Minutes – City Centre Community Committee – January 5, 2026

REPORTS

Item No. 2 **Requested Amendment to Development Agreement No. AG 3/2014 – Land Located at Sugar Beet Major Redevelopment Site North of Abinojii Mikanah (formally Bishop Grandin), West of the Manitoba Hydro Corridor**
(River Heights-Fort Garry Ward)
File DASZ 3/2014

COMMUNITY COMMITTEE RECOMMENDATION:

The City Centre Community Committee concurred in the recommendation of the Winnipeg Public Service and recommended to the Standing Policy Committee on Property and Development:

1. That the request for amendment be denied, as the eastern connection is already in place, presently ends in an open field, and is demonstrably being used despite the absence of a formal pathway.

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

DECISION MAKING HISTORY:

Moved by Councillor Orlikow,

That the recommendation of the Winnipeg Public Service be concurred in and forwarded to the Standing Policy Committee on Property and Development.

Carried

ADMINISTRATIVE REPORT

Title: Requested Amendment to Development Agreement No. AG 3/2014 – Land located at Sugar Beet Major Redevelopment Site North of Abinojii Mikanah (formally Bishop Grandin), west of the Manitoba Hydro Corridor - DASZ 3/2014

Critical Path: City Centre Community Committee – Standing Policy Committee on Property and Development – Executive Policy Committee – Council

AUTHORIZATION

Author	Department Head	CFO	CAO
K. Kowalyk	N/A	N/A	N/A

EXECUTIVE SUMMARY

Hopewell Development (the Applicant) is requesting an amendment to development agreement File No. AG 3/14.

The proposed amendment requests to remove the obligation to construct/or pay for a path along Abinojii Mikanah.

The Public Service does not support this request.

RECOMMENDATIONS

The Public Service recommends that the request for amendment be denied, as the eastern connection is already in place, presently ends in an open field, and is demonstrably being used despite the absence of a formal pathway.

REASON FOR THE REPORT

Council approval is required for a Development Agreement Amendment.

IMPLICATIONS OF THE RECOMMENDATIONS

Concurrence with this recommendation will enable the approved servicing conditions to be continue to be applied to this Agreement.

HISTORY/DISCUSSION

On May 27, 2014, Council approved the Subdivision and Rezoning of lands located at the Sugar Beet Major Redevelopment Site, north of Abinojii Mikanah (formally Bishop Grandin) and west of the Manitoba Hydro Corridor (File DASZ 3/2014 [c/r DAOC 1/2014]).

As part of this approval, the Developer entered into a Development Agreement with the City of Winnipeg that set out the municipal infrastructure required to support development of the lands. These obligations are detailed in Appendix "A", the Report of the Administrative Co-ordinating Group.

In 2024, the City fulfilled its obligations under the Development Agreement by constructing the multi-use pathway connections through the Manitoba Hydro Corridor to the Refinery District connection points. These works completed the final link between the Refinery District, Plaza Station, the Blue Line multi-use path, and Pembina Highway. The remaining multi-use path along the southern boundary of the planned area is required to complete the public and private active transportation network within the Refinery District.

The southern boundary pathway is a critical component of the overall active transportation system already constructed in the area. Context Map (Appendix B) illustrates the connectivity this segment is intended to complete along with site photos of the current state (Appendix C). The rationale for the pathway includes the following:

- The Refinery District public pathway network is designed to directly connect to this segment via the easterly PR pathway connection.
- Existing private pathway connections at 525, 585, 595, and 635 Ballantrae were designed to align with and connect to this pathway.
- A well-worn informal trail exists along the alignment, indicating clear demand for a formal facility (see Appendix E).
- City staff observed active pedestrian use of the informal trail during a site visit.
- Convenient, continuous pedestrian access is a core requirement of successful transit-oriented development, particularly for connections to rapid transit stations.
- Failure to construct the pathway would leave a permanent gap in connectivity and transfer the problem to the City in the future.

Correspondence has since been received (Appendix D) from the Applicant requesting the removal of the following obligation to construct or pay for the multi-use pathway along the southern limit of the planned area.

"*13. Bishop Grandin Boulevard Improvements*

a) *The Developer shall, at no expense to the City, construct and/or pay to the City in cash, the following improvements at and in the vicinity of the right-in/right-out connection on Bishop Grandin Boulevard at Newmarket Boulevard:*

   iv. *An asphaltic concrete multi-use path to a width of 3.5m along the north side of Bishop Grandin Boulevard, abutting the subject Planned Area.*

   and all related works, all as determined by and to the satisfaction of the Director of Public Works."

The Public Service understands this request is driven by project cost pressures, specifically related to slope stability considerations that were not fully accounted for in the Developer's original site design. The development increased the height of overburden at the top of slope along the common property line, contributing to increased stabilization efforts for the pathway.

The pathway requirement was a known obligation of the Development Agreement, intended to deliver a complete, functional, and connected development. Removing this obligation would undermine the planned connectivity, contradict the principles of transit-oriented development, result in confusion and complaints from residents and leave the City responsible for resolving a foreseeable infrastructure gap. For these reasons, the Public Service does not support the requested amendment and recommends that the existing Development Agreement obligations remain in force.

CONSULTATION

This Report has been prepared in consultation with the Public Works Department

OURWINNIPEG POLICY ALIGNMENT

This report aligns with OurWinnipeg 2045, Policy 6.36 Full Range of Municipal Services, by enabling the installation of the municipal services.

Objective: Facilitate planned and orderly development.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Climate Action Plan and its goals and objectives, and it was determined that it is not applicable to this specific report.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Poverty Reduction Strategy (PRS) and its Goals and Objectives, and it was determined that the PRS is not applicable to this specific report.

SUBMITTED BY

Department: Planning, Property and Development
Division: Real Estate and Land Development
Prepared by: K. Kowalyk, Land Development Engineer
Date: August 14, 2024
File No: AG 3/14

Attachments: Schedule “A” – Subdivision Map” for File No. DASZ 3/2014
Schedule “B” – Context Map
Schedule “C” – Photos of Existing Pathway
Schedule “D” – Amendment Request Letter from Applicant

SCHEDULE "A" – Subdivision Map for File No. DASZ 3/2014

Schedule "A" for File No. DASZ 3/2014, City Centre Community Committee, dated April 9, 2013

By–Law No. _____

File No. **DASZ 3/14**

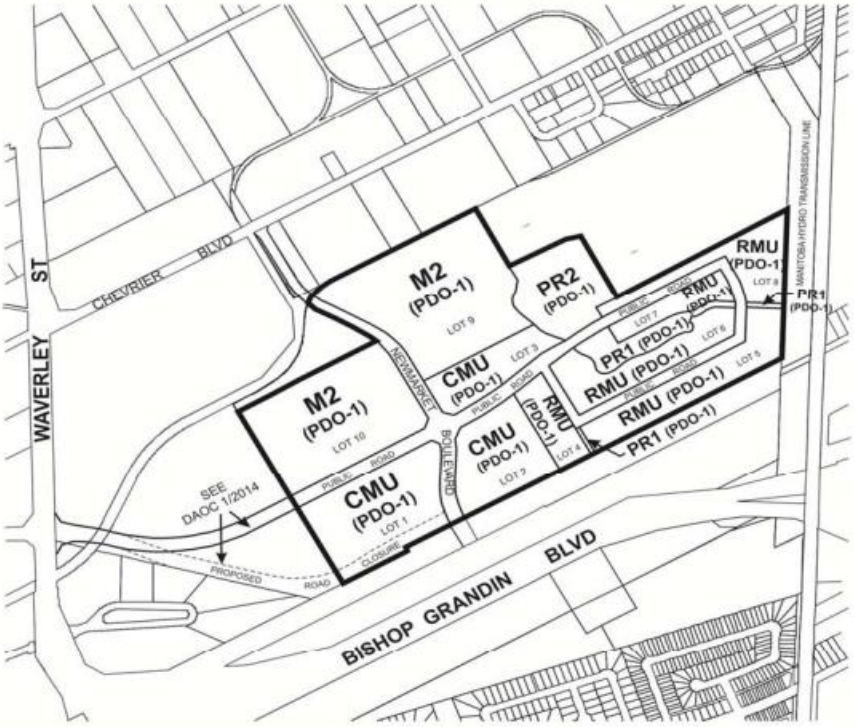
Atlas Sheet No.

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AJ22
CITY CENTRE
COMMUNITY

Explanation

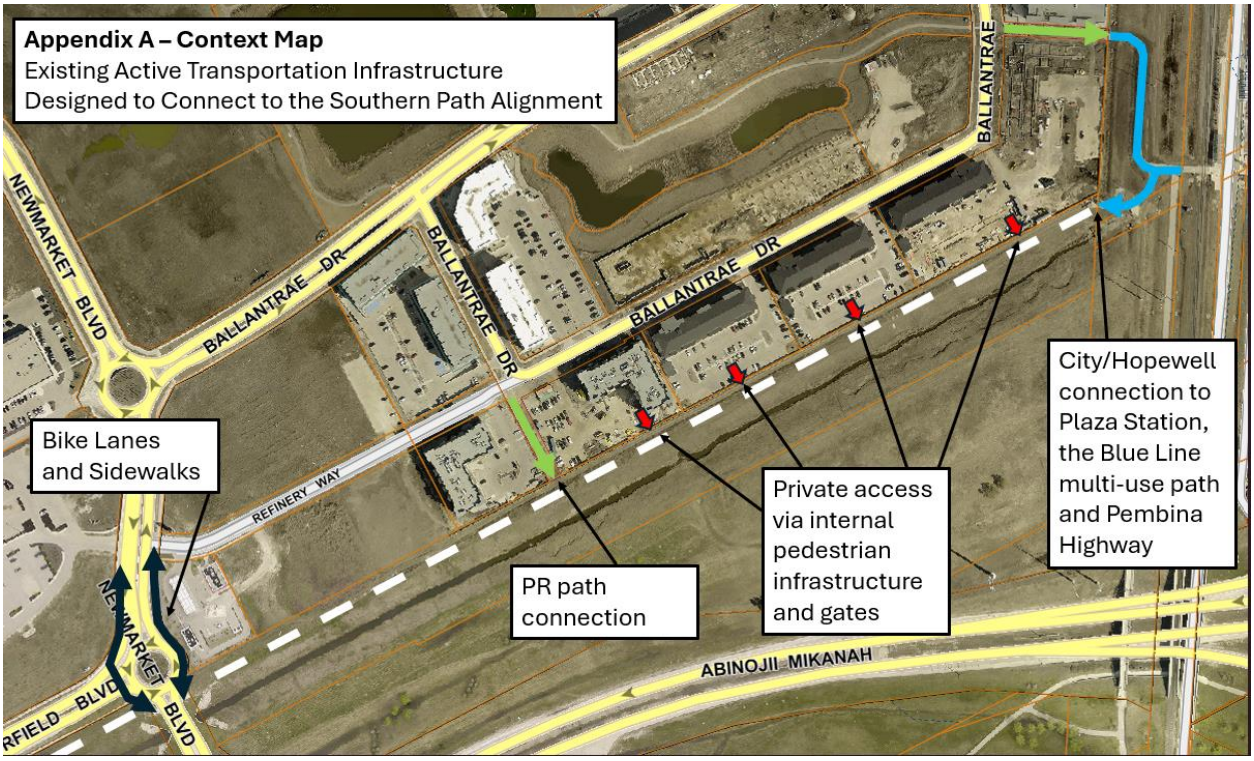
An application for the approval of the plan of subdivision shown outlined below and for a proposed zoning change to By-law No. 200/2006 by rezoning the land located north of Bishop Grandin Boulevard, west of the Manitoba Hydro Corridor from an "M2" MANUFACTURING GENERAL DISTRICT to an "RMU" RESIDENTIAL MIXED USE PDO-1 BISHOP GRANDIN CROSSING DISTRICT, "CMU" COMMERCIAL MIXED USE PDO-1 BISHOP GRANDIN CROSSING DISTRICT, "PR1" PARKS AND RECREATION 1 NEIGHBOURHOOD PDO-1 BISHOP GRANDIN CROSSING DISTRICT, "PR2" PARKS AND RECREATION 2 COMMUNITY PDO-1 BISHOP GRANDIN CROSSING DISTRICT and "M2" MANUFACTURING GENERAL PDO-1 BISHOP GRANDIN CROSSING DISTRICT to facilitate the future development of the Sugar Beet Major Redevelopment Site (Bishop Grandin Crossing) by the creation of a block plan, lots, parks and public right-of-ways as shown outlined below.



THIRD READING : _____ EFFECTIVE DATE : _____

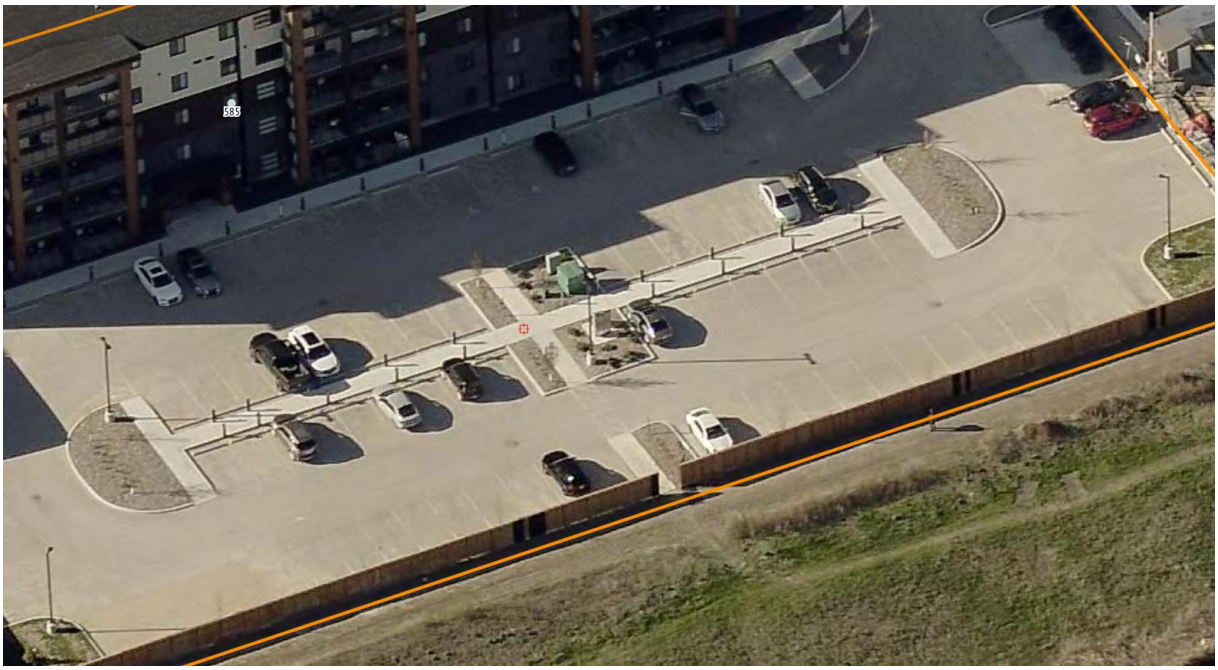
ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

SCHEDULE "B"- Context Map



SCHEDULE “C”- Photos of Existing Pathway







SCHEDULE "D"- Amendment Request Letter from Applicant

RECEIVED
OCT 28 2025
LAND DEVELOPMENT

October 27, 2025

City of Winnipeg
Land Development Branch
Planning, Property and Development Department
Main Floor, 65 Garry Street
Winnipeg, MB, R3C 4K4

REF: AG 3/14 – DASZ 3/2014

To Mr. Kevin Kowalyk:

This letter will serve as a formal request under Development Agreement AG 3/14, approved by council on May 27, 2014 to remove the requirement under **'Schedule C'**, Special Terms, item **#13a)iv**, with respect to the asphaltic concrete multi-use path, being a 3.5m wide AT path, along the north side of Abinojii Mikanah (formerly Bishop Grandin Boulevard) and the subject Planned Area.

This request is in response to the severe requirements placed on the developer, at the behest of the City of Winnipeg, with respect to existing Lot 16 Drainage infrastructure and the sluffing of the property.

We request this Development Agreement item, be fully removed in it's entirety.

Please advise if there are any further requirements that need to be actioned in respect of this request and we will be more than happy to discuss with the City as required.

Sincerely,

DEREK FOX
VICE PRESIDENT OF CONSTRUCTION
DFOX@HOPEWELL.COM

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including an overhead sign structure, as determined by and to the satisfaction of the Director of Public Works.

b) The Developer shall, at no expense to the City, complete modifications to the west side of the intersection of Waverley Street and Scurfield Boulevard in order to match the east side traffic lanes, as determined by and to the satisfaction of the Director of Public Works.

11. Newmarket Boulevard and Scurfield Boulevard Roundabout

The Developer shall, at no expense to the City, construct the proposed roundabout at the intersection of Newmarket Boulevard and Scurfield Boulevard (easterly extension), as determined by and to the satisfaction of the Director of Public Works.

12. Hamelin Street Right-Turn Lane

The Developer shall, at no expense to the City, construct and/or pay to the City, in cash on demand, the costs to construct a northbound right-turn lane on Hamelin Street at McGillivray Boulevard, as determined by and to the satisfaction of the Director of Public Works

13. Bishop Grandin Boulevard Improvements

a) The Developer shall, at no expense to the City, construct and/or pay to the City in cash, the following improvements at and in the vicinity of the right-in/right-out connection on Bishop Grandin Boulevard at Newmarket Boulevard:

i. A westbound right turn deceleration lane and upstream transition;

ii. A westbound activity lane from Newmarket Boulevard to Waverley Street;

iii. A new roadway bridge/culvert structure crossing the Lot 16 Drain facility in accordance with plans and specifications as determined by and to the satisfaction of the Director of Public Works and the Director of Water and Waste;

SPECIAL TERMS

iv. An asphaltic concrete multi-use path to a width of 3.5m along the north side of Bishop Grandin Boulevard, abutting the subject Planned Area.

and all related works, all as determined by and to the satisfaction of the Director of Public Works.

b) The Developer shall, at no expense to the City, construct a second westbound left-turn storage lane and upstream transition on Bishop Grandin Boulevard at Waverley Street and all related works, as determined by and to the satisfaction of the Director of Public Works.

14. Waverley Street Improvements

The Developer shall, at no expense to the City, construct or pay the costs of the following improvements at and in the vicinity of the intersection of Waverley Street and the easterly extension of Scurfield Boulevard:

a) A double southbound left turn storage lane and upstream transition including an overhead sign structure;

b) A northbound right-turn storage lane and channelization on Waverley Street in the southeast corner of Waverley Street and Scurfield Boulevard;

c) Modifications to the existing median opening on Waverley Street as may be required;

d) All costs associated with the modification of the existing traffic control signals at intersection of Waverley Street and Scurfield Boulevard to include the proposed east leg of the intersection as determined by the Director of Public Works;

e) Advance permanent street name signs on Waverley Street, north and south of Scurfield Boulevard, as required;

f) all related works.

All as determined by and to the satisfaction the Director of Public Works.

Developer's Initials: _____

_____

City's Initials: _____