REPORT OF THE

STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT

DATED JUNE 27, 2002

On motion of Councillor Vandal, the Report of the Standing Policy Committee on Property and Development, dated June 27, 2002, was considered clause by clause.

Moved by Councillor Vandal,

That the Consent Agenda, Clauses 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17 and 18, be adopted.

Councillor Steek requested that Clauses 18 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16 and 17, was put and declared carried.

Proposed Closing of Peterson Avenue and Brockville Street, south of Shoreline Drive
File DAC 6/2002 [c/r DASZ 2/2002]

597- 1. The Standing Policy Committee on Property and Development has been advised that the Planning, Property and Development Department has received a request from Genstar Development Company to incorporate portions of Brockville Street and Peterson Avenue into File DASZ 8/2002, an application to subdivide and rezone the adjacent lands as identified on Misc. Plan No. 11527.

The portion of Brockville Street between the south limit of the subdivision and Lindenwood Drive East is not required for street purposes. Upon closure of this portion of the street, the land will be incorporated into the adjoining City parklands.

The proposal has been considered by all affected City departments and public utilities. There are no administrative objections to the closing.

The area of the streets being closed for inclusion into the subdivision exceeds the area of the streets being opened by the subdivision. In accordance with City policy, the land will be transferred at a price to be determined by the Real Estate Division of the Planning, Property and Development Department and approved by the Standing Policy Committee on Property and Development.

Any relocation of or easements for existing utilities within the portion of the streets contained within the subdivision will be addressed by the subdivision application. Easements will be granted for any existing utilities within the portion of Brockville to be retained by the City of Winnipeg.

The streets must be legally closed before they may be sold or incorporated into the adjoining City property. Title to all public rights of way in Manitoba is vested in the name of the Province. The registration in the Winnipeg Land Titles Office of a closing by-law removes the public right of way status from the land and vests the ownership of the property in the City's name. The City is not entitled to dispose of the land until this has been done.

On June 11, 2002, the Assiniboia Community Committee held a public hearing to consider the above proposed closing application. Two persons appeared in support of the application, and no one registered in opposition thereto.

The Community Committee concurred in the recommendation contained in the report dated May 22, 2002 from the Real Property Officer, Planning, Property and Development Department, and recommended approval of the proposed street closing.

On June 27, 2002, the Standing Policy Committee on Property and Development considered and concurred in the June 11, 2002, recommendation of the Assiniboia Community Committee.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

The Standing Policy Committee on Property and Development recommends:

I. That the proposed closing of Peterson Avenue and Brockville Street, south of Shoreline Drive, as outlined Misc. Plan No. 11527 (Attachment “A”), be approved.

II. That the City Solicitor/Manager of Legal Services be instructed to prepare the necessary by-law for submission to Council to effect the closing in accordance with Misc. Plan No. 11527 (Attachment “A”).

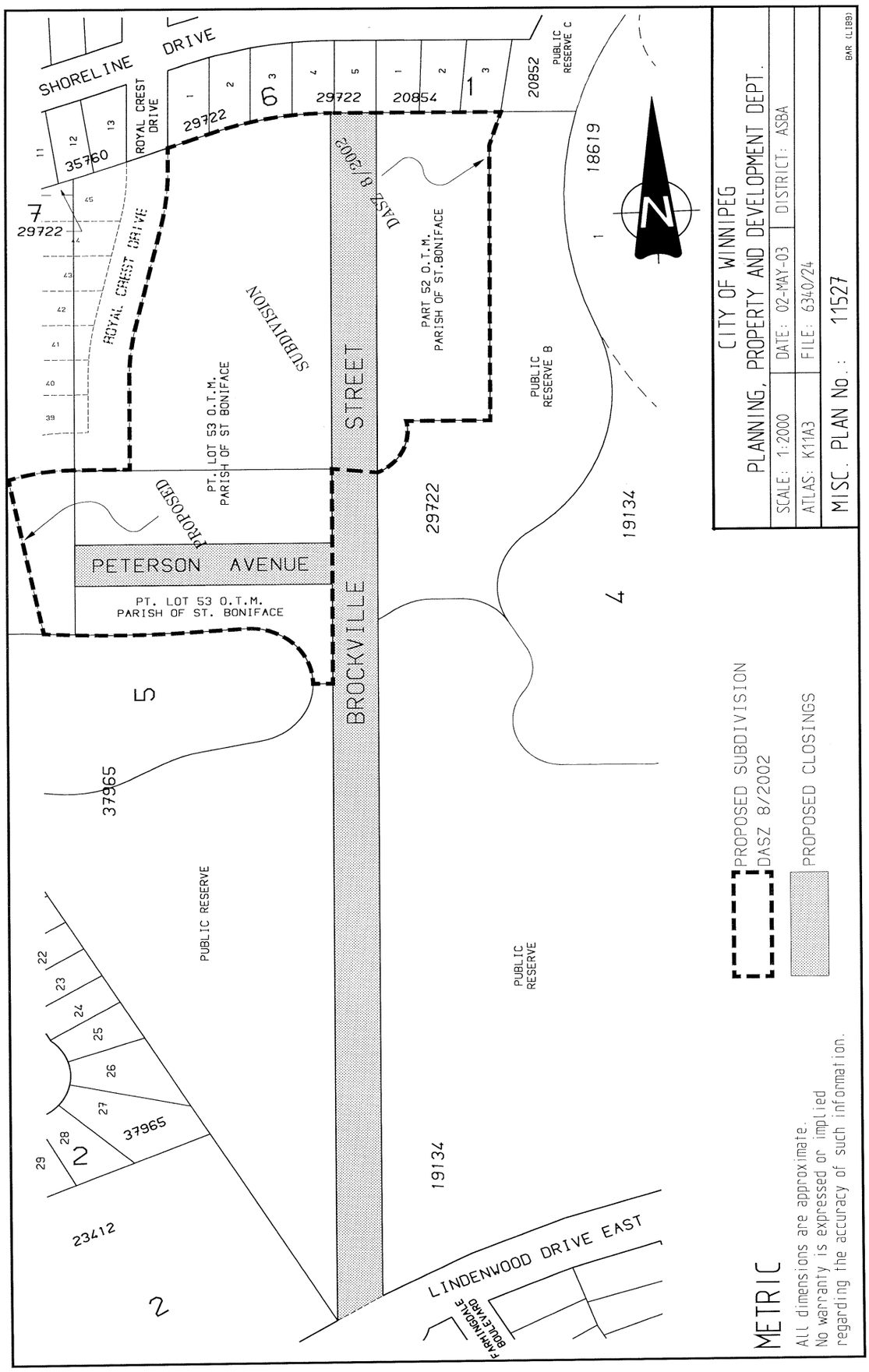
III. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing.

Adopted by consent.

(See next page for attachment)

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 1 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002



Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Proposed Plan of Subdivision and Rezoning - land located east side of Royal Crest Drive, south of Marksbridge Drive File DASZ 8/2002

598 - 2. The Standing Policy Committee on Property and Development has been advised that an application has been received from Genstar Development Company (Greg Jasper), 218 – 905 Waverley Street, Winnipeg, for approval of a plan of subdivision and related zoning change to Zoning By-law No. 6400/94 by rezoning the subject lands from a "A" and "A-5" Agricultural District to a "R1-5" Residential District to allow for single-family housing development. The subdivision is Phase 14B of the Lindenwoods residential community located on joint venture City/Genstar lands. It is proposed to create 30, 50 plus foot-wide building lots.

On June 11, 2002, the Assiniboia Community Committee held a public hearing to consider the subject subdivision and rezoning application. Two people registered in support of the application and one registered in opposition thereto.

The Assiniboia Community Committee concurred in the recommendation contained in the report dated May 6, 2002, from the Manager of Planning and Land Use, Planning, Property and Development. The Community Committee recommended approval of the proposed rezoning for the following reason:

1. That this is one of the final phases of the planned community which has been architecturally designed and is consistent with Plan Winnipeg.

On June 27, 2002, the Standing Policy Committee on Property and Development concurred in the recommendations contained in the Plan of Subdivision and Zoning Change Report dated June 14, 2002, from the Assiniboia Community Committee.

The Standing Policy Committee on Property and Development recommends:

I. That the plan of subdivision proposed under File DASZ 8/2002 be approved for preparation as a plan of subdivision by a Manitoba Land Surveyor in accordance with Schedule "A" for File DASZ 8/2002 dated May 6, 2002, for registration in the Winnipeg Land Titles Office, subject to the following:

   A. That the Developer be required to enter into a Development Agreement with the City containing all the conditions outlined in the report of the Administrative Coordinating Group dated May 1, 2002.

II. That the Director of Planning, Property and Development be authorized to certify any documents in connection therewith.

III. That Winnipeg Zoning By-law No. 6400/94 be amended by rezoning the subject land as shown on Schedule "A" for File DASZ 8/2002 dated May 6, 2002, to a "R1-5" Single-Family Residential District.

IV. That ten percent (10%) cash dedication in lieu of park dedication not be applied as the applicant has satisfied the open space dedication requirements for the entirety of the their Lindenwoods holdings.

V. That in the event this application is not proceeded with expeditiously and the by-law is not enacted within twenty-four (24) months after adoption of this report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

VI. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary by-law in accordance with the above.

VII. That the subdivision section of the by-law shall come into force and effect upon execution by the City of Winnipeg of the Development Agreement.

VIII. That the zoning section of the by-law shall come into force and effect when the Plan of Subdivision has been registered in the Winnipeg Land Titles Office.

IX. That the Plan of Subdivision shall be approved and signed by the Director of Planning, Property and Development within two (2) years of the date of passage of the aforementioned by-law.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

X. That in the event that the necessary City of Winnipeg mylar approval signatures have not been secured within twenty-four (24) months after adoption of the by-law, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

Adopted by consent.

(See next page for attachment)

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 2 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002

By-Law No. _____

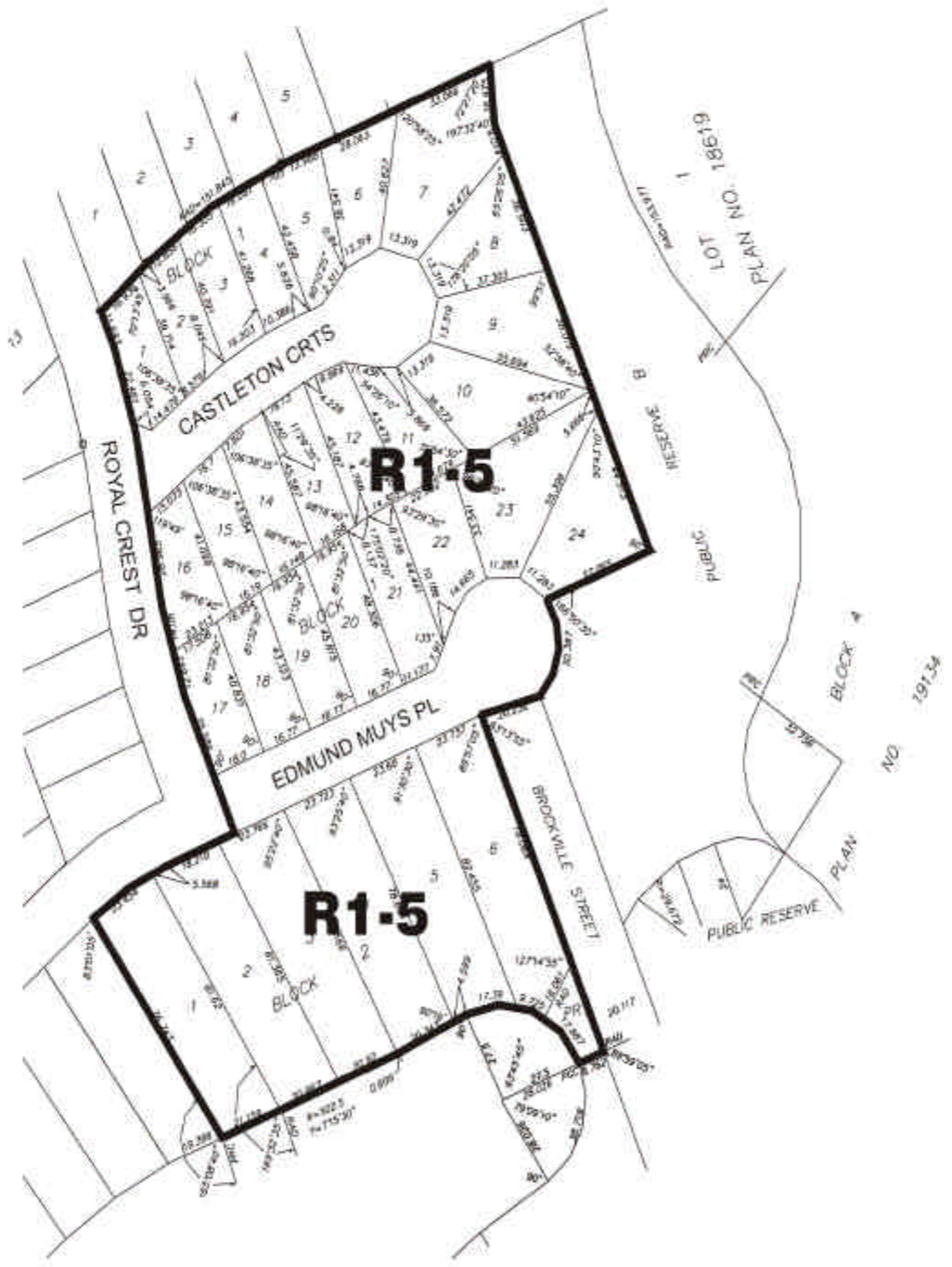
File No. **DASZ 8/02**

Atlas Sheet No. **AG21 ASSINIBOIA COMMUNITY**

N

Explanation

An application for the approval of the plan of subdivision shown outlined below and for a proposed zoning change to By-law No. 6400/94 by rezoning the land on the east side of Royal Crest Drive, west of Brockville Street from an "A" AGRICULTURAL DISTRICT and an "A.5" AGRICULTURAL DISTRICT to an "R1-5" SINGLE-FAMILY DISTRICT as shown outlined below.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Proposed Plan of Subdivision and Rezoning - land located east of Canadian Pacific Railway, north of Lindenwood Drive and south of Rothwell Road
File DASZ 9/2002A

599 - 3. The Standing Policy Committee on Property and Development has been advised that an application has been received from Genstar Development Company (Greg Jasper), 218 - 905 Waverley Street, Winnipeg, for approval of a plan of subdivision and related zoning change to Zoning By-law No. 6400/94 by rezoning the subject lands from a "MP-2" Industrial District to a "R1-4" Residential District to allow for single-family housing development.

The subdivision is Phase 15C of the Lindenwoods residential community located on joint venture City/Genstar lands. It is proposed to create 80, 40plus foot-wide building lots. The application complies with Plan Winnipeg.

On June 14, 2002, the Assiniboia Community Committee held a public hearing to consider the subject subdivision and rezoning application. Two people registered in support and no one registered in opposition thereto.

The Assiniboia Community Committee concurred in the recommendation contained in the report dated May 24, 2002, from the Manager of Planning and Land Use, Planning, Property and Development Department. The Community Committee recommended approval of the proposed rezoning for the following reason:

1. That the Assiniboia Community Committee agreed with the administrative comments contained in the report of the Manager of Planning and Land Use, Planning, Property and Development Department.

On June 27, 2002, the Standing Policy Committee on Property and Development concurred in the recommendations contained in the Plan of Subdivision and Zoning Change Report dated June 14, 2002, from the Assiniboia Community Committee.

The Standing Policy Committee on Property and Development recommends:

I. That the plan of subdivision proposed under File DASZ 9/2002A be approved for preparation as a plan of subdivision by a Manitoba Land Surveyor in accordance with Schedule "A" for File DASZ 9/2002A dated May 24, 2002, for registration in the Winnipeg Land Titles Office, subject to the following:

   A. That the Developer be required to enter into a Development Agreement with the City containing all the conditions outlined in the report of the Administrative Coordinating Group dated May 1, 2002.

II. That the Director of Planning, Property and Development be authorized to certify any documents in connection therewith.

III. That Winnipeg Zoning By-law No. 6400/94 be amended by rezoning the subject land as shown on Schedule "A" for File DASZ 9/2002A dated May 24, 2002, to a "R1-4" Single-Family Residential District.

IV. That in the event this application is not proceeded with expeditiously and the by-law is not enacted within twenty-four (24) months after adoption of this report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

V. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary by-law in accordance with the above.

VI. That the subdivision section of the by-law shall come into force and effect upon execution by the City of Winnipeg of the Development Agreement.

VII. That the zoning section of the by-law shall come into force and effect when the Plan of Subdivision has been registered in the Winnipeg Land Titles Office.

VIII. The Plan of Subdivision shall be approved and signed by the Director of Planning, Property and Development within two (2) years of the date of passage of the aforementioned by-law.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

IX. That in the event that the necessary City of Winnipeg mylar approval signatures have not been secured within twenty four (24) months after adoption of the by-law, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

Adopted by consent.

(See next page for attachment)

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 3 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002

By-Law No. _____

File No. **DASZ 9/02 (A)**

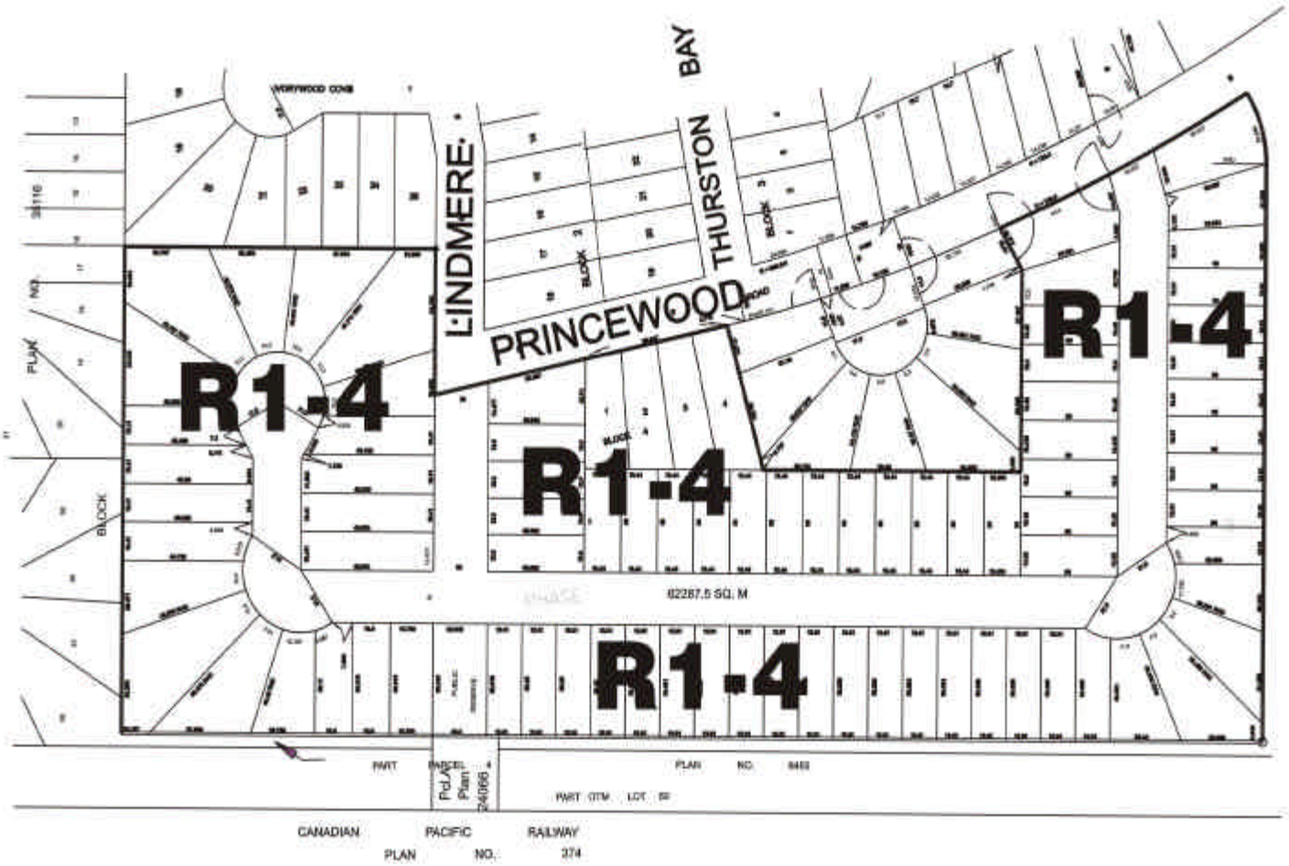
Explanation

An application for the approval of the plan of subdivision shown outlined below and for a proposed zoning change to By-law No. 6400/94 by rezoning the land located east of Thurston bay, south of Princewood Road from an "MP-2" INDUSTRIAL DISTRICT to an "R1-4" SINGLE-FAMILY DISTRICT as shown outlined below.

Atlas Sheet No.

N

AH20 ASSINIBOIA COMMUNITY



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Proposed Plan of Subdivision and Rezoning - land located at Waverley Street west side, near Bishop Grandin Boulevard File DASZ 10/2002

600 - 4. The Standing Policy Committee on Property and Development has been advised that an application has been received from Pitblado Buchwald Asper (Robert Giesbrecht), 2500 - 300 Main Street, Winnipeg, for approval of a plan of subdivision and related zoning change to Winnipeg Zoning By-law No. 6400/94 by rezoning the subject lands from an "A" Agricultural District to a "M2" Industrial District to allow for commercial development.

The realignment of Waverley Street (Two Mile Road) and closure of redundant right-of-way created residual parcels of land that have been acquired from the City by the owners of the adjoining, forty plus acres of "M2" lands to the west. The subject parcel was not rezoned at the time of title transfer, necessitating the current application. The entire holding is in the process of being subdivided into condominium parcels for future commercial development.

On May 14, 2002, the Assiniboia Community Committee held a public hearing to consider the subject subdivision and rezoning application. Two people registered in support of the application and no one registered in opposition thereto.

The Assiniboia Community Committee concurred in the recommendation contained in the report dated April 26, 2002, from the Manager of Planning and Land Use, Planning, Property and Development Department. The Community Committee recommended approval of the plan of subdivision and related rezoning for the following reason:

1. That the Assiniboia Community Committee agreed with the administrative comments contained in the report of the Manager of Planning and Land Use, Planning, Property and Development Department.

On June 27, 2002, the Standing Policy Committee on Property and Development concurred in the recommendations contained in the Plan of Subdivision and Zoning Change Report dated June 3, 2002, from the Assiniboia Community Committee.

The Standing Policy Committee on Property and Development recommends:

I. That the plan of subdivision proposed under File DASZ 10/2002 be approved for preparation as a plan of subdivision by a Manitoba Land Surveyor in accordance with Schedule "A" for File DASZ 10/2002 dated April 26, 2002, for registration in the Winnipeg Land Titles Office.

II. That the Director of Planning, Property and Development be authorized to certify any documents in connection therewith.

III. That Winnipeg Zoning By-law No. 6400/94 be amended by rezoning the subject land as shown on Schedule "A" for File DASZ 10/2002 dated April 26, 2002, to an "M2" Industrial District.

IV. That a ten percent (10%) dedication be made by a payment of a sum of money to the City in lieu of the requirement for land dedication based on the increase in market value of the land.

V. That in the event this application is not proceeded with expeditiously and the by-law is not enacted within twenty-four (24) months after adoption of this report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

VI. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary by-law in accordance with the above.

VII. That the zoning section of the by-law shall come into force and effect when the Plan of Subdivision has been registered in the Winnipeg Land Titles Office.

VIII. That the Plan of Subdivision shall be approved and signed by the Director of Planning, Property and Development within two (2) years of the date of passage of the aforementioned by-law.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

IX. That in the event that the necessary City of Winnipeg mylar approval signatures have not been secured within twenty-four (24) months after adoption of the by-law, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

Adopted by consent.

(See next page for attachment)

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 4 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002

By-Law No. _____

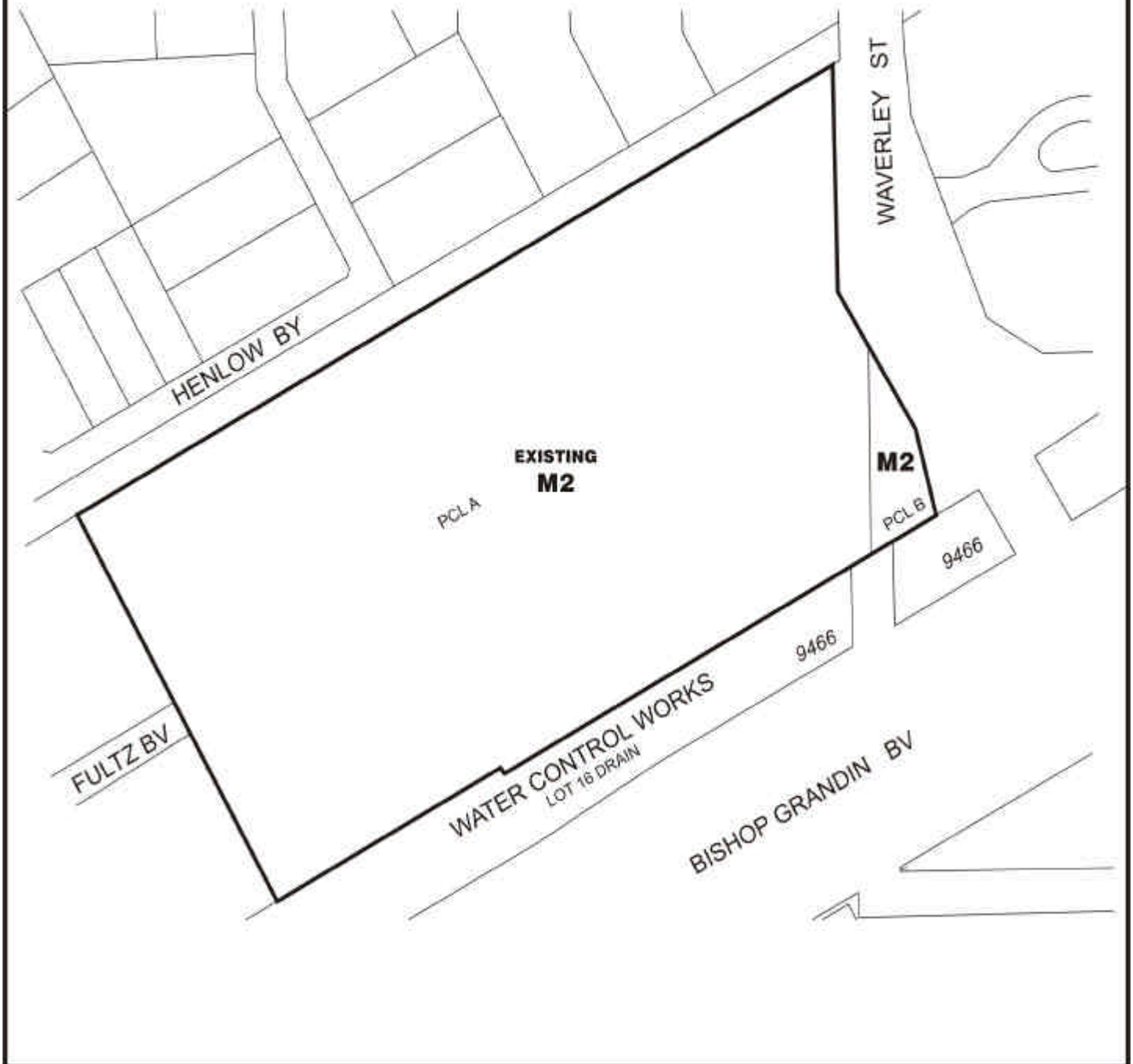
File No. **DASZ 10/02**

Atlas Sheet No. **AJ21 ASSINIBOIA COMMUNITY**

N

Explanation

An application for the approval of the plan of subdivision shown outlined below and for a proposed zoning change to By-law No. 6400/94 by rezoning the land on the west side of Waverley Street north of Bishop Grandin Boulevard from an "A" AGRICULTURAL DISTRICT to an "M2" INDUSTRIAL DISTRICT as shown outlined below.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Proposed Plan of Subdivision and Rezoning - land located at 765/775 Kimberly Avenue

File DASZ 12/2002
[c/r DASSF 526/99]

601 - 5. The Standing Policy Committee on Property and Development has been advised that an application has been received from A & S Homes (Vince Spezzano), 1 - 25 Scurfield Boulevard, Winnipeg, for approval of a plan of subdivision and related zoning change to amend Winnipeg Zoning By-law No. 6400/94 by rezoning the subject lands from a "R1-20" Residential District to a "RM-2" Residential District to allow for the construction of a three-storey 54-unit multiple family dwelling with an accessory parking structure.

The applicant intends to consolidate eight (8) existing lots into one (1) lot and rezone the subject property from "R1-20" Residential District to "RM-2" Multiple Family District for the purpose of constructing a multiple family residential building with an accessory parking structure on 2.175 acres of vacant land. Two buildings will be constructed to house 54 units: one building (Building A) will be constructed parallel to Blantyre Avenue and one (Building B) along Kimberly Avenue. Both buildings will be three storeys (40 feet) in height. Building A will be the larger structure in terms of frontage on Blantyre Avenue (247 feet) and Gross Floor Space (42,265 square feet). Building B will have a frontage of 167 feet on Kimberly Avenue and a Gross Floor Space of 26,940 square feet.

On June 11, 2002, the East Kildonan-Transcona Community Committee held a public hearing to consider the subject subdivision and rezoning application. Six people registered in support of the application, one registered in opposition thereto, and one registered for information thereon.

The East Kildonan-Transcona Community Committee concurred in the recommendation contained in the report dated May 22, 2002, from the Manager of Planning and Land Use, Planning, Property and Development Department. The Community Committee recommended approval of the proposed rezoning for the following reasons:

1. The applicant held a meeting for the benefit of affected property owners to ensure that the proposed development would be compatible with the existing neighbourhood.

2. It is not an option to leave the subject property vacant.

On June 27, 2002, the Standing Policy Committee on Property and Development concurred in the recommendations contained in the Plan of Subdivision and Zoning Change Report dated June 14, 2002, from the East Kildonan-Transcona Community Committee.

The Standing Policy Committee on Property and Development recommends:

I. That Winnipeg Zoning By-law No. 6400/94 be amended by rezoning the subject land as shown on Schedule "A" for File DASZ 12/2002 dated May 22, 2002, to "RM-2" Multiple Family Residential District, subject to the applicant entering into a zoning agreement subject to the following:

   A. That the principal access to the development be restricted to Kimberly Avenue.

   B. That for the development any building or accessory parking area, plans shall be submitted showing the location and design of the proposed buildings, the location and design of accessory parking areas, private approaches, and landscaping to the East Kildonan-Transcona Community Committee for plan approval prior to the issuance of any building or development permit.

II. That the plan of subdivision proposed under File DASZ 12/2002 be approved for preparation as a plan of subdivision by a Manitoba Land Surveyor in accordance with Schedule "A" for File DASZ 12/2002 dated May 22, 2002, for registration in the Winnipeg Land Titles Office.

III. That a ten percent (10%) dedication be made by a payment of a sum of money to the City in lieu of the requirement for land dedication based on the increase in market value of the land.

IV. That the Developer shall transfer to the City and legally open, at no expense to the City, property required for a 3.048 metre widening of the Blantyre Avenue right-of-way along the frontage of existing Lot 17, Plan 21135 where the right-of-way has not previously been widened.

V. That Caveat 2414293 be withdrawn as it affects Lot 2, Plan 37561.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

VI. That the Developer be required to enter into a Servicing Agreement with the City containing the following condition:

A. The Developer shall, at no expense to the City, construct a 1.5 m in width by 100 millimetres in thickness portland cement concrete sidewalk along the south side of Blantyre Avenue from the east terminus of the existing sidewalk to the east limit of the planned areas as determined by and to the satisfaction of the Director of Public Works.

VII. That in the event this application is not proceeded with expeditiously and the by-law is not enacted within twenty-four (24) months after adoption of this report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

VIII. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary by-law in accordance with the above.

IX. That the zoning section of the by-law shall come into force and effect when the Plan of Subdivision has been registered in the Winnipeg Land Titles Office and when the Zoning Agreement has been filed by caveat as a first charge in the Winnipeg Land Titles Office against those lands provided that the said effective date occurs within twenty-four (24) months from the date that the said rezoning by-law is adopted by Council.

X. The Plan of Subdivision shall be approved and signed by the Director of Planning, Property and Development within two (2) years of the date of passage of the aforementioned by-law.

Adopted by consent.

(See next page for attachment)

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment “A” referred to in Clause 5 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002

By-Law No. _____

File No. **DASZ 12/02**

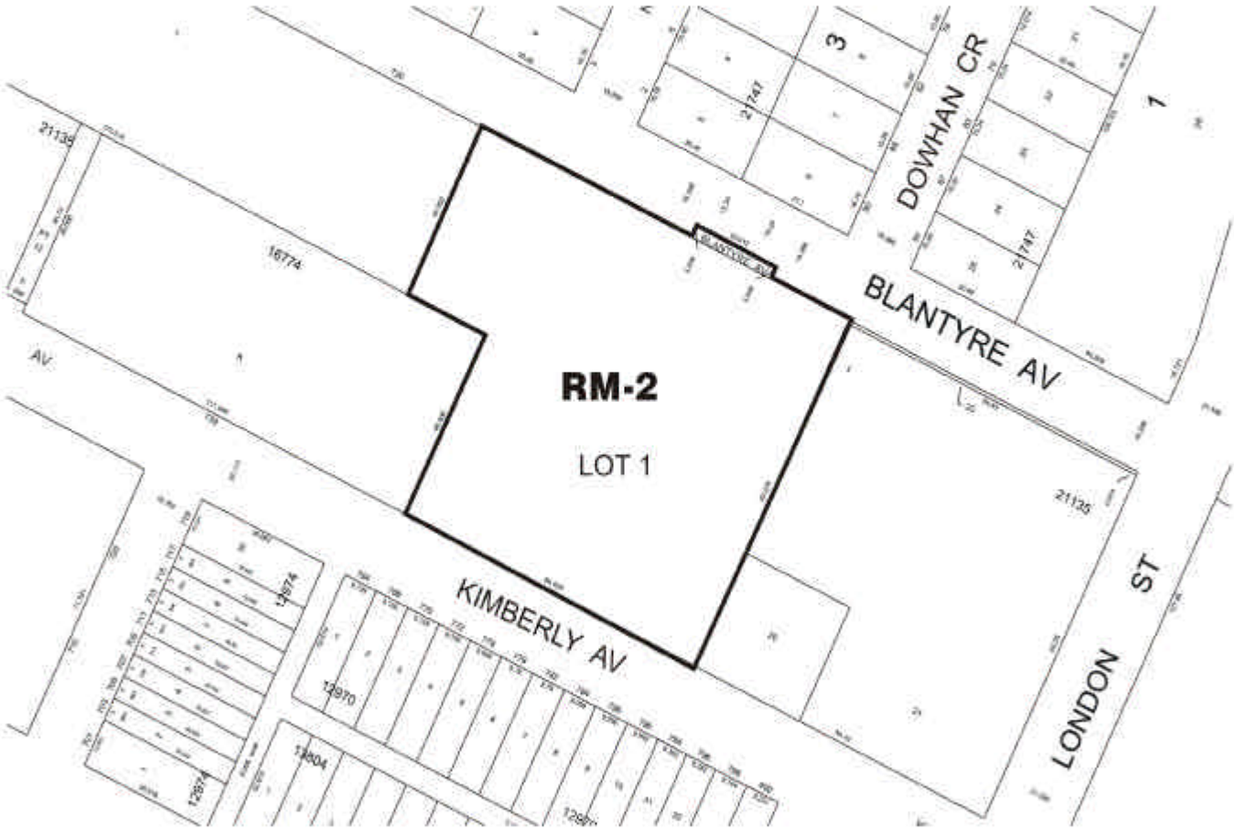
Atlas Sheet No. **W29**

N

EAST KILDONAN TRANSCONA 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. 6400/94 by rezoning the land on the north side of Kimberly Avenue between Gateway Road and London Street from an "R1-20" SINGLE-FAMILY DISTRICT to an "RM-2" MULTIPLE-FAMILY DISTRICT as shown outlined below.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Proposed Plan of Subdivision and Rezoning - land located on the north side of Benn Avenue, east of Riverwest Road
File DASZ 13/2002
[c/r DAV 410/2002D]

602 - 6. The Standing Policy Committee on Property and Development has been advised that an application has been received from Novamet Development Corporation, 647 – 167 Lombard Avenue, Winnipeg for approval of a plan of subdivision and related zoning change to Winnipeg Zoning By-law No. 6400/94 by rezoning the subject lands from an "R1-20" Residential District to an"R1-4" Residential District and an "R1-5.5" Residential District to create two large lots on Benn Avenue and three smaller lots on Peter Herner Bay.

The Developer proposes to create five residential lots, three of which are 40 feet in width and will front onto John Herner Bay, and two of which will have 65-foot widths and will front onto Benn Avenue. A sixth residual parcel only 10 feet in width will also be left for easement purposes on Peter Herner Bay; it will not be a buildable site. The proposed subdivision and rezoning constitutes one of the last remaining infill subdivisions left to be done in the area.

On June 18, 2002, the Lord Selkirk-West Kildonan Community Committee held a public hearing to consider the proposed subdivision and rezoning application. One person registered in support of the application and one registered in opposition thereto.

The Lord Selkirk-West Kildonan Community Committee concurred in part, in the recommendations contained in the report dated June 11, 2002, from the Manager of Planning and Land Use, Planning, Property and Development Department. The Community Committee recommended approval of the proposed rezoning for the following reason:

1. The Lord Selkirk-West Kildonan Community Committee agreed with the administrative comments contained in the report of the Manager of Planning and Land Use, Planning, Property and Development Department.

On June 27, 2002, the Standing Policy Committee on Property and Development concurred in the recommendations contained in the Plan of Subdivision and Zoning Change Report dated June 19, 2002, from the Lord Selkirk-West Kildonan Community Committee.

The Standing Policy Committee on Property and Development recommends:

I. That the plan of subdivision proposed under File DASZ 13/2002 be approved for preparation as a plan of subdivision by a Manitoba Land Surveyor in accordance with Schedule "A" for File DASZ 13/2002 dated June 11, 2002, for registration in the Winnipeg Land Titles Office, subject to the following:

   A. That the Developer be required to enter into a Development Agreement with the City containing all the conditions outlined in the report of the Administrative Coordinating Group dated May 30, 2002.

   B. That the Developer be required to pay to the City ten percent (10%) cash dedication in lieu of land dedication, to be calculated on the basis of three (3) additional building sites being created.

II. That the Director of Planning, Property and Development be authorized to certify any documents in connection therewith.

III. That Winnipeg Zoning By-law No. 6400/94 be amended by rezoning the subject land as shown on Schedule "A" for File DASZ 13/2002 dated June 11, 2002, to an " R1-4" Residential District and an "RI-5.5" Residential District.

IV. That, in the event this application is not proceeded with expeditiously and the by-law is not enacted within twenty-four (24) months after adoption of this report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

V. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary by-law in accordance with the above.

VI. That the subdivision section of the by-law shall come into force and effect upon execution by the City of Winnipeg of the Development Agreement.

VII. That the zoning section of the by-law shall come into force and effect when the Plan of Subdivision has been registered in the Winnipeg Land Titles Office.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

VIII. That the Plan of Subdivision shall be approved and signed by the Director of Planning, Property and Development within two (2) years of the date of passage of the aforementioned by-law.

IX. That in the event that the necessary City of Winnipeg mylar approval signatures have not been secured within twenty-four (24) months after adoption of the by-law, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

Adopted by consent.

(See next page for attachment)

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 6 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002

By-Law No. _____

File No. **DASZ 13/02**

Explanation

An application for the approval of the plan of subdivision shown outlined below and for a proposed zoning change to By-law No. 6400/94 by rezoning the land located on the north side of Benn Avenue, east of Riverwest Road from an "R1-20" SINGLE-FAMILY DISTRICT to an "R1-4" SINGLE-FAMILY DISTRICT and an "R1-5.5" SINGLE-FAMILY DISTRICT as shown outlined below.

Atlas Sheet No. **R29**

N

LORD SELKIRK WEST KILDONAN COMMUNITY



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Proposed Rezoning - land located at 859 Westminster Avenue, northwest corner at Home Street
File DAZ 206/2002, [c/r DCU 116/2002D, DAV 379/2002D]

603 - 7. The Standing Policy Committee on Property and Development has been advised that an application has been received from Syverson Monteyne Architecture (Tom Monteyne), 607 – 70 Arthur Street, Winnipeg to amend Winnipeg Zoning By-law No. 6400/94 by rezoning the subject land from a "R2-T" Two-Family Transitional Residential District to a "C1.5" Commercial District to allow for the expansion of an existing bakery and the establishment of a restaurant.

The property contains a 2.5 storey wood-frame house and an older, non-conforming, 2 storey, brick commercial building with a wood-frame stair addition. The house contains 2 suites. The commercial building previously contained a laundromat. The property is now owned by Tall Grass Prairie Bread Co. and Deli Inc. The commercial building was approved under File DAV 174/87 for a 1,200 square foot bakery/delicatessen (basement and main floor). The original building contains about 600 square feet of floor area in the basement and on each of 2 floors. A subsequent expansion involving a 784 square foot, 2-storey addition was approved under File DAV 567/94C, but was not undertaken. The current application would rezone the entire property to permit the construction of a 1,200+ square foot, two-storey bakery addition to include additional production space customer service area. It is not proposed to alter the house.

On June 5, 2002, the City Centre Community Committee held a public hearing to consider the subject rezoning application. Seven people registered in support of the application and no one registered in opposition thereto.

The City Centre Community Committee concurred in the recommendation contained in the report May 22, 2002, from the Manager of Planning and Land Use, Planning, Property and Development Department. The Community Committee recommended approval of the proposed rezoning for the following reasons:

1. The property is designated Neighbourhood Policy Area under Plan Winnipeg. Commercial rezonings within Neighbourhood Policy Areas are allowed under Plan Winnipeg. In general terms, the rezoning is deemed to comply with Plan Winnipeg if it is determined that the development is compatible with the character of the neighbourhood and will not have a detrimental impact on the residential environment.

2. The bakery is a fixture in the neighbourhood and provides a popular and beneficial service that contributes to the liveability of the neighbourhood.

3. The property is well maintained and the overall project design is sensitive to the site constraints and the architectural character of the neighbourhood.

4. The expansion is primarily aimed at improving the operation of the bakery and the comfort and convenience of shoppers. The improvements are unlikely to generate more traffic but rather, will better accommodate the bakery's existing customer base.

5. The property's residential component is being maintained.

6. The area residents are prepared to support the proposed expansion with conditions aimed at ensuring that the scale and intensity of the operation remains compatible with the neighbourhood setting.

On June 27, 2002, the Standing Policy Committee on Property and Development concurred in the recommendations contained in the Zoning Change Report dated June 13, 2002, from the City Centre Community Committee.

The Standing Policy Committee on Property and Development recommends:

I. That the Winnipeg Zoning By-law No. 6400/94 be amended by rezoning the subject land as shown on Schedule "A" for File DAZ 206/2002 dated May 22, 2002, to a "C1.5" Commercial District, subject to the following:

   A. That the applicant enter into a zoning agreement with the City of Winnipeg pursuant to Subsection 591(1) of The City of Winnipeg Act, to provide for the following:

      1. That the use of the property be limited to the following:

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

a. Bakery with a maximum production area of seven hundred (700) square feet

b. Restaurant, with a maximum floor area of three hundred (300) square feet and a maximum outdoor patio area of three hundred (300) square feet, with service limited to the sale of non-alcoholic beverages and baked goods produced on the premises with maximum seating for twenty (20).

2. That the existing house be retained and used for residential purposes only.

3. That prior to the issuance of a development permit, detailed plans showing the site layout, building interiors and elevations, exterior finishes, landscaping, fencing, site lighting, signage, and garbage enclosure be submitted for the approval of the City Centre Community Committee.

II. That a ten percent (10%) dedication be made by a payment of a sum of money to the City in lieu of the requirement for land dedication based on the increase in the market value of the land.

III. That in the event the application is not proceeded with expeditiously and the By-law is not enacted within twenty-four (24) months after adoption of the report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

IV. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary rezoning by-law and forward same to Council for all three readings.

V. That the rezoning by-law shall come into effect when the Zoning Agreement has been registered by caveat as a first charge against the subject land at the Winnipeg Land Titles Office, provided that the said effective date occurs within twenty-four (24) months from the date that the said rezoning By-law is adopted by Council.

VI. That the Proper Officers of the City are hereby authorized to execute said Zoning Agreement.

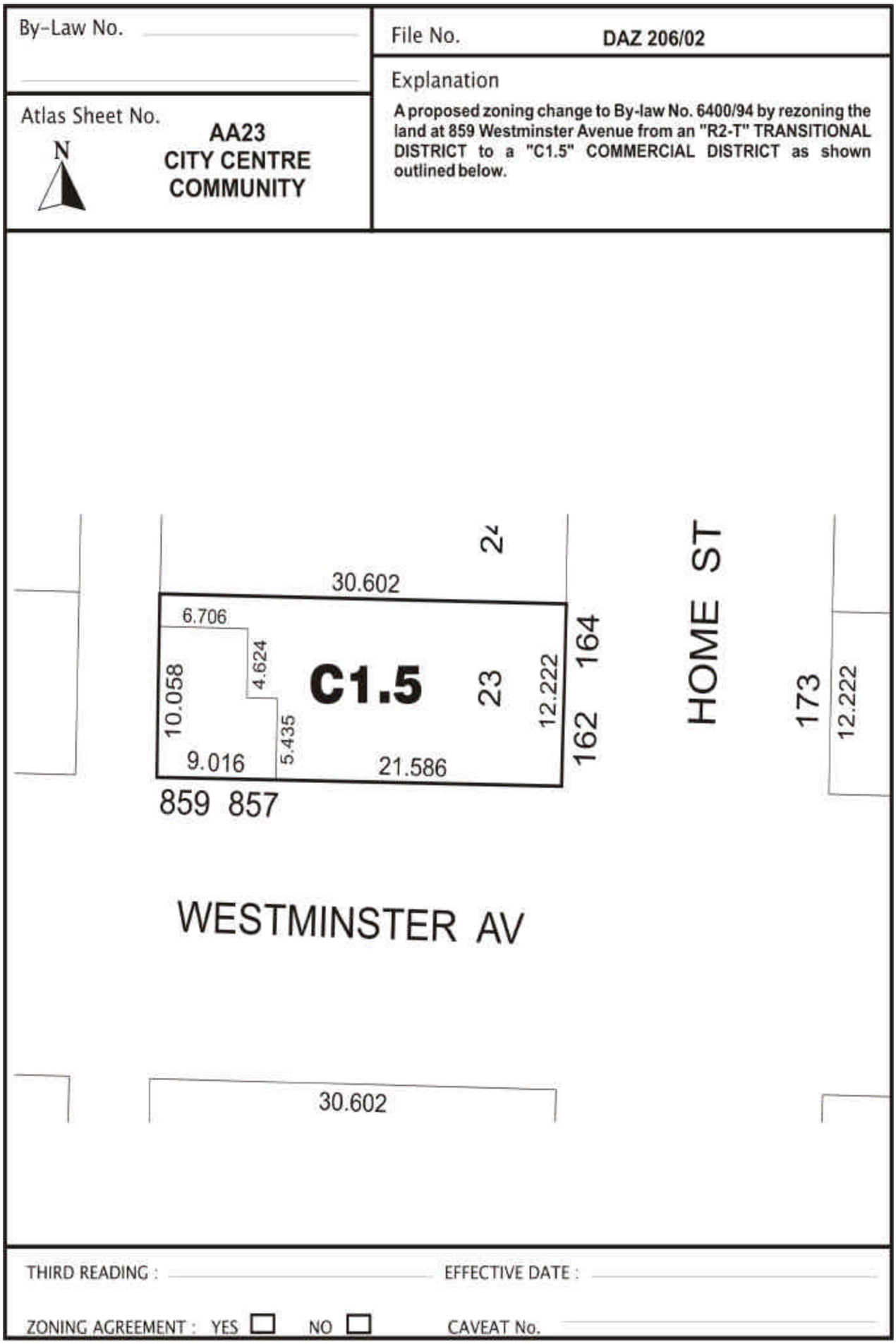
VII. That the City Solicitor/Manager of Legal Services be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Act.

Adopted by consent.

(See next page for attachment)

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 7 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002



Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Proposed Rezoning - land located at 248 avenue de la Cathédrale
File DAZ 210/2002
[c/r DAV 384/2002D]

604 - 8. The Standing Policy Committee on Property and Development has been advised that an application has been received from Aladdin's Pizza (Oril Tetreault), 248 avenue de la Cathedrale, Winnipeg, to amend the Winnipeg Zoning By-law No. 6400/94 by rezoning the subject lands from an "R2-T" Transitional District to a "C1-5" Commercial District to allow for the maintenance of an existing eat-in /take out pizza restaurant.

The applicant proposes to rezone his property to permit the ongoing use of his restaurant, which has been operating for a little more than five years by variance. That variance has now expired and cannot be renewed.

On June 11, 2002, the Riel Community Committee held a public hearing to consider the subject proposed rezoning application. Two persons registered in support of the application and no one registered in opposition thereto.

The Riel Community Committee concurred in part, in the recommendation contained in the report dated June 3, 2002, from the Manager of Planning and Land Use, Planning, Property and Development Department. The Community Committee recommended approval of the proposed rezoning for the following reason:

1. The Riel Community Committee agreed with the administrative comments contained in the report of the Manager of Planning and Land Use, Planning, Property and Development Department.

On June 27, 2002, the Standing Policy Committee on Property and Development concurred in the recommendations contained in the Zoning Change Report dated June 19, 2002, from the Riel Community Committee.

The Standing Policy Committee on Property and Development recommends:

I. That Winnipeg Zoning By-law No. 6400/94 be amended by rezoning the subject land, as shown on Schedule "A" for File DAZ 210/2002 dated June 3, 2002, to a " C1-5" Commercial District, subject to the following:

A. That the applicant enter into a zoning agreement with the City of Winnipeg pursuant to Subsection 591(1) of The City of Winnipeg Act, to provide for the following:

1. That use of the site be restricted to an eat-in / take out restaurant and / or residential dwelling.

2. That the hours of operation shall be limited to the hours as follows:

Monday - Thursday:	8:00 a.m. to midnight;
Friday and Saturday:	8:00 a.m. to 2:00 a.m.; and
Sunday:	11:00 a.m. to 9: 00 p.m.

3. That the owner/resident of the dwelling attached to the restaurant be the operator of the restaurant.

II. That the ten percent (10%) dedication required to be made by a payment of a sum of money to the City in lieu of the requirement for land dedication based on the increase in the market value of the land, be waived in this instance.

III. That in the event this application is not proceeded with expeditiously and the by-law is not enacted within twenty-four (24) months after adoption of this report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

IV. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary rezoning by-law and forward same to Council for all three readings.

V. That the rezoning by-law shall come into effect when the Zoning Agreement has been registered by caveat as a first charge against the subject land at the Winnipeg Land Titles Office, provided that the said effective date occurs within twenty-four (24) months from the date that the said rezoning by-law is adopted by Council.

VI. That the Proper Officers of the City are hereby authorized to execute said Zoning Agreement.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

VII. That the City Solicitor/Manager of Legal Services be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Act.

Adopted by consent.

(See next page for attachment)

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 8 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002

By-Law No. .....

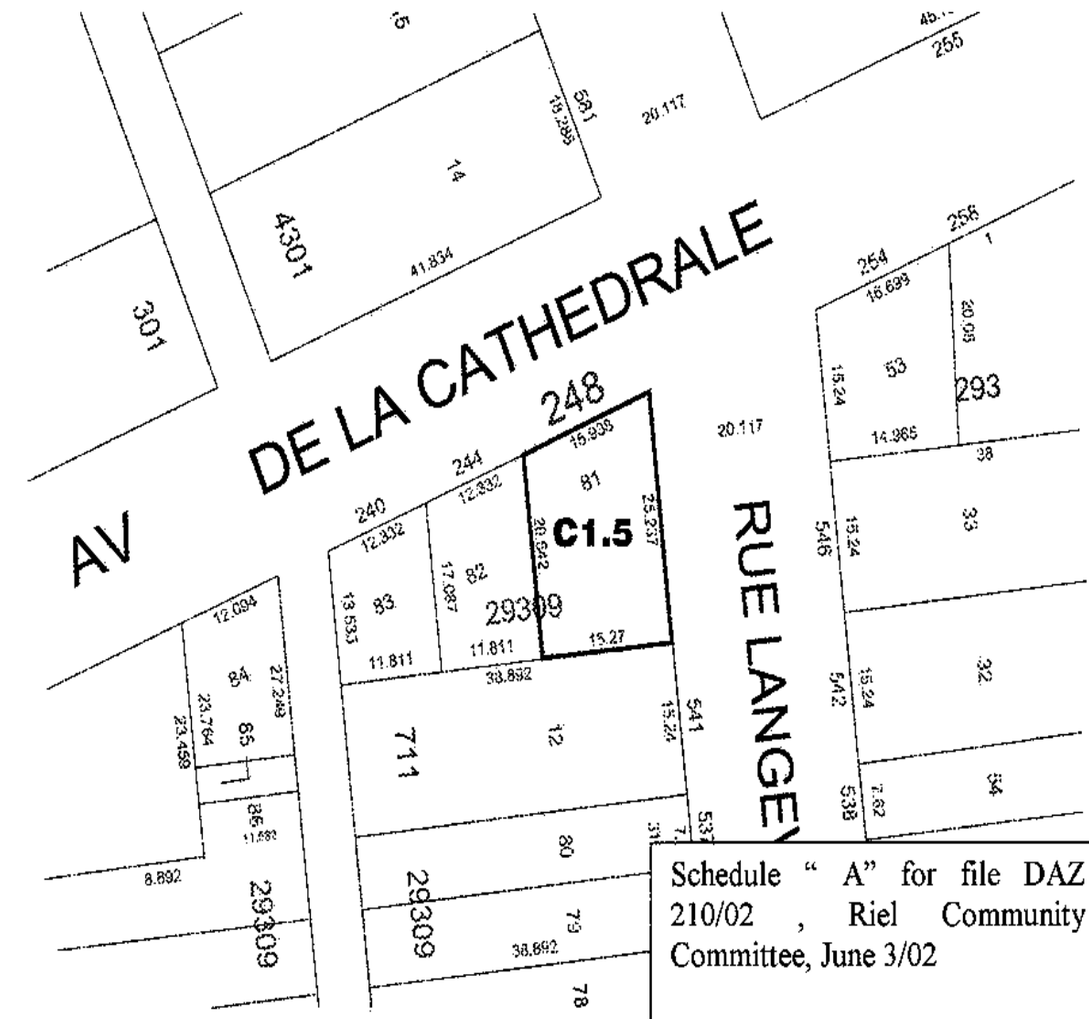
.....

File No. **DASZ 13/02**

Explanation

To rezone the land shown outlined below from an "R2-T" TRANSITIONAL DISTRICT to a "C1.5" COMMERCIAL DISTRICT as shown outlined below.

Atlas Sheet No. **AA26 RIEL COMMUNITY**



THIRD READING : ..... EFFECTIVE DATE : .....

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. .....

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Proposed Rezoning - land located at 1835 Corydon Avenue
File DAZ 211/2002

605 - 9. The Standing Policy Committee on Property and Development has been advised that an application has been received from Paul R. Janzen Design Consulting Ltd., 1221B Gateway Road, Winnipeg, to amend the Winnipeg Zoning By-law No. 6400/94 by rezoning the subject lands from a "R1-5.5A" Airport Area Residential District to a "C1.5" Commercial District to allow for a proposed Medical Clinic.

The applicant represents the owners of the property, who are medical doctors. The proposal is to convert and expand an existing, one-storey single-family dwelling into a two-storey medical clinic. The doctors specialize in the research and treatment of inflammatory and arthritic diseases (rheumotology). A third doctor at the proposed clinic would specialize in neuro-opthalmology. The doctors currently operate from leased premises in the downtown.

On June 5, 2002, the City Centre Community Committee held a public hearing to consider the subject rezoning. Nine persons appeared in support of the application, forty registered in opposition thereto, and ten registered in for information thereon.

The City Centre Community Committee concurred in part, in the recommendation contained in the report dated May 21, 2002, from the Manager of Planning and Land Use, Planning, Property and Development Department. The Community Committee recommended approval of the proposed rezoning for the following reasons:

1. The lot is designated Neighbourhood Policy Area under Plan Winnipeg, and, therefore complies with Plan Winnipeg.

2. A medical clinic can provide a needed neighbourhood service and in this case, the clinic will specialize in inflammatory and arthritic disease treatment and research, which points to a regional client base.

3. Given our aging society and the population demographics of River Heights, the proposed clinic will provide a needed neighbourhood service.

4. A clinic of this nature in the area will be extraordinary as the majority of people are elderly, many will need this kind of service in the near future and they will be able to walk to the facility rather than utilize taxi service or family members.

5. The residents in attendance who registered in opposition did not stand up and speak once it was determined the application was not intertwined with the property owned by the Canadian National Railway and was a stand alone project requesting approval solely on its own merits.

On June 27, 2002, the Standing Policy Committee on Property and Development concurred in the recommendations contained in the Zoning Change Report dated June 17, 2002, from the City Centre Community Committee.

The Standing Policy Committee on Property and Development recommends:

I. That Winnipeg Zoning By-law No. 6400/94 be amended by rezoning the subject land as shown on Schedule "A" for File DAZ 211/2002 dated May 21, 2002, to a "C1.5" Commercial District, subject to the following:

   A. That the applicant enter into a zoning agreement with the City of Winnipeg pursuant to Subsection 591(1) of The City of Winnipeg Act, to provide for the following:

      1. That the use of the property be restricted to the following uses including accessory and secondary uses:

         a. Medical Clinic

      2. That a six foot six inch wooden privacy fence be constructed / maintained along the north property limit from the rear wall of the building to the public lane, and that the parking area be paved and fenced in accordance with by-law requirements.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

3. That, prior to the issuance of a development permit or occupancy permit, plans showing the site layout, parking, fencing, landscaping, signage, external lighting, and exterior building elevations and materials be submitted for the approval of the City Centre Community Committee.

4. That no free-standing or pylon signs, poster boards, mobile or temporary signs be permitted on the property and that facia or awning signage be limited to a maximum area of ten (10) square feet with the location restricted to the south wall of the building above the main entry.

5. That the hours of public operation be limited to between the hours of 8:00 a.m. and 6:00 p.m. Monday through Saturday, with Sunday closings.

6. That buildings on the site be limited to a height of two (2) storeys and should the existing building and proposed addition be destroyed or demolished, the yards of the currently approved structure be maintained by new construction.

II. That a ten percent (10%) dedication be made by a payment of a sum of money to the City in lieu of the requirement for land dedication based on the increase in the market value of the land.

III. That in the event the application is not proceeded with expeditiously and the by-law is not enacted within twenty-four (24) months after adoption of the report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

IV. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary rezoning by-law and forward same to Council for all three readings.

V. That the rezoning by-law shall come into effect when the Zoning Agreement has been registered by caveat as a first charge against the subject land at the Winnipeg Land Titles Office, provided

VI. That the said effective date occurs within twenty-four (24) months from the date that the said rezoning by-law is adopted by Council.

VII. That the Proper Officers of the City are hereby authorized to execute said Zoning Agreement.

VIII. That the City Solicitor/Manager of Legal Services be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Act.

Adopted by consent.

(See next page for attachment)

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 9 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002

By-Law No. _____

File No. **DAZ 211/02**

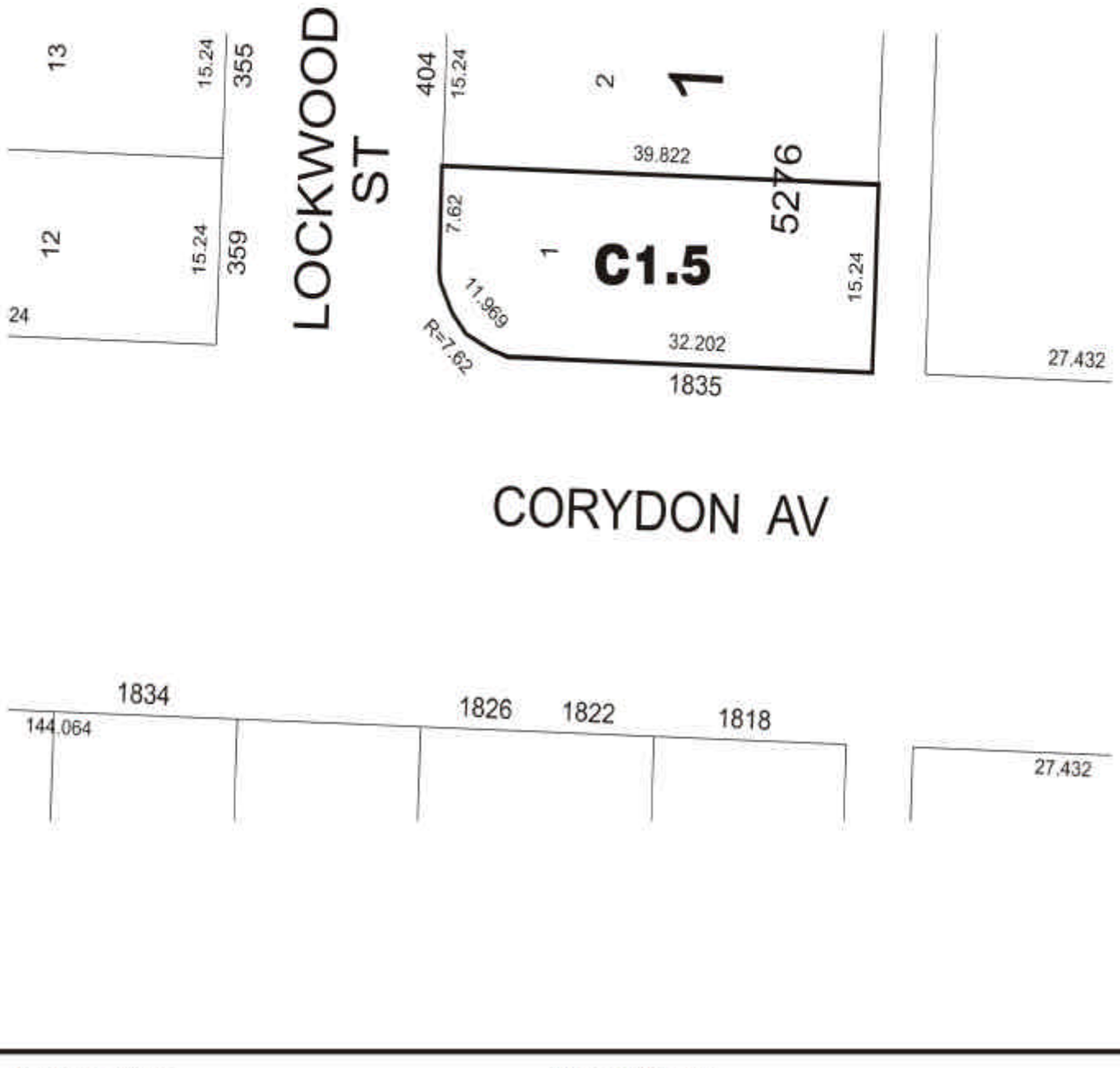
Explanation

A proposed zoning change to By-law No. 6400/94 by rezoning the land at 1835 Corydon Avenue from an "R1-5.5A" SINGLE-FAMILY DISTRICT to a "C1.5" COMMERCIAL DISTRICT as shown outlined below.

Atlas Sheet No. **AD20**

N

CITY CENTRE COMMUNITY



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Proposed Secondary Plan for land located west of the Winnipeg International Airport

File EP-1.2 (Vol. 6)

606 - 10. The Standing Policy Committee on Property and Development has been advised that the Winnipeg Airport Lands Corporation (WALC) funded the preparation of a development plan for lands west of the Winnipeg International Airport, entitled the Airport Area West Structure Plan. With the concurrence of the City, the plan provides the framework for a City of Winnipeg Secondary Plan By-law. Council consideration, in the form of first reading of the draft Secondary Plan By-law is required, before a public hearing process may commence.

Development of northwest Winnipeg, north of Saskatchewan Avenue, has been restricted due to the high cost of bringing services into this area. In 1995, an airport-related industrial development initiative called Winport proposed to establish air routes to the Asian market. The broader vision surrounding Winport was the establishment of multi-modal (air/rail/truck) transportation and industrial uses on lands west of the airport (airport west lands) to the Perimeter Highway. Industry would include warehousing, manufacturing and assembly and it was envisioned that the area would be designated a Free Trade Zone.

In 1995, the City redesignated about half of the airport west lands to an Industrial Policy Area under Plan Winnipeg to accommodate this potential. At about the same time the South Interlake Planning District amended its development plan so that the portion of the RM of Rosser south of Inkster and west to the Perimeter was designated for Airport Industrial development.

In 1996, a plan by Stanley Associates outlined the possible development and servicing of the airport west lands. As a consequence of this study, several property owners in the area organized into the Winnipeg Airport Lands Corporation (WALC). This corporation, which is half owned by the Winnipeg Airports Authority, controls about 1,600 acres of land west of the airport. WALC sees the potential for planned, airport-related industrial development and development that would benefit from the area's multi-modal transportation opportunities.

Discussions by the Technical Advisory Group on Development Agreement Parameters (TAGDAP) lead to a proposal that an Alberta model for Area Structure Plans be applied to the area. Such plans are intended to provide more servicing detail than is typically found in a land use plan. This would hold the potential for allowing lands to develop in an expedited and more predictable manner within the current rezoning and subdivision approval process.

The land west of the airport is principally agricultural but ownership has been fragmented and large areas have been purchased speculatively for residential and industrial development. The Winnipeg Airport Lands Corporation (WALC) represents property owners who control about 80% of those lands west of the Winnipeg International Airport (WIA) designated as Industrial Policy Area under Plan Winnipeg.

The WALC retained the services of Landmark Planning and Design Inc. to prepare the Area Structure Plan, which served as the background document for the attached Airport Area West Secondary Plan (AAWSP). The draft Airport Area West Secondary Plan identifies general development guidelines, transportation access and municipal servicing requirements, Class "D" development costs, possible private/public sector cost allocations, and development staging.

To assist in the preparation of the plan, an Advisory Committee with broad public and private sector representation has been established. The City of Winnipeg Administration provided advice in the preparation of the background report and directed the preparation of the attached draft Airport Area West Secondary Plan By-law. The draft By-law has been circulated to the Advisory Committee and the City's Administrative Coordinating Group (ACG) for review and input. A public open house has also been hosted to solicit public feedback.

The Development Procedures By-law No. 5893/92, section 5(1) states that a "proposed Secondary Plan By-law shall, after first reading and before second reading, be referred for conduct of a public hearing in accordance with sections 632-645 of The City of Winnipeg Act". The Act allows for the public hearing to be held either by the Community Committee in which the affected lands are located or, by Council resolution, by the Executive Policy Committee or other Standing Committee. The Administration recommended that the Public Hearing be held at the Standing Policy Committee on Property and Development.

On June 11, 2002, the Assiniboia Community Committee concurred in the recommendations contained in the report dated June 5, 2002, from the Manager of Planning and Land Use, Planning, Property and Development Department.

On June 27, 2002, the Standing Policy Committee on Property and Development concurred with the June 11, 2002 recommendation of the Assiniboia Community Committee.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

The Standing Policy Committee on Property and Development recommends:

I. That the administrative background report dated June 5, 2002, and the draft Airport Area West Secondary Plan (AAWSP) dated June 5, 2002, be received as information.

II. That the Airport Area West Secondary Draft By-law be given first reading (by Council on July 17, 2002).

III. That following first reading, the Airport Area West Secondary Draft By-law be scheduled for a public hearing before the Standing Policy Committee on Property and Development (on August 20, 2002).

IV. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing, including the execution of any documents related thereto.

Adopted by consent.

(See next page for attachment)

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 10 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002

1.0 LAND USE PLAN

1.1 Development Objectives

The development objectives of the Airport Area West Structure Plan (AAWSP) are:

1. To take advantage of economic development opportunities by accommodating industrial and commercial development on lands west of the Winnipeg International Airport (WIA) that is compatible with airport operations and complimentary to airport-related industries.

2. To provide a plan that is able to respond to market demands and serve as an implementation guide to accommodate future development.

3. To develop a plan that is consistent with the general intent and purpose of *Plan Winnipeg: 2020 Vision*.

4. To provide a framework to develop a high quality and comprehensively planned industrial area by defining:
   i) the internal and external road network;
   ii) stormwater management, waste-water sewer and water supply systems;and
   iii) general land use patterns.

5. To protect sensitive areas and natural features of the area to the greatest extent possible.

6. To allow for the implementation of the plan in an orderly and staged manner.

1.2 Policy and Planning Framework

Existing Development Plan policies affecting the AAWSP and surrounding area include *Plan Winnipeg: 2020 Vision*, the *Winnipeg International Airport Development Plan*, the *South Interlake Development Plan Bylaw No. 2/83*, as amended, and the *Rural Municipality (RM) of Headingley Development Plan Bylaw No. 30/93*, as amended. Figure 1 provides additional information regarding Development Plan designations for the AAWSP and surrounding area.

1.3 Development Principles

Development of the various land uses within the AAWSP will respect the following principles:

1.3.1 Industrial

1. Industrial development shall be located in such a manner to take advantage of natural and manmade features such as stormwater management facilities, walkways, treed areas, and open space areas.
2. Higher intensity industrial land uses shall be oriented away from residential and other sensitive areas and, where appropriate, incorporate buffer measures.
3. Land shall be preserved and protected primarily for industrial uses.
4. Land use conflicts between industrial and non-industrial land uses shall be minimized.

1.3.2 Commercial

1. Commercial sites shall be located along collector and arterial roadways to ensure high visibility and to provide easy access. Commercial developments will be allowed if it can be demonstrated that the commercial uses will serve the interests of the overall industrial area and its businesses, industries and employees.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 10 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002 (continued)

1.3.3 Transportation

1. A logical, safe and efficient hierarchy of roadway systems within the plan area shall be provided to address local and regional needs. A good level of transit service shall also be provided to serve both industrial and commercial developments.
2. The public and private multi-modal transportation investments that have been made in the WIA area shall be maintained, protected and enhanced.
3. Traffic conflicts between industrial and non-industrial users shall be minimized.

1.3.4 Parks and Recreational Space

1. Sites for open space and parks for active and passive recreation shall be acquired through the dedication of municipal reserves, granting of Ecological Gifts or Conservation Easements, outright purchase, or the implementation of on-site development caveats (e.g. building envelope restrictions that retain treed areas).
2. Parks and open space areas shall be located so as to provide easy access for area employees and residents of adjacent residential areas.

1.3.5 Environmental

1. Environmentally sensitive areas shall be preserved and integrated, to the greatest extent possible, through the use of municipal reserves, stormwater management facilities, corridor development and public utility lots.
2. Sustainable and environmentally sensitive industrial developments and practices shall be promoted.
3. Alternative transportation options for area employees shall be encouraged, including public transit, carpooling, cycling and walking to reduce parking needs, vehicle emissions and traffic congestion.
4. Water quality, base flows and the natural flow pattern in any receiving watercourse shall be maintained to the fullest extent possible to avoid flood damage and protect aquatic vegetation and wildlife habitats.

1.4 Overall Industrial Land Use Plan

The development concept for the AAWSP, as shown on Figure 2, has been prepared in response to the above noted development objectives and principles as well as current and anticipated industrial market trends affecting the Winnipeg region. This plan preserves the AAWSP area primarily for industrial uses that either directly relate to or are compatible with airport operations. Specifically, lands east of Sturgeon Road are designated to accommodate *Airport Related* industrial developments, while lands west of Sturgeon Road are designated to facilitate *Airport Compatible* industrial developments. The general purpose of *Airport Related* industrial developments is to accommodate aviation-related uses that require or benefit from a combination of groundside and airside access for the movement of equipment, parts, supplies and products. The general purpose of *Airport Compatible* industrial developments is to accommodate uses that can benefit from proximity to the airport and the road/rail transportation network, or are appropriate for the airport area having regard for the overall land use context of an international, 24-hour airport in a metropolitan setting.

The range of principal and ancillary uses and support services will include industrial, commercial and recreational developments. Finally, future development proposals for the AAWSP area will be consistent with *Plan Winnipeg: 2020 Vision* and this Secondary Plan.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 10 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002 (continued)

2.0 MUNICIPAL SERVICES

2.1 Wastewater Sewer Servicing

Currently there are no regional wastewater services within the AAWSP area. The only developments within the plan area that are connected to the City wastewater system are the existing Air Canada maintenance hangar and related facilities on the north side of Saskatchewan Avenue, east of Sturgeon Road. However, there is little capacity available to extend this system.

The AAWSP area will ultimately be serviced by an extension to the City of Winnipeg Northwest Interceptor Sewer, which currently terminates at the intersection of Inkster Boulevard and King Edward Street. Extensions to this system to the south and west will be required sequentially as development occurs. Consistent with criteria developed in 1996 with the City of Winnipeg's Water and Waste Department, this area is assumed to produce flows of 16,865 litres per hectare per day (lphapd) [1,500 Imperial gallons per acre per day (Igpapd)] based on *dry* industrial usage. An allowance of 23,610 lphapd (2,100 Igpapd) has been assumed for extraneous flow.

Two alternative interceptor sewer system routings have been examined as part of the AAWSP. The first involves extending the interceptor sewer easterly across the middle of the airport to Brookside Boulevard and then north to Inkster Boulevard. The route would remain in the City of Winnipeg in order to avoid intra-jurisdictional issues. This would have to cross the existing Runway 18-36, Taxiway T and proposed Runway 13L-31R, as well as underground electrical installations. Maintenance of the force main would have to be carefully coordinated to minimize possible critical interference with airport operations.

The second interceptor route alternative would extend north on Sturgeon Road and east on Inkster Boulevard through the RM of Rosser to Brookside Boulevard. The City would have to enter into an Agreement with Manitoba Transportation and Government Services to allow the Interceptor sewer to be constructed within the highway rights-of-way. Jurisdictional matters relating to the installation of a City of Winnipeg Service in a highway right-of-way through the R.M. of Rosser would have to be addressed in the context of the overall Capital Region Strategy.

The AAWSP assumes an initial servicing target of 202 hectares (500 acres) of development that is primarily focused on 162 hectares (400 acres) of land adjacent to the intersection of Sturgeon Road and the Airport Way, approximately 1.6 km. (1.0 mile) north of Saskatchewan Avenue. A secondary focus will be the 40 hectares (100 acres) of airside industrial lands north of Saskatchewan Avenue and east of the Canadian Pacific Railway (CPR) Glenboro Subdivision. The servicing concept assumes that when 202 hectares (500 acres) of land have been developed, major services will be upgraded to provide needed additional capacities. As shown on Figure 3, the servicing of this area would be by means of gravity sewers draining to a centrally located pump station from which a forcemain would convey the sewage to the City interceptor at King Edward Street and Inkster Boulevard. Forcemains and lift stations are considered appropriate for this area for two reasons. First, relatively shallow till and bedrock in this area make deeper gravity sewers significantly more expensive. As well, lift stations and forcemains would allow some reduction in the costs that would be incurred in order to accommodate initial development.

2.2 Water Servicing

Currently, regional water services do not exist within the AAWSP area. Water feedermains exist south of the AAWSP area along Sturgeon Road approximately 1,000 m. (3,280 ft.) south of Saskatchewan Avenue, and on Moray Street at Silver Avenue. Extensions to these feedermains will be required as the area develops. As shown on Figure 4, for the 202 hectares (500 acres) of metered development, the City's feedermains will be extended northerly along Sturgeon Road to the first major intersection north of the CPR Glenboro Subdivision, approximately 800 m. (2,625 ft.) south of the proposed Airport Way. From this point a grid system of 300 mm. (12 inch) mains will loop around the 162 hectares (400 acres) of land adjacent to the intersection of Sturgeon Road and the proposed Airport Way. As well, a 300 mm. (12 inch) main will be extended north of Saskatchewan Avenue along the extension of Moray Street to connect to the 300 mm. (12 inch) distribution grid.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 10 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002 (continued)

Design criteria to be utilized for the water services in the area shall include the following:

1. For industrial development, required fire flows are to be 22,700 litres per minute (lpm) [5,000 Imperial gallons per minute (Igpm)] for all areas that are provided with piped water supply.

2. Minimum distribution pipe diameter within the industrial development shall be 300 mm. (12 inches) to provide the required fire flows.

3. Minimum design pressure during maximum hour consumption shall be 207 kPa [30 lbs. per square inch (psi)].

4. All development within the AAWSP area should be encouraged to use water efficiently by employing such measures as providing sprinklered buildings to reduce required fire flows, using low flow fixtures and adopting low water use landscaping treatments.

5. Water demands have been based on a *dry* type of industrial development for which average water demand has been assumed to be 21,080 lphapd (1,875 Igpapd). Peak day flow is assumed to be 1.7 times average day flow or 35,840 lphapd (3,200 Igpapd). Actual demands must be monitored as the area develops to better evaluate the capacity of the regional water supply and update the requirements for improvements to the system.

2.3 Land Drainage

Truro Creek and Sturgeon Creek currently provide drainage of the AAWSP area. The development of the AAWSP area for industrial uses will significantly increase runoff. As such, there is limited downstream outfall capacity of these creek systems. In order to address these existing drainage conditions in light of future development considerations, as shown on Figure 5, land drainage in the AAWSP area will be provided by means of local land drainage sewer piping, which will be routed to a series of linear, dry-bottom storm water detention basins. The basins would be designed to accommodate a 25-year return frequency rainstorm, which is the current City of Winnipeg standard. Peak flow discharges to these creeks during the design event will be no greater than predevelopment conditions.

Airport Area West Structure Plan

The normally dry basins are viewed to be preferable to the wet basins normally used due to the proximity of the area to the WIA. Wet retention basins are undesirable in this area due to their attraction for birds, which would negatively impact WIA operations. As also shown on Figure 5, the typical cross section of the dry ponds will incorporate a low flow channel along the bottom to allow normal upstream runoff to occur at all times. The basins will be built as development proceeds.

2.4 Shallow Utilities

Natural gas, power, and telephone utilities will be extended north from the existing development by the respective utility companies. This work will be done concurrently with the construction of the first stage of the AAWSP development.

2.5 Smart Technology

Smart technology in the context of an industrial subdivision deals with the use of the latest communications technology to allow industrial activities to lower cost, increase convenience, improve service and enhance production, quality and safety. The shallow utilities should include systems such as fibre optics that provide the infrastructure to support smart technology for the AAWSP.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 10 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002 (continued)

2.6 Servicing Capacity and Accommodating Future Development

As highlighted earlier on Figure 1, the land use component of the AAWSP pertains to lands designated as *Industrial* in *Plan Winnipeg: 2020 Vision*. It should be noted that lands to the west of this *Industrial* land use policy area up to the Perimeter Highway [Provincial Trunk Highway (PTH) No. 101] are designated as *Rural* in *Plan Winnipeg: 2020 Vision*. There has been considerable discussion as part of the AAWSP concerning whether the future development of these lands should cater to industrial and/or residential uses, which would involve an amendment to *Plan Winnipeg: 2020 Vision*. In determining the most appropriate development scenarios for these lands, the need for additional residential development in the northwest sector of the City of Winnipeg must be weighed in light of how such developments could impact the future viability of the WIA operations as well as the potential expansion of those uses associated with the AAWSP. Notwithstanding this proviso, the servicing provisions outlined in this AAWSP could accommodate either industrial and/or residential development on these lands.

3.0 TRANSPORTATION

3.1 Road Network

The primary elements of the road network in the AAWSP area are Sturgeon Road and the Airport Way. While the alignment of these facilities has been adjusted slightly for the AAWSP from what was proposed in the *Airport Area Plan* in 1996, their function has remained unchanged. Both are envisioned as critical components of the City's transportation system, which can move goods and people to and from these industrial lands, as well as carry traffic in transit through the area in an efficient manner.

With the above discussion in mind, Sturgeon Road has reverted back to its existing alignment because the abandonment of a proposed extension to Runway 13-31 at the WIA no longer requires it to be aligned further to the west. In addition, the Airport Way in the *Airport Area Plan* was referred to as *New Saskatchewan Avenue* and extended from Sturgeon Road to an intersection on the PTH No. 101, approximately 300 m. (984 ft.) north of the existing Saskatchewan Avenue alignment. The intent of this concept was that it would extend further west in the future to provide a high speed trucking connection to the TransCanada Highway west of the north hamlet in the RM of Headingley.

For the AAWSP, the Airport Way is aligned further north in order to utilize available lands for right-of-way requirements, allow optimum intersection spacing on Sturgeon Road, and provide increased distance from Saskatchewan Avenue to accommodate additional options for intersection/interchange spacing on PTH No. 101. The location of the Airport Way-PTH No. 101 intersection is subject to study and approval by Manitoba Transportation & Government Services. The significant distance between the westerly limit of the AAWSP area and PTH No. 101 provides opportunity to be flexible with respect to the location of this intersection. It is important to recognize, however, that the proposed alignment of the Airport Way in the AAWSP provides for an efficient, central corridor from the industrial catchment area to the Provincial highway system.

East of Sturgeon Road, the Airport Way continues as an arterial route passing through WIA lands to connect to Moray Street, south of Saskatchewan Avenue. The balance of the street network is comprised of a grid layout of streets, which provides area access and defines the boundaries of the industrial land use sectors with approximately 40 hectares (100 acres) of net developable land. The road network, including a cross-section of the Airport Way, is shown on Figure 6.

3.2 Traffic Analysis

While the AAWSP gross area is approximately 1,214 hectares (3,000 acres) within the City of Winnipeg, it is assumed that a similar area in the RM of Rosser to the north will develop in a similar manner, as was assumed in the *Airport Area Plan.*

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 10 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002 (continued)

The traffic analysis shows that, when full development has occurred, Sturgeon Road will require a 6-lane divided roadway, and the Airport Way will require a 4-lane divided roadway. The analysis also indicates that to provide the desired level of service, an interchange will ultimately be needed at the intersection of Sturgeon Road and the Airport Way. As well, to meet the long-term objectives of Manitoba Transportation & Government Services regarding PTH No. 101, an interchange will be required at its intersection with the Airport Way.

3.3 Roadway Classification

The roadway concept for the AAWSP is intended to be compatible with a street classification system being developed by the City of Winnipeg, Public Works Department, which is based on the Transportation Association of Canada (TAC) criteria. Sturgeon Road and Airport Way are planned to meet the requirements of the highest 'arterial' functional classification with provision to allow for upgrading in the future should traffic conditions warrant. As such, their purpose is to serve to move goods directly with minimum interruption from the area to regional, national and international markets. Direct access to private developments is prohibited, though at-grade public street intersections are permitted at a minimum spacing of 800 m (2625 ft.)."

Access to the AAWSP lands is provided by the industrial collector streets generally located on an 800 m. (2,625 ft.) grid pattern. These streets carry traffic between the industrial sectors and connect to industrial local streets. The purpose of the industrial local streets is to move traffic within the industrial sectors and provide access to individual sites. Depending on the size of the industrial sites, it is feasible that a single industrial site in the order of 40 hectares (100 acres) would be bounded by the industrial collector street system and, as such, would have no requirement for the industrial local street system.

3.4 Staging of Roadway Improvements

While it is appropriate to initially provide the right-of-ways for the transportation system, the development of these roadway improvements should occur on a phased basis, as determined by market demand. As referenced earlier, the AAWSP assumes an initial 202 hectares (500 acres) of development that is primarily focused on 162 hectares (400 acres) of land adjacent to the intersection of Sturgeon Road and the Airport Way, approximately 1.6 km. (1.0 mile) north of Saskatchewan Avenue. A secondary focus will be the 40 hectares (100 acres) of airside industrial lands north of Saskatchewan Avenue and east of the CPR Glenboro Subdivision. Based on the traffic analysis for the first phase, the construction of 2 lanes of the Airport Way from PTH No. 101 to Sturgeon Road with an extension east and south to connect to Moray Street south of Saskatchewan Avenue will be required. Sturgeon Road can remain as a 2-lane paved roadway with minor upgrading until development is well advanced. The industrial collector street system would be extended from the arterials in such a manner so as to provide for connections to the industrial local streets (including frontage roads), and to meet development demand as well as secondary access requirements. The locations and extent of the street system development off the arterial routes will vary depending on industrial sector demand. Once the 202 hectares (500 acres) are developed, improvements to the arterial, industrial collector and industrial local system will continue as required to maintain the desired level of service.

3.5 Road Construction

The proposed arterial cross-section features divided rural section roadways with a depressed median. As stated earlier, the area drainage concept utilizes linear dry bottom detention ponds, which would be situated along each side of the arterial rights-of-way. This configuration would physically restrict access to planned street intersections. Furthermore, the proposed pavement structure has been designed to meet loading criteria, in addition to being cost effective. Structural options in both concrete and asphalt should be evaluated, as well as both rural and urban sections for the industrial collector and industrial local streets. The type of industrial development will have a bearing on this evaluation.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 10 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002 (continued)

3.6 Rail Service

The CPR's Glenboro Subdivision tracks are located along a major portion of the AAWSP's eastern and southern boundaries. The Glenboro Subdivision is a grain-dependent line serving southwest Manitoba. While the existing trackage consists of 45 kg. (100 lb.) rail, which is lighter than would be designed for new industrial service, it offers rail access to adjacent lands and, with spur trackage, could extend service if warranted to other lands in the AAWSP area. The line would require crossing signals at the eastern extension of the Airport Way, and at Sturgeon Road, where a widened road right of way would allow for future grade separation. Establishing crossing signals and/or grade separations for existing rail lines is considered part of roadway development.

The *Airport Area Plan* included a major intermodal rail terminal reserve along the CPR Carberry Subdivision (main line), north of the AAWSP in the RM of Rosser. This is still considered a future option. The AAWSP has made provisions for an optional, modest air cargo related intermodal terminal on Winnipeg Airports Authority lands on the east side of the Glenboro Subdivision just north of Saskatchewan Avenue. Such a facility could provide a desirable air-truck-rail cargo movement interface at an early stage of AAWSP development.

3.7 Transit Service

Industrial areas are places of employment that tend to support transit usage. A significant number of employees are likely to be transit users with no or limited access to automobiles. Industrial employees that use public transit to travel to work start their trips from elsewhere in the City of Winnipeg. Therefore, it is important that the transit routes serving the AAWSP area have effective connections with the rest of the transit system. For the AAWSP the transit service would access/egress the area using the arterial roads but the bus routes and stops would occur on the industrial collectors and local roads within each subdivision sector. The level of transit service will depend on the modal split of the employees using transit versus automobiles

The combination of the shortest pedestrian distance and bus route length will produce the most optimum transit system. With a uniform pattern of 800 m. (2,625 ft.) intersection spacing on the major arterial routes and the industrial collector streets, the AAWSP primary street layout produces a grid system that allows for clear connectivity planning of transit routes. Grouping of building entrances in the subdivision design can help determine safe, convenient locations for bus routes and stops. The design of walkways in each of the subdivision sectors should be such that short, safe, direct routes are provided between bus stops and places of employment. The buildings with high employment density should be located as close to the transit routes as possible.

3.8 Bicycle Routes and Walkways

Modern industrial areas seek to attract companies who wish to locate in an attractive environment and offer employees recreational opportunities. Bicycle paths and walkways offer facilities for safe and convenient travel between nearby residential areas and work. They also provide exercise opportunities for the employees. Moreover, the dry bottom detention ponds paralleling both sides of the arterials and some industrial collector streets create a linear recreational trail extending throughout the AAWSP, which could eventually connect to the Sturgeon Creek corridor and other recreation areas near PTH No. 101. This recreational trail is well suited for the development of attractive, landscaped bicycle paths and walkways, which in turn will only further enhance the overall area.

4.0 LAND DEVELOPMENT

4.1 Development Sequencing and Servicing Capacity

As previously outlined, a target of servicing approximately 202 developable hectares (500 acres) of industrial land has been adopted as a reasonable approach to developing the area. The focus of development is at the intersection of Sturgeon Road and the Airport Way, with a secondary focus being the airside lands southeast of this intersection. By not designating specific lands to be serviced, this will allow flexibility to meet diverse market demands for various industrial land use types.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 10 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002 (continued)

4.2 Servicing Hierarchy

To allow development to begin in the focus areas, regional services will be required. This includes the following:

1. Regional road system requirements include utilizing the existing paved 2-lane roadway on Sturgeon Road and the construction of 2 lanes of the Airport Way between Sturgeon Road and PTH No. 101.

2. Regional wastewater sewer system requirements include an interceptor sewer system, which may have gravity or forcemain reaches, extending from Inkster Boulevard and King Edward Street to the focus area.

3. Regional watermain system requirements include a section of feedermain extending north on Sturgeon Road to the focus area.

4. Regional land drainage system requirements include the extension of a dry bottom linear detention pond system from the north side of Taxiway 'G' in the WIA to and along the regional street routes of the focus area.

When these regional services are in place, servicing will be extended on demand with the next highest level of service hierarchy to the various industrial development sectors. These services, which provide shared benefit between adjoining sectors, include industrial collector streets, wastewater sub-trunk sewers, water distribution mains and land drainage sub-trunk sewers. Connecting to these shared benefit facilities will be internal subdivision services comprised of industrial local streets (including frontage roads), local wastewater sewers, watermains, and land drainage sewers.

4.3 Development Cost Sharing

The proposed cost sharing methodology for the AAWSP generally follows the current City of Winnipeg Development Parameters. It is proposed as follows:

1. Interceptor sewer systems and water feedermains are normally assigned as City of Winnipeg at-large costs. Because these facilities will not be constructed unless driven by an economic opportunity that benefits the City of Winnipeg, Province of Manitoba and Canada, the cost should be shared between these three levels of government. It is possible that a developer with a cost recovery agreement could install such facilities.

2. Arterial roadways are normally cost shared on a 50/50 basis between the City and Developer. Because Sturgeon Road will not be upgraded and Airport Way will not be constructed unless driven by an economic opportunity that benefits the City of Winnipeg, Province of Manitoba and Canada, the cost should be shared between the three levels of government and the developer with a shared cost recovery agreement.

3. Regional land drainage dry bottom detention pond system, including land dedication, is a Developer responsibility with the total cost of the system charged to the total benefiting area at a uniform Trunk Service Rate (TSR) charge on a per acre basis. It should be noted that developer installation and land costs for components of this system are deducted from the developer’s share of the TSR charge.

4. Industrial collector streets, and the wastewater sub-trunk sewers, water distribution mains and land drainage sub-trunk sewers located in the industrial collector rights-of-way, have been uniformly distributed throughout the AAWSP as these are benefiting the entire AAWSP area. The total costs of these facilities, less equivalent local service frontage benefit, should be charged at a uniform acreage rate to Developers, in a similar manner to the TSR charge. Furthermore, as is the case with the TSR, Developer installation costs for these facilities would be deductible from the developer’s total acreage charges.

5. The installation and costs of the internal services of each subdivision within the various industrial sectors will be the responsibility of the Developers. These include the industrial local streets, local wastewater sewers, watermains and land drainage sewers. Cost sharing can occur for internal services if benefit is shared through oversizing with adjacent developments within the sector as they occur.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 10 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002 (continued)

6. The development of the AAWSP area will require land dedication for road rights-of-way, linear dry bottom detention ponds, and open space dedication including possible environmental reserves. The following principles for cost sharing of land dedication are proposed below:

   i) Land required for Airport Way and Sturgeon Road would be considered as a cost of the development of these roads. The estimated right-of-way requirement for these facilities is 68 hectares (168 acres) within the AAWSP area and 48 hectares (119 acres) west of the AAWSP boundary to PTH No. 101.
   ii) Land required for the linear detention ponds is included as a cost of the TSR. The estimated land requirement for the linear detention ponds in the AAWSP is 32 hectares (80 acres).
   iii) Land dedication for industrial collector roads and open space within the AAWSP would be equitably shared over the eligible lands in the AAWSP. The estimated land requirement for these facilities is 70 hectares (172 acres) for the industrial collector roads and 38 hectares (94 acres) for open space adjacent to the ponds.
   iv) Land dedication for local roads within the net development sectors, which would vary in density depending on lot sizes, would be equitably shared across the sector.
   v) The proposed method of equitable cost sharing would be to determine the total required dedication and each owner's share in proportion to the area holdings weighted by the 1998 assessment value on a per acreage basis. Actual site-specific land dedication under or over an owner's share would be rationalized by purchase/sale at 1998 assessment rates or by 1998 assessment value weighted land exchange. It is roughly estimated that the net deduction of expressway and industrial collector rights-of-way, detention pond areas and open space areas will be approximately 65 percent of the gross area of the AAWSP. This translates into approximately 546 hectares (1,348 acres) of developable land.

A preliminary breakdown of land to be sold or dedicated for public use, which is subject to detailed engineering and legal survey, is as follows:

Gross AAWSP Area	841 hectares (2,078 acres)
Minus Developed and Airside Lands	(57 hectares (141 acres))
Minus Expressway Right-Of-Way	(68 hectares (168 acres))
Minus Stormwater Detention Basins	(32 hectares (80 acres))
Net Total	**684 hectares (1,689 acres)**
Minus 10 Percent Open Space Dedication	(68 hectares (169 acres))
Minus Industrial Collector Right-Of-Way Dedication	(70 hectares (172 acres))
Net Development Area	**546 hectares (1,348 acres)**

Utilization of the 68 hectares (169 acres) of open space dedication will be determined by the Comprehensive Study Environmental Assessment (CSEA), which will determine the priority for protection assigned to Truro Creek, Important Natural Tree Stands and lands adjacent to the linear detention ponds.

4.4 Development Servicing Costs

Based on the cost sharing parameters discussed, the following is a general summary of the estimated municipal servicing costs (for the year 2002) for a possible 202 hectare (500 acre) development, including a 35 percent allowance for contingencies and engineering, but excluding land costs:

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 10 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002 (continued)

Airport Area West Structure Plan
City of Winnipeg By-law: DRAFT III 5 June 2002

4.4.1 Public Sector Servicing Costs

a) *Arterials:*

		Cost Estimate
1.	Upgrades to existing 2-lane pavement in Sturgeon Road	$610,000
2.	Construction of 2 lanes of pavement in Airport Way from Sturgeon Road to PTH No. 101, including signalized at-grade intersections at each end. Note: The costs of constructing these roadways are typically cost-shared on a 50/50 basis between the City and Developer. However, as these facilities will not be constructed/improved unless driven by economic opportunity that benefits the City of Winnipeg, Province of Manitoba and Canada as a whole, the cost should be shared between the three levels of government and the Developer. It is possible that such facilities could be installed by the Developer with a shared cost recovery agreement.	$3,710,000

b) *Interceptor System:*

		Cost Estimate
3.	Installation of a regional gravity/forcemain interceptor sewer system with initial capacity for 202 hectares (500 acres), from the intersection east of Sturgeon Road on Airport Way to the intersection of Inkster Boulevard and King Edward Street	$4,510,000

c) *Feedermain System:*

	Cost Estimate
Installation of a regional water feedermain from the intersection of Silver Avenue and Moray Street north on Sturgeon Road to the first intersection south of Airport Way	$3,050,000

4.4.2 Developer Shared Servicing Costs

a) *Regional Land Drainage Facilities:*

		Cost Estimate
1.	Construction of the dry bottom linear detention pond system northwest from the WIA Taxiway 'G' to Airport Way and extending along both sides of Airport Way and Sturgeon Road at a sufficient distance to provide storage and sub-trunk access for 202 hectares (500 acres) of initial development	$2,480,000
2.	The cost of these Developer installed facilities would be credited against the TSR share of the total regional land drainage system cost for the developable area of 546 hectares (1,348 acres) in the AAWSP of $15,502,000 or $11,500 per acre. For the first 202 net hectares (500 net acres) of development this charge would total 500 acres x $11,500 per acre = $5,750,000	

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 10 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002 (continued)

b) *Shared Second Level Hierarchy Services:*

The estimated costs for the second level hierarchy services for the 546 hectares (1,348 acres) of developable area in the AAWSP, less the equivalent frontage benefit, is provided on Table 1 below.

Table 1
Estimated Costs for the Second Level Hierarchy Services

Service	Estimated Cost	Less Frontage Benefit	Net Cost	Charge/Net Acre
Industrial Collector	$6,200,000	$2,760,000	$3,440,000	$2,552
Subtrunk Wastewater Sewers	$890,000	$750,000	$140,000	$104
Water Distribution Mains	$2,450,000	$710,000	$1,740,000	$1,291
Subtrunk Land Drainage Sewers	$2,020,000	$590,000	$1,430,000	$1,061
Total	$11,560,000	$4,810,000	$6,750,000	$5,008

Total estimated charges for the first 202 net hectares (500 net acres) are provided on Table 2 below.

Table 2
Total Servicing Charges for 202 Hectares (500 Acres) of Possible Development

Service	Charge/Acre	Total Charge
Industrial Collector	500 acres x $2,552 =	$1,276,000
Subtrunk Wastewater Sewers	500 acres x $104 =	$52,000
Water Distribution Mains	500 acres x $1,291 =	$645,500
Subtrunk Land Drainage Sewers	500 acres x $1,061 =	$530,500
Total	500 acres x $5,008 =	$2,504,000

4.5 Development Agreements

The City of Winnipeg will enter into Development Agreements with developers within the AAWSP area embodying the cost-sharing outlined in the Secondary Plan for roads, wastewater sewers, water mains, land drainage and open space dedication.

5.0 ENVIRONMENTAL PROVISIONS

5.1 Environmental Principles

In order to achieve sustainable development, it is essential to designate natural areas and either preserve them outright or define construction techniques prior to breaking ground. Having a construction plan in place allows a healthy environment to be incorporated into the development of the area and also provides functionality within the design. It will also formally reduce management, potential impacts and mitigation measures needed to preserve the local environmental community.

5.2 Impacts and Mitigation Measures

There are three potential impacts associated with the development of the AAWSP area, including accommodating development over Sturgeon Creek, the realignment of Truro Creek and the preservation of local forested areas. Each of these impacts is discussed below.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 10 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002 (continued)

5.2.1 Development Over Sturgeon Creek

In regards to accommodating development over Sturgeon Creek, habitat must be preserved and potential impacts addressed in the developmental procedures. Department of Fisheries and Ocean's (DFO) *No Net Loss* of habitat will determine the type of structure used to span Sturgeon Creek. The primary concern is with the impact of shading. Open box culverts or clear span
bridges are proposed to coincide with the existing PTH No. 101 crossing, which will allow the upgrading of the present three round culvert system to incorporate a more fish friendly design.

5.2.2 The Realignment of Truro Creek

The upper reach of Truro Creek is used for agricultural drainage and the shallow channel is usually only wet during spring runoff and storm periods. These areas, known as swales, are approximately 0.3 m. (1.0 ft.) in depth with a very shallow slope. These swales contain marginal habitat at best and account for approximately 2.0 km. (1.2 miles) of linear length. The proposed realignment of the creek will include defining the areas as riparian zones including detention ponds. These detention ponds and a well-defined creek bed will enhance the habitat by creating a permanent, zero till riparian zone and increase the linear creek length to approximately 15 km. (9.3 miles), thereby providing better quality fish habitat and maintaining DFO's *No Net Loss* policy.

5.2.3 The Preservation of Local Forested Areas

The major focus concerning the preservation of local forested areas deals with the remaining stands of oak savannah within the AAWSP area. This ecosystem is made up of older oak growth, which is slow to regenerate, as well as other areas of bushland/greenspace, which require a relatively short time frame to regenerate to comparable status. Efforts will be made during the design phase to either preserve treed areas outright (e.g. through land dedication, ecological gifts, etc.), implement on-site development caveats (e.g. building envelope restrictions that retain treed areas) and/or incorporate construction techniques to protect and/or transplant/relocate the treed areas.

5.3 Regulatory Review and Approvals

5.3.1 Comprehensive Study Environmental Assessment

As part of the AAWSP, a Comprehensive Study Environmental Assessment (CSEA) will have to be undertaken of the bridge to span over Sturgeon Creek and realignment of Truro Creek. This will entail reviewing environmental concerns discussed within the pre-screening and issues related directly to the creeks. The CSEA will also include local input and extensive public consultation, traditional knowledge of the area, and biological surveys for the ecological systems and watercourses. This will be a Cooperative Environmental Assessment (CEA) in accordance with the Canada-Manitoba Agreement on Environmental Assessment Cooperation.

A Project Administration Team with federal participation, will prepare guidelines for the CEA, which will be prepared to Canadian Environmental Assessment Act (CEAA) and Manitoba Environment Act (MEA) standards.

5.3.2 Environmental Licensing and Approval

The second regulatory review and approval component will include the preparation of environmental licensing and approval documentation according to both Provincial and Federal environment legislation (i.e. The MEA and CEAA). The DFO, Fish Habitat Management has concerns about requirements under the federal Fisheries Act, such as the deposition of deleterious substances into the river, or harmful alteration, disruption and destruction of fisheries habitat and/or populations, and the need to address No Net Loss. Finally, the Canadian Coast Guard of DFO may have an interest due to The Navigable Waters Protection Act. It will be important to address their concerns in relation to navigable waters.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Attachment "A" referred to in Clause 10 of the Report of the Standing Policy Committee on Property and Development dated June 27, 2002 (continued)

6.0 IMPLEMENTATION

6.1 Zoning and Subdivision Control

Following the adoption of this AAWSP, the lands will require rezoning to permit industrial development. The current “M2” Industrial District regulations under Zoning By-Law 6400/94 offer the greatest flexibility in this regard. Beyond this, Zoning Agreements with individual property owners can further regulate site-specific land uses and performance/development standards. In the future, the City may prepare a new zoning district that specifically accommodates airport-related and airport-compatible industrial development. Such a zoning district could be applied to some or all of the lands within the secondary plan area.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Request to amend Development Agreement AG 27B/84 to delete sidewalk on Harlesden Drive and Polydore Road
File DASZ 27B/84

607 - 11. The Standing Policy Committee on Property and Development has been advised that Qualico Developments (Winnipeg) Ltd. has recently submitted a request to have Development Agreement AG 27B/84 amended to delete the requirement for a sidewalk on Harlesden Drive.

Public Hearings for application under File DASZ 27B/84 were held on December 10, 1985 and February 18, 1986, before the former St. Boniface-St. Vital Community Committee at which time the Administration recommended the installation of the sidewalk on the streets mentioned above as a condition of the Development Agreement. This recommendation was concurred in by City Council.

On July 17, 1990, the former St. Boniface-St. Vital Community Committee heard representations from area residents supporting a petition requesting the deletion of the proposed sidewalk on Harlesden Drive from Ashworth Street to Polydore Street.

On September 12, 1990, the former St. Boniface-St. Vital Community Committee further considered the matter and recommended that Development Agreement AG 27B/84 not be amended in order to delete the proposed sidewalk installation on Harlesden Drive from Ashworth Street to Polydore Street.

On June 11, 1991, the former St. Boniface-St. Vital Community Committee reconsidered the issue and rescinded their previous motion passed on September 12, 1990 and recommended that Development Agreement AG 27B/84 be amended by deleting the proposed sidewalk installation on Harlesden Drive from Ashworth Street to Greenford Avenue, and on Polydore Road from Harlesden drive to Nova Vista Drive.

On March 9, 1992, the former Committee on Planning and Community Services considered a report from the Assistant Manager, Land Development Department, with respect to this matter and as such did not concur in the recommendation of the former St. Boniface-St. Vital Community Committee to delete the proposed sidewalk installation on Harlesden Drive and Polydore Road. The Committee recommended that a five year deferment, as set out in the aforementioned report dated February 21, 1992, be approved and referred same to the former St. Boniface-St. Vital Community Committee to give them the opportunity to solicit comments from local residents as well as the Developers.

On April 14, 1992, the former St. Boniface-St. Vital Community Committee rescinded its previous motion in this matter and concurred in the former Committee on Planning and Community Services recommendation that the subject sidewalk installations be deferred for five years. This issue had not been reviewed since that motion.

The Planning, Property and Development Department advised that the installation of the sidewalks in question are included partially within Development Agreements AG 58/86 as well as in AG 27B/84 as can be seen in drawing number H.F. 2707. Deletion of the sidewalk requirements as requested by the Developer would require amendments to both of these agreements, not just AG 27B/74. In addition, a portion of the sidewalk has already been installed under AG 58/86 along the east side of Polydore Road, south of Nova Vista Drive.

The Planning, Property and Development Department does not support the deletion of the sidewalks in question from the aforementioned Development Agreements.

The Public Works Department has advised that the need to provide a sidewalk in the subject streets for pedestrian safety has not changed. This concern runs concurrent with all previous reports dealing with this issue. With icy streets and high snow banks in the winter and the additional street activity in the summer, the Public Works Department has recommended that these works be installed at this time.

It is the Public Works Department's understanding that the west limit of the subject Harlesden Road sidewalk west of Lambeth Road was also covered under the previous 5-year deferment. Accordingly, if and when Greenford Avenue is extended under Development Agreement AG 58/86, the Public Works Department advises that the sidewalk in Harlesden Road west of Lambeth Road will be constructed in accordance with the Agreement to provide continuity with the existing Greenford Avenue sidewalk. This sidewalk is proposed to be constructed at the same time as the street pavement in accordance with the current sidewalk scheduling policy, which will eliminate the possibility of a similar sidewalk controversy that is dealt with today.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

The construction of this sidewalk has been a long and contentious issue, not only with the Developer but also by the affected property owners. Previously, area residents supported a petition requesting the deletion of the proposed sidewalk on Harlesden Drive from Ashworth Street to Polydore Street. As more local amenities are developed and as the balance of lands under AG 58/86 are serviced, area residents in the future may wish to have these sidewalks installed. Future property owners fronting the streets with the proposed sidewalks certainly will not be prepared to pay local improvements levies for these sidewalks even if there is a demand for these sidewalks by area residents. If the sidewalks were constructed at this time, the costs of these works would be borne by the Developer rather than the fronting homeowners.

The Planning, Property and Development Department recommended that neither of the two development agreements be amended to delete the sidewalk requirements and that the construction of the sidewalks required under Development Agreement AG 27B/84 proceed at this time and the sidewalks required under AG 58/86 be constructed when the balance of those lands are developed.

On June 11, 2002, the Riel Community Committee considered report dated May 17, 2002, from the Land Development Administrator, Planning, Property and Development Department, which recommended that the construction of sidewalks under Development Agreements AG 27B/84 and AG 58/86 not be deleted, and that the installation of sidewalks under AG 27B/84 should proceed at this time and the sidewalks required under AG 58/86 be installed when the balance of those lands are developed.

The Riel Community Committee did not concur with the recommendations contained in the report dated May 17, 2002, from the Land Development Administrator, Planning, Property and Development Department, and recommended that the requirement for the construction of sidewalks on Harlesden Drive and Polydore Road, under Development Agreements AG 27B/84 and AG 58/86, be deleted.

On June 27, 2002, the Standing Policy Committee on Property and Development concurred in the recommendations of the Riel Community Committee.

The Standing Policy Committee on Property and Development recommends:

I. That Development Agreements AG 27B/84 and AG 58/86, be amended to delete the requirement for the construction of sidewalks on Harlesden Drive and Polydore Road.

II. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing, including the execution of any documents related thereto.

Adopted by consent.

Proposed Amendment to Procedure - Street Name Changes of a Minor Nature File SC-3.14 (Vol. 11)

608 - 12. The Standing Policy Committee on Property and Development has been advised that the current process for street name changes involves submission of an administrative report to Community Committee, recommendations by the Community Committee and the Standing Policy Committee on Property and Development, consideration by Executive Policy Committee, followed by a decision by Council. In the case of street name changes of a minor nature, such as spelling corrections, it would be more efficient for the Planning, Property and Development Department to prepare the by-law and send it directly to Council.

Section 500 of The City of Winnipeg Act gives the City certain authority in regard to naming of streets, and provides that "no by-law for altering the name of any street shall have any force or effect until registered in the Winnipeg Land Titles Office". Current procedure requires that all street name changes be submitted through the relevant Community Committees for a recommendation then forwarded on to the Standing Policy Committee on Property and Development and then on to Council for approval.

The Planning, Property and Development Department has been charged with the maintenance of the street naming system within the City of Winnipeg. The naming of streets and changes to existing streets is processed under the following circumstances prior to reports being prepared:

1. New Plan of Subdivision in which new street names are required; or
2. Individuals or groups requesting a street name change to reflect private preferences; or

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

3. The Administration itself requests a name change to correct spelling, eliminate duplication, or correct street types.

The current process requires that all such proposed changes be referred to the relevant Community Committees. Following recommendation by the Community Committee and Standing Policy Committee, all changes to existing street names must be approved by Council, and include a recommendation that a by-law be prepared by the City Solicitor/Manager of Legal Services for approval by Council. A by-law is necessary to change a street name registered by Plan in the Winnipeg Land Titles Offices. Approval of new street names to be used on new plans of subdivision require only Community Committee approval for the designation, but are processed through Standing Policy Committee on Property and Development and Council as part of the plan approval for the subdivision to have the names registered.

Recently, through a number of housekeeping initiatives, a significant number of name changes falling under the third category above have been required and it is expected that this will continue as records are reviewed. For the most part they involve street name incongruities, which have been of a very minor nature with no impact on any citizens. A few examples of the above changes include the following:

- DeBaets to De Baets (to correct spelling and reflect common usage)
- Cascade Bay North and South to Cascade Bay (to reflect common usage)
- Durham Bay East and West to Durham Bay (to reflect common usage)
- Small piece of Sparling Avenue to Harrow Street to correct an oversight on a previous plan registration

In each of the above cases the change was of a minor nature with no impact to any owners. However all of the changes were required to go though the full review by Community Committee, Standing Policy Committee on Property and Development and Council.

In cases such as the above, the Administration is of the opinion that the changes could be processed in a similar fashion to an "Errors and Omissions" By-law. This form of by-law is used to make amendments to existing by-laws, which are of such a minor nature that the Administration sends the amending by-law directly to Council rather than following the full Committee process.

Therefore the Planning, Property and Development Department is seeking authority for the Administration to be able to submit a street name change by-law directly to Council in those cases where the street name change is of a minor nature with no foreseeable impact on citizens or business and no other costs will be incurred.

However under this authority, new street names and street name changes where residents are impacted would continue to be processed through the relevant Community Committees.

This issue was reviewed and discussed with the Legal Services Division of the Corporate Services Department. It was concluded that Council could authorize the Director of Planning, Property and Development to directly submit street name change by-laws of a minor nature as described above to Council without the necessity of a Committee involvement. Such authorization could be accomplished by amendment to the City Organization By-law.

On June 27, 2002, the Standing Policy Committee on Property and Development did not concur in the recommendation contained in the report dated June 13, 2002, from the Director of Planning, Property and Development, to refer the matter to all Community Committees for comment, but rather recommended approval of the proposed procedural change.

The Standing Policy Committee on Property and Development recommends:

I. That the Planning, Property and Development Department be delegated the authority to send Street Name Change By-laws directly to Council where the changes are of a “housekeeping” or minor nature, without the need to have them processed through the relevant Community Committee and the Standing Policy Committee on Property and Development.

II. That the City Solicitor/Manager of Legal Services be requested to prepare for submission to Council the necessary by-law amendment to implement the intent of the foregoing.

III. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing, including the execution of any documents related thereto.

Adopted by consent.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Proposed Disposition of a portion of the Old Exhibition Park Site - Lord Selkirk - West Kildonan Community
File FI-2.4(34) (Vol. 9)

609 - 13. On September 26, 2001, Council ruled automatic referral of the following motion to the Standing Policy Committee on Property and Development:

Moved by Councillor Smith,
Seconded by Councillor Lazarenko,

WHEREAS on March 21, 2001, Council declared a portion of the Old Exhibition Park Site as surplus to the City's requirements, and for sale/lease to the Manitoba Lotteries Corporation;

AND WHEREAS one of the conditions of this declaration was that the sale/lease be subject to the satisfactory resolution of the requirements and relocation of the two current user groups located on the City lands, that being Manitoba Softball and the Nomads Football Club, within the Lord Selkirk-West Kildonan Community;

AND WHEREAS the community was not consulted, that is the residents of the neighbourhood were not asked for their view on the proposed reduction in parkland.

THEREFORE BE IT RESOLVED that Council reconsider its decision to declare a portion of the Old Exhibition Park Site as surplus to its requirements.

On November 21, 2001, Council granted an extension of time of ninety (90) days to allow for further consideration of this matter.

On February 27, 2002, Council granted the Standing Policy Committee on Property and Development a further extension of time of 120 days for consideration of this matter.

The Standing Policy Committee on Property and Development recommends that the matter be filed inasmuch as the Manitoba Lotteries Corporation has advised the Planning, Property and Development Department that it does not wish to conclude a sale or lease arrangement for the subject City property at the Old Exhibition Park site.

Adopted by consent.

Proposed Lease of Third Floor, 211 Bannatyne Avenue - the former Big 4 Sales building - for the Winnipeg Police Service
File FI-2.2(32) (Vol. 8)

610 - 14. The Standing Policy Committee on Property and Development has been advised that the current lease at 294 William Avenue, the Massey Building expires October 14, 2002. Following a newspaper Expression of Interest, 211 Bannatyne Avenue is considered to be the optimum location. The relocation will result in a reduction in rent over the proposal at the current location.

The Community Relations Division of the Winnipeg Police Service have occupied 7,800 square feet on the main and second floor of 294 William Avenue for the past five years. The existing lease is scheduled to expire November 14, 2002. The Civic Accommodations Division of the Planning, Property and Development Department contacted the landlord late in 2001 to inquire about a renewal possibility.

At the same time on February 19, 2002, the Chief Financial Officer authorized the Director of Planning, Property and Development to conduct a market survey in order to identify alternative locations for the Winnipeg Police Service at 294 William Avenue.

A response from the current landlord of 294 William Avenue was received on February 28, 2002, proposing a 33% increase in the rental amount from $12.00 per square foot to $16.00 per square foot plus escalations in both operating costs and taxes.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

An Expression of Interest was placed in the Winnipeg Free Press on March 18, 2002. A total of 17 locations were identified. A number of locations were inspected by both Civic Accommodations Division and the Winnipeg Police Service.

On May 16, 2002, the landlord at 294 William Avenue reduced the rental rate to $15.00 per square plus escalations in both operating costs and taxes.

On June 5, 2002, the Winnipeg Police Service selected the third floor of 211 Bannatyne Avenue as their preferred location.

The expression of interest requested 6,300 square feet of space, secure parking and a five-year term. Secure parking was requested should the property not be in close proximity to the Civic Centre Parkade.

Recently, the Winnipeg Police Service has increased the required size by approximately 1,000 square feet to accommodate further staff relocations.

An offer to lease the former Big 4 Sales building (Ashdown Store) at 211 Bannatyne Avenue was received by Shelter Canadian Properties Limited. In the offer, along with a rental rate of $13.00 per square foot plus utility escalations, an allowance of $25.00 per useable square foot was included for a Tenant Improvement allowance. Aside from the reasonable rental rate of $13.00 per square foot, the landlord has also provided a tenant improvement allowance of $188,125.00.

In order to fully amortize the tenant improvement costs, a fifteen (15) year term was required by the landlord. A shorter term was also proposed but included payback of unamortized tenant improvements should the lease be terminated. The Winnipeg Police Service has indicated that they have no objection to the longer term versus the shorter term with a payback of tenant improvements. There is provision however that the City of Winnipeg may terminate this agreement on the 5th and 10th anniversary and pay the unamortized portion of the tenant improvement costs.

The following is a summary of negotiated terms/conditions of the proposed lease:

Address	211 Bannatyne Avenue
Tenant	City of Winnipeg
Landlord	Shelter Canadian Properties Limited
Space Description	All of the Third Floor
Rentable Area, Tenant Space	8,110 square feet approximate
Rental Rate	$13.00 per square foot partial gross
Common Area Costs	Common area costs are included in the rental amount except for escalations in utility costs
Taxes	Included
Parking	None provided within the lease.
Term	Fifteen (15) years
Tenant Improvements	A tenant improvement allowance of $25.00 per square foot is provided.
Termination Clause	On the 5th and 10th anniversary with a payback of unamortized tenant improvements.

211 Bannatyne Avenue is a Grade III historical building, which met all of the criteria of the Expression of Interest along with the proximity to the Public Safety Building and the Civic Centre Parkade

The Standing Policy Committee on Property and Development recommends:

I. That the lease of the Third Floor of 211 Bannatyne Avenue be approved in accordance with the terms and conditions as negotiated, incorporating such other terms and conditions deemed necessary by the City Solicitor/Manager of Legal Services in order to fulfill the intent of Council.

II. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing, including the execution of any documents related thereto.

Adopted by consent.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Proposed Sale of 370 Langside Street to the Winnipeg Housing Rehabilitation Corporation
File FI-2.4(32) (Vol. 11)

611 - 15. The Standing Policy Committee on Property and Development has been advised that the Winnipeg Housing and Rehabilitation Corporation has requested to purchase the subject City property for $1.00 with the intention of rehabilitating the dwelling and providing the then tenant with a rent-to-own opportunity. Current City Policy requires that improved properties sold at less than market value be returned to the City at the end of the economic life of the building. Therefore, acceptance of the Offer to Purchase made by Winnipeg Housing and Rehabilitation Corporation requires Council to waive that part of its policy pertaining to the sale and lease of City-owned lands to non-profit organizations that requires all properties to revert back to the City at the conclusion of the economic life of the project.

The subject property at 370 Langside Street shown outlined on Misc. Plan No. 11366 was acquired in tax sale. The two-storey residential dwelling on it is in poor condition.

All appropriate City Departments and Utilities were notified of the acquisition but no Civic need was identified and no easements are required.

The Winnipeg Housing and Rehabilitation Corporation has applied to purchase the property with the intent of rehabilitating the dwelling and installing a tenant on a rent-to-own basis.

On April 9, 2002, the City Centre Community Committee considered the sale and advised it had no objections to a sale of the subject property to the Winnipeg Housing and Rehabilitation Corporation.

The Winnipeg Housing and Rehabilitation Corporation has agreed to the City's terms and conditions contained in the Offer to Purchase, particulars of which are, in brief, as follows:

Location:	East side Langside Street, north of Portage Avenue
Legal Description:	Lot E, Plan 632
Size:	Land - 7.62metres x 27.26metres (25 feet x 89.5 feet)
	Building - 1,443 square feet
Zoning:	"R2-T" Two-family Transitional
Roll No.:	13-0508850000
Certificate of Title:	1845477
Assessed Value:	$18,500.00 (2002)
Price Offered:	$1.00
Applicant:	Winnipeg Housing and Rehabilitation Corporation
	60 Frances Street, Winnipeg
Adjustments:	Date of acceptance of the offer by the City
Purpose:	Rehabilitation of existing dwelling

Under the present City Policy regarding sale at $1.00 to non-profit groups, the property is to return to the City at the end of its economic life. As the eventual owner of the property will be a third party, this portion of the Policy cannot apply and that particular clause must be removed.

As well, the intent of this sale would be to facilitate rehabilitation of the housing stock in the neighbourhood by the Winnipeg Housing and Rehabilitation Corporation. However, the Planning, Property and Development Department suggested that in the event that substantial rehabilitation is not completed on this property within two years from the date of sale, then the certificate of title for the property would revert back to the City.

The proposed terms are consistent with other similar transactions recently approved by Council.

The Real Estate Division of the Planning, Property and Development Department is supportive of the proposed sale of the properties to Winnipeg Housing and Rehabilitation Corporation for the following reasons:

1. Sale of the property would increase the City's realty tax base.
2. The sale will eliminate the liability for the City associated with holding this dwelling.
3. The property will be on the tax roll upon the closing of the sale.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

The Standing Policy Committee on Property and Development recommends:

I. That Council in this instance waive that portion of City Policy pertaining to the sale or lease of City lands to non-profit organizations (Council authority October 31, 1990), which requires that properties sold at less than market value revert back to the City at the conclusion of the economic life of the project.

II. That the sale of 370 Langside Street, outlined as "subject City property" on Misc. Plan No. 11366, to the Winnipeg Housing and Rehabilitation Corporation be approved at a price of $1.00 and subject to the terms and conditions as negotiated, and be subject to an additional condition requiring substantial completion of the renovations to provide for occupancy within two years from the date of sale, failing which title to the properties will revert back to the City.

III. That the Proper Officers of the City be authorized to do all things necessary to implement to the intent of the foregoing, including the execution of any documents related thereto.

Adopted by consent.

Proposed Sale of City-owned lands at 618 Young Street, 450 Langside Street, 590 Young Street to the Spence Neighbourhood Association

File FI-2.4(32) (Vol. 11)

612 - 16. The Standing Policy Committee on Property and Development has been advised that the non-profit organization, Spence Neighborhood Association, has requested to purchase the referenced City-owned properties for $1.00 each, for the development of new homes. Current City Policy requires that improved properties sold at less than market value be returned to the City at the end of the economic life of the building. Therefore, acceptance of the Offer to Purchase made by the Spence Neighbourhood Association requires Council to waive that part of its policy pertaining to the sale and lease of City-owned lands to non-profit organizations that requires all properties to revert back to the City at the conclusion of the economic life of the project.

In addition, Council is being requested to consider amendments to the Council authority of October 31, 1990, pertaining to the sale of City property, as well as a delegation of authority to the Chief Administrative Officer for the approval of City properties to non-profit organizations working in conjunction with the Winnipeg Housing and Homelessness Initiative.

The Spence Neighbourhood Association, which is registered as a non-profit organization, has requested to purchase three residential properties from the City in order to construct new residences, each shown as "subject City property" on Misc. Plan Nos. 11409, 10194 and 10709/1.

The properties were acquired in Tax Sale. The existing dwellings had previously been demolished. The properties were circularized to the appropriate City Departments to determine if there is any Civic need but none have been identified as at June 21, 2002.

The acquisition of two of the three properties has been so recent that the City Centre Community Committee has not yet been presented with a report for its consideration of the Corporation's interest. The Committee, however, concurred with the sale of 590 Young Street to the adjoining owner of 592 Young Street, Mrs. H. Letkeman. Mrs. Letkeman was provided with an Offer to Purchase but has now advised that she cannot afford to purchase the property and will be pleased that a new dwelling will be constructed on the property.

On May 23, 2002, the Spence Neighborhood Association expressed its interest in acquiring the three properties 618 Young Street, 450 Langside Street and 590 Young Street for its purpose of constructing in-fill housing.

The Winnipeg Housing and Homelessness Initiative has advised that it is in favor of the sale of the three properties to the Spence Neighbourhood Association.

Now that the owner of 592 Young Street is no longer interested in acquiring it, the property at 590 Young Street will also be available for sale to the Spence Neighborhood Association for $1.00.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Under the present City Policy regarding sale at $1.00 to non-profit groups, the property is to return to the City at the end of its economic life. As the eventual owner of the property will be a third party, this portion of the Policy should not apply and that particular clause must be removed.

As well, the intent of these sales would be to facilitate new construction by the Spence Neighbourhood Association. However, the Planning, Property and Development Department suggested that in the event that substantial construction is not completed on each property within two years from the date of sale, then the certificate of title for that property upon which there is no construction will revert back to the City.

The terms of sale proposed for the conveyance of 618 Young Street, 450 Langside and 590 Young Street are consistent with other similar transactions recently approved by Council.

The Real Estate Division of the Planning, Property and Development Department is supportive of the proposed sale of the properties to Spence Neighborhood Association for the following reasons:

1. There has been limited market demand for in-fill residential building lots in the area identified.
2. Sale of any or all of the properties would increase the City's realty tax base.
3. The sale will eliminate the liability for the City associated with holding this parcel of vacant land.
4. The property will be on the tax roll upon the closing of the sale.

Proposed Policy Amendments

To better facilitate the Winnipeg Housing and Homelessness Initiative and be enabled to expedite the conveyance of City-property to the participating non-profit organizations that will perform the in-fill construction or rehabilitation of existing improvements, the Planning,

Property and Development Department recommended that the following amendments be made to the Council authority dated October 31, 1990:

A. Sales to non-profit organizations participating in the Winnipeg Housing and Homelessness Initiative, where the property will be subsequently transferred to a third party, will be exempt from the requirement that properties sold at less than market value revert back to the City at the conclusion of the economic life of the project.

B. Sales to non-profit organizations participating in the Winnipeg Housing and Homelessness Initiative will be subject to the requirement that new construction upon the properties or rehabilitation of existing improvements on the properties must be at least substantially completed to a condition to allow for occupancy within two years from the date of the sale, failing which, title to the properties will revert back to the City.

   (Given that the condition of the improved properties is usually such that major rehabilitation is warranted, and the fact that the owner will be required to hold the vacant property in accordance with all governing legislation, regulations and by-laws (e.g. the Vacant Dwellings By-law), the proposed two-year period is deemed to be a reasonable time frame within which either the new construction or rehabilitation work can be accomplished. This will enable the non-profit organization to complete its objectives and the future disposition of the property and where the organization is unable to achieve its objectives, the City is entitled to have title to the property revert back to it).

In view of the increasing number of sales of this nature, the Planning, Property and Development Department also recommended that the authority to approve this form of sale be delegated to the Chief Administrative Officer and that the Department be required to report quarterly to the Standing Policy Committee on Property and Development on all sales approved pursuant to this authority.

The Standing Policy Committee on Property and Development recommends:

I. That Council in this instance waive that portion of City Policy pertaining to the sale or lease of City lands to non-profit organizations (Council authority October 31, 1990), which requires that properties sold at less than market value revert back to the City at the conclusion of the economic life of the project.

II. That the sale of 618 Young Street, 450 Langside Street and 590 Young Street (each shown respectively as "subject City property on Misc. Plan Nos. 11409, 10194, and 10709/1) to the Spence Neighborhood Association at a price of $1.00 each and subject to the terms and conditions as negotiated, subject to an

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

additional condition requiring substantial completion of the construction to allow for occupancy within two years from the date of sale, failing which title to the properties will revert back to the City.

III. That Council amend the Council authority dated October 31, 1990 to provide that:

A. Sales to non-profit organizations participating in the Winnipeg Housing and Homeless Initiative, where the property will be subsequently transferred to a third party, will be exempt from the requirement that properties sold at less than market value revert back to the City at the conclusion of the economic life of the project.

B. Sales to non-profit organizations participating in the Winnipeg Housing and Homeless Initiative will be subject to the requirement that new construction upon the properties or rehabilitation of existing improvements on the properties must be at least substantially completed to a condition to allow for occupancy within two years from the date of the sale, failing which, title to the properties will revert back to the City.

IV. That the authority to approve sales of City properties to a non-profit organization in conjunction with the Winnipeg Housing and Homeless Initiative, be delegated to the Chief Administrative Officer, and that the exercise of such authority be reported to the Standing Policy Committee on Property and Development on a quarterly basis.

V. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing, including the execution of any documents related thereto.

Adopted by consent.

Declare as Surplus and Convey Title of City-owned land to the Fort Garry School Division No. 5, Vincent Massey Collegiate - 975 Dowker Street
File FI-2.4(31) (Vol. 9)

613 - 17. The Standing Policy Committee on Property and Development has been advised that title to a portion of the lands upon which the Vincent Massey Collegiate is situated is still vested in the name of the former Rural Municipality of Fort Garry. Conveyance of title to the Fort Garry School Division No. 5 will satisfy the outstanding requirements of the original former R.M. of Fort Garry intent, and resolve the land ownership issues for the School Division. In order to facilitate the conveyance within the scope of today's City Policy, Council must first declare these lands as surplus to the City's requirements.

On September 26, 2001, the Planning, Property and Development Department received a letter from Monk Goodwin, Solicitors acting on behalf of the Fort Garry School Division No. 5, identifying a problem regarding land ownership of certain parcels of land upon which the Vincent Massey Collegiate is built. Title to a portion of the lands upon which Vincent Massey Collegiate is situated, still stands in the name of the former Rural Municipality of Fort Garry. Based upon the Department's investigation and review of this matter, By-law No. 4397 dated April 11, 1961 and By-law No. 4916 dated September 14, 1965 of the former Rural Municipality of Fort Garry indicate that the subject lots, as well as a portion of a public lane closed by Plan No. 7218, had been approved for transfer to the Fort Garry School Division No. 5, subject to conditions.

By-law No. 4397 states that the said Municipality agreed to transfer part Lot 1, Plan 4966 to the Fort Garry School Division No. 5 in accordance with the terms of a Joint User Agreement.

Schedule A contains terms and conditions of a 1960 Joint User Agreement entered into between the former Rural Municipality of Fort Garry, the said School Division and the Parks Board of the former Rural Municipality of Fort Garry.

A copy of the Joint User Agreement was forwarded to the Agreements Coordinator in the Community Services Department (former Parks Board) for comment. He advised as follows:

Community recreation programming has long since been relocated, and it is rare that the School Gymnasium, as provided for in the 1960 agreement, Article 7, is available for any use other than high school athletics. The School Shops Room is available for the occasional furniture class, and some classrooms are used for crafts, but it has been at least seven (7) years since the last documented use of the gym, and that was briefly for a summer seniors program.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

The Agreements Coordinator indicated that there are problems with parking and grounds maintenance in and around the area of Vincent Massey Collegiate, however, the Administration's understanding is that the these issues do not effect the intended conveyance of the title as discussed.

The Property Assessment Department confirmed that Fort Garry School Division No. 5 is shown as the owner of 975 Dowker Avenue (Vincent Massey Collegiate). The legal descriptions of their records include the subject lots, Part Lot 1 and Lot 7 Plan 4966 and Part of Plan 7218 (closed lane). The School Division is provided with a bill every year, which include a sewer and water renewal fee.

The Real Estate Division of the Planning, Property and Development Department advised of the following:

1. There are no encumbrances or charges of any kind currently on the titles to the subject property.

2. The Geomatics Branch of the Planning, Property and Development Department indicated that the title fabric is such that it could be readily transferable to the Fort Garry School Division No. 5.

3. On May 16, 2002, Monk Goodwin confirmed that the Fort Garry School Division No. 5 would be responsible for the costs associated with registration expenses at the Winnipeg Land Titles Office.

Considering the evidence that was researched at Archives by the Planning, Property and Development Department, and the fact that the Community Services Department no longer follows the 1960 Joint User Agreement, it would appear appropriate to transfer Part Lot 1, and Lot 7, Plan 4966 and a portion of a Public Lane closed by Plan No. 7218 to Fort Garry School Division No. 5, subject to this property being declared surplus by Council. In so doing the intent of the original agreement will be satisfied and all matters concluded.

The Standing Policy Committee on Property and Development recommends:

I. That Council declare the subject City property shown on Misc. Plan No. 11521 as surplus to the City's requirements.

II. That the Director of Planning, Property and Development be authorized to transfer title to Part Lot 1, and Lot 7, Plan 4966 and a portion of a Public Lane Closed by Plan No. 7218, from the Name of The City of Winnipeg (former Rural Municipality of Fort Garry) to the Name of the Fort Garry School Division No. 5 for consideration in the amount of $1.00 which is hereby acknowledged.

III. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing, including the execution of any documents related thereto.

Adopted by consent.

Lease Renewal - Fort Garry Place - Garry Street and Assiniboine Avenue
File FI-2.3(32) (Vol. 8)

614 - 18. The Standing Policy Committee on Property and Development has been advised that the existing leases within Fort Garry Place for the Planning, Property and Development Department and the License Branch of the Community Services Department expire November 30, 2003. The continuance of the existing rental rate is proposed for the second five-year term with a one-year termination clause, incorporated. Council Policy of April 1993 requires that leases of private property where the net cost to the City, excluding operating costs and tenant improvements, is greater than $1 Million over the lease term, the lease shall be subject to review by Council.

On September 29, 1998, Council approved five-year leases (November 1998 to November 2003) for the relocation of staff to 65 Garry Street to consolidate the Planning, Property and Development Department. This 1998 approval was for approximately 34,268 square feet.

On February 3, 2000, the Standing Policy Committee on Property and Development approved three-year leases of approximately 53,674 square feet. Termination dates of these leases coincided with the previous leases being November 2003.

Report of the Standing Policy Committee on Property and Development dated June 27, 2002

Following all of the required moves to 65 Garry Street and 30 Fort Street, the Planning Property and Development Department has further reduced their space requirements. Currently the Department has approximately 70,628 square feet of net rentable area under lease. The Planning Property and Development Department has identified a further reduction in space by 913 square feet.

The following is a summary of the proposed lease terms:

Landlord:	60961 Manitoba Ltd.
Premises:	Approximately 69,715 square feet, subject to measurement within six (6) months of lease commencement.
Lease Term:	Five years from December 1, 2003 to November 30, 2008
Option to Renew:	One 5-year period
Gross Rent:	$12.00 per square foot for office space
	$10.00 per square foot for storage space
Use of Premises:	The Premises shall be used for the sole purpose of offices and storage for the City of Winnipeg.
Termination Clause:	The Tenant shall have the right to terminate any or all of the Leases upon one (1) year written notice to the Landlord.
Approval of Design:	All designs and construction/finish specifications of any Leasehold Improvements are to be submitted to the Landlord for final approval prior to commencement of construction.

The contemporary exercise of the five-year term between November 2003 and October 2008 is predicated on the Landlord's willingness to provide (1) a favorable gross lease rate and (2) at the Department's request, a one-year cancellation clause.

The one-year cancellation clause will provide the City with a more timely opportunity to review alternative locations closer to the Civic Campus, to possibly act as a catalyst for other development within the Downtown or perhaps to assist in the restoration of a heritage building.

The challenge would be to locate, within the Downtown, a building capable of providing some 70,000 to 75,000 square feet of contiguous net rentable area in a configuration, which meets the needs of the Department and remains affordable. The Department's current physical configuration and adjacencies is outlined in Schedule "B".

The request that the current landlord, 60961 Manitoba Ltd., provide the City with a cancellation clause will provide the necessary minimum two-year period in which to implement any accommodation options.

The Standing Policy Committee on Property and Development recommends:

I. That the Lease Renewal offer for the Planning, Property and Development Department and the License Branch of the Community Services Department located within Fort Garry Place be approved in accordance with the terms and conditions as outlined; incorporating such other terms and conditions deemed necessary by the City Solicitor/Manager of Legal Services in order to fulfill the intent of Council.

II. That the Director of Planning, Property and Development undertake a review of alternate accommodation options.

III. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing, including the execution of any documents related thereto.

Moved by Councillor Vandal,
Adoption of the clause.

Carried.

Councillor Steek asked to be recorded as having voted against Clause 18 in accordance with Rule 50.7 of the Procedure By-law.

REPORT OF THE

STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT

DATED JULY 8, 2002

On motion of Councillor Vandal, the Report of the Standing Policy Committee on Property and Development, dated July 8, 2002, was considered,

Moved by Councillor Vandal,
That the Consent Agenda, Clause 1, be adopted.

Councillor Smith requested that Clause 1 be pulled from the Consent Agenda.

Delegation of Authority to Award City Hall Courtyard Renovation Contract during the period of July 17 to August 22, 2002

File FB-1.1 (Vol. 9)

615 - 1. The Standing Policy Committee on Property and Development has been advised the City Hall Courtyard Construction Project is on a tight schedule to be completed prior to the end of summer construction season. The City Hall Courtyard has structurally deteriorated to the point that rehabilitation is required in 2002. Should the rehabilitation not proceed, public gatherings on the Courtyard will not be allowed.

Council approved $360,000.00 for the Courtyard rehabilitation as part of the 1998 Capital Budget to address minor structural problems, poor drainage (especially in conjunction with the para-ramps), increasing operation and maintenance costs, and aesthetic issues.

Council approved an additional $400,000.00 for Courtyard Redevelopment in 1999 as initial surface investigations determined that some structural concrete panels would have to be replaced.

On February 21, 2001, the Executive Policy Committee, during its consideration of the 2001 Annual Capital Estimates and the 2002-2006 Five-Year Capital Forecast, referred the decision back to the Standing Policy Committee on Property and Development "to determine the Courtyard Renovation option within a view to the Concept Plan for the entire Civic Centre". $1,092,000.00 was approved in 2002 for the Courtyard Redevelopment Project in the 2002-2006 Five-Year Capital Forecast.

On December 11, 2001, the Standing Policy Committee on Property and Development recommended that the Courtyard rehabilitation proceed in 2002.

On June 27, 2002, the Standing Policy Committee on Property and Development, in its capacity as the Downtown Design Board, approved the overall design plan as proposed, and delegated to the Director of Planning, Property and Development the review and approval of detailed drawings.

The Planning, Property and Development Department hired a Consultant, Scatliff + Miller + Murray Inc., in association with a structural engineer, to investigate the condition of the Courtyard and prepare alternatives to remedy the structural problems and improve the aesthetics. Upon further detailed site review, testing, and investigation of options, it was determined that the proposed funding of $760,000.00 was not enough to rectify the problems with the Courtyard.

Concrete slab testing and live load investigations have revealed that all of the concrete panels in the Courtyard have to be replaced. The structural tests conducted in 1999 showed that the maximum life of some of the panels was five years.

As such, replacement of the concrete panels should be done in 2002 in order to allow continuous long-term use of the Courtyard. If the Courtyard Project does not proceed, use of the Courtyard for things such as public gatherings will not be allowed.

Report of the Standing Policy Committee on Property and Development dated July 8, 2002

Courtyard Renovation Project Cost Summary

Courtyard Capital Funds	
Approved Capital Funds ($360,000 - 1998 / $400,000 - 1999)	$ 760,000
Approved 2002 Capital Estimates	$1,092,000
	$1,852,000
Asbestos Removal (1999 Capital Budget)	$ 33,000
TOTAL PROJECT FUNDING	$1,885,000
Courtyard Renovation Costs	
*Previously Expended Costs	$ 116,000
Construction Costs	$1,263,000
Contingency (20%)	$ 253,000
Design Fees (14%)	$ 177,000
Finance & Administration (3%)	$ 38,000
G.S.T. (3%)	$ 38,000
TOTAL PROJECT COSTS	$1,885,000

*Includes destructive investigations, load testing, and consultant fees.

The City Hall Courtyard tender is projected to close July 16, 2002. The contract needs to be awarded very shortly thereafter because the project is on a tight schedule to be completed prior to the end of the summer construction season. Project costs would increase for winter construction. The tender package provides that bids will expire 30 days after that date.

Council on February 10, 1988 (as amended) approved the Policy on Purchasing Procedures and the Disposal of Surplus Supplies which, in Section 8 Delegation of Authority to Award Contracts, delegated to select members of Civic Administration and Standing Committee(s) the authority to award contracts where certain criteria are met.

The pre-tender estimate for the project is $1,400,000. Award of a contract for this amount is within the award authority of Standing Policy Committee on Property and Development but the Standing Policy Committee does not have the power to delegate its award authority. As the next scheduled meeting for Committee is not until August 20, 2002, the Planning, Property and Development Department requested that Council delegate to the Chief Administrative Officer, or her designate, the authority to award the subject contract.

The Standing Policy Committee on Property and Development recommends:

I. That Council delegate to the Chief Administrative Officer or her designate, the authority to award the contract for Tender No. 460-2002, City Hall Courtyard Redevelopment, during the period July 17, 2002 to August 22, 2002, said contract award not to exceed total project funding.

II. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing, including the execution of any documents related thereto.

Moved by Councillor Vandal,
Adoption of the clause.

Carried.

STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT

CONSIDERATION OF BY-LAWS

616 - On motion of Councillor Vandal, By-law No. 8097/2002, a by-law of The City of Winnipeg to adopt a secondary plan for the lands west of the Winnipeg International Airport, was read a first time.
File EP-1.2 (Vol. 6)

Councillor Vandal moved that this constitute the first reading of By-law No. 8097/2002, which motion was carried.

Standing Policy Committee on Property and Development – Consideration of By-laws (continued)

On motion of Councillor Vandal, the following by-laws were read a first, second and third time, the rule being suspended for the third reading of each by-law, and were passed and ordered to be signed and sealed, namely:

By-law No. 8083/2002, a by-law of The City of Winnipeg to close parts of Brockville Street and Peterson Avenue north of Lindenwood Drive East. File DAC 6/2002

By-law No. 8084/2002, a by-law of The City of Winnipeg to widen the north side of Grosvenor Avenue west of Cambridge Street. File DAO 19/96

By-law No. 8085/2002, a by-law of The City of Winnipeg to approve a Plan of Subdivision and to amend Zoning By-law No. 6400/94 for the enactment of a zoning change on land located on the west side of Waverley Street, north of Bishop Grandin Boulevard in the Assiniboia Community. File DASZ 10/2002

By-law No. 8090/2002, a by-law of The City of Winnipeg to amend Zoning By-law No. 6400/94 for the enactment of a zoning change on land located at 859 Westminster Avenue in the City Centre Community. File DAZ 206/2002

By-law No. 8091/2002, a by-law of The City of Winnipeg to amend Zoning By-law No. 6400/94 for the enactment of a zoning change on land located on the southwest corner of avenue de la Cathedrale and rue Langevin in the Riel Community. File DAZ 210/2002

By-law No. 8092/2002, a by-law of The City of Winnipeg to approve a Plan of Subdivision and to amend Zoning By-law No. 6400/94 for the enactment of a zoning change on land located at 2018 DeVries Avenue in the East Kildonan-Transcona Community. File DASZ 8/2001

By-law No. 8093/2002, a by-law of The City of Winnipeg to amend Zoning By-law No. 6400/94 for the enactment of a zoning change on land located at 1835 Corydon Avenue in the City Centre Community. File DAZ 211/2002

By-law No. 8094/2002, a by-law of The City of Winnipeg to approve a Plan of Subdivision and to amend Zoning By-law No. 6400/94 for the enactment of a zoning change on land located south of Templeton Avenue north of Brenner Bay in the Lord Selkirk-West Kildonan Community. File DASZ 1/2002

By-law No. 8095/2002, a by-law of The City of Winnipeg to approve a Plan of Subdivision and to amend Zoning By-law No. 6400/94 for the enactment of a zoning change on land located south of Thurston Bay, west of Lindenwood Drive West in the Assiniboia Community. File DASZ 9/2002

By-law No. 8096/2002, to close part of Simonite Street, Nathaniel Street, Nixon Street, Parnell Avenue, Westview Avenue, Lowe Street and public lanes south of Taylor Avenue. File DAC 15/2000

The Speaker resumed the Chair.

STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT

QUESTION PERIOD

617 - Councillor Steeves referenced the potential redevelopment of lands north of the high-line in north St. Boniface and questioned what steps were taken to ensure the concept of sustainable development.

Councillor Vandal advised that not only is the local action area plan, which is about 20 years old, being implemented, but also the Plan Winnipeg policy which instructs the City to reclaim the riverbanks. He noted that the land was being cleaned up and was being made accessible to the public and that walkways and bicycle paths were being built.