi-use path connecting the planned area of the Refinery District project to Plaza Station was completed in 2025 utilizing the approved 2023 Pedestrian and Cycling Program budget. The total project cost was $426,419.60. Through the cost-sharing agreement, the developer will pay the City $200,000.

To accommodate additional costs and the related and offset funding, the overall budget must be increased.

RECOMMENDATIONS

1. That the Pedestrian and Cycling Program budget be increased by up to $200,000 for the funds to be received from Hopewell (Bishop Grandin) Development Inc. under the Developer Agreement AG 3.14.

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

REASON FOR THE REPORT

Council approval is required to authorize the budget increase to the Pedestrian and Cycling Program capital budget by up to $200,000 for funds received from the developer for the at grade pedestrian crossing from the Planned Area to Plaza Station.

IMPLICATIONS OF THE RECOMMENDATIONS

The Pedestrian and Cycling Capital Program budget will be increased by up to $200,000, funded by the developer as part of their agreement with the City.

HISTORY/DISCUSSION

A multi-use path connecting the planned area of the Refinery District project to Plaza Station (part of the Southwest Transitway) was constructed in 2025 for a total project cost of $426,419.60.

Development Agreement AG 3.14, clause #16 states the following:

> Pedestrian Crossing to Proposed Bus Rapid Transit Station
> The Developer shall pay to the City, in cash on demand, 50 percent of the costs for an at-grade pedestrian crossing from the Planned Area to the future proposed Bus Rapid Transit ("BRT") Station, to a maximum value of $200,000. The actual scope of work required shall be determined prior to execution of this development agreement or as mutually agreed upon by the Developer and the City.

The Public Service is seeking to exercise clause #16 of AG3.14 and return the funds to be received to the Pedestrian and Cycling Program capital budget. To accommodate the incoming funding, the overall budget must be increased.

FINANCIAL IMPACT

Financial Impact Statement **Date:** July 25, 2025

Project Name: **First Year of Program** **2025**

Refinery District Multi-use Path Connection to Plaza Station

	2025	2026	2027	2028	2029
Capital					
Capital Expenditures Required	$ 426,419	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	226,419	-	-	-	-
Additional Capital Budget Required	$ 200,000	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal		$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Developer Funding	200,000	-	-	-	-
Total Funding	$ 200,000	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ 200,000				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	18,849	-	-	-	-
Net Cost/(Benefit)	$ (18,849)	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	(18,849)	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Capital Expenditures Required represent the cost to construct the Refinery District multi-use pathway. Under developer agreement AG3.14 it is anticipated that developer will re-imburse the City up to $200,000. The Pedestrian Cycling capital project will be increased to the amount equivalent received from the developer. Existing Budgeted Costs represent the approved Pedestrian and Cycling program capital budget allocated to this project. Incremental Revenue/Recovery represents the departmental and corporate overhead charges allocated to the project.

J. Ruby, 2025-07-29

J. Ruby CPA, CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with: N/A

OURWINNIPEG POLICY ALIGNMENT

2.1 Climate Action Targets - Meet and exceed greenhouse gas emissions reduction targets of 20 percent by 2030, relative to 2011, and net zero by 2050, by working towards partnerships with the community, businesses, and government bodies including Indigenous, Federal and Provincial governments.

3.17 Sustainable Transportation Connectivity - Prioritize enhancements to the integrated and sustainable transportation system that improve its viability and access to places such as educational institutions, employment opportunities, recreation and library facilities, providers of essential goods and services and health providers, especially for children, and for neighbourhoods most impacted by poverty.

4.10 Transportation Safety - Design, construct, maintain, and regulate an integrated and sustainable transportation system and related infrastructure that optimize safe, connected and reliable mobility, and minimize severe injuries and fatalities for all road users.

Transportation Master Plan

Section 5.2 Active Transportation

Enabling strategies

n) Seek innovative and new partnerships to support AT programs and facilities

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Strategic Opportunity #3 Advancing Sustainable Transportation 3.4 Increase Active Transportation Rates

Strategic Opportunity #3 Advancing Sustainable Transportation 3.5 Reduce Traffic Congestion

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Action #1 Adopt a poverty reduction approach to service delivery

Action #2 Use poverty data to inform decision making

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: C. Baker, MCIP, RPP, Senior Active Transportation Planner
Date: July 30, 2025