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File No. CI-17-01-05957

THE QUEEN'S BENCH
Winnipeg Centre

IN THE MATTER OF: The City of Winnipeg Charter Act, City of Winnipeg By-law 127/2016 and Section 92(2) of the Constitution Act 1867

BETWEEN:

RIDGEWOOD WEST LAND CORP., AND SAGE CREEK DEVELOPMENT CORPORATION,

applicants

- and -

THE CITY OF WINNIPEG,

respondent.

Application under Rule 14.05 and Rule 68 of The Court of Queen's Bench Rules.

AFFIDAVIT OF Eric Vogan
Affirmed the 1st day of December, 2017

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File No. 404659-127/MN

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AFFIDAVIT OF ERIC VOGAN
Affirmed the 1st day of December, 2017

I, Eric Vogan, of the City of Winnipeg, in the Province of Manitoba, Vice-President Community Development, Qualico Developments (Winnipeg) Ltd.

AFFIRM AND SAY THAT:

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1. I am the Vice-President Community Development of Qualico Developments (Winnipeg) Ltd., Vice-President of RidgeWood West Land Corp., and Assistant Secretary of the Sage Creek Development Corporation, and as such have personal knowledge of the matters herein deposed to by me, save and except where same are stated to be based upon information and belief and where so stated, I verily believe the same to be true.

2. I graduated from the University of Manitoba in 1974 with a Bachelor of Arts in Economics and in 1978 with a Master of Business Administration in Finance.

3. Founded in 1951, the Qualico group of companies is an integrated real estate business primarily operating in Western Canada, with regional offices in Winnipeg, Regina, Saskatoon, Edmonton, Vancouver, and Austin, Texas. Qualico Developments (Winnipeg) Ltd. is a wholly owned subsidiary of Qualico Developments Canada Ltd., which is wholly owned by Qualico Group Ltd.

4. Qualico Developments (Winnipeg) Ltd. ["Qualico"] develops land and also builds homes, multi-family and commercial properties. Qualico currently has four divisions operating residential home

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builders, Sterling, Kensington, Broadview and Foxridge. Qualico also has a division, Streetside, which primarily builds multi-family developments.

5. I have worked for Qualico since 1979. From 1979 to 1986, I worked in the head offices in Winnipeg. From 1979 to 1980, I worked in the Multi-family Syndication division. From 1980 to 1986, I was Assistant to the Treasurer. My responsibilities included arranging financing for land development in Calgary, Edmonton and Winnipeg. Since 1986, I have managed Qualico's Land Development operations in the Winnipeg region. I am currently Vice-President of Community Development. Since 1986, Qualico has developed land for approximately 12,000 homes in the Winnipeg region.

6. I am also the current President of the Urban Development Institute ("UDI"), Manitoba Chapter. UDI is an industry body that was formed in 1962 to represent the professional development industry and for the purpose of sharing of knowledge and information. Beginning in approximately 1987, I have had ongoing involvement with UDI. I first served as President of UDI for a term from 1999 to 2002.

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7. Since May of 2015, I have been serving my second term as President. As a representative of UDI, I am a long-time participant in the joint City of Winnipeg and Industry Development Agreement Parameters Group. I have also worked as UDI representative on issues of Standardized Development Agreements, Road Classifications, and Area Development Charges.

RidgeWood West Land Corp. and Sage Creek Development Corporation

8. RidgeWood West Land Corp. is owned by the Qualico group of companies. I am the Vice-President of RidgeWood West Land Corp.

9. Sage Creek Development Corporation is owned by the Qualico group of companies. I am an Assistant Secretary of Sage Creek Development Corporation.

Planning and Land Development Control in Manitoba

10. I have sworn an Affidavit in the matter of Urban Development Institute (Manitoba Division) and Manitoba Home Builders' Association Inc. v The City of Winnipeg, Court File CI17-01-05958. I have replicated in part the Affidavit that I have sworn in Court File CI17-01-05958 for the sake of completeness of the information in the present matter.

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11. Land development, at its most basic, is the conversion of raw land into construction-ready residential, commercial, institutional or industrial building sites. Depending on the site, land development can also involve the conversion of developed or partially developed sites to other uses. In some instances it involves the redevelopment of previously developed, obsolete (often industrial) "brownfield" sites to new uses.

12. In The City of Winnipeg [the "City"], the legislative scheme governing municipal planning and land development is contained in the provisions found in Part 6 of *The City of Winnipeg Charter* [the "*Charter*"]. The *Charter* came into force in 2002, replacing *The City of Winnipeg Act*.

Development Plans and Secondary Plans

13. The municipal planning scheme can be looked at as a series of layers of planning documents and approvals. They start, at the base, with very broad planning statements that apply to the whole municipality, and narrow to more specific planning documents that cover particular land areas and then to planning approvals that relate to particular developments and then to specific lots and specific

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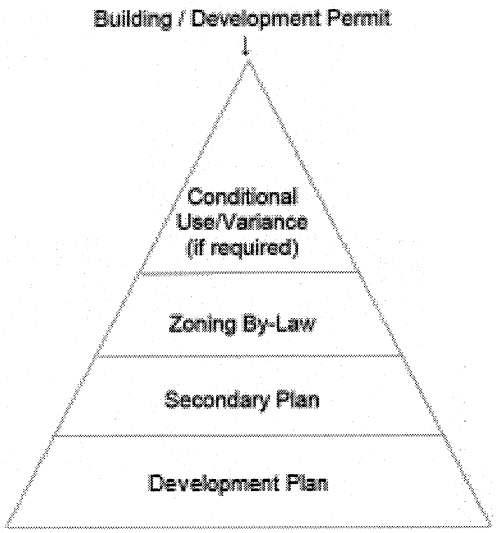
structures or improvements. Each layer is required to be consistent with every underlying layer. That scheme can be shown as:



14. The base planning document is the municipality's development plan of its broad planning philosophy. All municipalities are required to adopt a development plan that sets out:

(a) the long-term plans and policies of the municipality respecting its purposes and its physical, social, environmental and economic objectives;

(b) sustainable land use and development; and

(c) measures for implementing the plan.

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The development plan may also include other matters that the municipal council considers necessary or advisable. In The City, the approved development plan is titled *Our Winnipeg*.

15. Development plans must be approved by the Minister appointed by the Lieutenant Governor to administer the *Charter*.

16. The City can create and adopt secondary plans. A secondary plan applies to a part, district or neighbourhood of the municipality. In a secondary plan, the municipality is allowed to deal with any objectives or issues within its scope of authority. That typically includes: dealing with subjects contained in the development plan in ways more specific to the area; land use and development objectives for the area; economic development; and protection of heritage and environmental features in the area. Every secondary plan must be consistent with the underlying development plan. In The City, the approved city-wide secondary plan is titled *Complete Communities*.

17. *Our Winnipeg*, at Section 01-1a, states that one of the enabling strategies is to "Adopt ***Complete Communities*** as the City's land use and development guide". Of the three Direction Strategies (Complete Communities, Sustainable Transportation, Sustainable Water and Waste), *Complete Communities* is the only Direction

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Strategy that has been adopted as a secondary plan in support of *Our Winnipeg.*

Zoning

18. Every municipality is required to adopt zoning by-laws or join a planning district for zoning. Zoning by-laws are used to control or prohibit the use of land and development in a municipality. Zoning by-laws typically divide the municipality into zones. They then prescribe permitted and conditional uses for land and buildings in each zone. A zoning by-law also typically makes provision for:

(a) classifications of uses of land and buildings;

(b) the number and dimensions of dwelling units or buildings permitted on a lot;

(c) the minimum areas and dimensions of lots;

(d) the number, lot coverage, floor area, dimensions and locations of buildings on land;

(e) setbacks from property lines and around and between buildings and minimum distances between buildings;

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(f) required landscaping and buffers that must be maintained between buildings, land, and different uses of real property;

(g) parking and loading requirements for the various zones or uses;

(h) required design details of buildings and building sites;

(i) restrictions on the outdoor storage of goods, building materials and waste materials;

(j) restrictions on the removal, deposit or movement of soil, gravel or other material;

(k) requirements for the placement of sidewalks;

(l) restrictions affecting outdoor signs and displays;

(m) the protection of scenic areas, heritage resources and sensitive land;

(n) the protection of waterways, and establishing building setbacks from waterways;

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(o) the protection of a water or sewage treatment facility, waste disposal facility or any other utility or public work from incompatible uses.

19. Zoning by-laws are required to be consistent with any secondary plans adopted by the municipality and with the development plan for the municipality.

20. For those uses of land categorized under a zoning by-law as "conditional uses", Part 6 of the *Charter* provides for a public hearing process for prior approval before a conditional use may be established on a site. The municipality may impose conditions upon the use of the site when granting a conditional use approval.

21. In circumstances where adjustments to the requirements of a zoning by-law are needed in order to accommodate a particular development or use on an individual site, Part 6 of the *Charter* provides for an application and approval process for zoning variances. A zoning variance must, among other things, be consistent with the municipality's development plan and any applicable secondary plan.

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Subdivision Control

22. Part 6 of the *Charter* also provides a system for the approval and regulation of the subdivision of land. Apart from limited exceptions, the division of larger parcels of land into smaller lots requires subdivision approval from the municipality in which the land is located. There is a public hearing process for the approval of subdivisions.

23. A proposed subdivision of land cannot be approved by a municipality unless the proposed subdivision conforms with the development plan, any applicable secondary plan, and the zoning by-law. In The City, the proposed subdivision must also be consistent with The City's *Subdivision Standards By-law*, No. 7700/99.

24. A plan of subdivision will lay out the lots to be created by the subdivision and any public roads to be opened and dedicated to the municipality and any public reserve lands to be dedicated to the municipality.

Development Agreements

25. Part 6 of the *Charter*, at section 259, allows the municipality to impose conditions on the applicant for a rezoning or subdivision in

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connection with its approval of the rezoning or the subdivision of land.

Section 259 provides as follows:

> 259(1) Council may, by by-law, provide that approval of proposed plans of subdivision be made subject to one or more of the following conditions:
>
> (a) that at least 10% of the land be conveyed to the city for purposes of the city other than streets, without consideration or for nominal consideration;
>
> (b) that instead of setting the condition under clause (a), money be paid to the city for the purchase of land for purposes of the city other than streets;
>
> (c) that all outstanding taxes, including local improvement taxes, be paid;
>
> (d) that streets within the proposed subdivision be dedicated as council considers necessary;
>
> (e) that where land in the proposed subdivision abuts on an existing street, land in the proposed subdivision, other than land occupied by an existing building, be conveyed for the purposes of making the street conform with any provision respecting streets of a by-law passed under section 255 (subdivision standards by-law);
>
> (f) that the owner of land within a proposed subdivision enter into one or more agreements with the city respecting such matters as council considers advisable or necessary, which agreements may include, without limiting the generality of the foregoing, requirements that
>
> > (i) the owner pay to the city some or all of the cost of existing or future public works, including the cost of any related environmental, engineering or other studies or reports, which benefit or will benefit the proposed subdivision,
> >
> > (ii) the owner construct or pay for all or part of the capacity of the public works in excess of the capacity required for the proposed subdivision, and
> >
> > (iii) the city reimburse the owner for the cost, including interest at such rate as is agreed on, of the excess capacity referred to in subclause (ii) when money is recovered by the city from owners of other lands benefited by the excess capacity or at some earlier time.

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26. In the case of typical development, the development agreement will require the developer to install roads, sewers, storm drainage, underground services, water mains, sanitary sewers, curbs, sidewalks, street lighting, traffic control devices and signage, required flood protection and other amenities in the subdivision. This is all at the developer's cost. The developer may also be required to set aside land for public parks and landscape the parks. The developer may be required to set aside land for public school sites for purchase by the Province.

27. Based on my experience in the development industry, modern arterial and expressway roads are used to limit access by local traffic in order to achieve the purpose of moving traffic from community to community (arterial) and beyond the region (expressway). For example, it is my understanding that the provincial access goal for the Perimeter Highway is ultimately to space intersections two miles apart, replacing all at-grade intersections with interchanges. Although it is my knowledge that the road classification of "freeway" is not used in Winnipeg, such a road would be free of at-grade intersections.

28. Based on my experience in the development industry, I believe that it is typical in Winnipeg for the costs of local and collector roads

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to be the responsibility of developers. Collectors offer access to regional arterial roads. The costs of arterial roads, such as Taylor Avenue, Henderson Highway, and Waverley Street, have historically been a shared responsibility, with the developer providing two lanes of road and land for the right-of-way. Expressways offer limited community access, and link various regions of the city to one another. In my experience, the costs of these roads are the responsibility of the City due to the broad city-wide regional use. These roads are often the recipient of financial contributions from Provincial and Federal funds.

29. The operation of The City's sanitary sewer wastewater treatment and water system, outside of the sanitary sewer and water infrastructure that is the responsibility of the developer within the limits of a proposed development (including excess capacity to service further development), is the responsibility of the City and is financed through sanitary sewer and water rates. The approach to financing the sanitary sewer and water utilities is referenced in Order No. 56/12 of the Public Utilities Board ["PUB"] dated May 3, 2012. Attached hereto as Exhibit 1 is the PUB Order.

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30. When an approved plan of subdivision resulting from the subdivision approval process is registered in the Land Titles Office, the new lots shown in that plan of subdivision are legally created. The registration of the plan of subdivision also effects the dedication of streets and public reserve lands within the plan of subdivision. Notice of the development agreement under certain conditions may be registered by way of caveat against title to the lots.

31. When the lots have been created, the developer may, provided that the developer is doing so in compliance with any conditions in the development agreement, market the lots to builders or prospective homeowners, or it may apply to build on the lots.

32. When a builder wishes to construct a home or other structure or improvement, it must apply for and obtain a building permit. The phrase "permit-ready land" describes the understanding that in the City of Winnipeg, off-site costs have already been dealt with in the Development Agreement process. The cost of a building permit is restricted by legislation to be limited to the cost of providing the services necessary to obtain the permit.

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Land Development in The City of Winnipeg

33. The approved development plan for The City is titled *Our Winnipeg*. It was considered by The City on July 21, 2010 as By-law No. 67/2010, received third reading by Council on July 20, 2011 and took effect on August 17, 2011, following approval by the Province of Manitoba on July 27, 2011. Attached hereto as Exhibit 2 is a copy of *Our Winnipeg*.

Exhibit 2, *Our Winnipeg*

34. With the adoption of *Our Winnipeg*, The City also adopted a city-wide secondary plan, *Complete Communities Direction Strategy-Secondary Plan No. 68/2010* ["*Complete Communities*"]. Together, *Our Winnipeg* and *Complete Communities* lay the foundation for the creation of local area plans. A local area plan may be approved by Council through adoption of it as a secondary plan by-law, also referred to as an "area structure plan" or less formally as a non-statutory "precinct plan". It is my understanding that "Precinct Plans" were the City's first attempt to undertake regional planning. Attached hereto as Exhibit 3 is a copy of *Complete Communities*.

Exhibit 3, *Complete Communities*

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35. The purpose of Precinct Plans was to determine general land use, and identify existing infrastructure and new infrastructure requirements. Sustainable Transportation, another companion document to Our Winnipeg, contemplated the creation of a *Transportation Master Plan* and further transportation plans to support land use.

36. The City has adopted two zoning by-laws, Downtown Winnipeg Zoning By-Law No. 100/2004 and The City of Winnipeg Zoning By-law 200/2006.

37. The procedures for approval of development applications in The City of Winnipeg are governed by the *Development Procedures By-law* No. 160/2011. Attached hereto as Exhibit 4 is a copy of the *Development Procedures By-law* No. 160/2011.

Exhibit 4, *Development Procedures By-law*

38. The basic requirements of development agreements with The City are set out in *The Subdivision Standards By-law* No. 7500/99. Attached hereto as Exhibit 5 is a copy of *The Subdivision Standards By-law*.

Exhibit 5, *The Subdivision Standards By-law*

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39. The City has also established a set of *Development Agreement Parameters*, the latest version of which was adopted by Council on July 17, 2002. The *Development Agreement Parameters* outline the general policy of The City in formulating development agreement terms and conditions that are imposed on developers in relation to any particular development. Attached hereto as Exhibit 6 is a copy of the *Development Agreement Parameters*.

Exhibit 6, the *Development Agreement Parameters*

40. The Development Agreement Parameters currently say developers must pay for one lane of boundary roads, if such a road abuts the subdivision. The developer on the other side would also pay for one lane. It was on this basis that Qualico, as developer of Island Lakes and Sage Creek, twinned Lagimodiere Boulevard from Bishop Grandin south to Warde Avenue, otherwise the last two lane part of Highway 59 in Winnipeg.

41. To assist in the interpretation and application of the *Development Agreement Parameters*, The City of Winnipeg has published *A Guide to Understanding the Development Agreement Parameters*. Attached hereto as Exhibit 7 is a copy of *A Guide to Understanding the Development Agreement Parameters*.

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Exhibit 7, *A Guide to Understanding the Development Agreement Parameters*

42. UDI, through members and its representatives, including Qualico, has participated in a Development Agreement Parameters Committee [the "Committee"]. Representatives of The City and others have also participated in the Committee, including the City Councillors who head three of the Standing Policy Committees of City Council, Public Works, Finance and Planning, Property and Development, together with representatives of the Public Works, Finance and Planning, Property and Development Departments. In 1987 and 1988, I participated in a supporting role as The City of Winnipeg and UDI worked together on a thorough review of the *Development Agreement Parameters*. As president of UDI from 1999 to 2002, I played an active role as a developer member of UDI as UDI participated with representatives of The City of Winnipeg. The purpose of the Committee is to provide input and consultation on the imposition of development-related conditions on development approvals and the development of more standardized terms for development agreements.

43. One of the projects undertaken by this Committee was a detailed review prior to the adoption by The City of Winnipeg of the

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Development Agreement Parameters in 2002. Attached hereto as Exhibit 8 is a copy of minutes of the Executive Policy Committee of City of Winnipeg Council, dated July 10, 2002. These minutes reference the participation of UDI in that process.

Exhibit 8, Executive Policy Committee Minutes, July 10, 2002

44. In the course of my thirty-seven years with Qualico, I have had experience with land development charges and development requirements in other jurisdictions in Canada. In each of British Columbia, Alberta and Ontario, the jurisdictions with which I am acquainted, each jurisdiction has developed extensive mechanisms for the identification of municipal costs that might reasonably be associated with specific new developments. Those jurisdictions have enacted legislation to establish methodologies for the identification of development-related costs and have implemented programs to review those charges.

45. UDI has been seeking a scientific plan-based alternative approach to development costs in Winnipeg that will, in the opinion of UDI members, better identify the impact of new development by objectively determining impacts beyond the neighbourhood. This is based in part on the experience of UDI members that land values in

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various parts of Winnipeg reflect the presence or absence of necessary infrastructure capacity. UDI has pursued this approach on the belief that a disciplined method of determining impacts would also be instructive in demonstrating necessary additions to infrastructure to allow development, while at the same time offering opportunities to share those off-site costs. To date, the City has not participated in such a process.

The Introduction of Development Cost Charges in Winnipeg

46. The City had considered the imposition of development cost charges in 2005. It commissioned Hemson Consulting Ltd. ["Hemson"] to prepare a report. A copy of the report prepared by Hemson titled *Financing Infrastructure Related to Land Development* is attached as Exhibit 8A. This 2005 report at page 33 confirms that growth does pay for growth in its statement that "We estimate that the costs of growth related infrastructure and the additional operating cost associated with projected growth could be more than covered by the additional assessment from new development". It further confirms at page 34 that the City does not have the information required to effectively manage the anticipated amount of growth in the future. "The City requires more detailed land use planning estimates of future needs. These land need estimates should form the basis for

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detailed infrastructure project planning (in which cost estimates are a key part)."

Exhibit 8A, Hemson 2005 Report

47. The City began again to consider the imposition of development cost charges in 2013. Attached hereto as Exhibit 9 is a copy of The City's press release titled *2013 Growth Development Charges*.

Exhibit 9, *2013 Growth Development Charges*

48. A resolution requesting the Government of Manitoba make a legislative change to permit the implementation of development cost charges was approved by the Executive Policy Committee of Council of The City of Winnipeg in November of 2013. The resolution was debated and passed by Council on November 20, 2013. The minutes of the Council meeting and disposition of items is attached as Exhibit 9A.

Exhibit 9A, Council Minutes and Disposition, November 20, 2013

49. In February, 2016, Mayor Brian Bowman announced during his "State of the City Address" that The City planned to engage experts to consider the potential for the imposition of development cost charges in Winnipeg.

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50. On or about May 27, 2016, The City awarded Hemson a contract to carry out the proposed Growth Study. Hemson was engaged to conduct industry consultation, provide an analysis of best practices across other municipalities and explore growth-related costs and revenues. Attached hereto as Exhibit 10 is a copy of a press release of The City dated May 27, 2016.

Exhibit 10, Press release, May 27, 2016

51. Hemson has prepared similar reports for other municipalities.

52. Hemson conducted two "stakeholder meetings" with invited representatives of residential developers and homebuilders. I attended both sessions, the first on July 19, 2016 and the second on August 18, 2016. Commercial and industrial land developers were not invited to the stakeholder meetings. Hemson made presentations at each stakeholder meeting. Attached hereto as Exhibit 11 is a copy of the presentation titled *City of Winnipeg Financing Growth Study Stakeholder Meeting #1* prepared by Hemson and dated July 19, 2016. Attached hereto as Exhibit 11A is a copy of the August 18, 2016 presentation, titled *City of Winnipeg Financing Growth Study Stakeholder Meeting #2*.

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Exhibit 11, Hemson Presentation, July 19, 2016

Exhibit 11A, Hemson Presentation, August 18, 2016

53. On August 31, 2016, Hemson presented its final reports to The City. Attached hereto as Exhibit 12 is a copy of the Hemson report titled *Determination of Regulatory Fees to Finance Growth: Technical Report* ["Hemson Technical Report"]. Attached hereto as Exhibit 13 is a copy of the Hemson report titled *Review of Municipal Growth Financing Mechanisms* dated August 31, 2016 ["Hemson Report"].

Exhibit 12, Hemson Technical Report

Exhibit 13, Hemson Report

54. The Hemson Technical Report includes a listing of Development-Related Capital Program projects that Hemson identifies as requiring funding through impact fees. Included in this listing are projects that I believe are unrelated to future growth and/or have already been completed, including the new City of Winnipeg police headquarters building, the Disraeli Bridge rehabilitation project, the Pembina Underpass, the Public Works East Yards Complex, the Arlington Bridge, and a Water Treatment Plant completed for use in 2009. Also included in this listing are projects that I understand to

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have been paid for by developers, including the Bishop Grandin Expressway East and the Waverley West arterial Roads. In addition, this listing includes projects from jurisdictions outside of the City of Winnipeg, including the Bishop Grandin extension (Lagimodiere to Fermor) through the Rural Municipality of Springfield and the Highway 6 extension in the Rural Municipality of Rosser.

Exhibit 12, Hemson Technical Report at p 71, 101, 110

55. On or about September 1, 2016, Hemson conducted a "Council Information Session" wherein representatives of Hemson provided an overview of their reports for members of City Council. Attached hereto as Exhibit 14 is copy of a presentation prepared by Hemson titled *City of Winnipeg Financing Growth Study Council Information Session*, dated September 1, 2016 ["Hemson September 2016 Council Presentation"].

Exhibit 14, Hemson September 2016 Council Presentation

56. On or about September 16, 2016, The City publically released its administrative report titled *Implementation of an Impact Fee*, prepared by Tyler Markowsky and dated September 1, 2016 [the "Administrative Report"]. Attached hereto as Exhibit 15 is a copy of

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the agenda for the Executive Policy Committee of Council ["EPC"] meeting of September 21, 2016, including the Administrative Report.

Exhibit 15, EPC Agenda, September 21, 2016

57. The Administrative Report included a draft of the proposed development cost charges by-law, titled "Impact Fee By-law" [the "Draft By-law"].

58. On or about September 21, 2016, the EPC considered the Administrative Report and the Draft By-law. By approved motion, EPC delayed the implementation of the Draft By-law and directed that consultation occur with stakeholders. A copy of the minutes and disposition of items of the September 21, 2016 meeting of the EPC is attached as Exhibit 15A.

Exhibit 15A, EPC Minutes and Disposition, September 21, 2016

59. Councillor John Orlikow was tasked with carrying out the consultations and with reporting back to the Executive Policy Committee. Councillor Orlikow proceeded to conduct private meetings with selected developers and associations.

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60. On October 14, 2016, The City issued an information sheet titled *Amendments Proposed to Impact Fee Implementation – Phased-In Approach Recommended to Executive Policy Committee* [the "Information Sheet"]. Attached hereto as Exhibit 16 is a copy of the Information Sheet.

Exhibit 16, the Information Sheet

61. On October 14, 2016, The City released a document titled *Backgrounder – Key Changes & Additions Proposed to Impact Fee Implementation* [the "Backgrounder"]. Attached hereto as Exhibit 17 is a copy of the Backgrounder. The Backgrounder outlined a fifty percent reduction to the residential development charge proposed in the Hemson Report, without explanation for the change. This was a further reduction to the development charge of $30,000 per unit as presented at Hemson's August 18, 2016 presentation. There were three different levels of "impact fee", including:

(a) Approximately $30,000 per 1,800 sf dwelling unit presented by Hemson on August 18, 2016;

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(b) Approximately $20,000 per 1,800 sf dwelling unit based on $109.45 per m^2 recommended by Executive Policy Committee on September 21, 2016;

(c) Approximately $10,000 per 1,800 sf dwelling unit based on $54.73 per m^2 approved by Council on October 26, 2016.

The Backgrounder included provision for an exemption from development cost charges for all types of development other than suburban, green-field residential development within designated zones until November 1, 2018.

Exhibit 17, the Backgrounder

62. On or about October 14, 2016, The City released a document titled *Phase One Impact Fee Implementation Plan* [the "Phase One Map"]. The Phase One Map is a map that delineates the geographic areas targeted for payment of development cost charges under the Draft By-law. Attached hereto as Exhibit 18 is a copy of the Phase One Map.

Exhibit 18, the Phase One Map

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63. On or about October 14, 2016, the City released a draft version of the *Impact Fee Working Group Terms of Reference* [the "Working Group Terms of Reference"]. The Working Group Terms of Reference defined the responsibilities and membership of a proposed working group intended to create recommendations for a review of the development cost charges imposed by the Impact Fee By-law every two years. Attached hereto as Exhibit 19 is a copy of the Working Group Terms of Reference.

Exhibit 19, Working Group Terms of Reference

64. At its meeting of October 19, 2016, EPC voted to approve a motion to adopt the Working Group Terms of Reference, the Implementation Map and the impact fee changes outlined in the Backgrounder [the "EPC Recommendation"]. On March 7, 2017, Councillor Orlikow announced that the Working Group had been suspended on the advice of The City's legal department. Attached hereto as Exhibit 20 is a copy of the EPC Recommendation. Attached hereto as Exhibit 21 is a copy of a media report regarding the suspension of the Working Group. The Working Group was subsequently re-implemented, and I have been invited to participate as a member of the Working Group.

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Exhibit 20, EPC Recommendation

Exhibit 21, Media Report

The Impact Fees By-law

65. On October 26, 2016, Council of The City of Winnipeg passed the Impact Fees By-law as By-Law No 127/2016 [the "Impact Fees By-law" or the "By-law"]. Attached hereto as Exhibit 22 is a certified copy of the Impact Fees By-law. Attached hereto as Exhibit 23 is a copy of the agenda for the October 26, 2016 meeting of Council of The City of Winnipeg, including the EPC Recommendation, and the Disposition of Items ["Council Agenda and Disposition"]. On October 25, 2017, the Council of The City of Winnipeg approved an amendment to the By-law, which extended the implementation date of Impact Fees to new development from November 1, 2017 to January 1, 2018. Attached hereto as Exhibit 23A is a copy of the By-law as amended.

Exhibit 22, Impact Fees By-law

Exhibit 23, Council Agenda and Disposition, October 26, 2016

Exhibit 23A, By-law as amended

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66. The By-law defines an Impact fee as a fee applicable to a development and that is payable by every person who is issued a building or development permit. The By-law is restricted in application to residential developments in new and emerging neighbourhoods as represented in *Our Winnipeg* and *Complete Communities*. Similarly, commercial, office, industrial and institutional development will be exempt from any Impact Fee for two years and residential infill developments in downtown, mature, and existing neighbourhoods of the City will be exempt for three years.

67. The By-law states that the Impact Fees apply only to those areas identified on Map 1, and further depicted in detail on Maps 2 to 11, inclusive, all attached as Schedule "A" to the By-law [the "Emerging Communities"].

68. The transitional provisions of the By-law provide that no Impact Fee is payable if the application for a building permit or development permit is made prior to May 1, 2017, the permit is issued within 6 months, or such later date as determined by the Director of Planning, Property and Development to be reasonable in the circumstances, and construction of the development begins prior to November 1, 2017. This has subsequently been extended to January 1, 2018.

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69. Pursuant to section 4 of the By-law, the Impact Fee is calculated as the product of the total floor area that is being constructed or converted, multiplied by the fee per square metre established by Council. The fee established by Council for residential development in 2017 is \$54.73 per m^2, or \$5.085 per f^2. The Hemson Report recommended using a multiplier of \$109.45 per m^2 for residential development. Based on my review of the Hemson Report, the By-law and the supporting documents for the By-law, I see no explanation nor do I understand how the amount of \$54.73 per m^2, \$5.085 per $foot^2$, was determined by the City. The method used to arrive at this multiplier amount is also not explained in the By-law, the Administrative Report or the EPC Recommendation. There is no reasoning for establishing impact as a square foot rate, nor is there any rationale offered for the same rate being charged for apartments, townhomes and single family homes.

Exhibit 22, Impact Fees By-law, s. 4

Exhibit 20, EPC Recommendation, p. 2

Exhibit 14, Hemson Report

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70. Pursuant to the EPC Recommendation adopted by Council, Impact Fees are to be deposited into the Impact Fee Reserve Fund. The EPC Recommendation states that the Impact Fee Reserve Fund shall be established as follows:

> A. All funds generated by the impact fee are to be deposited into the Fund;
>
> B. The purposes of the Fund are:
>
> i. to fund capital projects approved by Council recommended by the Chief Financial Officer with consideration given to the input provided by the Working Group;
>
> ii. to pay the costs of administering the Impact Fee By-law and Reserve Fund.

Exhibit 20, EPC Recommendation

Exhibit 23, Council Agenda, October 26, 2016

71. As I understand the Impact Fee Reserve Fund based on my reading of the EPC Recommendation, the funds deposited into the general Impact Fee Reserve Fund may be used to fund any capital project approved by Council on the recommendation of the Chief Financial Officer. I understand that there is no requirement that Impact Fees collected from a specific development be used only to fund capital projects associated with that development, nor is there any credit given for work on projects by developers, as may be

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required by a development agreement or as a condition of a planning approval, such as the extension of Bishop Grandin Boulevard east from Highway 59 to Plessis Road.

72. The economics of development are such that the Impact Fee will be passed on to home buyers. The Impact Fee will be built into the cost of building a new home in the areas subject to the By-Law. Home builders, such as Qualico's in-house builders, will include the impact fee as a line item on their agreements with homeowners. GST is also charged on Impact Fees in the new home agreements.

73. The Impact Fee is not payable until building and development permits have been issued. If there are shifts in the market that will limit the ability of developers and home builders to pass the cost onto the ultimate homeowner, the construction may not proceed.

74. When Qualico sells lots within the Qualico Group, it is done on the basis of a lot draw. Each Qualico division competes with other builders and each other as to which lots they will purchase. The Qualico Land Development division sets pricing for lots based on the market and supply and demand.

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The Problem

75. The Hemson Report is the first public report to identify the existence of a problem in The City, specifically that the City has been unable to fully meet its capital needs, with a consequent deterioration in The City's existing infrastructure and a growing City-wide infrastructure deficit.

Exhibit 13, Hemson Report, p. 6

76. The Hemson Report concludes that the problem is caused by the fact that "Growth does not pay for growth" in The City. The proposition in the Hemson Report is that Winnipeg has low capital spending and does not have Development Cost Charges; therefore, "growth does not pay for growth". The Hemson report states as follows:

> Currently it is self evident that growth does not pay for growth since significant amounts of required infrastructure are not being built. However, were the required infrastructure built, growth would only be paying a share of the cost. The City's tax rate would have to increase to account for the added cost and all ratepayers (not just new growth) would contribute. If the City were to have an infrastructure fee, the need for higher taxes would be moderated by the amount such a fee would generate.

77. The Hemson Report conclusion is that there are infrastructure needs beyond the boundaries of new developments, and those

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developments are not paying the costs. The Hemson Report identifies impact fees as the solution to the problem.

Exhibit 13, Hemson Report at p. 22

78. Following the Hemson Report and The City's introduction of the then-proposed By-law, UDI and the Manitoba Home Builders' Association commissioned MNP LLP to prepare and provide an informational briefing to present to City Council. The MNP report, titled "Understanding Development in Winnipeg: An Informational Briefing for City Council and Winnipeg Citizens" ["MNP Report"], dated September 20, 2016, was distributed to members of City Council on or about September 21, 2016 in the context of the development industry's long history of working with The City to build new communities. Attached here to as Exhibit 24 is a copy of the MNP Report.

Exhibit 24, MNP Report

79. UDI and the MHBA engaged MNP LLP to prepare a PowerPoint presentation ["MNP Presentation"] to Winnipeg City Council members based on the MNP Report. On October 11, 2016 the presentation was made to a group of City Councillors who

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attended. I, on behalf of UDI, participated with representatives of MNP LLP and with Mike Moore, on behalf of MHBA, in the presentation and in the subsequent discussions. A copy of the presentation materials are attached as Exhibit 24A.

Exhibit 24A, MNP Presentation

80. The MNP Report agrees that there is a problem in The City of a serious infrastructure deficit. However, the MNP Report disputes the conclusion that the cause of the problem is a failure of growth to pay for growth.

81. The MNP Report notes that the Hemson Report "does not consider the value of new development, including new revenues from property taxes from new development or other reasons for under-funded infrastructure." In addition, the Cost Benefit Studies required by the City as part of the development approval process ensure that the revenues generated from development will pay for up-front and ongoing costs to the City. The MNP Report gives the example of the Waverley West development, which is estimated to provide the City with $892 million more revenue than it will cost, after all capital, operating and maintenance costs.

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Exhibit 24, MNP Report, p. I, 34 - 35

82. In the MNP Report analysis, not only does growth pay for growth but the cause of the problem is determined to be historic political decisions:

> In the 1990's a lack of growth in the city and decisions to spend money on operations instead of capital led to a serious infrastructure deficit.
>
> In 2009, the City estimated that 'the added investment required to maintain [infrastructure assets] at appropriate service levels and in a good state of repair' was $3.8 billion for existing infrastructure, and $3.6 billion for 'new strategic' infrastructure. For both types of infrastructure, approximately half was to maintain at current (2008) condition, and half was to "raise the average condition to appropriate asset management condition" (City of Winnipeg, 2009). By definition, using the criteria of who benefits, all Winnipeg property owners should be contributing.
>
> A significant amount of the investment identified as strategic new infrastructure is 'catch up' needed to service the City as it exists today...
>
> A comparison of revenue per capita indicates that Winnipeg collects significant less tax revenue per capita than Edmonton and Hamilton...

Exhibit 24, MNP Report, p. 4 - 6

83. The MNP Report identifies that appropriate transportation studies are not being performed:

> One of the four directional strategies of *OurWinnipeg*, Sustainable Transportation establishes, at a high level, how transportation will be provided in Winnipeg for the next 25 years. This strategy forms the policy framework for the Transportation Master Plan (TMP). The Sustainable Transportation strategy anticipated that the TMP will include a step-by-step action plan for implementing the public transit, active transportation, goods movement and other

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> transportation initiatives for the near term (5 year), mid-term (10 year) and long-term (25 year) planning horizons. It was to outline the specific timing, responsibilities, operational/coordination issues between agencies, cost to implement, policy/bylaw requirements and interactions with other activities (City of Winnipeg, 2011).
>
> The Transportation Master Plan was published in October 2011. It describes its purposes as setting out a strategic vision for transportation in Winnipeg, and to provide an updated and expanded set of policies to guide future transportation and land development decisions. It clarifies that it is a long term, *strategic planning document, not intended to address site-specific or corridor-specific issues* (City of Winnipeg, 2011).
>
> A schedule of road network improvements is included in the TMP, intended to address existing network constraints and recurrent congestion at river and railway crossings and in the downtown during peak periods. It was noted that all figures are preliminary estimates only. **This schedule does not have the implementation detail contemplated in the Sustainable Transportation Strategy. It does not reference transportation studies of the load created by new developments in any given area versus existing demand, or to what extent cost is driven by the simple need to modernize infrastructure designed under old standards as it is rehabilitated or replaced**. It does not identify the street classification to enable understanding of the economic value (and therefore attribution of benefit and fair funding contributions) associated with goods movement, or need driven by ex-urban demand on regional routes. It does not have timelines beyond short, medium and long term, implementation plans or coordination with other infrastructure.
>
> [emphasis in original]
>
> Exhibit 24, MNP Report, p. 24

84. Over the course of my work with The City, including on the *Development Agreement Parameters*, The City has never advised me that there is infrastructure that development is not paying for. Rather, I believe that new development in The City is currently subsidizing the costs of providing services to other parts of The City.

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85. Using City assessment and permit data and federal census data, Qualico prepared a map that shows the relative tax contributions of different areas of The City. As depicted in this map, older neighbourhoods contribute less tax revenue due to low assessment values and high costs. The 38,000 homes in the neighbourhoods with the highest average assessments – predominately The City's most recently developed neighbourhoods - comprise 14% of the dwellings yet contribute 24% of the taxes. Attached as Exhibit 24B is the tax contributions map.

Exhibit 24B, Tax Contributions Map

86. Further, based on my experience in the development industry, I believe that sewer and water rates charged to newer neighbourhoods subsidize combined sewer replacements and replacement of 100 year old pipes, but the Impact Fee would charge new development for costs already directly covered through water bills.

RidgeWood West Development

The RidgeWood South Precinct Plan

87. RidgeWood West is one development located within the area of RidgeWood South, also known as "Precinct Q". On October 23, 2013,

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Council of The City of Winnipeg approved a precinct plan for RidgeWood South by passing a Secondary Plan By-law No. 62/2013, as amended ["RidgeWood South Precinct Plan By-law"]. The precinct plan, titled "Ridgewood South Precinct Plan" is attached as Schedule 1 to the RidgeWood South Precinct Plan By-law. The RidgeWood South precinct is approximately 947 acres of land, bounded by the CN Railway line to the south, the Perimeter Highway to the west, the Harte Trail/Rannock Avenue to the north, and the Assiniboine Forest to the east. Attached hereto as Exhibit 25 is the RidgeWood South Precinct Plan By-law.

Exhibit 25, RidgeWood South Precinct Plan By-law

88. The RidgeWood South Precinct Plan implements The City of Winnipeg's planning objectives contained in *Our Winnipeg*, and guides and directs specific land use, road and servicing infrastructure, parks and recreation infrastructure, and subdivision and development decisions that collectively determine the form the community will take.

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Deloitte Cost/Benefit Study

89. The RidgeWood South Precinct Plan is supported by background studies, including a Cost/Benefit Analysis of the precinct as a whole performed by Deloitte dated September 18, 2012, titled *Qualico Communities Cost/Benefit Analysis: Ridgewood Community* [the "Deloitte Analysis"]. Pursuant to *Complete Communities*, Qualico, as owner of approximately 55% of vacant land and sponsoring landowner of the RidgeWood South Secondary Plan, was required by The City to commission the cost benefit analysis in respect of the proposed development that was ultimately provided by Deloitte. Attached hereto as Exhibit 26 is the Deloitte Analysis.

Exhibit 26, Deloitte Analysis

90. The primary finding in the Deloitte Analysis is that the only major off-site underground servicing cost that is attributable to the development of the RidgeWood South precinct is the extension of the Harstone Trunk Sewer, which is required to address land drainage issues. The drain would run from the RidgeWood South lands to Assiniboine River. The Deloitte Analysis indicates the City's portion of the $14.7 million cost of the sewer extension to be $2.6 million, a contribution which Deloitte estimates will trigger in excess of $1 billion

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in precinct private sector investment in infrastructure, site development and construction - all taxable assessed value. In addition to benefiting the development of the RidgeWood South precinct, the drain would also benefit 365 acres of existing built-up areas of Charleswood, alleviating overland flooding and draining ditches. It would further provide pipe for future stormwater management for 1,400 acres south of Wilkes.

Exhibit 26, Deloitte Analysis, p. 12 and covering letter

91. The Deloitte Analysis concludes that the only other infrastructure capital project for the RidgeWood South precinct that would require City funding is a two-lane extension of the William R. Clement Parkway south from Grant Avenue to Ridgewood; however the Deloitte Analysis states that this transportation project will serve a much broader role than just serving the RidgeWood South precinct. Stantec, consulting engineers, estimated that a 2-lane extension at William R. Clement Parkway to Ridgewood Avenue would cost approximately $16 million. However, if William R. Clement Parkway were extended to Wilkes Avenue, the regional traffic drawn to William R. Clement Parkway would create traffic loads that would increase the cost beyond $200 million.

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Exhibit 26, Deloitte Analysis, p. 12

92. The Deloitte Analysis notes that the RidgeWood South precinct developments will be served by existing community facilities, including school, library, fire and police facilities located in the existing community to the north of the RidgeWood South precinct.

Exhibit 26, Deloitte Analysis, p. 1

93. The Deloitte Analysis concludes that the net present value to the City of the RidgeWood South precinct is $54.0 million and that as such, development of the precinct is "viable and potentially financially beneficial to the City".

Exhibit 26, Deloitte Analysis, p. 3

Stantec Traffic Impact Assessment

94. In addition to the Deloitte Analysis, the RidgeWood South Precinct Plan is supported by a background study of the Traffic Impact Assessment, performed by Stantec ["Traffic Assessment"]. The only major transportation infrastructure project identified by Stantec as necessary to support full build out of the entire precinct is

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the extension of the William R. Clement Parkway. Attached hereto as Exhibit 27 is the Traffic Assessment.

Exhibit 27, Traffic Assessment, p. 30 - 31

Stantec Servicing Infrastructure

95. The RidgeWood South Precinct Plan is also supported by a background study of the Servicing Infrastructure, performed by Stantec ["Servicing Infrastructure"]. The Servicing Infrastructure background study confirms the conclusion of the Deloitte Analysis regarding the extent of future infrastructure needs. Attached hereto as Exhibit 28 is the Servicing Infrastructure document.

Exhibit 28, Servicing Infrastructure

<u>The RidgeWood West Development Agreement</u>

96. RidgeWood West is a development within the RidgeWood South precinct. If RidgeWood West is fully developed, it will be comprised of approximately 180 acres of land, located in the South Charleswood area of Winnipeg, bounded generally by the Perimeter Highway to the West, the Harte Trail to the North, Charleswood Road to the East and Wilkes Avenue to the South. Corporations ultimately

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acquired by Qualico began purchasing land in the area in 1975. If completed in its entirety, the development will accommodate approximately 813 new dwelling units. Attached hereto as Exhibit 29 is a copy of the RidgeWood West site map.

Exhibit 29, RidgeWood West site map

97. The development of RidgeWood West is provided for in a development agreement between the City of Winnipeg and RidgeWood West Land Corporation, Development Agreement AG 50/13, approved by City Council on February 26, 2014 [the "RidgeWood Development Agreement"]. Attached hereto as Exhibit 30 is a copy of the RidgeWood Development Agreement.

Exhibit 30, the RidgeWood Development Agreement

98. The RidgeWood Development Agreement was negotiated and prepared on the basis that the agreement would cover all costs of infrastructure associated with RidgeWood West, both inside and outside of the development. However, and despite the existence of the RidgeWood Development Agreement that includes the agreement of RidgeWood West Land Corp. to pay costs associated with infrastructure both within and outside the development, pursuant to

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the By-law, Impact Fees apply to development in RidgeWood West by virtue of Map 2 attached to the By-law. The Ridgewood Development Agreement relates to the lands as described in Schedule A and as shown outlined on a plan of subdivision in Schedule B of the RidgeWood Development Agreement.

Exhibit 30, the RidgeWood Development Agreement Schedules A and B

99. The development of RidgeWood West is being completed in two general phases. The first phase includes the areas shown on the RidgeWood West site map as "Phase 1A", "Phase 1B" and "Phase 1C". In total, Phases 1A, 1B and 1C will include approximately 425 homes. The development cannot exceed 500 homes until the Director of Public Works is satisfied that the road network can support additional development. There are currently approximately 190 homes being built in Phases 1A and 1B and it is anticipated that approximately 150 homes will be occupied by the end of 2017.

Exhibit 29, RidgeWood West site map

100. The development of Phase 2 is not guaranteed, and as such, there are no other costs to be incurred by the City. The development of RidgeWood West is limited to 500 units, mostly contained in Phase

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1. That limit may be reviewed once 300 units are occupied, based on the then current traffic data, and additional development beyond the 500 units may be permitted as determined by and to the satisfaction of the Director of Public Works.

Exhibit 30, the RidgeWood Development Agreement

101. If approved, Phase 2 will consist of approximately 388 homes.

Exhibit 30, the Ridgewood Development Agreement

102. Pursuant to the Ridgewood Development Agreement, RidgeWood West Land Corp., the Developer, is responsible for the construction and cost of all infrastructure within the development. As described in the Ridgewood Development Agreement, this includes, but is not limited to:

- All wastewater sewers,
- All watermains,
- All land drainage sewers and naturalized storm water facilities,
- Naturalized Regional Storm Water Management Facilities ["Retention Pond"],

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- Portland cement concrete pavements and related works,
- Sidewalks,
- Sod and planting trees on all boulevards,
- Lot grading
- Street name signs,
- Fencing for the lands abutting the Canadian National Railway Rivers Subdivision and the West Perimeter Highway,
- Public reserve and site improvements, including compacted granular trails, native grasses and sod, and
- Underground electrical, streetlights and telephone services.

Exhibit 30, the Ridgewood Development Agreement

103. The Ridgewood Development Agreement also requires the payment by RidgeWood West Land Corp. of its share of the RidgeWood Transportation Levy, as determined by the Director of Public Works. The Transportation Levy is used to pay the onsite and offsite road costs related to the movement of people within and

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beyond the RidgeWood South precinct and to adjacent regional arteries such as Wilkes Avenue and Roblin Boulevard. The 2014 rate for the levy is $38,793.67 per developable acre. Where RidgeWood West Land Corp. pays the costs of specified transportation improvements that benefit the region, the amount becomes a credit towards the amount owed under the levy. Not all of the lands in the precinct are owned by Qualico (approximately 55%). Through the Transportation Levy, RidgeWood West Land Corp is over-contributing to the costs of transportation in the precinct, and will be repaid by other developers in the precinct as they develop.

Exhibit 30, the Ridgewood Development Agreement

104. The Ridgewood Development Agreement requires that RidgeWood West Land Corp. pay the full costs of the following:

- installation of traffic control signals and all related works, including, but not limited to, pedestrian and vehicular actuation and interconnection to adjacent traffic control signals and railway crossing protection and audible pedestrian signals, and pedestrian countdown signals (if required) at the intersection of Charleswood Road and Wilkes Avenue,

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- the installation or construction of auxiliary lanes, transitions, median opening (modifications), channelization and all related works on Charleswood Road at and in the vicinity of its intersection with Wilkes Avenue, and on Wilkes Avenue at and in the vicinity of its intersection with Charleswood Road, and

- modifications to the existing railway crossing and the existing crossing protection at Charleswood Road and the Canadian National Railway Rivers Subdivision.

These improvements at a cost of $4.3 million were installed not only for the benefit of RidgeWood West but the entire Ridgewood South Precinct as is shown in the Secondary Plan. The cost of the intersection is to be shared by all developers in the precinct according to the Ridgewood Transportation Levy.

Exhibit 30, the RidgeWood Development Agreement

105. There are no additional infrastructure requirements for the development beyond those requirements that RidgeWood West Land Corp. has paid for or is responsible for.

106. On or about January 29, 2014, Council of the City of Winnipeg decided that, other than the monies collected through the Ridgewood

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Transportation Levy, "No other transportation related infrastructure works outside the Ridgewood Precinct plan shall be the responsibility of any precinct plan landowner". However, RidgeWood West precinct homeowners are now required to pay the Impact Fee, which includes monies for transportation-related works outside of the precinct. Attached hereto as Exhibit 31 is a copy of the Minutes of Council dated January 29, 2014.

Exhibit 31, Minutes of Council, January 29, 2014

107. Charleswood Road to Wilkes, and Dale Boulevard, are the primary points of ingress and egress to the development. Dale Boulevard had pre-existing capacity for Phase 2 of the RidgeWood West development. After 300 occupancies in Phase 1, the Director of Public Works will decide, based on the results of a traffic study, if development beyond 500 homes can proceed based on the proportion of the traffic load taken by Dale Boulevard. If not, homebuilding beyond the limit will occur only after adequate additions to the precinct transportation network are provided.

108. Similarly, and with a retention pond constructed by RidgeWood West Land Corp., there was pre-existing capacity in the downstream storm water sewer and pipe system.

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109. Beyond the Public Reserves that RidgeWood West Land Corp. is responsible for constructing, there are no public space requirements to support RidgeWood West. The public schools in the area are under capacity and new community centres are not required.

110. Pursuant to the RidgeWood Development Agreement, RidgeWood West Land Corp. also paid administration fees in the amount of $224,166.60 to the City to help defray The City's administration and related costs.

Sage Creek Development

111. Sage Creek is a development, consisting of approximately 884 acres, located East of Lagimodiere Boulevard, south of the intersection of Lagimodiere and Bishop Grandin. Qualico started purchasing the land for the Sage Creek development in 1974.

112. Sage Creek was the first new residential neighbourhood to be developed under an Area Structure Plan. The Sage Creek Area Structure Plan was adopted formally by City Council as a Secondary Plan in August 2005. The team that prepared the plan included Brown & Associates, an experienced planning firm from Calgary, together with SEG Engineering. The plan includes a provision for sharing the costs of major roads among landowners in the area. The

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cost of major road including off-site improvements to Lagimodiere Boulevard and the extension of Bishop Grandin Boulevard were included in the cost sharing mechanism.

113. The Sage Creek development consists of the following phases: Phase 1, Phase 2, Phase 3, Phase 4, Phase 4B, Phase 5, Phase 6, Phase 7A + 7B, Phase 8, Phase 9A, Phase 9B and Phase 10. The Phases up to and including 7A have largely been subdivided and serviced, but the remaining Phases have not. A significant level of the infrastructure associated with the Sage Creek development is completed. Attached hereto as Exhibit 32 is the Sage Creek Masterplan.

Exhibit 32, Sage Creek Masterplan

114. The Sage Creek development was the subject of a Background Report on Waste, Wastewater, Stormwater and Transportation Services, prepared by SEG Engineering ["Sage Creek Servicing Report"], intended to provide The City with the information required to evaluate the effect of the development on the existing infrastructure. The South St. Boniface Area Structure Plan was adopted by the City in August 2005 ["Sage Creek Area Structure Plan"]. Attached hereto

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as Exhibit 33 is the Sage Creek Servicing Report. Attached hereto as Exhibit 34 is the Sage Creek Area Structure Plan.

Exhibit 33, Sage Creek Servicing Report

Exhibit 34, Sage Creek Area Structure Plan

The Sage Creek Development Agreements

115. The development of Sage Creek is provided for in a number of Development Agreements, which inter-relate and are inter-dependent [the "Sage Creek Development Agreements"]. Each Phase of the Sage Creek development, up to and including Phase 7A + 7B, is currently the subject of a Development Agreement, which provides for the development of the Phase to which it relates. These Development Agreements and their respective dates are listed in the table below and attached hereto, with certain of their schedules, as Exhibits as indicated in the table:

Agreement #	Date	Exhibit #	Short-Form Title
AG 51/05	February 22, 2006	35	Phase 1 Sage Creek Development Agreement

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Ag 3/10	April 28, 2010	36	Phase 1 Sage Creek Addendum
AG 21/07	September 26, 2007	37	Phase 2 Sage Creek Development Agreement
AG 32/07	November 21, 2007	38	Phase 3 Sage Creek Development Agreement
AG 17/08	July 16, 2008	39	Phase 3 Sage Creek Addendum
AG 12/09	June 24, 2009	40	Phase 3 Sage Creek Second Addendum
AG 35/09	February 24, 2010	41	Phase 4 Sage Creek Development Agreement
AG 13/11	July 20, 2011	42	Phase 4B Sage Creek Development Agreement
AG 12/10	September 22, 2010	43	Phase 5 Sage Creek Development Agreement
AG 36/12	January 30, 2013	44	Phase 5 Sage Creek Addendum

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AG 3/11	June 22, 2011	45	Phase 6 Development Agreement
AG 30/12	January 30, 2013	46	Phase 7 Sage Creek Development Agreement

116. The Sage Creek Development Agreements all require the payment of administration fees to defray the City's administration and related costs associated with the preparation and implementation of the agreements. Administration fees paid to date in Sage Creek total $573,564.

117. Other than the Development Agreement in progress for Phase 8, there are no development agreements in place for the remaining Phases of the Sage Creek development. However, approximately 60 percent of the development of Sage Creek is serviced, including most of the necessary infrastructure both inside and outside the development.

118. The Sage Creek Development Agreements were negotiated and prepared on the basis that they would cover the costs of all

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infrastructure associated with Sage Creek, including both inside and outside of the development. However, and despite the existence of the Sage Creek Development Agreements that include Sage Creek Development Corp.'s agreement to pay costs associated with infrastructure both within and outside the development, the Impact Fee applies to development in Sage Creek, based on Map 7 of the By-law.

Exhibit 22, By-law, Schedule A, Map 7

Costs of Infrastructure Outside of the Sage Creek Development

119. Sage Creek Development Corp. is responsible for the costs associated with infrastructure outside of the boundaries of the development, including the following

- Provision of approximately 30 acres of land to extend Bishop Grandin right-of way from Lagimodiere Blvd. to Plessis, in addition to improvements within the Bishop Grandin right-of-way, specifically portland cement concrete lane of pavement, street lighting in the south boulevard, landscaping in the south boulevard, and a portland cement concrete thickness sidewalk. It is expected that Qualico's obligation for 1.1 miles of Bishop

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Grandin improvements will be converted to installing a two lane road for one-half the distance, resulting in a practical and useful addition to regional infrastructure.

- Expanding Lagimodiere Boulevard to four lanes from Bishop Grandin to the southern limit of City responsibility just north of Warde Avenue, including portland cement concrete pavement and all related works, street lighting in the west boulevard and landscaping in the west boulevard;

- The intersection of Lagimodiere Boulevard and Sage Creek Boulevard, specifically a southbound left turn storage lane plus upstream transition and all related works, right-turn channelization in the southeast and northeast corners of the intersection and all related works, a northbound right turn storage lane, plus upstream transition and all related works, a northbound right turn acceleration lane, plus upstream transition and all related works, a median opening on Lagimodiere Boulevard and all related works, and a westbound left turn storage lane, plus upstream transition and all related works, as well as all traffic control signals and all related works at the intersection;

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- Provision of a four-lane right of way and two lanes of roadway with associated improvements in Warde Avenue, a minor arterial road that is designed to link South St. Vital and South St. Boniface;

- Warde Avenue and Lagimodiere Boulevard intersection traffic control signals;

Exhibit 35, Phase 1 Sage Creek Development Agreement Schedule B.9

Exhibit 41, Phase 4 Sage Creek Development Agreement Schedule C.16

Exhibit 45, Phase 6 Sage Creek Development Agreement Schedule C.10

Exhibit 43, Phase 5 Sage Creek Development Agreement Schedule C.8

120. The Sage Creek Development Corporation has extended the storm water system outside of the development to connect to the Seine River. Excess capacity available in this system is available to others in the area.

121. Qualico also made a $300,000 contribution to the expansion of the Southdale community centre, which is outside of the Sage Creek development. This contribution supports the regional recreation facility that services Sage Creek and surrounding neighbourhoods. In

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part, the intention was to achieve recognition and confirmation from The City that Sage Creek falls within the catchment area of the Southdale recreation facility.

122. While there may be infrastructure improvements outside of the Sage Creek development that will be required in the future, in part to meet the increased traffic demands from the residents of Sage Creek, the City does not have a system to attribute the costs of these future impacts and the resulting needs. There are other new developments near Sage Creek that may also put stress on the roadway system in the area, including Bishop Grandin and Lagimodiere. The City therefore does not currently have a means of attributing the infrastructure needs to particular development and is unable to account for these needs in development agreements.

123. The City Water and Waste utility extended a sanitary interceptor sewer 800 metres east from Bishop Grandin Blvd. to serve approximately 4,000 homes and commercial premises in Sage Creek and 1,000 future homes and businesses to the north in Precinct "J", a precinct east of the Mint and south of Fermor Blvd. Beyond that investment, there are no extensions or expansions necessary for sewer treatment related to the Sage Creek

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development. The South End Sewage Treatment Plant, located on Ed Spencer Drive, South of the Perimeter Highway, has capacity to service Sage Creek. Both the extension of the sanitary sewer interceptor and the marginal cost of sewage treatment related to the Sage Creek development are paid for in rates charged to all users of municipal sewer and water, including Sage Creek homeowners.

124. A significant proportion of the construction of offsite infrastructure that benefits the entire area has been completed. Although Qualico has provided 30 acres of land to extend the Bishop Grandin Expressway, Qualico remains obligated to install pavement and associated works, such as streetlights and land drainage. Some of the value of the land is to be recovered by Qualico as Sage Creek abuts only one side of the future Expressway.

125. The cost of Bishop Grandin Expressway was included in the "Development-Related Capital Program" listing in the Hemson Technical Report; however, Qualico is obliged to pay for most of the portion of it that is located within The City.

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Costs of Infrastructure within the Sage Creek Development

126. As with RidgeWood West Land Corp, the Sage Creek Development Corporation is responsible for the costs and construction of all infrastructure within the Sage Creek development. This includes, but is not limited to, the following:

- All wastewater sewers,
- All watermains,
- Naturalized Regional Stormwater Management Facilities,
- All land drainage sewers,
- All interior roads, lanes and traffic control requirements, Portland cement concrete pavement and related works;
- Roundabouts, at the intersections of Sage Creek Boulevard and boulevard des Hivernants, at Warde Avenue and boulevard des Hivernants, at Sage Creek Boulevard and Edward Turner Drive, at Sage Creek Boulevard and Warde Avenue, and at boulevard de Hivernants and Edward Turner Drive;

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- A westbound left turn storage lane, plus upstream transition and all related works at the intersection of Sage Creek Boulevard and Burning Glass Road,

- A northbound left turn storage lane, plus upstream transition and all related works at the first intersection north of Warde Avenue on boulevard des Hivernants,

- The installation of traffic control signals and all related works at the intersection of Sage Creek Boulevard and Burning Glass Road, including, but not necessarily limited to pedestrian and vehicle actuation, interconnection to adjacent traffic control signs and audible pedestrian signals,

- Sidewalks,

- Sod and planting trees on all boulevards,

- Interlocking paving stones and sod on all cul-de-sac islands,

- Street name signs,

- Underground electrical, streetlights and telephone services,

- Information signs at the entrances to the development,

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- Specific fencing and related works, as well as specified uniform noise attenuation fencing,
- A linear parkway within dedicated public open space,
- Landscaping within the public open space,
- Recreational requirements, and
- Paved sidewalk within a specified Public Walkway.

Exhibit 35, Phase 1 Sage Creek Development Agreement Schedule B.11

Exhibit 41, Phase 4 Sage Creek Development Agreement Schedule C.8

Exhibit 43, Phase 5 Sage Creek Development Agreement, Schedule C.9

Exhibit 45, Phase 6 Sage Creek Development Agreement, Schedule C.9

Exhibit 46, Phase 7 Sage Creek Development Agreement, Schedule C.8

127. The requirements in the Development Agreements are such that Sage Creek Development Corporation provides for the construction of roads to accommodate City transit as well as walkable transit routes. Currently, Sage Creek is serviced by two City transit buses a day.

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128. Sage Creek Development Corporation sold an approximately 1.2 acre site in the development to the City for a fire hall at a cost of $600,000. The costs of providing police, fire and paramedic services to Sage Creek are by taxes paid by all Winnipeggers, including the residents of Sage Creek.

Sage Creek Multi-Family Development

129. The Impact Fee will limit Sage Creek Development Corp.'s ability to proceed with planned multi-family development. To date, Sage Creek Development Corp. has completed approximately 60 percent of the commercial development within Sage Creek that is necessary to complement the development of multi-family housing. However, that multi-family housing will now be subject to the Impact Fee, at square footage calculations that will make the cost of multi-family development prohibitive. For example, a 2.5 acre multi-family site for 102 apartments would have been subject to an Impact Fee of approximately $200,000/acre, or approximately 1/3 of the price of the land.

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Other Developments are not Subject to the Impact Fee

130. Qualico has other developments within the City of Winnipeg that are not subject to the Impact Fee. These developments are not included in the emerging communities designated in the By-law as being subject to the Impact Fee.

Exhibit 22, Impact Fee By-law, s 13 and Schedule A

131. The joint venture development of River Park South, an area between St. Mary's Road and St. Anne's Road, is not subject to the Impact Fee. In total, there are over 8,000 homes in River Park South. As of November 15, 2017, 65 single family lots remain to be developed. The current phase of the development is a joint venture with the City as the City owns half of every lot. River Park South does not have an Area Structure Plan. Attached hereto as Exhibit 47 is a copy of the River Park South site map, including the site map for the current joint venture development.

Exhibit 47, River Park South Site Map

132. Canterbury Park, a development between Redonda Avenue and the Perimeter Highway and between Pandora Avenue and Kildare Avenue, is also not subject to the Impact Fee. There are still

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lots that have not been developed in Canterbury Park, including a 26-unit multi-family development and 14 single-family lots. Canterbury Park does not have an Area Structure Plan. Attached hereto as Exhibit 48 is a copy of the Canterbury Park Site Map.

Exhibit 48, Canterbury Park Site Map

133. Attached hereto as Exhibit 49 is a complete list ["Exhibit List"] of all the exhibits referenced herein.

Exhibit 49, Exhibit List

AFFIRMED BEFORE me at the City of Winnipeg, in the Province of Manitoba, this 1st day of December, 2017.	)	
A ~~[Commissioner for Oaths~~ / Notary Public] in and for the Province of Manitoba ~~My Commission Expires:~~	)	**ERIC VOGAN**

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This is Exhibit 1 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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M A N I T O B A	Order No. 56/12
THE PUBLIC UTILITIES BOARD ACT	May 3, 2012

BEFORE: Susan Proven, P.H.Ec, Acting Chair
Monica Girouard, CGA, Member
Raymond Lafond, CA, Member

A HEARING IN REGARDS TO THE CITY OF WINNIPEG'S WATER & SEWER UTILITIES

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1.0 EXECUTIVE SUMMARY

While the water utilities and the sewer utilities in the Province of Manitoba are subject to regulation by The Public Utilities Board (Board or PUB), the City of Winnipeg's (City) water and sewer utilities have a statutory exemption, such that the City's water and sewer rates are currently the only water and sewer rates in Manitoba not subject to approval by the Board. This peculiar situation arises from section 210 of the *City of Winnipeg Charter*, which provides the City with authority to set its own rates.

> *210(5) Despite The Public Utilities Board Act, the city may, as provided in this Act, establish prices, rates, fees, deposits or other charges for any commodity or service that the city supplies and, for that purpose, the city need not obtain any approval from The Public Utilities Board, the intention being that the city may establish such amounts and use the revenues there from for the general purposes of the city and not solely for the purposes of offsetting any costs related to supplying the commodity or service.*

Nonetheless, the Board has a general and supervisory jurisdiction over the City's water and sewer utilities.

On December 19 and 20, 2011, under the Board's general supervisory jurisdiction, the Board held a two-day informational Hearing with respect to the City's water and sewer utilities. The purpose of this Hearing was not to set water and sewer rates but to examine, in an open and transparent forum, how the City finances, manages and operates its water and sewer utilities.

This Order sets out the Board's findings with respect to the City's water and sewer utilities and provides a number of recommendations for consideration based on the Board's review of evidence provided by the City and the Board's significant experience in regulating other water and sewer utilities in the Province.

Overall, the Board found the City's water utility and sewer utility to be in excellent financial health, with combined surpluses of $1.6 billion as of December 31, 2010. The City's water utility generated annual operating surpluses of $41 million in 2008; $25 million in 2009; and $21

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million in 2010. The City's sewer utility generated annual operating surpluses of $73 million in 2008; $64 million in 2009; and $65 million in 2010.

However, among dividends, property taxes, low interest rates received on funds due from general revenue, the office rent being charged to the utilities, and the land drainage subsidy, the Board estimates the water and sewer utilities cross-subsidize the City's general revenue fund by approximately $45 million per year.

Collectively, the above noted dividends and cross-subsidies lead the Board to conclude that approximately 20% of water and sewer utility revenue is not used for purposes of the water and sewer utilities, but rather, is directed to the City's general coffers. This represents a hidden property tax increase that should be made explicit and transparent.

The money currently being transferred to the City's general revenue fund by explicit dividends and implicit subsidies, as well as the annual operating surpluses, could be used to significantly accelerate the removal of existing infrastructure deficits, including the separation of combined sewers (to reduce or eliminate raw sewage discharges into rivers) if such monies were kept and used in the two utilities.

As a result of this Hearing, and having examined specifics of the City's water utility and sewer utility, the Board is of the view that it would be in the public interest for the Public Utilities Board to regulate the rates charged by these utilities.

These utilities are being limited in the full performance of their mandate, and responsibilities to the ratepayers, by utility rate revenues being transferred for non-utility purposes.

To rectify that deficiency, the Board recommends the City's statutory exemption from PUB rate regulation (in Section 210 (5) of the *City of Winnipeg Charter* – as set out above) be removed.

Concurrent with the preceding recommendation, the Board also recommends the City develop a plan to migrate towards having the Board approve rates for commodity and service charges levied by the City's water and sewer utilities on their customers. The Board recognizes

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alternative revenue sources (or program revisions) may be required to sustain those programs currently subsidized by the water and sewer utility ratepayer.

Under the Board's regulation of water and sewer rates, there would be transparency of the reasons for rate changes and the ability to participate and scrutinize the utility expenditures, (both capital and operating) and scrutinize the allocation of costs to various customer classes.

2.0 INTRODUCTION AND BACKGROUND

2.1 Regulation of Water & Sewer Utilities in Manitoba

The Public Utilities Board (PUB) was established in 1912 as an overseer of the Province's monopoly utilities and the Board will celebrate its centennial in 2012. The rationale behind a regulator, like the PUB, is a simple one: while in the free market, competitive market pressures are expected to keep prices under control and prevent undue profiteering. Monopoly utilities face no competitive pressure, as consumers are effectively bound to use the services of the monopoly. Utility regulators like the PUB have been statutorily created to provide oversight, accountability and rate setting approval. Among the monopolies regulated by the PUB are Centra Gas Manitoba Inc, Manitoba Public Insurance, Manitoba Hydro, Stittco Utilities Man Ltd., Swan Valley Gas Corporation and most municipal and private water and sewer utilities in the Province. Unlike other water and sewer utilities in Manitoba, whose rates must be approved by the PUB, the City has the power to set its own rates by virtue of section 210(5) of *The City of Winnipeg Charter*, S.M. 2002, c. 39, (*Charter*), which states as follows:

> *210(5) Despite The Public Utilities Board Act, the city may, as provided in this Act, establish prices, rates, fees, deposits or other charges for any commodity or service that the city supplies and, for that purpose, the city need not obtain any approval from The Public Utilities Board, the intention being that the city may establish such amounts and use the revenues there from for the general purposes of the city and not solely for the purposes of offsetting any costs related to supplying the commodity or service.*

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2.2 The PUB's General Jurisdiction Over Utilities

Section 74 of *The Public Utilities Board Act*, CCSM c. P280 (*The Public Utilities Board Act*) provides the PUB with a broad general supervisory jurisdiction over public utilities:

> *74(1) The board has a general supervision over all public utilities and the owners thereof subject to the legislative authority of the Legislature, and may make such orders regarding equipment, appliances, safety devices, extension of works or systems, reporting, and other matters, as are necessary for the safety or convenience of the public or for the proper carrying out of any contract, charter, or franchise involving the use of public property or rights.*

Normally, the PUB's broad power also extends to rates, but, as set out in section 2.1 above, the City has the exclusive power to set its own rates.

By virtue of the definition of "public utility" in *The Public Utilities Board Act*, any system for the production, transmission, delivery or furnishing of water is deemed to be a public utility and thus subject to PUB oversight. With respect to sewage systems, section 2(6) of *The Public Utilities Board Act* provides as follows:

> *2(6) The board may declare any system of sewage collection or disposal, including all works, plants, sewage lines and equipment pertaining thereto, to be a public utility; and thereupon that system is a public utility under this Act.*

The Board has previously declared the City's sewer works as a public utility.

2.3 The Purpose of This Hearing

The PUB called this hearing as an informational hearing for the Board and the public to learn more about the City's water and sewer utilities, facilitate transparency around water and wastewater operations, and issue recommendations based on the Board's findings on the evidence.

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2.4 Procedural History of the Hearing

In most cases, the PUB deals with municipal utilities by way of rate applications to the PUB brought by those municipalities. Since the City's water and sewer rates are not subject to rate approval by the PUB, no hearing has ever been requested by the City and none has taken place with respect to the City's water and sewer services.

In 2009, the City of Winnipeg was contemplating a new service delivery model for its sewer services that, if implemented, would have resulted in a separate municipal sewer utility, the rates for which would likely have become subject to PUB jurisdiction. In an effort to understand the implications of the City's plan at the time, the Board held several meetings with City staff over the course of 2009 and 2010.

The Board eventually determined that to understand the City's water and sewer systems' current structure and operations, and to determine the Board's role with respect to those utilities, an informational hearing would be required. To allow for the gathering and sharing of information through a hearing process, the Board followed its usual processes and procedures, including the issuing of a public Notice in November 2011. That Notice was published in English and French-language newspapers in Manitoba, indicating that the PUB would conduct an informational hearing from December 19 to December 20, 2011.

Because this Hearing was an informational public hearing, no Interveners were anticipated, nor did the PUB receive any requests for Intervener status. The PUB allowed Presenters, but no requests for Presenter status were received either.

Leading up to the Hearing, the City filed documentation on April 6, 2011, November 22, 2011, and December 14, 2011 in response to PUB requests for information. Additional documentation was filed in the course of the Hearing and some of the City's responses (and supporting documentation) to questions were provided in writing after the Hearing. The Hearing took place in the Board's Hearing Room over the course of two days, on December 19 and 20, 2011.

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2.5 The PUB's Objectives for Water and Sewer Utilities

The PUB's objectives in regulating water and sewer utilities are to ensure: rates are just and reasonable; the utilities are self sustaining and not receiving or providing cross subsidization to other municipal government expenditures; utilities have the financial strength to supply services in compliance with government regulations; utilities are operating efficiently and: information is open and transparent for the public.

The PUB has identified eleven objectives for municipal water and sewer utilities when assessing their application for rate revisions, against which it has also evaluated the City's water and sewer utilities:

1. Water and sewer services should meet provincial and federal standards and objectives (health, safety, environment & conservation);
2. No subsidy of the municipal government's General Operating Funds (property taxes) should come from water and sewer utilities' rate revenues;
3. An understanding as to the utilities' required capital expenditures, and corresponding funding for those capital expenditures, for the next five years;
4. Public Sector Accounting Board (PSAB) - compliant financial statements;
5. Adequate annual revenue to avoid utility deficits (exception for PUB provision for amortizing grants against amortization expenses related to capital assets);
6. Fair and reasonable rate schedules for all customer categories, including rates that promote conservation;
7. Ratepayers' awareness of rates and plans of the utility, and the opportunity and ability for ratepayers to express any related concerns to the PUB;
8. Avoidance of rate shocks wherever possible;
9. Efficient operations;
10. Avoidance of excessive regulatory costs; and

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11. Full and transparent disclosure of results, plans and circumstance of the utility to the PUB and ratepayers – except in circumstances where the Board is satisfied its Rules of Confidentiality need to be invoked.

In general, the PUB tries to ensure the ratepayer receives fair value for rates paid in the provision of utility services. It is with these objectives in mind that the PUB proceeded with this informational hearing related to the City's water and sewer utilities.

Although the Board does not have jurisdiction to approve the water and sewer rates charged by the City, the PUB felt it was important to have an understanding of the City water and sewer operations. The Board also felt it was beneficial to test information in a public forum on the overall efficiency and operations of the utilities as the City moves forward on a significant capital investment plan to replace and upgrade infrastructure.

The Board's findings are set out at the end of each of the topics discussed below.

3.0 OVERVIEW OF THE CITY OF WINNIPEG'S WATER AND WASTE DEPARTMENT

3.1 Organization of the Water & Waste Department

The City's Water & Waste Department is divided into three subsections, namely Solid Waste, Water & Sewer, and Land Drainage. The Director of the Water & Waste Department reports to the City's Chief Administrative Officer through the Chief Operating Officer. Within the Department, each subsection has its own management and supporting engineering and other staff. The City's witnesses, who testified before the Board, were impressive in their knowledge and presentation.

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3.2 Existing Water and Sewer Infrastructure

3.2.1 The Shoal Lake Aqueduct

The City receives all of its water from Shoal Lake, which straddles the Manitoba/Ontario border. From Shoal Lake, the water flows to Winnipeg through the Shoal Lake Aqueduct. The aqueduct was initially built in 1919 and has been subject to maintenance work several times since. Water flow in the aqueduct is by gravity, and the aqueduct's current capacity is 386 million litres/day (Ml/d). From the intake of the aqueduct, water flows approximately 157 km westward towards Deacon Reservoir.

Although Shoal Lake itself stretches across both Manitoba and Ontario, the entry to the Shoal Lake Aqueduct lies within Manitoba. As such, the City does not require any Ontario permits to draw water. The City does, however, have an agreement (Agreement #7846) with Shoal Lake Indian Band No. 40 situated close to the entry point, dating back to 1989, that saw the City pay a one-time sum of $3 million, with an equal amount paid by the Province, into a trust account for the benefit of that First Nation, from which interest is disbursed to the First Nation on an annual basis. The $6 million principal amount of the trust created under the Agreement is to be disbursed to the Band on the expiry of the full 60 year term.

3.2.2 Deacon Reservoir

Deacon Reservoir is a large water reservoir consisting of four basins with a total storage capacity of 8.8 billion litres. It is sufficiently sized to provide the City with a 30-day supply of water if something were to happen to the Shoal Lake Aqueduct.

3.2.3 The Water Treatment Plant

Winnipeg's new water treatment plant, located east of the City at the Deacon Reservoir, is a relatively new facility that came into operation in 2009. It has a water treatment capacity of 400 Ml/d, which is slightly more than the daily flow capacity of the Shoal Lake Aqueduct. The PUB confirmed, at the Hearing, that the treatment plant is a state-of-the-art facility which complies with all federal and provincial drinking water guidelines.

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3.2.4 Water Distribution

From the City's water treatment plant location at the Deacon Reservoir, two branch aqueducts totalling 44 km bring water into the City. The City itself has approximately 2,500 km of water mains, 150 km of feeder mains, and 1,850 km of water services lines. Within Winnipeg, there are three reservoirs and pumping stations at the McPhillips Reservoir, the Wilkes Reservoir, and the Maclean Reservoir. The City has approximately 200,000 metered water customers.

3.2.5 Sewer System

The City has approximately 2,500 km of below-grade sewer mains, 1,800 km of storm sewers, 119 km of interceptor sewers and 115 pumping stations. For land drainage purposes, the City also has 71 retention ponds that temporarily hold storm water. Approximately 30 percent of the City is serviced by older combined sewers that carry both wastewater and storm water runoff.

3.2.6 Wastewater Treatment Plants

The City has three wastewater treatment plants, known as the North End Water Pollution Control Centre ("NEWPCC"), South End Water Pollution Control Centre ("SEWPCC") and West End Water Pollution Control Centre ("WEWPCC"). The NEWPCC treats approximately half of the sewage generated in the City, as well as hauled wastewater from septic tanks and leachate from Brady Road Landfill. The SEWPCC and WEWPCC are smaller facilities serving the remainder of the City. Effluent from the WEWPCC is discharged into the Assiniboine River; effluent from the NEWPCC and SEWPCC is discharged into the Red River. Biosolids left over from sludge treatment are disposed of at Brady Road Landfill.

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3.3 Departmental Staffing Levels

The water utility's staffing level is as follows:

Water Services	278
Finance	58
Engineering	42
Environmental Standards	9
Customer Services	19
Information Technology	9
Human Resources	12
Total	427

The sewer utility's staffing level is as follows:

Wastewater Services	237
Finance	48
Engineering	48
Environmental Standards	26
Customer Services	18
Information Technology	8
Human Resources	10
Total	394

3.4 Board Findings

The City's water and sewer utilities are, by far, the largest in the Province of Manitoba, serving almost 2/3 of the Province's population. The two utilities are not subject to the Board's oversight with respect to rate-setting and the City refused to answer most questions relating to rate-setting practices. As such, the Board was not presented with the City's Cost of Service Study and could not review some of the City's cost allocation factors for determination of rate design issues. While the Board recognizes that utilities the size of those of the City may face certain administrative challenges not faced by smaller water and sewer works, the Board hopes that, despite the City's rates not being subject to oversight by an independent body, the City

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reviews and eliminates inefficiencies on a regular basis. The Board is interested in the specific processes used by the City to identify and capitalize on possible efficiency improvement opportunities, such that the ratepayers are continuously being delivered value. The Board therefore recommends that the two utilities review their staffing levels and provide 'benchmarking' studies, against comparable utilities. The Board would also recommend the City investigate opportunities to integrate various functions such as finance with other city functions to maximize efficiency where appropriate. The City should also consider independent reviews of organizational structure and service delivery mechanisms for efficiency.

4.0 CONSUMPTION AND CONSERVATION

4.1 Decreases in Consumption Levels

When the City commissioned a water consumption study in the early 1990s, the study concluded that based on then current and projected water consumption levels by its customers, a new aqueduct would be needed within the next 20 years, and a new water source might also be needed to meet projected demands. This prompted the City to undertake several water conservation initiatives in the 1990s, including an education campaign known as "Slow the Flow", and, ultimately, the offering of rebates for the installation of water-efficient toilets. These initiatives were highly successful and the City is to be commended. From 1990 to 2011, per-capita consumption of water in Winnipeg dropped from more than 450 litres per day to just 300 litres per day, while total consumption dropped from 250 Ml/d to just over 200 Ml/d despite a growth in overall population of 80,000 people.

4.2 Impacts

The impact of the decrease in consumption has been significant. The City no longer requires an aqueduct expansion, as current consumption projections remain well below 386 Ml/d. In fact, the City's new water treatment plant, envisioned in the 1990s as needing a capacity of 750 Ml/d,

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ended up only requiring a capacity of 400 Ml/d. Similarly, the expansion of in-city reservoirs to handle peak loads has been put on hold indefinitely.

Nonetheless, the financial downside for water utilities when it comes to conservation is that less water sold equates to less rate revenue, which in turn leads to higher unit rates. However, as this Board is always mindful to point out, customers do not pay rates – they pay bills. Higher unit rates can well be offset by conservation and ultimately lead to lower customer bills.

4.3 Unaccounted-For Water

All City water customers are metered. The City does not offer any unmetered flat-rate services. Nonetheless, currently approximately 15 percent of water is used for non-revenue purposes such as firefighting, fire training, watermain breaks, leakage and street sweeping. The Board refers to those non-metered amounts as "unaccounted-for water". The City advised that it is currently engaged in a study to determine the breakdown of non-revenue water consumption to gain a better understanding of the source of the unaccounted-for portion of Winnipeg's water utility.

4.4 Board Findings

The Board concludes that the City should be justifiably proud of its water conservation achievements. The City's success in reducing water consumption has allowed it to build a smaller and less expensive water treatment plant than originally envisioned and hold off construction of a new aqueduct for 50 years longer than initially planned, despite robust population growth. These opportunity cost savings are expected to be significant.

With respect to the City's unaccounted-for water, the Board is heartened by the City's indication that it is studying the breakdown of these water losses. The Board advises other regulated water utilities that it hopes they will achieve less than 10 percent unaccounted-for water. While the City may be using some of the water in this category for important purposes such as firefighting and street cleaning, a break-down will be helpful to the City in determining any potential inefficiencies.

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The City's demonstrated commitment to water conservation also underscores the Board's comments, in section 5.4 of this Order that the City move to a single-tier water rate, as the City's present rate structure allows increased consumption at decreased unit costs, which runs contrary to the City's commitment to conservation.

5.0 RATES AND RATE STRUCTURE

5.1 Water Rates

The City's basic water rate is a 'declining block structure', prices for which were as follows in 2011:

- Block 1 - 0-272 m^3 per quarter: \$1.34/m^3
- Block 2 - 272.1-2,720 m^3 per quarter:\$1.17/m^3
- Block 3 - 2,720.1+ m^3 per quarter: \$1.00/m^3

According to the City, virtually all residential customers fall within Block 1, while most commercial operations fall into Block 2. Block 3 is primarily made up of large industrial customers.

The City also charges a daily meter rental rate for water meters, depending on the diameter of the service line, which varies from \$0.15 per day for a 5/8 inch meter to \$4.04 per day for a 10 inch meter. The meter rental fee is allocated 80 percent to the water utility and 20 percent to the sewer utility, a ratio which is reflected on the City's invoices for water and sewer services.

Over the past decade, water rates have increased by approximately 38% for Block 1 customers, 46% for Block 2 customers, and 59% for Block 3 customers. The City projects further increases over the next decade that are in a similar range.

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5.2 Sewer Rates

Unlike the City's water rates, the City's sewer rates for 2011 were billed at a single-block rate of $1.97/m^3.

Pursuant to the City of Winnipeg Sewer By-Law, the City also charges a flat rate of $7.15/m^3 for hauled wastewater deposited at one of the City's wastewater treatment plants and charges 'over strength' surcharge rates to certain industrial customers generating wastewater with a higher total suspended solids (TSS) content or higher biochemical oxygen demand (BOD) than stipulated in the By-Law.

Despite the fact that the City's water and sewer utilities are part of the Water & Waste Department, which also deals with solid waste, the City advised that no revenues from water and sewer rates are used to pay for solid waste services. When the City disposes of biosolids, from the NEWPCC, at the Brady Road Landfill, the landfill charges tipping fees to the sewer utility. Conversely, when leachate from the Brady Road Landfill is treated at the NEWPCC, the sewer utility charges the solid waste section for the treatment.

5.3 Revenues and Surpluses

In 2010, and according to the audited financial statements, the City realized approximately $83,462,000 in revenues from water rates. Including interest income and income from government transfers, permits, and other sources, total 2010 water revenues were approximately $87.6 million. Total expenditures from operations were approximately $66.1 million, yielding a $21.5 million surplus in 2010. (the 2009 surplus was $25.4 million) $12 million of that 2010 surplus was transferred into the City's water main renewal reserve. The remainder was added to the City's accumulated surplus for the water utility, which, at the end of 2010, stood at $755 million.

The City's sewer system is accounted for separately from the water system. In 2010, the City realized approximately $121,270,000 in revenues from sewer charges. Including interest income and income from government transfers, permits, and other sources, total 2010 sewer utility

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revenues were approximately $129.7 million. Total expenditures from operations were approximately $64.5 million, yielding a $65.2 million surplus. (the 2009 surplus was $64.7 million). Of the 2010 surplus, $12 million was transferred to the City's sewer system rehabilitation reserve, $11.9 million was transferred into the environmental projects reserve and $13.4 million was transferred into the City's general revenue fund. The City advised that this $13.4 million transfer was earmarked entirely for the City's land drainage program. The remaining $27.8 million was added to the City's accumulated sewer utility surplus, which, at the end of 2010, stood at $863.4 million.

5.4 Board Findings

The PUB has consistently discouraged declining block rates for utility services due to the disincentive for conservation set by such a rate structure. Despite the City's commendable conservation efforts to date (see section 4.0), the PUB accordingly recommends the City consider moving to a single-block rate for all water consumption, as is already done for sewer rates. However, the Board also notes that increases to Block 2 and Block 3 over the past decade have been higher than increases to Block 1, such that there appears to be a very gradual trend of Block 2 and 3 rates approaching the rates charged to Block 1 customers.

By way of example, the Board notes that the City has recently published rate increases for 2012, for both the water and the sewer utilities:

Water Rate (per cubic metre)	**2011 Rate**	**2012 Rate**
0-272	$1.34	$1.35
272.1-2,720	$1.17	$1.20
Over 2,720	$1.00	$1.12
Sewer Rate (per cubic metre)	$1.97	$2.10

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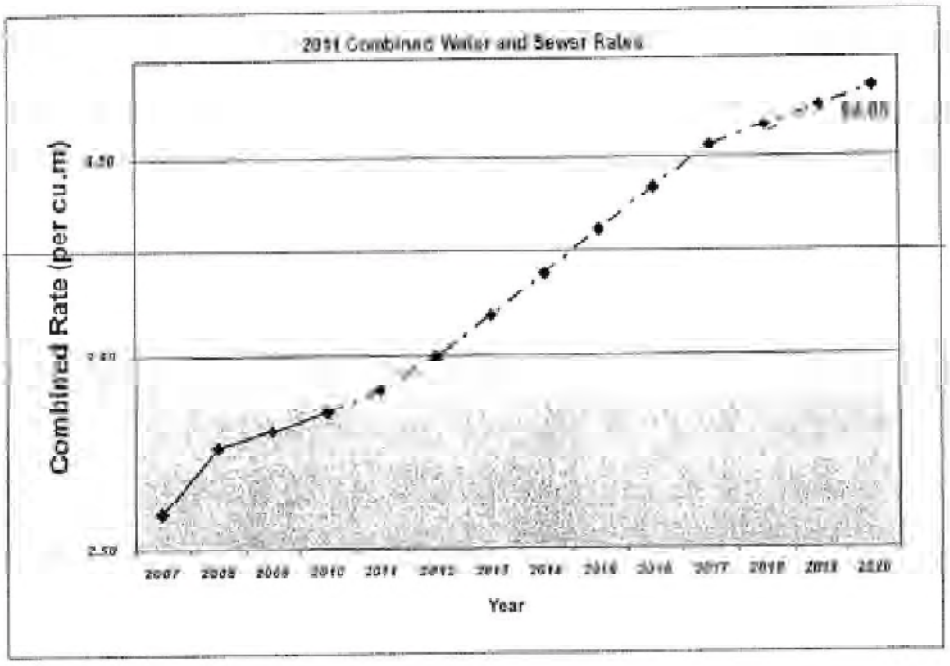
Future rate increases have not been confirmed, although the City did provide the following graph outlining projected future rate increases.



A typical residential customer's annual water and sewer bill will increase by $26.40 to $849.40 in 2011.

This graph indicates the City water and sewer utilities are projecting an approximate 40% increase in overall rates by 2020.

Overall, the Board concludes that the City's water and sewer utilities are in excellent financial health with an approximate 11:89 capital structure (debt to equity ratio), which includes $1.65 billion of combined utility surpluses. The City water and sewer utilities are certainly in better financial health than many other municipal water and sewer utilities in Manitoba.

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6.0 CROSS-SUBSIDIZATION

6.1 Introduction

As set out in section 2.5, the Board's policy is that water and sewer utilities should be self-sustaining, but at the same time should not be used to fund shortfalls in a municipality's general revenue. The apparent underlying philosophy of the *City of Winnipeg Charter* is different, as section 210 permits the City to use water and sewer rate revenues for general purposes of the City. In the Board's assessment of the evidence adduced at the Hearing, the City makes use of this power both explicitly and implicitly by way of five different subsidies (i) dividends, (ii) payment of municipal taxes by the utilities, (iii) subsidized interest rates, (iv) office rent and (v) transfers to land drainage.

6.2 Dividends

The City historically has paid dividends out of the water and sewer utilities, to be used as part of the City's general budget, and continues to do so on an annual basis. The budgeted dividends for 2011 were $7 million from the water system and $10 million from the sewer system, for a total of $17 million. These dividends represent an explicit cross-subsidization of the City's general revenue fund through water and sewer rates.

Compared to the City's overall annual revenues of more than $1.2 billion, the dividends totalling less than $20 million are still significant. In 2010, the City's actual rate revenue from water sales was approximately $83.5 million. A $7 million dividend from that amount means that more than 8 percent of the City's water rate revenue is currently not used for purposes of operating and maintaining the City's drinking water system but instead subsidizing the City's general expenditures.

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The situation is similar for the City's sewer utility. In 2010, the City's actual sewer rate revenues were approximately $121.2 million, which means that a dividend of $10 million represents 8 percent of the City's total sewer rate revenue.

6.3 Property and Other Taxes

The City's water and sewer utilities also paid property and other taxes back to the City in the amount of $2.2 million and $7.9 million respectively in 2010. Since the City's new water treatment plant is located in the Rural Municipality of Springfield, the City also pays a grant in lieu of taxes to that municipality. The City advised that the rationale behind requiring utilities to pay property taxes is to treat the utilities as fully-costed. However, as a regulator of other municipal water and sewer utilities in the Province of Manitoba, the Board can advise that it is not aware of any other such utility being required to pay property taxes to the respective municipality that owns and operates its own utility. In the Board's view, these property taxes do not constitute a genuine expense to the City's water and sewer utilities, but rather serve to recover amounts through water and sewer rate revenue that would otherwise have to be recovered through property taxes on private property.

6.4 Interest Rates

The City's water and sewer utilities do not have their own bank account. The City operates a centralized treasury with a single operating bank account in the general revenue fund. The water and sewer utilities' funds are thus booked as "Due from General Revenue Fund". The utilities receive interest on these funds at the Bank of Canada rate, which is currently 0.9%. This means that the City, in essence, has use of the funds as a low-interest loan at 0.9% interest until they are required by the utilities.

The 0.9% interest rate in no way reflects the external borrowing costs of the City or the borrowing costs of the City's water and sewer utilities. The City holds a range of long-term and short-term debt. As indicated in the City's financial statements, the most recent long-term (2010-2041) debenture has an interest rate of 5.15 percent, the City's serial and instalment debt has a

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weighted average interest rate of 4.82 percent, and the City's provincial and bank loans have a weighted average interest rate of 3.69 percent. As such, the interest rate on what the City pays to the utilities for use of their funds and what the City pays on external debt is significantly different.

For example, the amounts "Due from General Revenue Fund", to the water utility were $56.8 million in 2010 and $70.0 million in 2009. Similarly, the amounts "Due from General Revenue Fund" to the sewer utility were $70.9 million in 2010 and $59.7 million in 2009. The City 'borrowed' these amounts from its water and sewer utilities and paid an interest rate of 0.9%, rather than the prevailing market rate of interest. This is another example of a cross subsidy from the water and sewer utilities to the City.

6.5 Office Rental

The City's water and sewer utilities are also required to pay office rent to the City. In 2010, the water and sewer utilities each spent $1.1 million in office rent. In the Board's view, this too is unusual, as the Board is not aware of any other municipal water and sewer utilities being charged rent by their owner. The City advised that these amounts reflect a rent of $20.50 per square foot per year. While the Board did not receive evidence in this hearing as to the average office rental rates in Winnipeg, the Board is concerned that the rental rates are high and that the requirement for both utilities to pay rent constitutes another subsidy of the City's general revenues.

6.6 Transfers to Land Drainage

Although land drainage is generally funded by property tax revenues rather than from water and sewer rates, the City does subsidize its land drainage operations from sewer rates. In 2010, the City transferred $13.4 million from the sewer utility to the general revenue fund to be used for land drainage purposes.

While combined sewers (see section 10.0) can have both a sewage and a land drainage function, the Board understands that the City's combined sewers are in fact financed wholly through the

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sewer utility and are not included in the $13.4 million amount transferred to the City's general revenues.

In the Board's view, land drainage is not causally related to water consumption or the use of sewer services. It is, rather, a function of property standards, lot grading, and the built environment. As such, the Board considers it inappropriate to use sewer rates to finance land drainage. Land drainage should be financed through the City's general property tax rates, frontage fees, or other tax-based mechanisms, not through utility charges.

6.7 Board Findings

Among dividends, property taxes, the low interest rate received on funds due from general revenue, the office rent being charged to the utilities, and the land drainage subsidy, the Board estimates the water and sewer utilities cross-subsidize the City's general revenue fund by almost $45 million per year.

Since in 2010 the City collected a total of $550 million in property taxes, the cross-subsidy represents approximately eight percent of the City's overall tax revenue. This is a very significant percentage, and the Board is left to conclude that because of such a cross-subsidy, property tax rates have been held constant over the past dozen years.

While the Board recognizes the City's legal authority to fund general revenues from its utility rates, the City's approach conflicts with the principles the Board applies to other utilities. The Board's concerns are primarily of fairness and transparency.

From 2001 to 2010, the City's combined water and sewer rate has increased from $1.94/m^3 to 3.20/m^3, or 65 percent, while the rate of inflation over that timeframe was only 20 percent. The City is projecting a further 40% increase by 2020.

Collectively, the above-noted dividends and cross-subsidies lead the Board to conclude that approximately 20 percent of water and sewer rate revenue is not used for purposes of operating

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the water and sewer utilities, but rather, is redirected to the City's general coffers, and this represents a hidden property tax increase that should be made explicit and transparent.

The Board also notes the City's testimony at the Hearing that there currently is a significant infrastructure deficit. The City advised that the total water main renewal backlog is $200 million, while the sewer main renewal backlog is $300 million. Furthermore, the City's Combined Sewer Overflow strategy (see section 10.0/10.5) is progressing, but only slowly.

The money currently being transferred to the City's general revenue fund by explicit dividends and implicit subsidies, together with annual operating surpluses, could be used to significantly accelerate the removal of existing infrastructure deficits, including the separation of combined sewers, (to reduce or eliminate raw sewage discharges into rivers) if such monies were kept and used in the City's water and sewer utilities.

Based on the foregoing, the Board renews its call, as contained in its Annual Reports to Government, for all water and all sewer utilities in Manitoba to be subject to rate regulation by this Board. The Board sees it as illogical, inconsistent and unfair to ratepayers to have different regulatory regimes based on the geographic location of the water and sewer utility within the Province.

As a result of this Hearing, and having examined specifics of the City's water utility and the City's sewer utility, the Board is of the view that it would be in the public interest for the Board to regulate the rates charged by these utilities.

These utilities are being limited in the full performance of their mandate, and responsibilities to the ratepayers, by utility rate revenues being transferred for non-utility purposes.

To rectify that deficiency, the Board recommends the City's statutory exemption from PUB rate regulation (in Section 210 (5) of the *City of Winnipeg Charter*) be removed.

Concurrent with this preceding recommendation, the Board also recommends the City, develop a plan to migrate towards having the Board approve rates for commodity and service charges

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levied by the City's water and sewer utilities on their customers. The Board recognizes alternative revenue sources (or program revisions) may be required to sustain those programs currently subsidized by the water and sewer utility ratepayer.

Under the Board's regulation of water and sewer rates, there would be transparency of the reasons for rate changes and the ability of ratepayers to participate and scrutinize the utility expenditures, (both capital and operating) and scrutinize the allocation of costs to various customer classes, all in pursuit of 'just and reasonable' rates that are in the public interest.

7.0 DISCONNECTIONS

7.1 The City of Winnipeg's Disconnection Procedures

The City uses disconnection of the water supply as a last resort if a water/sewer bill remains unpaid.

Water and sewer bills are issued by the City on a quarterly basis. The due date for the bill is 30 days after the date of the bill. Forty days after the bill date, the City issues a reminder notice. If a property is occupied by a tenant, the landlord (i.e., the registered property owner), also receives a copy of the notice. Once an account is an additional 30 days overdue, the City issues a turn-off notice, which is also copied to any landlord. Following the turn-off notice, the City attempts to reach the customer by telephone.

If the City does turn off the water supply to a property, it provides a same-day payment option to have the service reconnected. Once a property has been turned off for a period of 30 days, the City revisits the property to ensure that the supply has actually been turned off. If the City believes that the residents of the property require assistance, the City provides the information to the environmental health office. Reconnection takes place only after payment.

To the extent that services remain unpaid, the City adds the amount to the property taxes for the underlying property, regardless of whether the property is owner-occupied or tenant-occupied.

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In 2010, the City disconnected 3,452 properties, representing slightly less than two percent of the City's total water customer base. This amount is slightly higher than usual as the City suspended disconnections in late 2009 due to an ongoing move to a new customer information system. Accordingly, some disconnections that would have taken place in 2009 only took place in 2010. In 2011, the City indeed noted a decrease in the number of disconnections.

7.2 Board Findings

In Order 39/09 issued by the Board on April 17, 2009, the Board adopted Conditions Precedent Allowing for Collection and Disconnection of Water and/or Sewer Services for Non-Payment of Accounts ("Conditions Precedent"). To date, the Conditions Precedent has not been applied to the City. However, on a review of the City's existing practices, the Board is pleased that the City already substantially complies with the Conditions Precedent. There are, however, specific requirements set out in the Conditions Precedent that may deviate from the City's existing practices. These are as follows:

- Section 5.1 of the Conditions Precedent requires municipalities to send out a total of two reminder invoices. The first reminder should be sent after 31 days, while the second reminder should be sent after a further 45 days. From the time of the second reminder, customers should have another 14 days to make payment before their water is disconnected.

- The City currently sends a first reminder after 40 days and a second reminder after another 30 days. However, it only disconnects the water supply 40 days from the second reminder. As such, the City is more generous with respect to the total timeframe between billing and disconnection than required by the PUB, but the timing of reminder invoices does not correspond to that in the Conditions Precedent.

- Section 4.6 of the Conditions Precedent requires any municipal water utility to apply to the PUB prior to disconnecting service to a community or to multiple residences or properties. This requirement is triggered, for example, where a bulk-metered multiple

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residential dwelling is threatened with disconnection. The PUB understands that the City currently does not follow this practice.

- Customers have a right to appeal their disconnection to the PUB, and section 5.1 of the Conditions Precedent requires the final notice to contain a statement to that extent. The pro-forma final notice provided to the Board in this hearing did not contain notice of any right to appeal a disconnection.

While section 210 of the *Charter* indicates the Board does not have jurisdiction over the City's rates for services, the City is subject to the same Board regulation of municipal water and sewer utilities as other municipalities in the Province. The Board believes it would be beneficial to gain further understanding as to the City's disconnection procedures, including the steps and procedures and options available for a customer to appeal a notice of disconnection.

8.0 CAPITAL EXPENDITURES AND CAPITAL BUDGET

8.1 Capital Expenditures

The City's water and sewer utilities are capital-intensive operations. From 2011 to 2016, the City expects to make the following capital expenditures, as set out in the City's 2011 adopted Capital Budget:

- Waterworks Upgrades: $79 million
- Watermain Renewals: $92 million
- Sewage Disposal System: $815 million
- Sewer Renewals: $90 million

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8.2 Financing of Capital Projects

The planned waterworks upgrades are to be financed entirely by retained earnings, while the watermain and sewer renewals are to be financed through the watermain and sewer renewal reserves, respectively. The latter funds are not true "reserves" as much as segregated funds. The money in these funds is set aside out of operating revenues in any given year and usually earmarked for spending in the same year.

There are two noteworthy exceptions to the City's mechanism for financing infrastructure renewal through current revenues. Firstly, the City's water treatment plant was financed primarily through debt by way of long-term debentures maturing in 2036. Secondly, the City's proposed upgrades to the North-End Water Pollution Control Centre (NEWPCC) and related alternative biosolids disposal management system will be financed in a similar manner. Specifically:

- The planned nutrient removal upgrades at the NEWPCC, currently projected to cost approximately $365 million, are to be financed entirely through long-term debt; and
- The planned alternative biosolids disposal delivery and management system, currently projected to cost approximately $150 million, is to be financed as follows:
    - $25.6 million from the environmental reserve fund; and
    - $124.4 million through external debt.

The City advised that the reason for relying primarily on debt financing for the NEWPCC and biosolids treatment upgrades is intergenerational equity, as the City does not want a single generation to have to pay for the entire upgrade. The City further advised that there may be a need for additional capital expenditures on those projects, as the planning is currently in the preliminary stages.

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8.3 **Board Findings**

The City's plan to finance infrastructure renewals through current revenues but avail itself of debt financing for the construction of major capital projects is prudent. In the Board's view, there are two criteria that must be considered when financing large projects that take up a significant portion of the capital budget for a number of years. The first is the principle that utilities should avoid "rate shock", i.e., sudden and significant rate increases that customers may not be able to absorb. The second is the need for ratepayer equity.

Ratepayer equity has two separate components. The first is a need for intergenerational equity. Water and sewage works last many decades. The City amortizes water treatment plants on a straight-line basis over a period of 75 to 100 years. Wastewater treatment plants are amortized over a period of 50 to 75 years.

The Shoal Lake Aqueduct, constructed in 1919, is still in operation today, albeit after significant funds spent over the years on maintenance and rehabilitation. The NEWPCC was first constructed in 1937, and subsequently expanded a number of times. In short, more than one generation is benefitting from the construction of major water and sewer infrastructure, which justifies spreading the cost of such projects out over a reasonably long timeframe through the use of long term debt.

The second component of ratepayer equity is that cities are not stagnant. People come and people go. Some may stay for a year, others for a lifetime. The more major capital projects are financed through current year rates, the more temporary residents of the city have to pay for infrastructure that will benefit others long after they leave. This, too, justifies spreading out the cost over an extended timeframe.

This is not to say that the Board condones municipal utilities running deficits. In fact, any deficits among the water and sewer utilities regulated by Board must be reported to the Board pursuant to Board Order 151/08, and the Board requires deficits to be remedied as part of any

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new rate application. However, where appropriate, debt financing should be used for capital projects.

9.0 GOVERNMENT REGULATION AND REGULATORY COMPLIANCE

9.1 Federal Regulation

The federal government regulates the City's water and sewer utilities through the *Canadian Environmental Protection Act*, which among other things requires the City to report on its releases of greenhouse gases and other pollutants on an annual basis. Each of the three sewage treatment plants, for example, separately reports its annual discharges of nitrogen and phosphorus into the river systems. Because these facilities discharge into rivers, the City is also subject to the *Fisheries Act*, which regulates discharges into waters frequented by fish.

The federal government is currently proposing a *Waste Water Systems Effluent Regulation* under the *Fisheries Act* that may set specific discharge limits once in force.

The City is also subject to Health Canada's *Guidelines for Canadian Drinking Water Quality*. These are a set of non-binding standards for chemicals and microorganisms in drinking water that serve as best practices across the country.

9.2 Provincial Regulation

The Province of Manitoba extensively regulates the City's water and sewer systems.

The operators of the City's water and wastewater treatment plants are subject to the *Water and Wastewater Facility Operators Regulation* and must be certified. The City is audited with respect to compliance with this Regulation on a regular basis.

Under *The Drinking Water Safety Act,* the *Drinking Water Safety Regulation* and the *Drinking Water Quality Standards Regulation*, the City's water treatment plant is licensed, must achieve

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specific compliance parameters, and must report on those parameters on a regular basis. Manitoba Health also sets certain water fluoridation parameters to which the City adheres.

Winnipeg's three wastewater treatment plants are subject to licences under *The Environment Act* and the *Wastewater Facility Operators Regulation*. Like the water treatment plant, the wastewater treatment plants must achieve certain compliance parameters and report on those parameters on a regular basis. The City has a separate licence under *The Environment Act* for its biosolids program, meaning the disposal of solid matter extracted from sewage.

In addition to extensive regulation under *The Environment Act*, the three wastewater treatment plants are also subject to regulation under *The Water Protection Act*, the *Nutrient Management Regulation*, as well as *The Save Lake Winnipeg Act* and, since November, 2011, the *Manitoba Water Quality Standards, Objectives and Guidelines Regulation*. All of these govern releases of nutrients by the three water treatment plants and are discussed in further detail in Section 9.5 below.

During the Hearing, the City also advised that it expects to be issued a Combined Sewer Overflow licence, but such a licence has not materialized to date, nor did the Board receive evidence as to what would likely be contained in such a licence.

9.3 Municipal Regulation

The City has its own municipal by-laws dealing with the water and sewer system, known as *The Water Works By-Law* and *The Sewer By-Law*, respectively. These by-laws deal with connections and disconnections to water and sewer mains, technical standards, and what can and cannot be discharged into the sewer system.

9.4 The City of Winnipeg's Compliance Record

At the hearing, the Board was advised that a 2010 audit by the provincial Office of Drinking Water found the City to be in 100% compliance with its regulatory requirements. With respect to its sewer utility, the City did note, however, that it had difficulty meeting some daily discharge

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limits. In October 2011, the City's South End Water Pollution Control Centre also suffered a well-publicized "upset" in the biological treatment process that resulted in the discharge of a large volume of partially treated sewage into the river system over a period of three to four weeks. As of the date of this Hearing, the release had not attracted any regulatory repercussions for the City.

9.5 Nutrient Management Requirements

A significant source of confusion, contention, or both, arose with respect to the City's obligations to upgrade its North End Water Pollution Control Centre (NEWPCC) to treat sewage for ammonia, total Kjehldahl nitrogen (TKN) and phosphorus. The Board understands that for approximately a decade the City has taken the position that while it does not object to treating for ammonia and phosphorus, it should not be subjected to any TKN limits. The Province, on the other hand, has moved towards requiring TKN removal. The City's argument has been that there is scientific evidence that demonstrates that phosphorus is the "key nutrient" responsible for blooms of blue-green algae (also known as cyanobacteria) in Lake Winnipeg, and that so long as phosphorus is removed, the presence of high levels of TKN without a corresponding presence of phosphorus is not sufficient to trigger algal blooms. Since the removal of TKN (a process also known as denitrification) carries substantial capital and operating costs, the City has argued that the benefit of removing TKN does not justify the cost.

This Board was not presented with any evidence as to the technical merits of removing or not removing TKN. As such, the Board is currently not prepared to voice an opinion as to the merits of TKN removal. However, due to the significant capital expenditure implications of the proposed NEWPCC upgrades, a review of the regulatory history surrounding the issue is in order. The Board understands that history to be as follows:

- In 2002, the City experienced a large sewage spill from the NEWPCC, which prompted a public hearing by the Clean Environment Commission (CEC) into the City's wastewater collection system.

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- In 2003, the CEC held several days of hearings and issued a report which, among other things, recommended that interim *Environment Act* licences should be issued to the City for each of the three wastewater treatment plants and that the City should be directed to plan for both phosphorus and TKN removal. The CEC concluded that phosphorus should not exceed 1.0 mg/l based on a 30-day rolling average and that TKN should not exceed 15 mg/l based on a 30-day rolling average.

- In 2005, Manitoba Conservation issued an *Environment Act* licence to the City for the NEWPCC that required the CEC's recommended limits to be implemented by the end of 2014.

- As set out above, the City has taken the position that only phosphorus and ammonia removal should be required and that there is no incremental benefit to the health of Lake Winnipeg in removing TKN from the City's wastewater effluent. In September 2008, following discussions and negotiations between the City and the Province of Manitoba, the Minister of Conservation asked the CEC to specifically consider this issue and determine whether it was appropriate to require the City to meet TKN effluent limits.

- In 2009, the CEC held its second round of hearings and issued a report concluding that it stood by the recommendations it had made in 2003, and that it would continue to recommend TKN removal.

- In 2010, the Manitoba legislature passed *The Save Lake Winnipeg Act*, section 16 of which amends *The Water Protection Act* to explicitly require the NEWPCC to meet, by December 31, 2014 or such other date as stipulated by regulation or in the NEWPCC's licence, phosphorus limits and total ammonia limits. Notably, *The Save Lake Winnipeg Act* is silent with respect to any TKN limit. It states that: "*If the North End Water Pollution Control Centre is not able to fully remove nitrogen*

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by the date required by subsection (1), it must be capable of being modified to do so with minimal additional cost." The Board notes it does not, however, actually require nitrogen removal.

The Save Lake Winnipeg Act received royal assent on June 16, 2011 and requires the City to provide a report on how to achieve the set limits within one year of the act coming into force. The Minister must then refer the plan to the CEC for advice and recommendations. Following a further report from the CEC, and any potentially required revisions to the plan, the City must provide a report that details the estimated capital costs of the project, the estimated resulting annual operating expenses, and the anticipated effects of those costs on rates. The Minister may then refer the report to the PUB for evaluation, but is not required to do so.

- On November 28, 2011, the Province of Manitoba registered the *Manitoba Water Quality Standards, Objectives and Guidelines Regulation* under *The Water Protection Act*. This regulation adopts the Manitoba Quality Standards, Objectives and Guidelines and among other things stipulates that no new *Environment Act* licences can be issued for a project that "affects or may affect water" unless the licence will comply with the Standards. The Standards stipulate a 15 mg/l TKN limit as a "*site-specific requirement ... for new and expanding wastewater treatment facilities discharging more than 33,000 kg of total nitrogen per year.*" Since the NEWPCC already holds an *Environment Act* licence, and the requirement under the Standards is site-specific, it is not clear to the Board whether the Manitoba Water Quality Standards actually change the existing regulatory situation.

The City is currently faced with an existing *Environment Act* licence that requires phosphorus, ammonia and TKN removal by the end of 2014. Unless the existing NEWPCC licence is amended, the City will have to upgrade the NEWPCC for full nutrient removal by December 31,

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2014. Since that date is less than two years away and the PUB was advised by the City that plans are still in the very preliminary stages, the Board has no reasonable assurance, or expectation, that this compliance deadline will be met. The City advised the PUB that it is still "*on speaking terms*" with the Province regarding the situation and that the situation is currently being addressed at the political level. As such, the Board can only surmise that the City still holds some expectation that the terms of its existing NEWPCC licence will be repealed.

9.6 **Board Findings**

The Board recognizes that the health and environmental parameters of the City's water and sewer utilities are comprehensively regulated by the federal and provincial governments. Unlike many smaller municipalities, the City has a full-time Manager of Environmental Standards and is well-attuned to its regulatory obligations.

Nonetheless, the Board is frustrated by what can best be described as a labyrinthine regulatory maze regarding the issue of whether or not the NEWPCC will be required to meet a TKN effluent limit. The CEC recommended TKN limits in 2003. After a decade of apparent legal and political wrangling, and after the matter has gone before the CEC twice and been subject to a specific statutory provision dealing with the NEWPCC, the issue is still in flux and, in the words of the City's witnesses at the Hearing, "the plan right now is to continue discussions with the Province." A major upgrade to the NEWPCC would be required to meet the TKN limit, and it is fairly apparent to the Board that the statutory deadline of December 31, 2014 will not be met. This is especially so since presumably the City will not be in a position to finalize an engineering design until it knows whether it needs to treat for ammonia and phosphorus only, or whether it needs to treat for TKN as well.

The ongoing debate is not fair to the taxpayers of the City. The NEWPCC project represents almost half of the total capital budget for wastewater in the next six years, and the Board fails to see how the City sewer utility can prepare any meaningful capital budget and project future sewer rates if half of its capital budget is in flux. In the Board's view, it also undermines the public's respect for the regulatory process when the stakeholders operate on the understanding

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that the terms of a licence will not be met without either amending that licence or making it clear that compliance will be expected.

10.0 COMBINED SEWER OVERFLOWS

10.1 History of the Combined Sewer System

Like many other North American cities, the City's older neighbourhoods have so-called 'combined sewers' which carry both sanitary sewage and storm water. The history of combined sewers is simple. When the sewers in older parts of the city were first constructed, there was no wastewater treatment. All sewers discharged untreated sewage directly into the river system. In 1937, the City built its first wastewater treatment plant. At the same time, the City built an "interceptor" sewer to carry sewage from the existing sewer system to the new plant. This interceptor connected to the existing sewer system, and weirs were installed inside the existing sewers so that during low-flow conditions, all sewage was diverted into the interceptor. However, during rainstorms or snowmelt season, when total runoff exceeded the capacity of the interceptor, water would overflow the internal weirs and discharge into the river. This is what is called a Combined Sewer Overflow (CSO).

10.2 The City of Winnipeg's Combined Sewers

Currently, approximately 30 percent of the City's geographic area is served by combined sewers. The City is divided into 43 combined sewer districts with a total of 72 combined sewer outfalls to the river system. In total, the City has approximately 1,280 km of combined sewers.

10.3 Combined Sewer Overflows (CSOs)

Every year, the City experiences an average of 22 combined sewer overflows, either during the snowmelt season or during significant rainstorm events. Over the past two years, the City lost approximately one percent of its total annual sewage flow to CSOs, or between 1,150,000 and 1,500,000 m^3 annually. To that extent, the City operates a "sewer overflow information system"

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that, on the City's website, provides the public with information as to when and where CSOs are occurring.

10.4 **The City's CSO Strategy**

In 1992, the Clean Environment Commission (CEC) conducted a hearing with respect to the City's combined sewer system. Out of that hearing came a recommendation for the City to undertake site-specific studies and formulate a remedial plan to deal with adverse water impacts. The City subsequently retained Wardrop Engineering, TetrES Consultants and CH2M Hill to conduct a Combined Sewer Overflow Management Study that considered several technical alternatives to reduce the number of CSOs to an average of four per year, primarily through increases of "latent storage", i.e., the ability of pipes to store larger amounts of runoff until that runoff can be processed by the treatment plants. At the time, the City was considering a 50-year implementation timeframe.

In 2003, after a major spill of untreated sewage into the Red River from the North End Water Pollution Control Centre (NEWPCC), the Clean Environment Commission (CEC) once more conducted a hearing into the City's wastewater collection and treatment systems, and issued a 73-page written report in August 2003. Among other things, the CEC recommended that the City be directed to shorten the timeframe to complete its CSO plan from a proposed 50 years to 20-25 years.

The City currently has a target to invest at least $450 million over the next 25 years to achieve its goal of reducing the number of CSOs to four per year during the open-water recreation season. Among other things, all combined sewer districts have low-impact development standards in place that require new developments to have an adequate storm water management plan. The City also advised that it initiated a so-called "CSO Master Plan" that involves reviewing the 2002 CSO study and retaining a consultant that will provide a technical proposal within three to five years.

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The City has a target to separate six of the 43 combined sewer districts over a period of ten years, meaning that separate storm sewers and sanitary sewers will be installed. Currently, no plan exists to separate the remaining combined sewer districts.

The CSO separation project has been identified as a capital issue at the City for several decades. To date, approximately 30 years later, no alternatives to separation have been provided and only six districts will be fully or partially separated over the next 10 years.

10.5 **Board Findings**

Like the CEC, the Board is concerned about the environmental impacts of CSOs on the river systems. While one percent of the City's sewage being lost to CSOs may not sound like much, it must be borne in mind that this amount represents over a million cubic metres every single year. As such, the City's CSO management plan should be accelerated as much as feasibly possible.

While the City appears to be making some progress with respect to CSOs, the Board is disappointed to hear that of the 43 combined sewer districts, only six will be fully or partially separated over a period of ten years. At this rate, full separation, if ever achieved, will take at least 70 years. While the CEC considered the cost to the environment of CSOs, the Board notes that there is an additional cost to the City of operating combined sewers, namely the cost of treating storm water runoff that flows through combined sewers to the wastewater treatment plants. While the Board did not hear evidence as to the cost of such treatment or the volumes of storm water involved, the Board hopes that the City will take such costs into consideration and consider an acceleration of the sewer separation process in the City. There appears to have been little, if any cost benefit analysis of CSO mitigation strategies or alternatives. The proposed $450 million in capital expenditures is likely to increase substantially given construction cost escalation. Given the capital cost of CSO mitigation there needs to be a clear value proposition presented to the ratepayer.

Further to the Board's comments on cross-subsidization in section 6.7 of this Order and the Board's findings on the utilities' financial health in section 5.4 of this Order, the City would be

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in a position to significantly increase its infrastructure investment, including the separation of combined sewers, if it decreased or abolished the subsidization of the City's General Revenue Fund from water and sewer rates and availed itself of debt financing at favourable interest rates.

The continuing existence of combined sewers in 30 percent of the City must be considered part of the City's "infrastructure deficit" that should ultimately be addressed.

There was no evidence presented of viable alternatives to separating combined sewers. For the sake of the environment into which untreated raw sewage flows due to combined sewer overflows, all combined sewers in the City need to be separated. The Board is satisfied there are sufficient funds, through elimination of the cross subsidies and the annual rate revenue surpluses, to finance the rectification of the City's infrastructure deficit – including the separation of the combined sewers. The Board agrees with the CEC, that the combined sewer remediation needs to be addressed in a more expeditious timeframe than the City currently plans. The Board will request the City to report back on the options, timelines and costs of the separation of the combined sewers.

11.0 PROVISION OF SERVICES TO OTHER MUNICIPALITIES

11.1 Existing Arrangements

The City is an amalgamation of formerly independent smaller municipalities and is still surrounded by various independent rural municipalities. The City currently has an agreement with the Rural Municipality of East St. Paul to provide water and sewer services to the residents of one border street on which one side of the street lies in East St. Paul and the other side of the street lies in Winnipeg. The affected East St. Paul residents are billed by the City in the same manner, and for the same rates, as Winnipeg residents. To date, this is the only service sharing agreement in place with respect to water and sewer utilities.

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11.2 Planned Future Sharing Agreements

In December 2011, Winnipeg City Council approved a service sharing policy that would allow the City to enter into broader agreements with surrounding rural municipalities to provide water and sewer services. Authority to negotiate such agreements rests with the City's Chief Administrative Officer.

Salient points of the City's service sharing policy are as follows:

- Municipalities would pay the initial cost of water and sewer line extensions based on their share of the benefit, which could be up to 100%, or less if the extension also serves Winnipeggers;
- All water will be charged for at the Block 1 rate, the intent being to charge the same rate charged to a typical Winnipeg homeowner;
- Utility buy-in charges would be levied for each municipal property connecting to the system based on meter size, ranging from a total cost for water and sewer hook-up of $3,600 for a residential 5/8 inch meter to $54,000 for a 3 inch meter;
- In addition to rates, an additional revenue sharing amount would be levied in the following amounts, to be used for the City's regional roads capital budget:
    - an up-front payment of $3,000 per residence, or more for commercial and industrial properties; and
    - an ongoing annual participation fee of $200 per residence or more for commercial and industrial properties;
- Agreements would be for a 20-year period with automatic 5-year renewals, and could be cancelled on 3 years' notice; and

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- All agreements would contain joint planning provisions that allow the City to participate in planning decisions in the municipalities that are sharing the City's services.

11.3 **Board Findings**

The sharing of services by the Province's largest and most sophisticated water and sewer utility can be a useful financial tool to the City if used appropriately, while at the same time providing neighbouring municipalities with water and sewer services at lower costs than if those municipalities operated their own utilities. However, it could also be a financial pitfall and enabler of urban sprawl in "low-tax" municipalities outside City limits if managed inappropriately.

The City's capacity to provide water appears to be constrained by two factors – firstly, the maximum flow of the Shoal Lake Aqueduct of 386 Ml/d, and secondly, the treatment capacity of the new water treatment plant of 400 Ml/d. Currently, the City has ample excess capacity, primarily as a result of its highly successful conservation efforts to date. This capacity can either be reserved for future expansion within the City, or it can be used to supply water to surrounding municipalities. Any economic consideration of the cost and benefit of sharing services with other municipalities accordingly should consider the impact of sharing services on future capital upgrade requirements in the City. Those economic and financial considerations should also include consideration of the benefit rural municipality customers would receive due to the City's existing infrastructure, the accumulated surpluses and investments made to date.

With an ability to cancel, on three years notice, an agreement to extend services to adjacent municipalities, there may be no need for the City to consider amending its policy to allow a certain maximum percentage of the City's water that can be exported to surrounding municipalities to avoid losing sight of the City's mandate to provide services to its own residents and focus overly on export.

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The Board is of the view that in determining whether or not to provide services to surrounding municipalities, the City should apply an economic financial feasibility test that determines the actual financial benefit to the City in each case, especially in light of the connection fees and annual fees being more or less fixed in the current policy document. Such financial feasibility tests are used by other utilities in the Province. For example, Centra Gas Manitoba Inc. applies a net present value (NPV) test that requires the NPV of revenues to exceed the NPV of costs over a 30-year period, with a positive revenue to cost ratio before the end of the fifth year. If the City were to apply a feasibility test, not all service expansions would presumably be financially feasible, without an upfront capital contribution by the customers and/or the municipality.

The Board also notes, that according to recent media reports, the City's legal ability to sell water utility services to neighbouring municipalities may be challenged by Iskatewizaagegan Independent First Nation (also known as Shoal Lake No. 39). As noted in Section 3.2.1 above, the City does have an agreement with Shoal Lake Indian Band No. 40 respecting the use of water from Shoal Lake.

12.0 AGREEMENT WITH VEOLIA

12.1 Background

Leading up to the City's expansion of the South End Water Pollution Control Centre (SEWPCC) to allow for nutrient removal, the City commissioned a study by Deloitte & Touche that considered alternative utility service delivery methods for the City. The Deloitte & Touche report, entitled *A New Model for the City of Winnipeg's Utility Services – Proof of Concept*, was issued in October 2008. Deloitte & Touche concluded that the most favourable utility model would be a Municipal Corporate Utility, by which the City's water and sewer utility would reorganize to become a corporation wholly owned by the City. One of the side effects of this business model would have been that water and sewer rates would have become subject to PUB oversight.

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The City of Winnipeg's Executive Policy Committee (EPC) recommended the Municipal Corporate Utility model to council in July 2009 and requested that council approve the model. It presented the City with a business plan that, among other things, envisioned savings of approximately $6 million over a five-year period compared to the existing municipal utility model.

For reasons not made clear to the Board at this Hearing, the EPC's recommendation was never approved by the City's city council. In 2010, the EPC changed it course and recommended a design-build-operate agreement with Veolia, a large engineering firm, instead. Council approved this alternate proposal, and the City and Veolia apparently entered into an agreement on April 20, 2011.

12.2 The Board's Attempt to Obtain Access to the Veolia Agreement

The Board, in the course of the hearing process, ruled that the City was required to file the April 20, 2011 Veolia Agreement with the Board in confidence pursuant to Rule 13 of the Board's Rules of Practice and Procedure. The City refused. The Board did not exercise its power of subpoena under section 27(2)(c) of *The PUB Act*, and accordingly has not yet been provided with an opportunity to review the Veolia Agreement.

12.3 The Publicly Accessible Summary

Despite the City's refusal to produce the Veolia Agreement to the Board, the Board was provided with a publicly accessible summary of the Veolia Agreement made available on the City's website. From the summary, the Board understands the following:

- The Agreement relates solely to the sewage utility, and the water utility is not included.
- The term of the Agreement is 30 years.
- Under the terms of the Agreement, Veolia will provide "expert advice" to the City to assist with the construction and operation of the City's sewage system assets.

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- The City will continue to manage and operate the sewage facilities and retain responsibility and control over its employees.
- Veolia will provide engineering, design and construction management during the planning and development phase, and provide ongoing operations and maintenance expertise thereafter. It will make personnel available as requested by the City.
- Veolia can earn compensation in one of three ways:
  - Margins based on the cost of construction and operations;
  - A share of savings to the extent that construction and operating costs are below "target costs", starting at 50% and decreasing as savings grow; and
  - Financial incentives for meeting "quality excellence targets".
- Target costs are set jointly by the City and Veolia.
- An Earnings at Risk Account will be used to require Veolia to carry some of the financial cost if quality standards are not met.
- If the City terminates the Agreement without cause, Veolia would be entitled to any positive balance in the Earnings At Risk Account as well as liquidated damages in the amount of $5 million.

12.4 **Board Findings**

The City advised the Board that the Veolia Agreement is the first time the City has entered into an agreement of this nature. It is a 30-year agreement that will govern the operation of the City's sewer utility for a generation. That agreement will generate costs to the utility. The Board accordingly is disappointed with the secrecy surrounding the Veolia Agreement and the City's refusal to file it with the Board, in confidence.

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The purpose of this hearing was to achieve transparency with respect to the City's utilities. Transparency with respect to a 30-year commercial relationship is vital. The need for transparency is exacerbated by the fact that the City did not follow the recommendations of its external advisor to follow a Municipal Corporate Utility program but chose to opt for the relationship with Veolia instead. As such, there is currently no publicly accessible business plan or supporting rationale for the Veolia Agreement, other than a very high-level summary. This summary leaves out a number of issues, most importantly the actual projected construction and operating costs, the amounts paid to Veolia under the Agreement, and how the projected costs to the City compare to the previously recommended services delivery model.

The City has not established why it should not be required to file a copy of the Veolia Agreement with the Board in confidence. While the City has consistently taken the position over the course of the hearing that it will not answer any questions relating to rate-setting, it is not apparent that the Veolia Agreement relates in any way to rates, other than having an impact on rates in the manner that any of the City's operational decisions may impact rates. The Board notes that under section 27(2)(c) of *The Public Utilities Board Act*, it has the power to require the production of documents. In the context of this hearing, which may best be characterized as informational in purpose, the Board has chosen not to exercise this power. Rather than utilize the Board's power of subpoena, and recognizing the witnesses took the matter under advisement, the Board will rely on the promises by the Mayor of the City to be transparent and provide all the information related to the Veolia Contract. These promises are found in the December 15, 2010 Minutes of City Council as follows:

> **Councillor Gerbasi**; My last; thank you Mr, Mayor, my third question is on a different topic, lf I remember correctly during the recent election campaign the Mayor made a commitment to share information about the Veolia Contract with Members of council and the public for the Waste Water upgrades and l' m asking if that Veolia Contract has been signed and will the Mayor share the details of what the City of Winnipeg has agreed to in a transparent manner?
>
> **Mayor Katz**: Mr. Speaker, I can stand before you today and tell you there is no level of Government more open, honest and transparent than this government right here. That's just

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> a fact. Number 2, contrary to what some Councillors may have said, or other citizens of Winnipeg, no contract has been signed, and when the contract is signed, I've already said on the record that I would share whatever information I have. Nothing has changed whatsoever, except we're now getting the facts and the truth out there as opposed to misrepresentation and just things that are not true that are said on a regular basis. Thank you, Mr. Speaker.

Trusting the Mayor's comments have provided clarity on the issue, the City will be requested to provide all of the Veolia Contract information as referenced above. Should the Board not be satisfied with the City's response, the Board will reconsider its use of subpoena to obtain the information that the Board has acknowledged would be received in confidence.

13.0 IT IS THEREFORE RECOMMENDED THAT:

1. the City's statutory exemption from PUB rate regulation of water and sewer rates, as currently set out in Sub-section 210 (5) of the *City of Winnipeg Charter*, be removed;

2. (a) the City accelerate the negotiations with the Province of Manitoba regarding the City's requirement to comply with the terms of its existing North-End Water Pollution Control Centre (NEWPCC) licence requiring the NEWPCC to meet a total nitrogen limit by December 31, 2014; and

   (b) the City confirm the feasibility to meet the December 31, 2014 deadline for upgrading the NEWPCC, and, if the City cannot meet that deadline, to describe the project management plans to meet the new expected compliance date;

3. the City review its disconnection procedures, including the steps and procedures and options available for a customer to appeal a notice of disconnection to determine to what extent these procedures can be harmonized with Board Order 39/09.

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4. the City make public, by no later than June 30, 2012, a copy of the Agreement(s) between the City and Veolia. (Note: The Board is prepared to receive the Veolia contract in Confidence.)

5. the City accelerate the completion of the City's Combined Sewer Overflow (CSO) Management study, including any technologies chosen to remedy CSOs and the City's expected timelines and costs for implementing such technology.

6. (a) the City eliminate the payment of a dividend from the water and sewer utility to the City's general operating fund;

   (b) the City eliminate the payment of property and other taxes by the water and sewer utilities to the City;

   (c) the City reduce any rent payable by the water and sewer utilities to the City to actual cost;

   (d) the City increase the interest rate paid to the City's water and sewer utilities for funds held in the City's general revenue fund.

   (e) the City eliminate the transfer from sewer rate revenues to the land drainage program;

   (f) the City apply the savings realized by implementing recommendations 6)(a)-(e), together with using the annual revenue surpluses realized, to reduce the infrastructure deficit faced by the water and sewer utilities, and, in particular, accelerate the City's Combined Sewer Overflow strategy and the separation of combined sewers;

   (g) the City provide 'Benchmarking' studies for the operating, maintenance and administrative expenses of the water and sewer utility;

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(h) the City formulate an economic feasibility test to be applied to the sharing of water and sewer services with other municipalities;

Board decisions may be appealed in accordance with the provisions of Section 58 of *The Public Utilities Board Act*, or reviewed in accordance with section 36 of the Board's Rules of Practice and Procedure (Rules). The Board's Rules may be viewed on the Board's website at www.pub.gov.mb.ca.

THE PUBLIC UTILITIES BOARD

"SUSAN PROVEN, P.H.Ec."
Acting Chair

"HOLLIS SINGH"
Secretary

Certified a true copy of Order No. 56/12 issued by The Public Utilities Board

Secretary

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This is Exhibit 2 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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OurWinnipeg™

It's Our City, It's Our Plan, It's Our Time

Winnipeg

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INTRODUCTION

IT'S OUR CITY, IT'S OUR PLAN, IT'S OUR TIME.

The majority of the world's people now live in cities, and urban governments are on the forefront of the world's development and economy. More than ever before, cities are the leading production centres for culture and innovation, are the leaders on global issues like climate change, and, if they are to compete successfully for sustainable growth, are required to deliver a high quality of life.

Winnipeg is no exception to this dynamic. We are now competing, on a global scale, for economic development and to create a city that offers the sustainability advantages and the quality of life that current citizens expect and that prospective citizens will value. We are early in a cycle of strong growth, the pace of which we haven't seen for decades. We're welcoming new citizens and businesses, and embracing opportunities to make our city sustainable.

As a city, we face a number of questions:

- How are we going to accommodate growth and change?
- How do we capitalize on growth while making sure our city stays livable, affordable and desirable?
- How do we make sure that all Winnipeggers benefit from this growth?
- How do we maintain and enrich what we value while finding room for a growing population?

OurWinnipeg, the City's new municipal development plan, answers these questions and positions Winnipeg for sustainable growth, which is key to our future competitiveness. It sets a vision for the next 25 years and provides direction in three areas of focus–each essential to Winnipeg's future:

A CITY THAT WORKS

Citizens choose cities where they can prosper and enjoy a high quality of life. A well-run city is an important starting point. The "basics" matter: public safety, water quality, wastewater and transportation infrastructure, and public amenities and facilities are the essentials to keeping people healthy. But quality of life goes beyond the basics. Our communities need to support various lifestyles, providing a range of options for living, working and playing. A variety of housing styles for residents to choose from are required, as are transportation choices for residents and businesses alike. The whole system has to work together efficiently and sustainably.

This section of the Plan is supported by three Direction Strategies (see Figure 01):

- **Complete Communities**
- **Sustainable Transportation**
- **Sustainable Water and Waste**

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A SUSTAINABLE CITY

Sustainability is part of how the City does business, and is reflected in policies and programs that respect and value the natural and built environments–protecting our city's natural areas and heritage resources. We act as a corporate role model for social, environmental and economic sustainability, and measure and report progress in key corporate and community sustainability areas.

This section of the plan is supported by a Direction Strategy (see Figure 01):

> **Sustainable Winnipeg**

QUALITY OF LIFE

Beyond providing a "City that Works" and planning for sustainability, our city needs to offer a high quality of life in order to be competitive. Three important aspects of quality of life are access to opportunity, the maintenance of vital, healthy neighbourhoods, and being a creative city with vibrant arts and culture. All of these areas include social aspects that are critical to the overall well-being of our city.

Senior levels of government hold much of the responsibility for these areas. However, the City of Winnipeg acknowledges their critical importance to the overall competitiveness of the city and to the personal well-being of our citizens. The City is committed to collaborating within its mandate with other governments and service providers in these areas. In some cases, further intergovernmental discussion or strategic planning is required to move forward on the directions included in the plan.

THE LEGISLATIVE REQUIREMENT TO PLAN

The **City of Winnipeg Charter** is provincial legislation that requires the City to adopt, by by-law, a development plan that sets out long-term plans and policies respecting its purposes; its physical, social, environmental and economic objectives; sustainable land uses and development; and measures for implementing the plan.
(Section 224, **City of Winnipeg Charter**)

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A municipal development plan like **OurWinnipeg** presents a 25-year vision for the entire city. It guides and informs, but does not replace, more detailed planning on specific topics or for specific areas. As part of the **OurWinnipeg** initiative, the City of Winnipeg has developed detailed Direction Strategies that add additional detail in key planning areas. The **OurWinnipeg** Plan should be read with the Direction Strategies noted above as companion documents.

Required by the **City of Winnipeg Charter**; adopted as a municipal by-law but requires provincial approval

Created at the discretion of the City of Winnipeg; approval is sole responsibility of the City

Figure 01, The **OurWinnipeg** Planning Framework

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OURWINNIPEG: CONTEXT + OPPORTUNITIES

LIVING IN A PRAIRIE CITY

Our continental climate includes four distinct seasons with a variety of weather conditions throughout the year. We're famous for our hot summers (+26 degrees Celsius average) and equally known for our icy winters (-12 degrees Celsius average). One constant here is sunshine: Winnipeg is one of Canada's sunniest cities, and the weather in all seasons is characterized by an abundance of sunshine.

Winnipeg is located in the wide, nearly-flat Red River Valley. Because of its extremely flat topography, heavy clay soils and substantial snowfall, Winnipeg is subject to annual flooding. A system of dikes and diversions, including the 47km-long Red River Floodway, are used to manage water in the city. Drainage must always be dealt with thoughtfully here, evidenced by the city's comprehensive land drainage system. This system requires space, and is comprised of many retention structures including innovative constructed wetlands.

Winnipeg is a prairie city, a winter city, a sunshine city and a river city. The diversity of weather we experience, along with our topography, creates unique planning and development opportunities and challenges.

LIVING IN A STRATEGIC LOCATION

Winnipeg's central location in North America has long been an asset to our economy, beginning with the intercontinental trade route in the late 1700s and later with the railway and the east-west trucking transportation corridors.

Winnipeg's role in continental and international trade is set to expand further. Altus Clayton, a firm of leading urban economists, has noted the strategic strength of our airport and transportation and logistics sector.

OUR PEOPLE > DID YOU KNOW? OF WINNIPEGGERS TODAY:

10.8% speak French

4.5% speak Tagalog

94.9% are employed
(based on work force participation rate)

20.4% either take transit or walk to work

11.2% are of aboriginal ancestry

16.3% are a visible minority

18.7% immigrated from another country

65.1% are homeowners

38.7 years the average age of a Winnipegger

Source: Statistics Canada, 2006 census.

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LIVING IN A GROWING COMMUNITY

After limited growth for 15 years, Winnipeg's population is rapidly increasing, outpacing previous forecasts. In 2009, the population of Winnipeg was 675,100. Over the last 10 years, Winnipeg's population has grown by over 44,000 people; 9,200 in 2009 alone (Statistics Canada, 2010). This growth is driven primarily by increased levels of immigration and a combination of fewer people leaving and more people coming from other parts of the country (see Figure 04). The Conference Board of Canada is projecting even stronger population growth for Winnipeg in the coming years (see Figure 02), increasing to over 10,000 people per year over the period of this plan. 180,000 new people are anticipated to make Winnipeg their home by 2031.

A growing population provides us with the opportunity to think more strategically about ways to accommodate residential, employment, commercial and other kinds of growth. It solidifies our need to plan more sustainably in order to address the economics of development and public services, and to address the needs of all Winnipeggers through increased choice.

WINNIPEG POPULATION 1991–2009

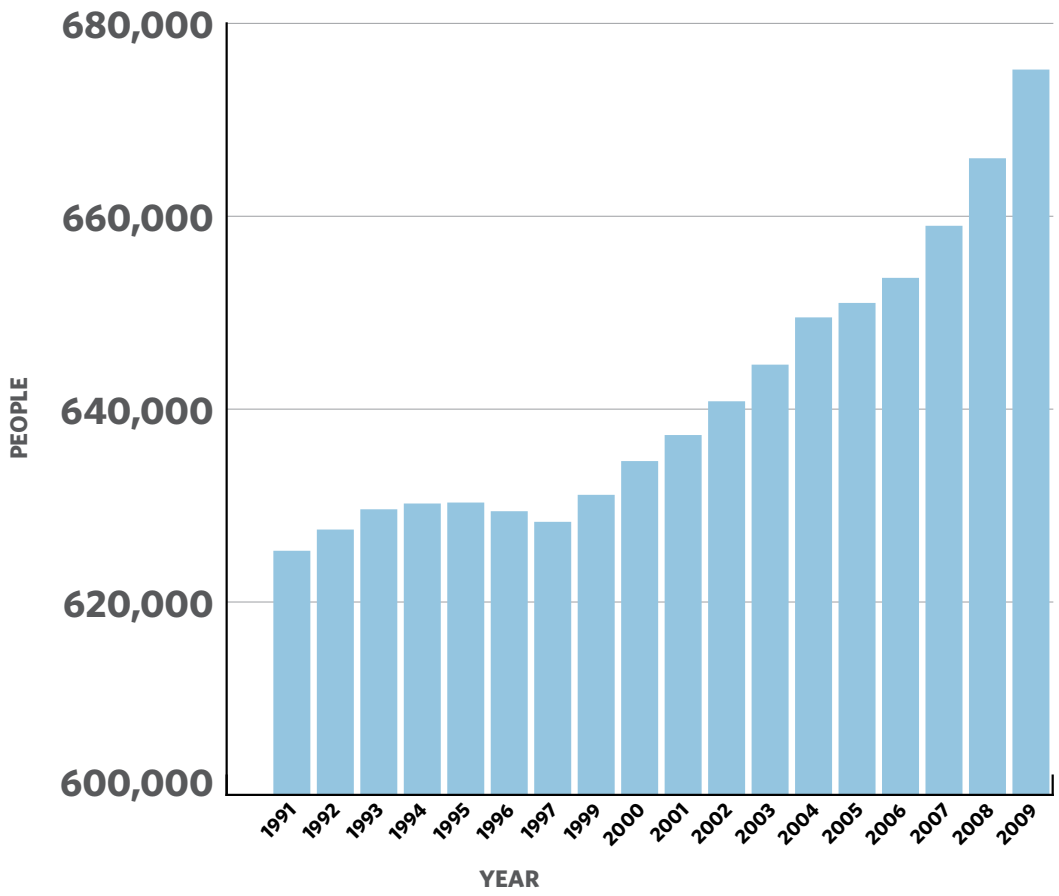

Figure 02, Population change in Winnipeg
Source: Statistics Canada, February 2010

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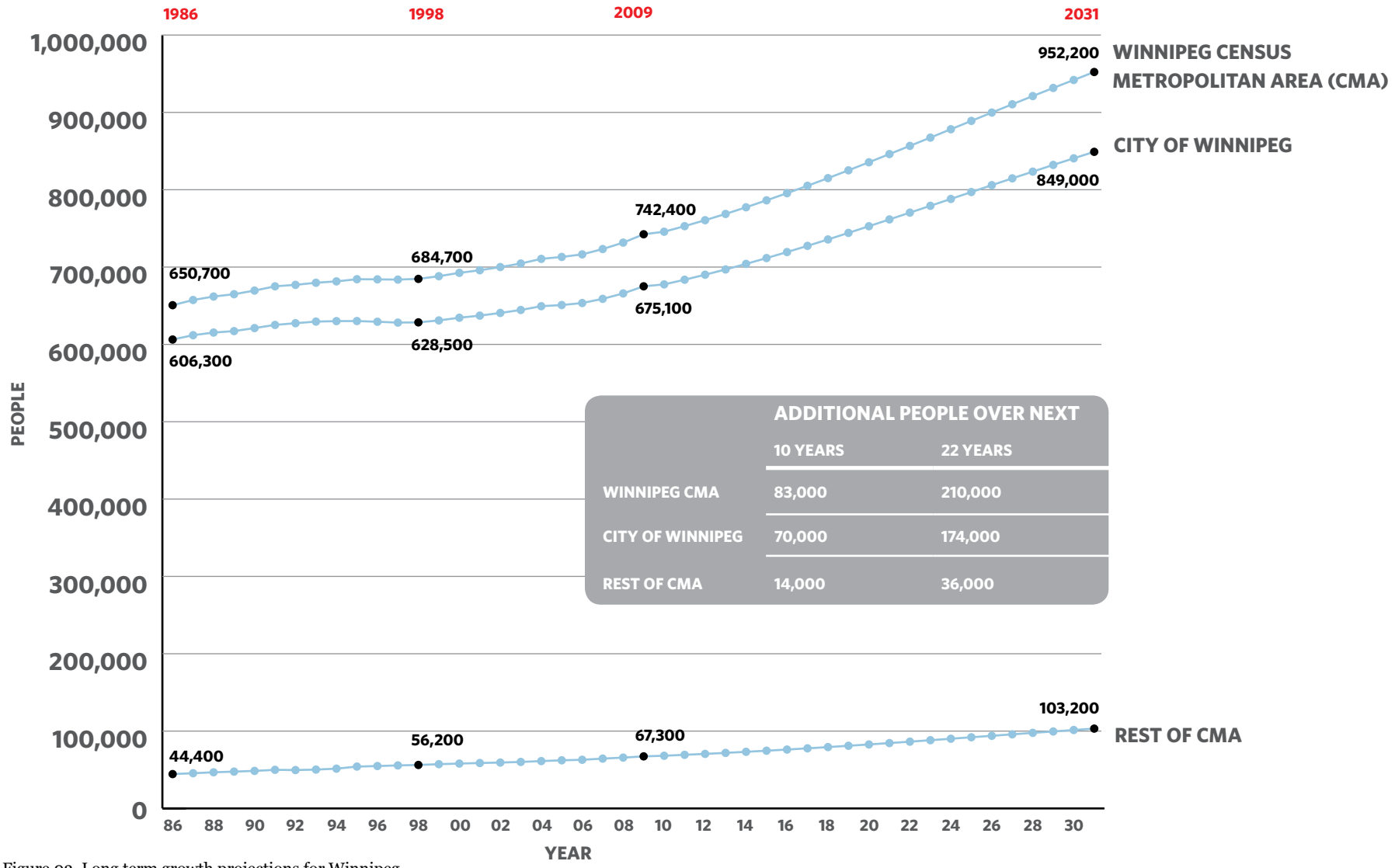
SIGNIFICANT GROWTH FORECASTED (ADJUSTED TO 2008 BASE)



	ADDITIONAL PEOPLE OVER NEXT	
	10 YEARS	22 YEARS
WINNIPEG CMA	83,000	210,000
CITY OF WINNIPEG	70,000	174,000
REST OF CMA	14,000	36,000

Figure 03, Long term growth projections for Winnipeg
Source: Conference Board of Canada, winter 2007

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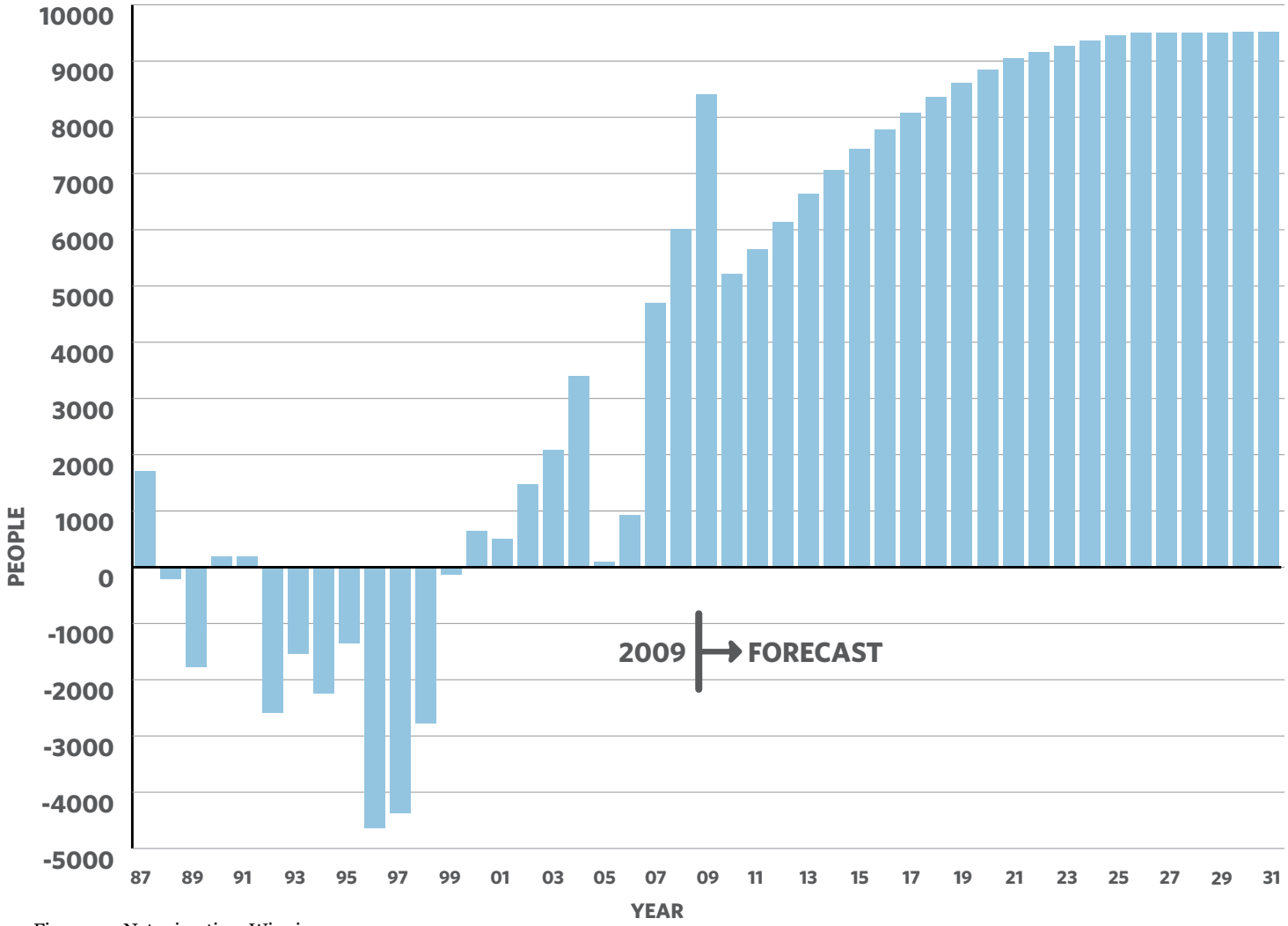
NET MIGRATION–WINNIPEG CENSUS METROPOLITAN AREA



IN THE 1990s

IMMIGRANTS ↓

PEOPLE COMING ↓

PEOPLE LEAVING ↑

FORECAST

IMMIGRANTS ↑

PEOPLE COMING ↑

PEOPLE LEAVING ↓

Figure 04, Net migration, Winnipeg
Source: Conference Board of Canada, winter 2007

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COMPONENTS OF MIGRATION–FORECAST, WINNIPEG CENSUS METROPOLITAN AREA

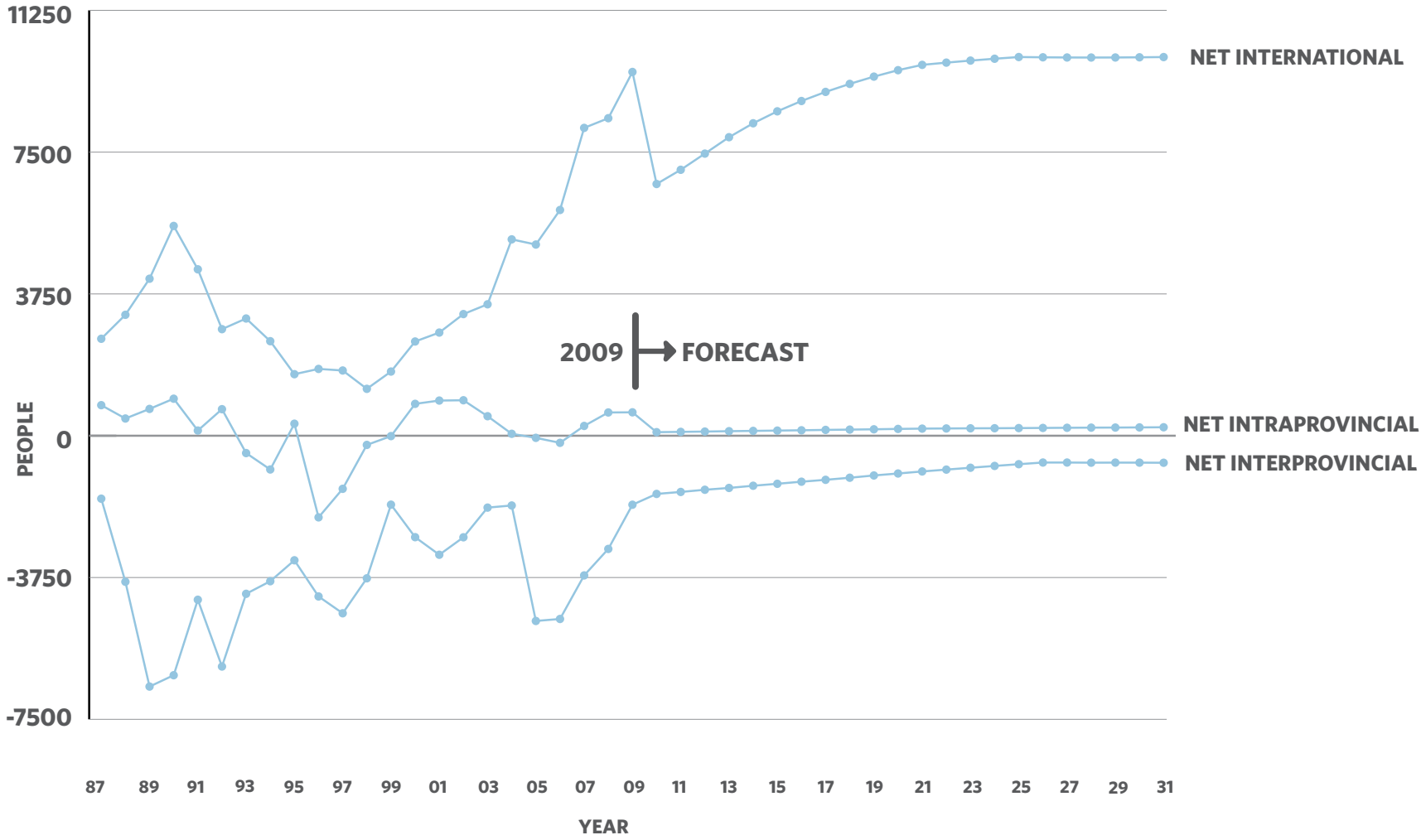

Figure 05, Components of migration, Winnipeg
Source: Conference Board of Canada, winter 2007

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LIVING IN A PLACE OF CHANGE

Winnipeg is a unique and special place. The city has a strong arts community, a diverse cultural landscape and a colourful, energetic citizenry.

With our goal of a socially, economically and environmentally sustainable city, we now find ourselves in a place of change. Through **SpeakUpWinnipeg,** we have heard that Winnipeggers are increasingly committed to, and looking for sustainable solutions. Winnipeggers have been clear that they want healthy and sustainable communities where people of all ages and abilities have the opportunity to live, work, shop, learn and play within their own neighbourhoods.

The choices we make through **OurWinnipeg** will be a reflection of our individual and collective voices, as spoken by more than 40,000 Winnipeggers—a reflection of our unique strengths as residents of the city of Winnipeg. Our diversity and our strong communities position us well for adapting to these changes.

Photo: Dan Harper Photography

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NUMBER OF IMMIGRANTS TO WINNIPEG PER YEAR

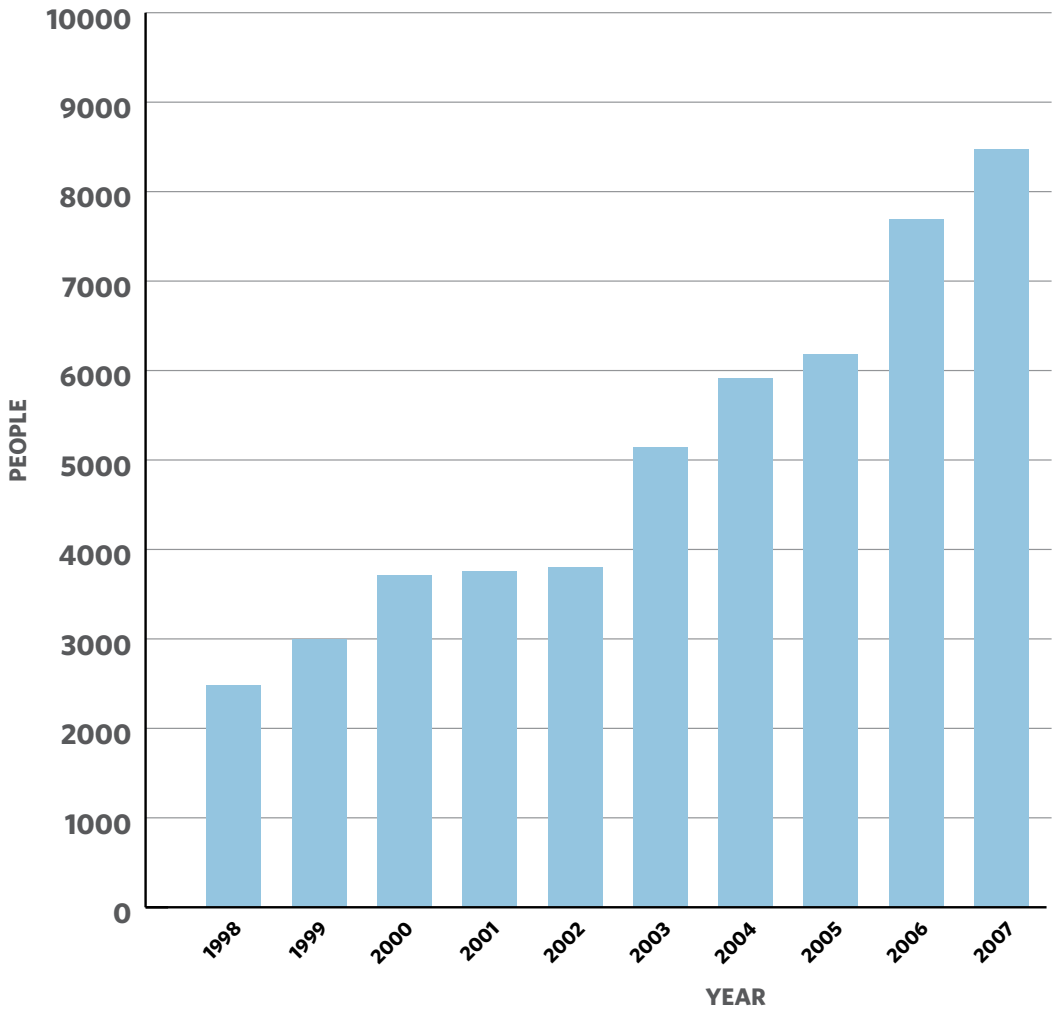

Figure 06, Number of immigrants to Winnipeg per year, 1998-2007
Source: Citizenship and Immigration Canada, 2008

LIVING WITH INCREASING DIVERSITY

Winnipeg has long been a city of immigrants. Since our beginnings, cultural difference has been a regular part of life and part of our collective strength. After a slow period of immigration in the 1990s the immigration rate has taken a sharp rise (see Figure 06), placing Winnipeg's immigration level in the fifth spot among major Canadian cities, after Toronto, Montreal, Vancouver and Calgary (Conference Board of Canada, 2007). Winnipeg's immigration will further increase to more than 10,000 immigrants per year by 2020 (Conference Board of Canada, 2007).

Winnipeg is undergoing a new tide of immigration, and new cultural differences present themselves with the wide variety of newcomers' countries of origin (see Figure 07).

TOP IMMIGRANT SOURCE COUNTRIES

1. PHILIPPINES
2. INDIA
3. CHINA
4. UKRAINE
5. ETHIOPIA
6. SOUTH KOREA

Figure 07, Top Immigrant Source Countries from most to least, 2001-2006
Source: Statistics Canada, 2006

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Our Aboriginal communities are also growing. Aboriginal people currently make up approximately 10 per cent of our population (Statistics Canada, 2006), a figure that is expected to increase. As Figure 7 shows, the population of people in Winnipeg identifying as Aboriginal grew by more than 20,000 in the 10 years between 1996 and 2006. The number of Aboriginal people in Winnipeg is growing at a faster rate than that of the non-Aboriginal population. Source: Statistics Canada, 2006 Census, Aboriginal persons based on identity.

The Aboriginal population living in Winnipeg is also much younger than the non-Aboriginal population. In 2006, the median age of the Aboriginal population in Winnipeg was 26 years, compared to 40 years for the non-Aboriginal population (Statistics Canada, 2006). Ensuring meaningful opportunities for Winnipeg's Aboriginal youth will be essential.

Increased cultural diversity adds to the vitality of our communities, schools, business sectors, and arts and cultural institutions. Diversity will continue to challenge Winnipeggers to be inclusive and responsive to difference and will provide our city the opportunity to be a magnet for talented, creative new residents in an increasingly interconnected world.

WINNIPEG'S ABORIGINAL POPULATION

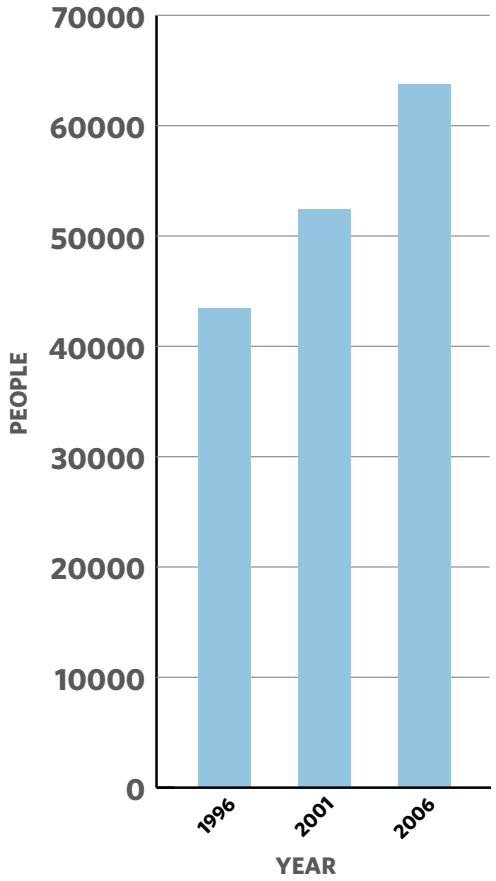

Figure 08, Aboriginal (North American Indian or Métis) population change in Winnipeg, 1996 to 2006
Source: Statistics Canada, 2006 Census

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LIVING IN A STABLE ECONOMIC ENVIRONMENT

Winnipeg's economy has been long characterized as one of the most stable in the country. We must continue to analyze the drivers of our economic growth to position ourselves for ongoing stability over the life of this plan. We also need to think ahead of the curve, nurturing the knowledge and creative economies in order to provide competitive, ever-evolving opportunities for our residents and for those considering making Winnipeg their home.

ECONOMIC INDICATORS

ECONOMIC INDICATORS WINNIPEG CMA	ACTUAL			FORECAST				
	2007	2008	2009	2010	2011	2012	2013	2014
Real GDP (2002 $ Millions)	24,696	25,308	25,437	26,061	26,851	27,832	28,557	29,216
% change	3.8%	2.5%	0.5%	2.5%	3.0%	3.7%	2.6%	2.3%
Consumer Price Index % change	2.1%	2.3%	0.8%	2.0%	2.1%	2.4%	2.1%	2.1%
Retail Sales ($ millions)	8,810	9,356	9,271	9,650	9,977	10,546	10,998	11,365
% change	7.6%	6.2%	-0.9%	4.1%	3.4%	5.7%	4.3%	3.3%
Personal Income per capita $	35,000	36,200	36,300	37,100	38,200	39,700	41,100	42,400
% change	4.4%	3.4%	0.4%	2.3%	2.9%	3.8%	3.7%	3.2%
Labour Force	409,600	413,000	419,400	426,800	430,900	435,900	439,500	441,700
% change	2.2%	0.8%	1.6%	1.8%	1.0%	1.2%	0.8%	0.5%
Employment	390,600	395,100	396,900	399,900	405,500	413,700	418,900	421,400
% change	2.2%	1.2%	0.5%	0.8%	1.4%	2.0%	1.3%	0.6%
Unemployment Rate	4.7%	4.3%	5.4%	6.3%	5.9%	5.1%	4.7%	4.6%

Figure 09, Economic Indicators, Winnipeg. These numbers show stable, consistent growth.

Winnipeg's economy is also one of Canada's most diversified. During the recent world economic recession, this diversification has proved beneficial. Overall, Winnipeg's economic indicators are positive relative to the rest of Canada. Winnipeg has experienced an economic slowdown but it was not in a recession. Of the 13 larger Canadian cities, Winnipeg's average economic growth between 2007 to 2009, is the third strongest after Saskatoon and Regina. Going forward Winnipeg's economic growth is expected to average a healthy 2.8 per cent growth per year (Source: Conference Board, Metropolitan Outlook Data, Nov 2009).

Overall annual job growth over the last three years averaged 1.8 per cent per year – similar to Canada's. During the economic slowdown, employment in Winnipeg actually rose a 0.5 per cent in 2009, the fourth straight annual advance; the four-year forecast averages 1.3 per cent annual growth. The unemployment rate is expected to remain low, averaging 5.1 per cent through the forecast period 2011 to 2014. Winnipeg can expect an additional 21,000 jobs over the next five years – the majority of which will be in the service sector, but the construction sector is also expected to do well with 2,600 additional jobs – an 11 per cent increase. (Source: Conference Board, Metropolitan Outlook Data, Nov 2009).

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LIVING IN A SAFE CITY

Overall crime has been on the decrease in Winnipeg. Between 2004 and 2007, the rate of reported crime dropped (see Figure 10). While some crime is decreasing, other types remain unchanged. Winnipeg will need to continue to address crime, using creative and complete solutions. **OurWinnipeg** sets the City on a path to address crime, using multiple and diverse methods, notably with an emphasis on community-based solutions. The opportunities from this cannot be underestimated—all Winnipeggers will benefit and we will be a stronger, more confident community.

LIVING IN A CITY OF THE ARTS

One of the most cherished characteristics of our city is its rich arts and culture scene. Winnipeg's artists, musicians, festivals and creative industries, to name a few, are nationally and internationally acclaimed. The local impact of the arts is significant, allowing both artists and non-artists to respond to a diversity of thought and expression, and to nurture meaningful lives in a city with choices. Ensuring equitable opportunities to participate in the arts, especially for youth and children, is essential for developing a capacity for community diversity and expression.

Winnipeg is a city that values its artists and creative industries for their contributions to our quality of life. Their contributions to our local economy are significant, accounting for nearly 4 per cent of the city's gross domestic product (PRA Research and Consulting, 2009). We also value our city's heritage assets and are committed to their sustainability, conservation and adaptive reuse.

CRIME RATE, PER 100,000 POPULATION WINNIPEG 2004–2008

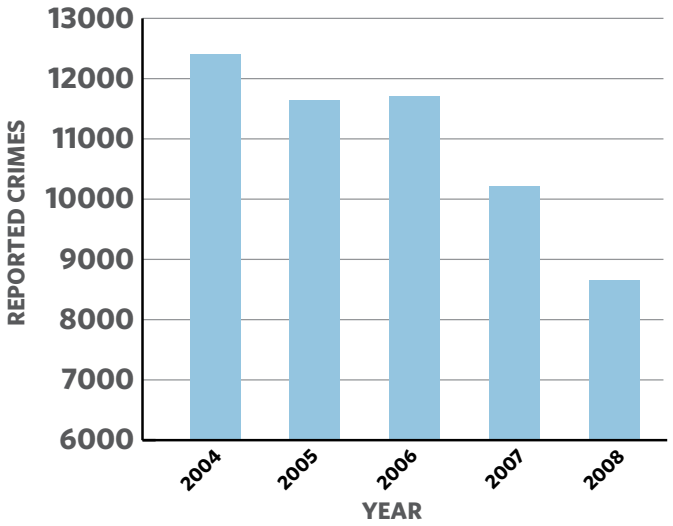

Figure 10, Crime rate change, Winnipeg
Source: Winnipeg Police Service, 2010

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LIVING IN A CITY THAT GROWS SUSTAINABLY

While population growth can be a positive thing, as it indicates that many people are choosing to make Winnipeg their home, it presents land supply challenges that need to be resolved creatively. We are faced with some big questions:

- How will we accommodate and take advantage of significant growth while ensuring that our city stays livable, desirable and affordable?
- How will we make sure that this growth benefits all Winnipeggers?
- How will we find room for over 83,000 new households while maintaining and enriching what we value most?

Winnipeg grew by 180,000 people between 1950 and 1976 (see Figure 11); about the same amount the city is expected to grow over the next 25 years. If our development pattern were to continue along similar lines, it would have impacts on our communities, social inclusion, environmental health, mobility and land consumption.

By integrating transportation planning, land uses, built forms and urban design, this plan enables the city's growth to be shaped by a logical urban structure that focuses growth and change to enhance existing assets, create complete communities, complete existing communities and ensure a socially, environmentally and economically sustainable future.

There is a convergence between the challenges of land supply constraints and economic sustainability. This convergence presents a major opportunity for Winnipeg. This as an important point in our city's history: we believe that "It's Our City, It's Our Plan, It's Our Time." We are taking this opportunity to reinvent ourselves in ways that are socially, economically and environmentally sustainable, and we are orienting ourselves towards an inclusive future with greater choice.

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WINNIPEG DEVELOPMENT FROM 1950–1976

LEGEND

APPROXIMATE AREAS DEVELOPED 1950–1976

Figure 11, Winnipeg development from 1950-1976

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LIVING IN AN AGE-FRIENDLY CITY

Winnipeg's population is aging. There is a larger proportion of older Winnipeggers than ever before, a proportion that continues to grow as baby boomers age. The proportion of people aged 65 and over is expected to climb from 13.2 per cent in 2006 to 17.6 per cent in 2030. This means an increase from 89,000 seniors today to over 150,000 seniors–a 69 per cent increase (Conference Board of Canada, 2007).

Through our commitment to social sustainability, the City will be working to ensure the needs of older Winnipeggers are addressed and that people can participate meaningfully in work and in their communities at all stages of their lives regardless of ability. We will provide the option of 'aging in place' by providing complete, walkable communities with multiple housing options, communities where people can be close to various employment opportunities and remain as connected and independent as possible.

PERCENTAGE OF POPULATION AGED 65 AND OLDER

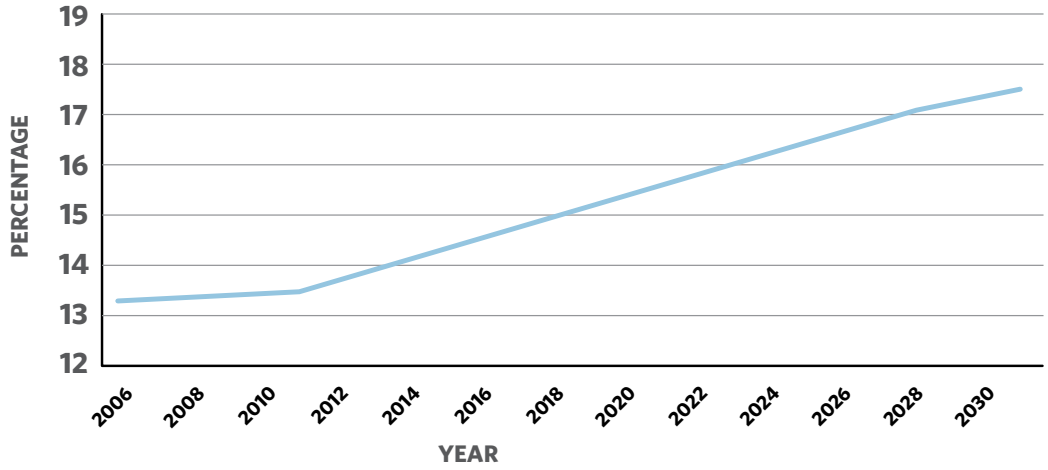

Figure 12, Long term population change, Winnipeg
Sources: Statistics Canada, The Conference Board of Canada, June 2007

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THE VISION FOR OURWINNIPEG

Drawing on contributions from thousands of **SpeakUpWinnipeg** participants, the vision statement for creating the kind of city Winnipeggers want in 25 years is:

OURWINNIPEG:
living and caring because we plan on staying.

This statement considers future generations' social, economic and environmental wellbeing in the decisions we make today. It's a recognition that the survival of future generations is our responsibility and that when we act, we need to consider how those actions will affect future generations.

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THE OURWINNIPEG PROCESS: SPEAKUPWINNIPEG

From the day it was launched on April 25, 2009, **OurWinnipeg** included public involvement through **SpeakUpWinnipeg**. During the project launch, the community was invited to be a full partner in the planning process for Winnipeg's new 25-year development plan. Every day since then, Winnipeggers have offered feedback, advice and input on directions and aspirations for the city. As a community, we've had a full twelve-month conversation about our priorities and about what kind of city we want.

We've spread the conversation in a variety of ways: online at SpeakUpWinnipeg.com, meeting with people and community groups face to face, sending out a street team to talk with people at festivals and events and asking for feedback on specific studies and reports at open houses and meetings.

This approach recognizes that Winnipeg is going to change quite a bit in the next few decades. These changes will affect us all, and we need to decide together how we will make the most of the opportunities, and the challenges, facing our city. The scale of public involvement in **SpeakUpWinnipeg** is unprecedented in Winnipeg and North America. **OurWinnipeg** was created with Winnipeggers through nearly every step of the process and it greatly surpassed the level of public involvement found in typical consultation processes.

The team responsible for **OurWinnipeg** has incorporated this large number and range of perspectives in creating the plan. We have mapped out areas of common ground and identified themes and shared priorities by combining all of the online, in-person and written input over the last year. The results–the Plan and its supporting Direction Strategies–reflect this input, charting a way forward that reflects what Winnipeggers told us they valued and makes the most of the change and opportunity coming our way.

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01 A CITY THAT WORKS

Winnipeg is growing – faster than it has in decades. Over the next 20 years, our population is expected to grow by over 180,000 people, 83,000 housing units and 67,000 jobs. When planning for this future population and associated economic growth, we know that we have a much bigger task at hand now than in the past.

Historically, planning and development relied on an abundance of available land for business and housing, a stable and plentiful labour force and an economy that relied on the traditional manufacturing sector as its primary driver. Economic growth focused on competing with other cities to attract new companies as much as the expansion of existing employers.

Times have changed. Winnipeg is now competing on a global scale. We're not just competing for investment; for the first time in our history, we are also competing with other cities to attract and maintain a dynamic, skilled labour force. Our research tells us that as the Canadian economy heads into a prolonged period of labour force shortages, Winnipeg will best be able to compete for economic growth by focusing its efforts on attracting and retaining a skilled workforce.

A well-run and attractive city that pays attention to quality of life and sustainability becomes a critical component to attracting and retaining a skilled workforce, which in turn is critical for fostering economic development. With this in mind, we know that we need to ensure that the actions we take result in a high-quality city in all respects.

Citizens choose cities where they can prosper and where they can enjoy a high quality of life. A well-run city is an important starting point. The "basics" matter: public safety, water quality, wastewater and transportation infrastructure and public amenities and facilities are essential to keeping people healthy.

But a city that works also recognizes that attractiveness and vibrancy are integral to a high quality of life. There needs to be a variety of housing styles for residents to choose from and transportation choices for residents and businesses alike. This requires the City to make land available for development and to support the creation of an attractive variety and mix of housing that appeals to various affordability ranges.

The increasing size and diversity of our communities means we must continue to support community amenities such as parks, open space and recreation programs in ways that best meet the community's needs and builds on their strengths.

A **City That Works** pays attention to the connections between competitiveness, sustainability and being a well-run city that offers a high quality of life. The directions in this section provide a strong and responsive framework for actions that will send a positive signal for investment in our city, promote prosperity, enhance quality of life and help secure our competitive place on the global stage for decades to come.

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01-1 CITY BUILDING

Growth and change bring opportunities to create a better, more dynamic city. Winnipeggers see that our work is just beginning and that effective planning for the next 25 years will be critical to our city remaining livable, affordable and desirable. This work involves planning for the basics, like sewer and water, but it also means making sure that our city is attractive and well designed, with a range and mix of housing and sustainable transportation options, amenities and vibrant cultural institutions. Input through **SpeakUpWinnipeg** overwhelmingly identified these expectations and their importance to a successful future.

Winnipeggers have been clear about what they want as we build our city. Combined with research into land use, we can see some consistent objectives:

CREATE COMPLETE COMMUNITIES

Our communities need to support various lifestyles, providing a range of options for living, working and playing. The daily necessities of life should be within reach, with options for accessing services, amenities and resources like grocery stores, banks and restaurants, together with community centres, schools and day care centres. These complete communities should provide a range of housing options to accommodate various incomes, household types, abilities and stages of life.

PROVIDE OPTIONS TO ACCOMMODATE GROWTH

A successful strategy for sustainable city growth needs to be balanced, using a variety of approaches. We need to strike a balance between 'growing out' and 'growing up,' offering choices from traditional, single-family neighbourhoods to more dense forms of urban housing and new neighbourhoods designed around a rapid transit system. It will mean opportunities for more mixed-use areas, combining residential with retail, office and light industry.

CONNECT AND EXPAND OUR SUSTAINABLE TRANSPORTATION AND INFRASTRUCTURE NETWORKS

Ensuring mobility for people of all ages and abilities and for goods and services is an important part of improving our social, environmental and economic sustainability. Options for getting around are important to remaining livable, desirable and affordable in the future – options like enhanced public transit and active transportation routes that support walking, cycling and other human-powered forms of transportation. We will continue to protect public health and safety through sustainable water and waste systems that ensure the purity and reliability of our water supply and maintain or enhance the quality of our built and natural environments.

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Achieving these objectives will require new approaches to planning. More than any other part of **OurWinnipeg**, City Building looks at our city– its neighbourhoods, transportation networks, and water and waste infrastructure– in a whole new light. This new approach, along with detailed steps towards achieving City Building objectives, is fully described in three of **OurWinnipeg's** Direction Strategies:

> **Complete Communities**
> **Sustainable Transportation**
> **Sustainable Water and Waste**

City Building is a high-level summary of the Key Directions from those Direction Strategies and is organized into three subsections:

> **01-1a OurWinnipeg's Approach to City Building**
> **01-1b Key Directions for the Entire City**
> **01-1c Key Directions for Specific Areas of the City**

Within each, directions related to land use, transportation and servicing are intertwined, reflecting the integrated nature of these fields and the City's intention to apply a fully integrated planning approach.

It is important to note that only the highest-level of guiding directions are included in sections 01-2 and 01-3. These sections should be read with the three Direction Strategies noted as companion documents. Considerable supporting detail that seamlessly integrates with ***OurWinnipeg*** *is provided in the Direction Strategies.*

(See: **Complete Communities, Sustainable Transportation, Sustainable Water and Waste**)

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01-1a OURWINNIPEG'S APPROACH TO CITY BUILDING

DIRECTION 1: DEVELOP AND APPLY DIRECTION STRATEGIES.

ENABLING STRATEGIES:

- Adopt **Complete Communities** as the City's land use and development guide.
- Endorse **Sustainable Transportation** as the primary vision for a transportation master plan.
- Endorse **Sustainable Water and Waste** as the primary vision for promoting water and waste directions, strategies and actions required to protect public health and safety, ensuring the purity and reliability of our water supply and maintaining or enhancing the quality of our built and natural environments.
- Ensure land use, transportation and infrastructure planning efforts are aligned to identify where growth will be accommodated and how it will be serviced.
- Ensure effective implementation efforts through integration, partnerships and collaboration across the City of Winnipeg organizational structure and with external organizations.

(See: **Complete Communities , Sustainable Transportation, Sustainable Water and Waste**)

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DIRECTION 2: DEVELOP AND MAINTAIN AN URBAN STRUCTURE PLANNING TOOL.

ENABLING STRATEGIES:

> Base **OurWinnipeg** on an urban structure that provides a vision for the growth and development of the city.

> Within the urban structure, differentiate areas based on their ability to accommodate growth and change through:

- **Transformative Areas** – areas where significant change is anticipated that present the best opportunity for accommodating the most sustainable manner of significant growth and change. Transformative Areas will be identified within the urban structure framework including: the Downtown, Mixed Use Centres, Mixed Use Corridors, Major Redevelopment Sites and New Communities.
- **Areas of Stability**– areas where moderate change is anticipated that present some of the best opportunities to accommodate infill development and to increase the range of housing for families and individuals within areas that take advantage of existing infrastructure, transit and amenities such as local retail, schools, parks and community services. Areas of Stability can be identified within the urban structure framework including: Mature Communities (of which Reinvestment Areas are a subset), Recent Communities (of which Emerging Communities are a subset).

> Monitor and maintain an up-to-date understanding of Winnipeg's land supply and evolving urban structure, updating the structure through local planning processes as described in Complete Communities or through OurWinnipeg amendments, as required.

> Use tools and demonstration projects to test or to prove concepts for complete communities.

> Use the urban structure framework as the basis for integrated transportation and infrastructure planning.

(See: **Complete Communities, Sustainable Transportation, Sustainable Water and Waste**)

WHAT IS AN URBAN STRUCTURE, AND WHY DOES OURWINNIPEG USE ONE?

An urban structure is a planning tool that differentiates between areas of the city based on their period of growth and descriptive characteristics. This approach recognizes the uniqueness of different neighbourhoods and provides the basis for fitting policies and strategies to the specific development opportunities and limitations in each area of the city. For a city like Winnipeg that is anticipating significant growth and change, an urban structure provides a way to focus change in places where it has positive social, economic and environmental results. Regular updates to the urban structure based on actual changes will keep it current and ensure that it contributes to the overall **OurWinnipeg** vision and directions.

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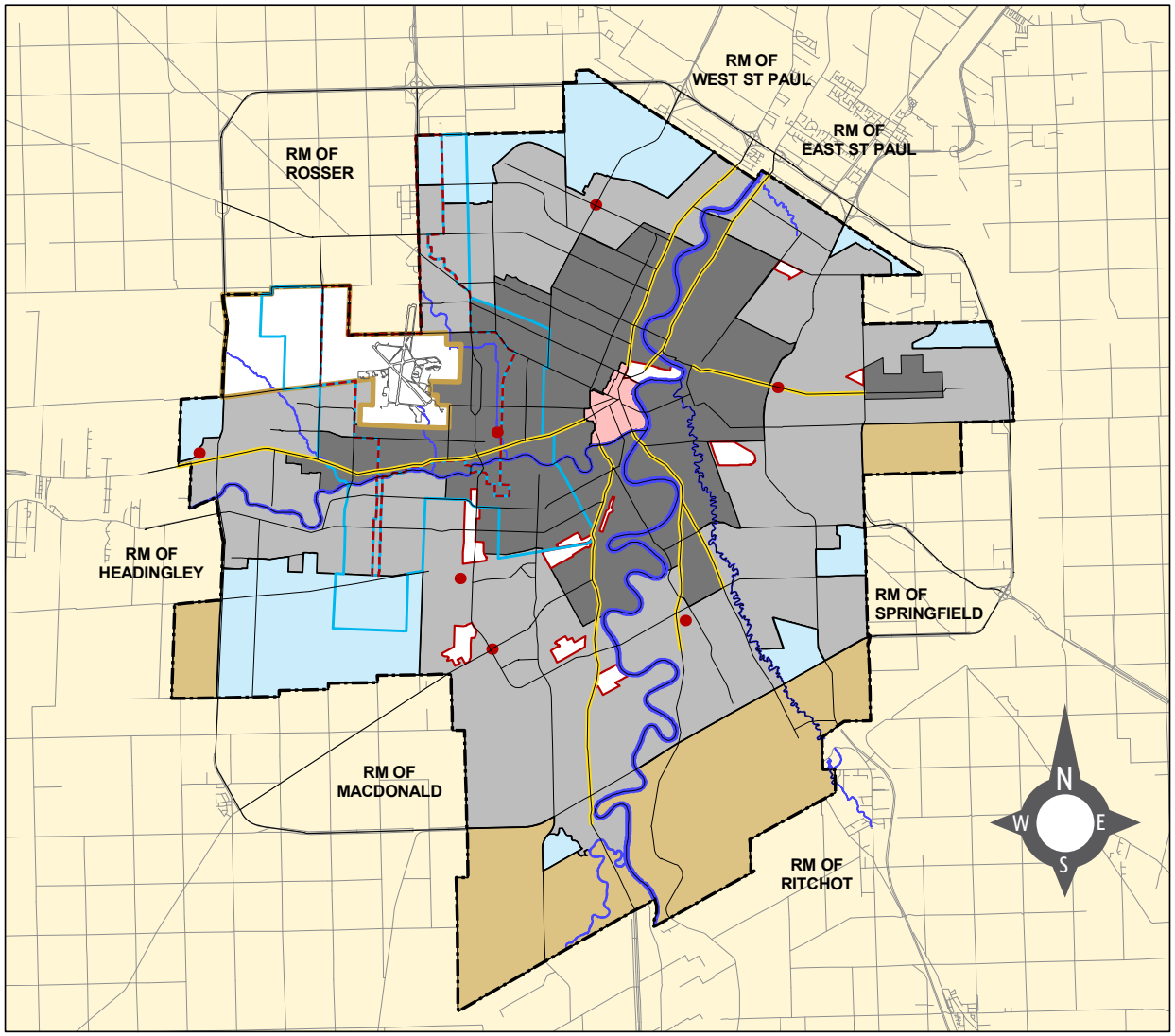
URBAN STRUCTURE



LEGEND

- Downtown
- Major Redevelopment Sites
- New Communities
- Regional Mixed Use Centre
- Regional Mixed Use Corridor
- Mature Communities
- Recent Communities
- Rural and Agricultural
- Airport Area
- Airport Vicinity Protection Area 1
- Airport Vicinity Protection Area 2

0 2 4 6 8 10
Kilometers

Figure 01a
Winnipeg's urban structure.

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DIRECTION 3: PROMOTE COMPACT URBAN FORM AND MANAGE THE EXTENSION OF MUNICIPAL SERVICES FOR NEW GROWTH.

ENABLING STRATEGIES:

- Define 'full range of municipal services' as piped water, piped wastewater, piped land drainage, and an urban standard roadway.
- Enable the intensification of land-uses through the development application process only when a full range of municipal services is provided.
- Promote the extension of municipal services such as piped water, piped waste water, piped drainage and urban standard roadway, only in an environmentally-sound, economically and timely manner.
- Fulfil requests to extend servicing to private property through the Local Improvement process only where it can be demonstrated that there is a net financial benefit to the City of Winnipeg.
- Enable the consideration of sustainable alternatives for the traditional full range of municipal services that are proven by the developer and approved by the City of Winnipeg as providing a comparable level of service and safety in an environmentally-sound and economical manner.
- Support the preparation of detailed planning studies for New Communities through the local area planning process, where warranted, to ensure the coordination of municipal infrastructure with proposed land-uses; and the future development of adjacent lands with a full range of municipal services.
- Allow the possible subdivision or conversion of land in un-serviced areas where a statutory secondary plan establishes minimum parcel sizes, and appropriate servicing criteria.
- Support new developments that are contiguous with existing developments to minimize the spatial use of land and the extension of services.

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01-1b KEY DIRECTIONS FOR THE ENTIRE CITY

KEY DIRECTIONS FOR BUILDING A CITY THAT WORKS

- Dynamically integrate transportation with land use.
- Provide clean, safe, reliable, sustainable drinking water.
- Provide sustainable wastewater management.
- Sustainably manage and reduce solid waste.
- Enhance and maintain stormwater management and flood protection systems.
- Provide sustainable asset management.
- Develop a framework for design excellence that builds on the urban structure and that ensures our competitive position as a functional, livable and memorable city.
- Focus future efforts for acquisition, design, development, operation, use and promotion of our parks, places and open spaces within the context of **Complete Communities**.
- Support the ongoing sustainable development of Winnipeg's urban structure through heritage conservation initiatives that assist in the development of a complete community.
- Facilitate the negotiation of municipal development service agreements with Treaty Land Entitlement First Nations.
- Consult with the Public Schools Finance Board and affected school divisions during the preparation of neighbourhood secondary plans

(See: **Complete Communities Direction, Sustainable Transportation, Sustainable Water and Waste**)

KEY DIRECTIONS FOR PROVIDING OPTIONS TO ACCOMMODATE GROWTH

- Accommodate growth and change in Transformative Areas within the city's built environment including: Mixed Use Centres and Corridors, Major Redevelopment Sites and Downtown.
- Recognize that New Communities will play an important role in accommodating the City's projected population growth.
- Ensure that a sufficient supply of developable land emerges at an appropriate pace and that the supply remains well distributed both in terms of geography and scale to ensure a competitive market.
- Ensure Winnipeg's Employment Lands provide for a wide range of market opportunities, accommodating new investment and economic development while contributing an abundance of job opportunities for our citizens.
- Manage rural and agricultural areas to reflect the limitations of providing a full range of municipal services to these areas.
- Continue to monitor and maintain an adequate supply of both employment lands and commercial lands that is aligned to marketplace preferences.

(See: **Complete Communities**)

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KEY DIRECTIONS FOR CONNECTING AND EXPANDING OUR SUSTAINABLE TRANSPORTATION AND INFRASTRUCTURE NETWORK.

- Create a safe, efficient and equitable transportation system for people, goods and services.
- Create a transportation system that supports active, accessible and healthy lifestyle options.
- Invest strategically in new water, waste and transportation infrastructure.
- Support the role of the James Armstrong Richardson International Airport as a major transportation hub for passengers and cargo.
- Adhere to the Airport Vicinity Development Plan (AVDP) and periodically review the plan in cooperation with relevant stakeholders.
- In order to maintain compatible land use relationships, regulate land use and building regulations for all those neighbourhoods or portions thereof significantly affected by airport related noise through:
  - The Airport Vicinity Development Plan by-law 6378/94
  - Airport Vicinity Protection Area Planned Development Overlay
- Dynamically integrate transportation with land use.
- Provide transportation infrastructure that is well maintained.
- Establish, and report on, a transportation system performance measurement framework.

(See: **Sustainable Transportation, Sustainable Water and Waste**)

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01-1c KEY DIRECTIONS FOR SPECIFIC CITY AREAS

A key to making our city attractive and competitive will be to create 'complete communities' and to complete existing communities by enhancing existing infrastructure and assets to ensure that most amenities for daily living are universally accessible within walking distance.

To accomplish this, growth will be focused on areas that will best respond to city-building objectives, including social, economic and environmental sustainability. In some cases, fostering complete communities requires unique policies for different parts of the city.

WHAT IS A COMPLETE COMMUNITY?

Complete communities are places that both offer and support a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn and play in close proximity to one another.

Complete Communities provide options for accessing services, amenities and community resources by ensuring that most of the daily necessities of life— services, facilities, and amenities— are readily accessible.

Complete Communities provide options for mobility by facilitating a range of transportation alternatives. In many instances, modes of transportation will differ from one part of the city to another based on the area's context. Alternative modes of transportation should be emphasized where they can provide convenient and realistic travel choices.

Complete Communities celebrate diversity and provide housing options that accommodate a range of incomes and household types for all stages of life.

Complete Communities provide options for local employment, recognizing that not everyone will live near their place of employment. While Downtown, airport lands and designated employment zones will continue to be the centres of employment in the City of Winnipeg, a complete community should entail a mix of uses that will provide the option of employment close to home.

Communities are living, dynamic and unique entities that evolve and change over time. The concept of complete communities is directly applicable to every part of the city, but recognizes the unique aspects that differentiate one community from another. Reflecting on the level of completeness of communities is a key step to developing, exploring, and comparing ideas for improving them.

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DOWNTOWN

Our Downtown is the entertainment, cultural and economic heart of our city and our window to the world. Downtown fulfills many functions: It has the largest employment concentration with the city's highest density office development complemented by a strong service and retail component. It offers the broadest range of unique arts, entertainment and cultural opportunities and the city's most significant heritage amenities. Furthermore, it is emerging as an important high-density, mixed-use residential community with both long-standing and emerging neighbourhoods. Downtown is also the focal point for the city's multi-modal transportation network.

As it accommodates future growth, Downtown offers one of the best opportunities to create complete, mixed-use, higher-density communities in a way that promotes sustainable practices. Downtown intensification and redevelopment makes efficient use of land and makes the best use of existing infrastructure. It provides for sustainable transportation options. Downtown's transformation will reflect its importance as the city's preeminent complete community. In so doing, Downtown will offer an unparalleled urban environment and a high quality of life for all who choose to live, work, visit, learn, play and invest there.

KEY DIRECTIONS

> Pursue a focused district, destination and cluster approach to Downtown development that will seek to:
  - provide predictability and opportunity for investment.
  - increase the variety of complementary experiences and opportunities.
  - help achieve a critical mass of people-oriented activity that is vital to ongoing economic success.
> Promote and enable a mix of residential development options as part of a mixed-use strategy seeking to:
  - accommodate the residential needs of a large cross-section of the population.
  - establish a number of thriving 'complete' communities Downtown.
  - attract additional commerce to the area, leading to active – and safer – Downtown streets.
> Facilitate the expansion of employment and educational opportunities in the Downtown seeking to:
  - reinforce Downtown's role as a hub for business, for learning, for government and for commercial activity.

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- capitalize upon Downtown's strategic advantages.

> Support the expanded presence of arts, culture, sports, entertainment and leisure throughout Downtown together with complementary services and attractions seeking to:
- draw more people and create more extended hour activity strategically throughout Downtown.
- establish Downtown as a place of vibrancy and celebration.

> Promote exemplary urban design Downtown, with the intent of producing high quality public places (districts, destinations and clusters) that:
- have their own unique identity and a clear and understandable image.
- are convenient and functional, easy to get to and move through and safe.
- are attractive, and showcase design excellence
- is practical and economically sensible

> Facilitate the movement of people and goods within the Downtown and to it from elsewhere in the city by focusing primarily on an enhanced array of sustainable transportation options.

(See: **Complete Communities**, 03-1)

Photo: Brent Bellamy

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CENTRES AND CORRIDORS

Centres and corridors will be vibrant, pedestrian-friendly districts, within walking distance of home. They will afford the opportunity to buy groceries, enjoy a meal or do some window shopping in the neighbourhood. They will provide the option to choose from a variety of different housing types–from apartments, to single-family homes, to townhouses–as your housing needs change, without leaving the familiar neighbourhood with established social networks.

KEY DIRECTION

> Focus a significant share of growth to Centres and Corridors in a manner that:
  - provides compact, mixed-use, high-quality urban development.
  - concentrates people and jobs in areas well-served by the primary transit service, located close to transit stops.
  - concentrates urban development in a built form that helps to optimize existing investment, municipal infrastructure, and facilities.
  - encourages a built form that supports a pedestrian-friendly environment while incorporating climate-sensitive site and building design.

SELECT ADDITIONAL DIRECTIONS

> Address the need for new Regional Mixed Use Centres by supporting their development as mixed-use, higher density residential, transit-supportive regional destinations.

> Promote and guide the transformation of existing regional mixed use centres through a proactive and collaborative process.

> Where appropriate, develop Corridors in accordance with Transit Oriented Development principles.

(See: **Complete Communities**, 03-2)

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MAJOR REDEVELOPMENT SITES

Areas that once thrived under particular land uses in the past may not be needed for those purposes today. Some of these underused sites have significant strategic value, since they can capitalize on existing infrastructure through intensification.

These Major Redevelopment Sites are either located within or adjacent to existing communities, and this proximity makes them highly valuable. While in many cases, there are challenges to their redevelopment, such as the potential requirement for infrastructure upgrades, fractured land ownership and possible contamination, Major Redevelopment Sites present large-scale opportunities to enhance Winnipeg's urban fabric by repurposing obsolete land uses as new developments.

KEY DIRECTION

> Major Redevelopment Sites will provide transformative opportunities for the development of complete communities with significant residential and employment densities and attractive urban design, capitalizing on vacant or underutilized sites within the existing urban fabric.

(See: **Complete Communities**, 03-3)

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NEW COMMUNITIES

New Communities are large land areas identified for future urban development and are not currently served by a full range of municipal services. Planning for New Communities will ensure orderly development that will provide opportunities for a mix of uses; higher density residential; parks, places and open spaces; employment options and transit access within walking distance of diverse residential neighbourhoods. New Communities will be planned with a supporting street network that connects residents, jobs and commercial services through direct and efficient active transportation, transit and automobile routes. They will integrate protected natural areas with open space and sustainable infrastructure systems.

Over the life of **OurWinnipeg**, development in new communities will continue to accommodate many Winnipeggers. By 2031, the City of Winnipeg is expected to grow by more than 180,000 people (Conference Board of Canada, 2007 Population Forecast). Background work related to residential lands and employment lands indicates that Winnipeg will need to bring on more land to accommodate this forecasted growth. Given the potential impact that this growth will have for the future of the city, it is critical that New Communities are planned to be complete, providing long term sustainability, and in a way that is responsive to market conditions.

The areas designated as New Communities will be reviewed periodically so that new technology or changes in serviceability, supply/demand, or accessibility can be considered.

Lands designated as New Communities will conform with the policies that apply to the Rural and Agricultural designated lands until an appropriate planning process is complete and approved by City Council and/or a designated committee of Council.

KEY DIRECTION

> New Communities will continue to play an important role in accommodating the city's projected population growth. These New Communities will be planned as complete from the outset and will continue to achieve a high standard of sustainability in planning, design, construction and management.

(See: **Complete Communities**, 03-4)

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AREAS OF STABILITY

Areas of Stability are primarily understood as the residential areas where the majority of Winnipeggers currently live. Unlike Transformative Areas that will experience significant change over the coming years, Areas of Stability will accommodate low to moderate density infill development to support more efficient use of land, infrastructure and services as well as enhance housing choice and affordability. Infill in areas of stability will be supported with the intent of creating more complete communities.

When new development occurs in an Area of Stability, it should be contextually suitable and enhance and celebrate what makes the area unique. To that point, intensification should be accommodated within existing communities in a sensitive manner that recognizes the existing form and the character of its location.

KEY DIRECTION

> Enhance the quality, diversity, completeness and sustainability of stable neighbourhoods and expand housing options for Winnipeg's changing population.

SELECT ADDITIONAL DIRECTIONS

> Support the completion of Areas of Stability.
> Develop and apply indicators to identify reinvestment areas, which will be targeted for new investment, including public investment in areas like housing and recreation.
> Support opportunities to enhance complete community objectives in Emerging Communities.

(See: **Complete Communities**, 04)

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CAPITAL REGION

The Winnipeg Capital Region is home to almost two thirds of Manitoba's population (Winnipeg Capital Region Regional Profile 2007). The area is comprised of sixteen municipalities with the City of Winnipeg as its principal investment and business centre.

Steps have been taken towards strengthening cooperation among the Capital Region municipalities in recent years, including:

- More effort on communication and establishing relationships.
- Support towards regional service sharing.
- The drafting of the **Regional Vision Framework.**
- The recent redrafting of the **Provincial Land Use Policies** that now apply to the City of Winnipeg and contain a section dedicated to help guide Capital Region land use planning and development.

Although the municipalities in the Capital Region have begun some degree of collaboration, there has not yet been significant movement towards an approach that can be agreed upon. Significant growth for the first time in decades, however, presents a compelling reason for moving towards a more coherent and comprehensive regional planning environment, including a Regional Plan.

KEY DIRECTION

- Acknowledging that mutual success will come from thinking and acting as a region, the City of Winnipeg will collaborate with the municipalities comprising the Capital Region to plan for a sustainable, vibrant and growing region.

SELECT ADDITIONAL DIRECTIONS

- Build upon efforts to work collaboratively as a region.
- Advocate for a more concrete regional planning approach, optimally resulting in a Sustainable Region Plan
- Work with those Capital Region municipalities interested in service sharing.
- Ensure consistency with guiding principles that require City of Winnipeg service sharing agreements:
  - Are government to government
  - Are consistent with the City's existing and future capacity to provide the service
  - Are founded on a strong business case to ensure the efficient delivery of the service in the region
  - Incorporate a joint planning agreement to manage development and related environmental concerns
  - Include a provision for revenue sharing so that both the City and the partnering municipality share the costs and benefits associated with the delivery of the service

(See: **Complete Communities,** 11, **Sustainable Transportation,** 08, **Sustainable Water and Waste,** 07)

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01-2 SAFETY AND SECURITY

In order to be sustainable and livable a city needs to be safe, and the quality of life offered by a city depends in many ways on its safety and security. Safety is a basic requirement of a competitive city. When people feel safe they can fully participate in social and economic life–they can enjoy their neighbourhoods, work without injury and can travel and use public spaces without fear.

The City of Winnipeg has a collaborative, broad-scaled and complete approach to safety and security that is making this a safer city. This balanced approach seeks to:

- Foster social development and to collaborate on addressing root causes of crime.
- Build strong relationships between communities, safety stakeholders and emergency personnel and law enforcement officers.
- Build community safety capacity.
- Provide a focused and effective community police presence.
- Apply urban design that reduces the opportunity for crime to occur and that increases residents' sense of safety.
- Ensure that emergency preparedness, response and recovery support and services are available.

Safe communities provide a better quality of life, enhanced opportunities for economic development, investment, tourism and increased civic vitality. Safety and Security are the most basic requirement of social sustainability.

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01-2a COLLABORATE TO MAKE SAFE COMMUNITIES

Public safety is everyone's concern. Institutions, organizations, community groups, the police service and citizens all make vital contributions to the development of a safe and cohesive city. We can create a culture of safety by working together as a community. This requires a police service that is progressive, serves the community and provides support by listening to the community's concerns. It should also provide public safety education, build capacity for new safety initiatives, involve citizens in civic planning and decisions about safety, and provide a police presence that is effective and focused. A culture of safety also demands an approach that balances crime prevention and suppression, that strives to address the root causes of crime in our city and puts an emphasis on urban design that contributes to neighbourhood safety.

Safe communities provide a better quality of life, enhanced opportunities for economic development, investment, tourism and increased civic vitality. Social sustainability requires safety and security.

DIRECTION 1: PROVIDE A VISIBLE AND EFFECTIVE COMMUNITY POLICE PRESENCE.

ENABLING STRATEGIES:

- Implement strategies to expand the City's policing capacity.
- Investigate and apply strategies to streamline and improve law enforcement administrative processes to enable police officers to spend more time in the community.
- Introduce specialized tools to provide criminal deterrence, enhance proactive policing capabilities and mitigate the liabilities associated with high-risk situations.

DIRECTION 2: TAKE LEADERSHIP IN ADDRESSING GANG VIOLENCE.

ENABLING STRATEGIES:

- Develop a multi-agency strategy to intervene with youth who are at risk of gang recruitment.
- Aggressively target gang-related crime through the support of criminal intelligence information, crime analysis and a multi-agency strategy.
- Utilize high visibility law enforcement methods, such as proactive policing in identified hot spots and engaging the media with interesting information and news worthy initiatives.
- Support police officers working with the community and targeted schools to contribute to an overall feeling of community safety and well-being.
- Connect with community leaders and organizations to address gang issues at the earliest possible stage.

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DIRECTION 3: PROMOTE SAFETY IN BUILDINGS.

ENABLING STRATEGIES:

- Ensure that construction projects meet the intent of standards set in national and local building codes, while recognizing advances in construction and development-related technologies.
- Ensure that all buildings are in compliance with adopted fire and health by-laws.

DIRECTION 4: PROMOTE SAFETY ON STREETS AND SIDEWALKS.

ENABLING STRATEGIES:

- Implement traffic engineering strategies to maximize traffic safety.
- Facilitate safety and accessibility on streets and sidewalks.
- Enable provision of a street and lane lighting system to promote safe vehicle operation and pedestrian safety.
- Incorporate safety measures into transit operations, such as allowing riders to exit between stops after dark.
- Create pedestrian-oriented streetscapes downtown and on neighbourhood corridors and centres and those streets where a high level of transit service operates.

(See: **Complete Communities,** 03-1, 03-2, 04-2, **Sustainable Transportation**)

DIRECTION 5: PLAN FOR CRIME PREVENTION IN THE BUILT AND NATURAL ENVIRONMENTS.

ENABLING STRATEGIES:

- Encourage the application of Crime Prevention Through Environmental Design (CPTED) tools and policies as part of design and approval processes.
- Incorporate CPTED in the design of City-owned facilities, structures and developments.

DIRECTION 6: TAKE A BROAD-SCALED, COMPLETE AND COLLABORATIVE APPROACH TO CRIME PREVENTION.

ENABLING STRATEGIES:

- Develop and effectively apply planning, education and awareness tools that use the principles of sustainable and social development.
- Provide safety training to residents and relevant City of Winnipeg staff.
- Work collaboratively to develop an inclusive built environment that fosters social cohesion.
- Work as a partner to address the needs of people at risk of victimization or of criminal activity.

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DIRECTION 7: IMPLEMENT AN APPROACH TO SAFETY AND SECURITY THAT IS COLLABORATIVE AND INVOLVES THE COMMUNITY.

ENABLING STRATEGIES:

- Continue to foster the creation of strong ties between the City's police service and the community.
- Continue to build key partnerships with community leaders and community organizations aimed at providing effective and complete services in jointly-identified priority areas, such as support for children and youth at risk of victimization and other vulnerable populations.
- Investigate and apply strategies to streamline and improve law enforcement administrative processes to enable police officers to spend more time in the community.
- Link persons with ongoing public safety issues to appropriate long-term support.
- Continue supporting and fostering relationships with–and between–community organizations, service providers, institutions, community leaders and other service organizations to develop public safety strategies.
- Explore opportunities for integrated, multi-agency and community based safety services, such as a centre for child abuse victims.
- Continue to enhance access to safety and law enforcement services through technology, streamlined processes, partnerships and other methods as appropriate.
- Focus on relationship building with students.

LIVESAFE

'LiveSAFE in Winnipeg' – an Interconnected Crime Prevention Strategy is a Council approved policy that aims to address the root causes of crime, through integrated and strategic actions aimed at promoting the wellbeing of the community through social, economic, health, educational and recreational measures – and with a particular emphasis on vulnerable children and youth.

The goal of the LiveSAFE in Winnipeg policy is to provide a clear and inclusive vision for an integrated crime prevention strategy for Winnipeg that is focused on collective action. A strategic action framework is included, which is premised upon interconnected and cross-sectoral partnerships with citizens, neighbourhoods, community organizations, business and other levels of government.

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DIRECTION 8: HELP PEOPLE AND COMMUNITIES MAKE SAFE PLACES IN SAFE NEIGHBOURHOODS.

ENABLING STRATEGIES:

- Use tools such as Safety Audit Kits, Crime Prevention Through Environmental Design training, Community Audits and community safety plans to educate the general public, home owners, businesses, developers and designers and to make them aware of personal safety and security issues.
- Help maintain a community sense of well-being and safety by responding to community requests for neighbourhood maintenance and services, such as garbage pickups and general cleanliness in streets and laneways, demolition of derelict buildings and sanding at intersections in a cooperative and timely way.

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01-2b EMERGENCY PREPAREDNESS, RESPONSE AND RECOVERY

Emergency preparedness, response and recovery are important components of a broad strategy for the community's public safety. The confidence needed to build prosperous and sustainable communities begins with a sense of safety and security.

DIRECTION 1: PROVIDE EMERGENCY FIRE/RESCUE AND PRE-HOSPITAL PARAMEDICAL RESPONSE.

ENABLING STRATEGIES:

- Support and maintain the coordinated core response services of Fire/Rescue, Hazardous Materials, Surface Water and Ice Rescue, Technical, Confined Space and Collapse Rescue, Communications Centre Dispatch and Heavy Fleet maintenance.
- Ensure an active and visible presence in the community supporting and promoting safe neighbourhoods through reducing the setting of incendiary fires.
- Collaborate and communicate with other governments and agencies on education and awareness programs, investigation, logistical support and joint preparedness.
- Provide pre-hospital emergency medical services, including maintaining an extensive network of partnerships with health service providers and community organizations. Additionally, provide inter-facility transfer services and client care for vulnerable persons.
- Provide a robust governance framework for emergency response.
- Improve community safety through risk reduction strategies, including building plan examination, inspections and enforcement of Workplace Health and Safety legislation, provision of accident and injury prevention initiatives, community partnerships related to safety awareness and collaboration with media to provide instant messaging and public awareness.

DIRECTION 2: PREPARE FOR DISASTERS AND EMERGENCIES.

ENABLING STRATEGIES:

- Maintain an Emergency Preparedness Program and Emergency Control Committee.
- Research and prepare plans and procedures for emergency response.
- Maintain the City's capacity to respond to disasters and community crises.
- Provide basic emergency management training to all City departments and stakeholders.
- Broaden emergency training to encompass new trends in response and recovery.
- Continue to collaborate with partners and the community to build emergency preparedness capacity and to develop coordinated disaster response plans.
- Enable the citizens of Winnipeg individually and as a community to prepare for, respond to and recover from a major disaster by providing effective emergency preparedness planning, disaster management and education services.

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DIRECTION 3: MAINTAIN EMERGENCY PLANNING EFFORTS TO PREVENT HAZARDS FROM DEVELOPING INTO DISASTERS AND TO REDUCE THE EFFECTS OF NATURAL HAZARDS INCLUDING EXTREME WEATHER.

ENABLING STRATEGIES:

- Provide support and emergency planning advice to groups planning special events.
- Provide risk hazard analysis information to decision makers.
- Research and assess City-owned facilities, programs and services for the short and long term risks of disastrous events.
- Continue to conduct dynamic and imaginative disaster exercises to ensure our emergency preparedness resources are properly equipped to prevent and handle future hazards and disasters.
- Collaborate on strategies to minimize the spread of disease, including those borne by animals or insects.

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01-3 PROSPERITY

Winnipeggers believe in the city they live, work and play in. They also invest and learn here. People choose cities for many different reasons, and conversations through **SpeakUpWinnipeg** have shown some consistent priorities for creating a city that people will choose to move to and stay in:

- Our quality of life depends on creating wealth through economic activity that provides jobs, income and investment that can help create and sustain prosperity for its citizens.
- Winnipeg's youth want excitement and opportunity. We need to find more ways to make the city attractive to them, because we want even more young and talented people choosing careers in Winnipeg and settling here.
- We want to welcome more newcomers to live and work here and more visitors to experience our special part of the world.
- We should operate based on principles of sustainability and should also make it easier for citizens to make sustainable choices. In this way, generations to come will benefit from the actions we are taking now.

After too many decades of slow growth, Winnipeg has experienced an economic resurgence in recent years. This city is gaining confidence, and there are continued signs of opportunity. We need to plan for a prosperous future by thinking long-term, being proactive and accelerating efforts wherever possible. Now is the time for civic leadership to lay a stronger foundation, fix the basics, address barriers to growth, set priorities, put plans into action and improve our community and its place in the world.

A cornerstone of responsible government is pursuing and retaining economic opportunities. While attracting new business investment to Winnipeg is important, the primary source of economic growth will be our local economy. Sustainable economic development reflects the belief that economic growth, including a business retention strategy, together with ensuring social and environmental well-being, should be complementary objectives. This also conveys the sense that long-term growth is a higher goal than short-term growth.

Based on our best economic and demographic research, Winnipeg is projected to grow at a more rapid pace. The City's plan is to accommodate this growth by enabling development within a market context and pursuing a mix of uses in order to bring about more sustainable and livable complete communities. Complete communities enhance existing development patterns by bringing day-to-day needs closer together, supporting social and physical activity and providing lifestyle choices for all ages and abilities.

Winnipeggers ultimately want a competitive city that addresses the basics of urban infrastructure and services; generates opportunities for all businesses and residents; that provides a clean, safe environment for its citizens and visitors, that encourages innovation and

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supports sustainability; that leads in strategic business and education fields; that offers a range of lifestyle options for all ages and abilities and that celebrates its unique status as a centre for arts and culture. Local and global economies are transitioning at a rapid pace; by anticipating and responding to these changes, Winnipeg will be well positioned as a leader in new possibilities for economic development. And by generating prosperity and reinvesting in a high quality of live, Winnipeg will secure its status as a resilient, sustainable and competitive city.

DIRECTION 1: PROVIDE EFFICIENT AND FOCUSED CIVIC ADMINISTRATION AND GOVERNANCE.

ENABLING STRATEGIES:

- Demonstrate exemplary customer service standards.
- Prioritize public investment in essential and mandated front-line services.
- Continuously pursue innovative, streamlined service delivery and decision-making processes.
- Demonstrate accountability through service performance measurement and reporting.
- Periodically review and report on the financial management plan, which provides financial strategies and targets, with a view to long term financial health and sustainability.
- Continue to implement life-cycle costing for capital projects and consider all relevant financing and delivery options.
- Consider, review, and implement new alternative service delivery options as appropriate based on a comprehensive business case, ensuring adequate financial controls.
- Support a competent, productive and healthy workforce through strategic human resource planning that promotes flexible human resource systems, invests in human resource development and is based on values of equity, diversity, innovation and accountability.
- Provide a predictable property and business assessment process that is efficient, effective and equitable.
- Maintain policies to manage investments in physical assets, including infrastructure, fleet and facilities to ensure effective procurement, maintenance, replacement and disposal.
- Manage facilities to achieve strategic fit, flexibility and affordability in support of the physical consolidation of civic departments and the promotion of cross dependencies and innovative workplace strategies.
- Make investments in technology strategically, based on sound business decisions and promoting integration and data-sharing where appropriate.
- Endeavor to apply environmentally sustainable practices in all aspects of civic operations.

(See: **A Sustainable Winnipeg,** 05, 07)

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DIRECTION 2: PROVIDE A PREDICTABLE AND COST-EFFECTIVE BUSINESS ENVIRONMENT THAT PROMOTES INVESTMENT AND GROWTH.

ENABLING STRATEGIES:

- Prioritize and align capital investments based on long-term planning and economic development objectives.
- Re-think regulation and taxation from the viewpoint of fostering economic growth.
- Sustain the cost-effective delivery of services essential in supporting economic success in order to pursue objective-based revenues and revenue diversity.
- Promote access to the resources and information necessary for successful operation of healthy businesses.
- Develop new and innovative means for city government to communicate with businesses in the Winnipeg region and the rest of the world.

DIRECTION 3: MAINTAIN STRONG INTERGOVERNMENTAL COOPERATION.

ENABLING STRATEGIES:

- Provide integrated, streamlined, seamless and transparent government service.
- Pursue Provincial endorsement of a growth-based revenue sharing formula.
- Pursue collaborative approaches to crime prevention, infrastructure renewal, competitive taxation, regulatory overlap and regional economic development.
- Pursue cost-effective sharing agreements with other governments and with the private sector for priority infrastructure projects.
- Foster city-to-city relationships, particularly along the Mid-Continent Trade and Transportation Corridor and Asia Pacific Corridor with select national and international cities.
- Pursue inter-governmental cooperation around Aboriginal economic development opportunities.

DIRECTION 4: COLLABORATE WITH ALL PUBLIC, PRIVATE AND COMMUNITY ECONOMIC DEVELOPMENT AGENCIES TO ADVANCE ECONOMIC ADVANTAGES.

ENABLING STRATEGIES:

- Work with regional partners to develop and implement a long-term City Competitiveness strategy that is borne out of collaboration and optimizes economic development opportunities for the region.
- Ensure that the important and distinct roles of partnering agencies are united with a clear mission.
- Advance local and global market access through a multi-modal and inter-modal transportation master plan that addresses efficient goods movement.
- Support the 24-hour operation of the James A. Richardson International Airport.
- Support a thriving and vibrant Downtown as a citywide destination and Winnipeg's window to the world.
- Foster and promote a positive and welcoming global image of the city and region.
- Utilize economic development research to advance select strategic initiatives that attract and retain business diversity and growth.
- Engage higher education institutions and community

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agencies in research, service, teaching and capacity development.

- Support the linking of schools, libraries and community centres into telecommunications and information technology networks.
- Continue to monitor and review Winnipeg's national and global economic competitiveness.

(See: **Complete Communities,** 03-1, 09)

DIRECTION 5: DEMONSTRATE VISIONARY CIVIC LEADERSHIP AND COMMITMENT TO SUSTAINABLE LONG-TERM PLANNING.

ENABLING STRATEGIES:

- Monitor and respond to demographic, social, economic and environmental trends both locally and globally.
- Develop a comprehensive and manageable set of sustainability indicators and measures as a basis for long-term decision support. (See: **A Sustainable Winnipeg,** 06)
- Monitor and evaluate policy decisions, programs and services, budget allocation and development activity from a long-term sustainability perspective.
- In order to accommodate significant growth and opportunity, ensure that the implementation of OurWinnipeg is responsive and adaptable.

DIRECTION 6: PLAN FOR A RISING SHARE OF EMPLOYMENT GROWTH AND PRODUCTIVITY.

ENABLING STRATEGIES:

- Ensure the timely availability and choice of sufficient employment lands by proactively monitoring current supplies against foreseeable market trends. (See: **Complete Communities,** 05)
- Use market research to identify current and anticipated employment needs and develop strategies to attract and retain recent graduates to fill those needs.
- Foster closer relationships with local school divisions, universities, colleges and the not-for-profit sector to support the needs of the local business community.
- Promote the concept of lifelong learning by partnering to enhance existing workforce integration and life-skill programs.
- Build strong partnerships with other governments and agencies in support of joint research and innovation ventures, apprenticeships and internship programs in strategic business sectors.
- Improve the affordability and variety of housing choices.
- Improve public and alternative transportation that links workers to jobs.
- Generate more opportunities to retain existing, experienced employees in the workforce.

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DIRECTION 7: CREATE FAVOURABLE CONDITIONS FOR DEVELOPMENT THAT IS CONSISTENT WITH THE PRINCIPLES AND GOALS OF COMPLETE COMMUNITIES.

ENABLING STRATEGIES:

- Implement and market a Complete Communities Checklist, providing an objective incentive eligibility framework for development that contributes to completing existing communities or creating new communities as complete.
- Develop a comprehensive set of incentive and implementation tools that can effectively leverage qualifying development projects, including time-sensitive development approval processes.
- Ensure that a planning process around longer-term infrastructure requirements is in place to facilitate and resolve servicing constraints that may otherwise exist in desired development areas.
- Adopt full lifecycle costing methodology and appropriate financing tools to ensure that new and renewed infrastructure is sustainable over the long term.
- When appropriate, assist with land assembly to create viable sites for commercial and employment land development in locations that support complete communities.
- Prioritize long-term redevelopment projects in the existing public realm based on their ability to catalyze private sector investment and area revitalization.
- Ensure that development plan implementation is regularly monitored for effectiveness and can be adapted to changing market conditions.

(See: **Complete Communities, Sustainable Transportation, Water and Waste**)

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DIRECTION 8: ENCOURAGE ACTIVITIES BENEFICIAL TO THE WINNIPEG ECONOMY.

ENABLING STRATEGIES:

- Promote Winnipeg as a world-class venue for national and international events and Downtown in particular as a tourism destination. (See: **Complete Communities**, 03-1)
- Collaborate with various agencies as well as the private and not-for-profit sectors on opportunities to promote tourism ventures.
- Enhance and showcase Winnipeg's unique public assets, amenities and attractions through high-quality design, maintenance and connectivity. (See: **Complete Communities**, 12)
- Recognize the importance of volunteers, key volunteer organizations and community spirit and support in hosting special events.

Artist's conception of Canadian Museum for Human Rights
Image courtesy of CMHR

THE CANADIAN MUSEUM FOR HUMAN RIGHTS

In 2012, the doors will open to one of Canada's newest national museums, the Canadian Museum for Human Rights. It will be a beacon for Canadians and for people around the world to explore human rights and to promote dialogue, understanding and respect. The Canadian Museum for Human Rights will welcome people of all ages, genders, abilities, cultures, orientation and beliefs; inviting us all to help combat prejudice, intolerance and discrimination.

Master exhibit designers will weave human rights issues, stories and events throughout an awe-inspiring architectural space that will move people from darkness to light; from despair to hope. The experience will be enriched by technology, new media and theatre, inspiring people to stand up, be empowered and be heard.

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01-4 HOUSING

The City of Winnipeg has an important role to play in planning for a diversity of housing types, tenures and costs in each neighbourhood. It has an important role to play in supporting housing renewal and in both enforcing building codes and property by-laws and educating relevant parties about them.

Housing is a cornerstone of healthy communities and of a strong city; it is a basic need and is central to our quality of life. The City of Winnipeg is forecasting significant population growth over the next 25 years, and housing solutions will be needed to accommodate this growth. We need to plan for new homes and for the upkeep and efficient use of existing homes.

Progress in maintaining a healthy housing stock–one that is safe, well maintained, appropriate and affordable–requires the City to continue to take an approach to housing policy that is collaborative. By working together with other levels of government, private and not-for profit developers and the community, we can help ensure that affordable and accessible housing is part of the essential mix serving a diverse population and creating complete communities. Further, we can ensure that Winnipeggers can 'age in place' and remain in their communities as they move through their life phases.

DIRECTION 1: SUPPORT DIVERSE HOUSING OPTIONS IN EACH NEIGHBOURHOOD OR NEIGHBOURHOOD CLUSTER THROUGHOUT THE CITY.

ENABLING STRATEGIES:

- With guidance from **Complete Communities**, encourage the development of safe and affordable housing throughout the city.
- Support the creation of a range of sizes, forms and tenures of housing. Tools include applying zoning by-laws and processes for approval. Standards should be flexible enough to reflect the unique identity and character of each neighbourhood.
- Encourage and support principles of Universal Design and/or visitability in new housing.

(See: **Complete Communities**)

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DIRECTION 2: COLLABORATE WITH OTHER LEVELS OF GOVERNMENT AND OTHER PARTNERS TO RENEW AND REGENERATE WINNIPEG'S HOUSING STOCK.

ENABLING STRATEGIES:

- Support improved energy efficiency and greenhouse gas emission reductions, and move towards compliance with contemporary building code standards.
- Assist landlords and homeowners to maintain safe housing through information, inspections, and where necessary, by-law enforcement.
- Continue to use initiatives to facilitate housing rehabilitation in reinvestment neighbourhoods and infill housing in mature neighbourhoods.
- Enhance the reinvestment efforts of existing neighbourhoods by supporting the assembly of strategically located, vacant land that can be redeveloped.
- Support contextually-sensitive infill development that builds complete and inclusive communities in Areas of Stability.

(See: **Complete Communities,** 04)

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DIRECTION 3: ESTABLISH PARTNERSHIPS WITH THE PRIVATE, NOT-FOR-PROFIT AND GOVERNMENT SECTORS TO PROVIDE AFFORDABLE HOUSING THROUGHOUT THE CITY, WITH A PARTICULAR FOCUS ON LOCATIONS NEAR A VARIETY OF TRANSPORTATION OPTIONS.

ENABLING STRATEGIES:

- Maintain a collaborative approach to affordable housing, recognizing that the City can play a role by facilitating and providing incentives to other partners.
- Encourage new and infill development, as well as the redevelopment of existing properties to incorporate affordable housing that is integrated with market housing.
- Encourage the development of mixed-income neighbourhoods, as well as mixed-income multiple-unit projects as part of creating complete communities, guided by the urban structure described in **Complete Communities**.
- Promote partnership with housing developers and other housing stakeholders in continually resolving issues related to affordable housing, visitable housing and land use needs.
- Work with the housing industry, not-for-profit organizations and other levels of government to develop long-term funding strategies related to affordable housing.
- Promote increased owner-occupied housing in reinvestment areas when appropriate, recognizing the importance of maintaining a mix of housing tenures to accommodate a range of needs and capacities.
- Continue to move towards more flexible zoning policies regarding the creation of secondary suites and/or accessory residential units while protecting the existing character of neighbourhoods.

(See: **Complete Communities**)

DIRECTION 4: PROVIDE LEADERSHIP IN ENCOURAGING AND ENFORCING PROPERTY-RELATED HOUSING STANDARDS THAT CREATE AND PROMOTE SAFE LIVING CONDITIONS FOR HOMEOWNERS, TENANTS AND FOR COMMUNITIES AS A WHOLE.

ENABLING STRATEGIES:

- Assist landlords and homeowners to maintain safe housing through information, inspections, and where necessary, by-law enforcement.
- Help maintain a community sense of well-being and safety by responding to community requests for enforcing livability and property standards and derelict buildings in a cooperative and timely way.
- Promote and enforce the requirement of the permit and inspection processes for property-related construction as a mechanism to ensure that appropriate building codes and other public safety standards are being maintained.
- Secure City-owned vacant lands and buildings in order to minimize hazards to the public.

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- Ensure that construction projects meet the intent of standards set in national and local building codes, while recognizing advances in construction and development-related technologies.
- Promote tenant, landlord and homeowner awareness of property related standards, such as fire, health and building codes, and encourage residents and landlords to undertake preventative maintenance that reduces property decline and maintains or improves safety standards.

DIRECTION 5: SUPPORT THE INTEGRATION OF SPECIALTY HOUSING WITHIN RESIDENTIAL NEIGHBOURHOODS, WITH A PARTICULAR FOCUS ON LOCATIONS NEAR A VARIETY OF TRANSPORTATION OPTIONS.

ENABLING STRATEGIES:

- Encourage and support the principles of Universal Design in new housing developments.
- Encourage minimum 'visitability' standards for a portion of all municipally funded new housing projects.
- Help build the capacity of not-for-profit housing organizations in the design, development and maintenance of specialty housing.

DIRECTION 6: ENCOURAGE RESIDENTIAL DEVELOPMENT DOWNTOWN.

ENABLING STRATEGIES:

- Enhance the quality of downtown residential life.
- Improve transportation options to, from, and within the Downtown.
- Develop a strong planning framework for Downtown residential development.
- Create responsive and integrated City services related to Downtown residential development.
- Adapt and develop tools to support desired development.
- Promote downtown living with developers and potential residents.

(See: **Complete Communities,** 03-1)

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01-5 RECREATION

The City of Winnipeg is a leader in delivering recreation services that build healthy communities. The City's role as a recreation and wellness leader and facilitator includes working to address age, gender, ability and cultural barriers to participation.

Recreation, active living and leisure programs and services strengthen families, build healthy communities, improve quality of life, support the healthy development of children and provide an opportunity to develop leadership skills. Opportunities to participate in recreation activities enhance life skills, community leadership development, and overall quality of life for citizens, particularly among youth in our neighbourhoods. Opportunities to volunteer with community-based recreation programs offer valuable and meaningful experiences, and the volunteer contribution is essential to their success.

DIRECTION 1: PROMOTE AND ENABLE OPPORTUNITIES FOR ALL AGE GROUPS TO BE ACTIVE AS PART OF THEIR DAILY LIVES.

ENABLING STRATEGIES:

- Ensure all new recreation facilities are designed with universal access features.
- Create play areas that embrace inclusion by ensuring surfaces and structures are designed with everyone in mind.
- Strive to include amenities in parks that are age-friendly and accommodate various abilities.
- Integrate the planning and management of public facilities with the goal of improving and increasing public access to schools, parks and other public venues.
- Promote the inclusion of parks and recreation facilities in all communities to support active, healthy lifestyle choices.
- Support programs and initiatives that integrate recreation and physical activity into daily life, such as walkable communities, the development and use of trails and the promotion of active living with an emphasis on year-round participation.
- Promote walking and bicycling as healthy forms of exercise and transportation.

(See: **Complete Communities,** 07, **Sustainable Transportation,** 02-4)

DIRECTION 2: WORK WITH COMMUNITY PARTNERS TO PROVIDE SERVICES THAT ARE RESPONSIVE TO THE COMMUNITY'S RECREATION AND LEISURE NEEDS.

ENABLING STRATEGIES:

- Work with communities and across sectors to identify needs, measure effectiveness and make improvements so that community needs can be integrated into business planning and service delivery.
- Apply a neighbourhood integrated service delivery model focused on meeting community needs and priorities. In this model, Neighbourhood Integrated Service Teams (NISTs) will focus on the assessment of community needs and priorities and provide coordinated services that support local vision.

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DIRECTION 3: DIRECTLY PROVIDE, OR FACILITATE THROUGH PARTNERSHIPS, EQUITABLE ACCESS TO A BASE LEVEL OF RECREATION, CULTURE AND LEISURE SERVICES FOR ALL WINNIPEGGERS.

ENABLING STRATEGIES:

- Promote social development and inclusion through the development of strong strategic alliances with service providers.
- Identify and address barriers to participation in recreation, culture and leisure services.
- In partnership with the community, develop and promote a program to help low income families participate in recreation, cultural and physical activity opportunities.

DIRECTION 4: WITH COMMUNITY PARTNERS, PARTICIPATE AS A LEADER IN PLANNING AND DELIVERING RECREATION AND LEISURE SERVICES IN WINNIPEG.

ENABLING STRATEGIES:

- Enhance the sustainability of recreation services by collaborating and leveraging resources through partnerships.
- Partner with community organizations to support leadership development and capacity building.
- Provide leadership, and collaborate with other service providers to meet community needs, avoid duplication, identify gaps and leverage resources.

Image courtesy of Economic Development Winnipeg

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DIRECTION 5: PROVIDE OR FACILITATE COMMUNITY DEVELOPMENT AND RECREATION OPPORTUNITIES FOR VULNERABLE YOUTH.

ENABLING STRATEGIES:

- In partnership with the community, provide opportunities to build community capacity in youth by developing resiliency through participation in recreation and leadership opportunities.
- Work together with community partners to provide recreation and wellness opportunities to Aboriginal youth, including continuing to implement initiatives such as the Winnipeg Aboriginal Youth Strategy (AYS), which encompasses a broad-scaled and complete approach for the delivery of recreation and wellness opportunities.
- Design, implement and promote recreational programs as a positive alternative to street crime and gang involvement as part of a collaborative and inter-sectoral approach.

DIRECTION 6: PLAN FOR SUSTAINABLE AND CONNECTED RECREATION AND LEISURE INFRASTRUCTURE.

ENABLING STRATEGIES:

- Maximize the use of existing facilities, including converting or consolidating to meet emerging community needs while minimizing operating costs.
- Use population trends to properly fit recreation facilities to community needs, including potential multi-use and inter-generational needs.
- Sustain the amount of available space for community recreation with a priority of multi-use and intergeneration opportunities.
- Engage the community in recreation, leisure and library infrastructure planning.
- Deliver community and neighbourhood-managed recreation services by maintaining ongoing support for developing community centres with public, not-for-profit and private partners.
- Explore opportunities to support environmental sustainability, such as naturalization and green turf care.
- Develop and maintain a system of regional sports fields in accordance with recognized needs.
- Apply green building standards and universal design to the construction and renovation of city-owned facilities.

(See: **A Sustainable Winnipeg**, 05)

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01-6 LIBRARIES

In today's knowledge-based economy, access to information and life-long learning is essential to the development and growth of both individuals and whole communities. It is important that individuals have the necessary literacy skills to fully engage in society.

Public libraries play an important role in building vibrant, inclusive and literate communities. To remain effective and relevant, libraries need to continue being responsive to community needs, demographic trends and technological changes.

Today's libraries are more than places of study and research; they are "civic places" that play a variety of roles as an integral part of the community. They are also centres of arts and culture–part of the creative, competitive city that **OurWinnipeg** promotes. And the imaginative exposure to other cultures and ideas presented through reading and library programs helps to build a more inclusive community.

Libraries are part of complete communities. They nurture a culture of life-long learning and literacy, and are valued partners to community organizations, government agencies, businesses and educational stakeholders.

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DIRECTION 1: PROVIDE QUALITY, RESPONSIVE AND INNOVATIVE LIBRARY PROGRAMS AND SERVICES THAT EMPHASIZE LITERACY AND LIFE-LONG LEARNING AND THAT ENRICH ALL WINNIPEGGERS AND THEIR COMMUNITIES.

ENABLING STRATEGIES

- Provide Winnipeggers with equitable, convenient and cost-effective access to library materials in a variety of formats and languages.
- Based on best practices, performance measurement, appropriate partnerships and public feedback, provide library users with access to new and enhanced services through the use of technology.
- Support collections, services and programs that enhance quality of life and address the needs of Winnipeggers, including residents at risk, children, youth, seniors, members of the arts and culture community, newcomers, Aboriginal communities and literacy learners.
- Ensure that the strategic vision for library programming supports the principles of life-long learning, access to information and participation in the local cultural community.
- Develop partnerships to enhance programs offered to the public.
- Facilitate outreach services to citizens that are currently being underserved in high needs areas.
- Use technology to make library information and materials more accessible.
- Develop collections, services and programs in partnership with Winnipeg's Aboriginal community, literacy practitioners and multicultural organizations.
- Expand available materials by pursuing collection-sharing opportunities with other library systems and organizations.
- Assist Winnipeggers with their information needs by providing qualified, well-trained staff that reflect community diversity.

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DIRECTION 2: PROVIDE LIBRARY FACILITIES THAT ARE SAFE, CONVENIENT AND ACCESSIBLE COMMUNITY PLACES.

ENABLING STRATEGIES:

- Strive to align library hours with community needs.
- Expand the library's internet presence.
- Conduct regular audits on the state of library facilities.

DIRECTION 3: MARKET AND PROMOTE THE COLLECTIONS, PROGRAMS AND SERVICES OF THE LIBRARY SYSTEM TO ENSURE MAXIMUM PUBLIC BENEFIT.

ENABLING STRATEGIES:

- Use a dynamic and flexible strategy to promote library services.
- Use technology to market the library to current and potential users.
- Develop appropriate promotional materials in a variety of languages to meet the changing diversity of the community.

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02 A SUSTAINABLE CITY

Social, environmental and economic sustainability are essential to Winnipeg's long-term well-being. The City has a role to play in planning for sustainability, in continuing to value and respect our natural environment, and in supporting the conservation of our heritage resources.

Sustainability is part of how the City does business, reflected in policies and programs that respect and value the natural and built environments – protecting our city's natural areas and heritage resources. We act as a corporate role model for social, environmental and economic sustainability, and measure and report progress in key corporate and community sustainability areas.

The City of Winnipeg is taking a lead role in creating a sustainable community.

OurWinnipeg has been created with sustainability as an overarching principle; sustainability informs all of its directions and strategies. Every aspect of this plan has been crafted by carefully considering economic, environmental and social sustainability. **OurWinnipeg** is an Integrated Community Sustainability Plan. As a long-term plan, developed in consultation with the community, it provides direction for the city to realize sustainability objectives, including environmental, social and economic objectives.

Through **SpeakUpWinnipeg**, we've learned that Winnipeggers want their municipal government to be a leader, championing choices and opportunities to live in a sustainable way.

Pursuing this direction requires a new approach; an approach supported by detailed enabling strategies. The directions outlined in sections 02-1 and 02-2 are more fully described, with additional detail, in A ***Sustainable Winnipeg,*** *a Direction Strategy for* ***OurWinnipeg.*** *The two should be read together as companion documents rather than in isolation.*

WHAT IS SUSTAINABLE DEVELOPMENT?

According to the 1987 United Nations Brundtland Commission, the preeminent standard in the definition of sustainable development, it is "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". While the term is most associated with its environmental implications, it has economic and social implications as well.

UN 1987 Report of the World Commission on Environment and Development, aka Brundtland Commission: http://www.un-documents.net/wced-ocf.htm

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02-1 SUSTAINABILITY

THE FOUNDATION: LEADING BY EXAMPLE

Citizens look to their governments to demonstrate leadership, incorporating the values of the community into all aspects of their service provision. This is especially true of the municipal government level, as it has the most visible day to day impact on their lives. Leadership in sustainability is no different, and in fact may be more critical. Although citizens want to live in more sustainable ways, many are unsure how to do this in their daily lives or what new choices and ways of doing things are actually the best courses of action.

The City of Winnipeg will work to embed sustainability into internal decisions and actions and into public programs and polices to create a solid foundation for advancing sustainability on a city-wide basis.

KEY DIRECTIONS:

- Build a culture of sustainability within the Public Service through an ongoing Sustainable Workplace Initiative.
- Incorporate sustainable practices into internal civic operations and programs and services
- Promote citizen awareness of sustainability.
- Establish partnerships with communities, businesses and other public sector agencies to achieve joint goals towards a sustainable Winnipeg.
- Achieve prosperity through a city competitiveness strategy.
- Take action to sustain a vibrant and resilient Winnipeg.

(See: **A Sustainable Winnipeg,** 05)

WHY DOES SUSTAINABILITY MATTER TO CITIES?

Cities–especially in North America–consume a disproportionately high share of global resources; the more self-sufficient we can become, the more we can reduce our drain on regional, national and global networks. Both globally and locally, people are feeling the effects of climate change, rising energy prices and a growing disparity between rich and poor. Our decisions as a city don't just affect our current quality of life, they also affect future generations. Our decisions today determine the ability of those who come after us to enjoy and to afford living as Winnipeggers.

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TRACK PROGRESS

Measurement is a new sustainability planning tool for Winnipeg, and is similar to initiatives underway in other, like-minded Canadian communities.

It's an exciting new direction. Measurement will support continuous improvement in sustainable City service delivery and dialogue about how to enable continued progress towards shared sustainability objectives. This is key to making sure Winnipeg is positioned as a leader in sustainability among Canadian cities.

KEY DIRECTION:

> Use and regularly report on a set of sustainability indicators, developed to meet best practices for sustainable development planning.

(See: **A Sustainable Winnipeg,** 06)

INTEGRATE SUSTAINABILITY INTO INTERNAL DECISION-MAKING

"Integrating sustainability" means that environmental, social and broader economic factors are incorporated into decision-making, action and performance together with more traditional financial factors. Communities are increasingly integrating sustainability into their key business processes for different reasons, whether to manage new risks, gain business opportunity or extend their positive impact in society.

Sustainability has provided the foundation for **OurWinnipeg.** Its four supporting Direction Strategies have been developed on this same foundation and through the same integrated planning process. For the first time, Winnipeg's transportation, water and waste infrastructure, land use and social planning processes have been conducted in concert, interweaving the principles and components of each discipline together while also resting on the three pillars of economic, environmental and social sustainability.

KEY DIRECTION:

> Strengthen existing integrated decision-making and planning mechanisms and build new mechanisms where required.

(See: **A Sustainable Winnipeg,** 07)

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CREATE AND INVEST IN SUSTAINABILITY TOOLS

The greatest challenge in creating a dynamic and responsive Integrated Community Sustainability Plan lies in smoothly transitioning from planning to implementation and maintaining momentum beyond the first year.

KEY DIRECTION:

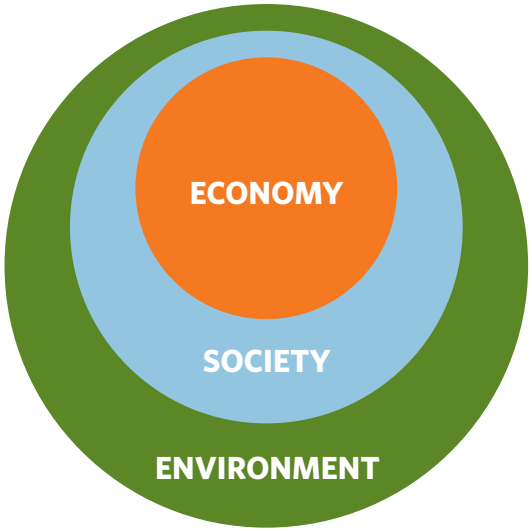
With guidance from the **Complete Communities, Sustainable Transportation** and **Sustainable Water and Waste,** develop and implement tools to support sustainability.

(See: **A Sustainable Winnipeg,** 08)

AN INTERCONNECTED COMMUNITY

A view of community as three concentric circles: the economy exists within society, and both the economy and society exist within the environment.

(See: **A Sustainable Winnipeg**)



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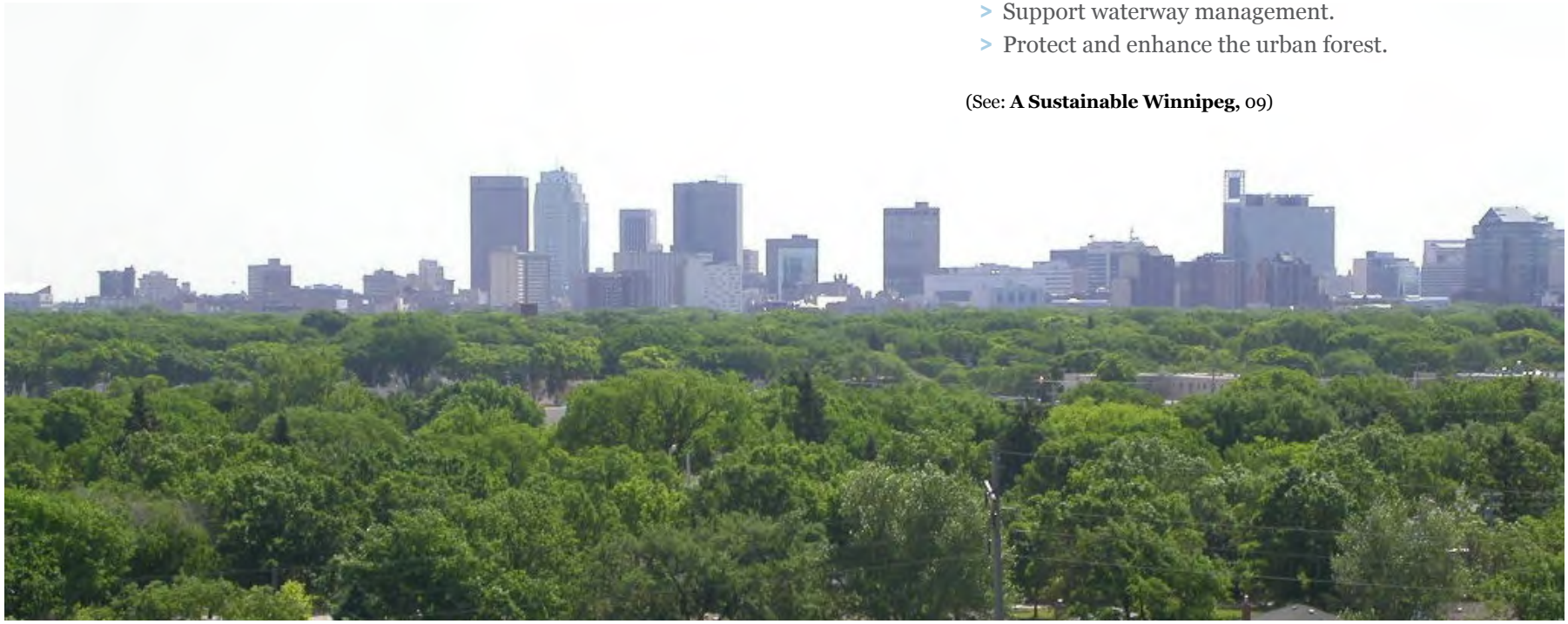
02-2 ENVIRONMENT

Our environment is the foundation for our economic and social health, and collectively, we need to continue to take responsibility for it. Our actions should contribute to the protection of the natural environment locally, regionally and globally, both for our own well-being and for future generations.

DIRECTIONS:

- Reduce the environmental impact of our activities, through strategies such as planning for sustainable energy use and greenhouse gas reduction.
- Recognize and preserve Winnipeg's parks, green spaces and riverbanks as green oases in our urban setting.
- Set long range goals for solid waste diversion.
- Collaborate to ensure water and air quality.
- Provide safe and effective pest and weed control in City operations.
- Enable the protection of ecologically significant lands.
- Promote the use of rivers and riverbanks.
- Support waterway management.
- Protect and enhance the urban forest.

(See: **A Sustainable Winnipeg,** 09)



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02-3 HERITAGE

Winnipeg has a rich and complex history. Our heritage resources are inseparably tied to our culture, identity, cultural perspective, collective consciousness and sense of place. In Winnipeg, heritage resources support and are represented by a distinct mix of cultures, ideas and values. This facet of our identity provides us with variety in neighbourhood design and architecture, expresses various social values, and provides an invaluable legacy of resources that are distinctly our own.

The conservation and reuse of existing buildings can also align with numerous sustainability objectives such as waste minimization, natural resource protection and compact urban form.

(See: **Complete Communities,** 13)

DIRECTION 1: PLAN FOR HERITAGE CONSERVATION.

ENABLING STRATEGIES:

- Develop, endorse and maintain a Heritage Conservation Management Plan.
- Provide an open, transparent and consistent heritage permit application and negotiation process.
- Support the provision of a robust package of heritage conservation incentives through agencies, partnerships and other governments to facilitate the conservation and/or adaptive reuse of designated heritage buildings.
- Integrate heritage planning with local area plans and strive to eliminate disincentives to conservation.

DIRECTION 2: CONSERVE, PROTECT AND CELEBRATE THE SIGNIFICANT HERITAGE RESOURCES THAT ILLUSTRATE THE BROAD RANGE OF WINNIPEG'S HERITAGE VALUES.

ENABLING STRATEGIES:

- Recognize the importance of a broad range of tangible and intangible heritage resources throughout the city that illustrate a unique sense of place and community pride.
- Identify, designate and protect the City's most significant heritage resources using a Historic Context Statement and a Thematic Framework for evaluation.
- Maintain an inventory of archaeological resources and guidelines for the excavation and protection of these resources.

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DIRECTION 3: PROVIDE LEADERSHIP IN HERITAGE CONSERVATION THAT LINKS TO BROADER CIVIC GOALS OF ECONOMIC DEVELOPMENT, SUSTAINABILITY AND NEIGHBOURHOOD PLANNING.

ENABLING STRATEGIES:

- Strive to link heritage conservation to sustainable development initiatives, including economic, environmental and social initiatives.
- Work with other governments, community groups and building owners to conserve significant heritage resources.
- Support economic development and viability through support for heritage and cultural initiatives.
- Develop heritage stewardship policies that will allow the City to act as a leader in heritage conservation initiatives.
- Engage the community in developing long-term heritage resource stewardship strategies.
- Support cultural tourism opportunities with City-owned heritage assets, including historic sites and museums.
- Work with heritage stakeholders and other community partners in the establishment, coordination, and promotion of community heritage initiatives including public education and heritage awareness.

DIRECTION 4: CONSERVE DOWNTOWN'S RICH LEGACY OF HERITAGE RESOURCES THAT PROVIDE SIGNIFICANT AND SUSTAINABLE DEVELOPMENT OPPORTUNITIES.

ENABLING STRATEGY:

- Work with downtown community stakeholders to identify and support key projects and heritage conservation initiatives that encourage and support downtown living, and facilitate strategic economic and cultural initiatives.

DIRECTION 5: ENHANCE THE VIABILITY OF THE EXCHANGE DISTRICT NATIONAL HISTORIC SITE.

ENABLING STRATEGIES:

- Collaborate on the development of a renewed vision for the Exchange District as a vibrant area of conserved heritage that is an exciting place to live, work and visit.
- Develop and implement the Warehouse District Secondary Plan to guide the ongoing evolution of this critically important heritage district.
- Establish an Exchange District Interpretive Plan with other stakeholders and government partners.

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DIRECTION 6: PLAN FOR THE SUSTAINABLE DEVELOPMENT OF HEALTHY NEIGHBOURHOODS BASED ON THEIR PARTICULAR HISTORIC IDENTITY AND CHARACTER.

ENABLING STRATEGIES:

- Work with community stakeholders to identify unique heritage identities and neighbourhood legacy elements.
- Include heritage values when developing plans for new and existing neighbourhoods.
- Encourage the sustainable reuse of existing building stock and historic infrastructure.

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Municipal service areas generally involve the delivery of water and waste services; delivery of parks, recreational, cultural and library services; public safety; and the planning of communities and development to foster a safe clean, efficient and healthy environment.

Beyond being a "City that Works" and planning for sustainability, our city needs to offer a high quality of life in order to be competitive. Three important aspects of quality of life are: access to opportunity, the maintenance of vital, healthy neighbourhoods and being a creative city with vibrant arts and culture. All of these areas–opportunity, vitality and creativity–are critical to the overall well-being of our city.

Based on the Constitution of Canada and The City of Winnipeg Charter, the federal and provincial governments are responsible for the delivery of social programs and services–including health, education, housing and social assistance–to the citizens of Winnipeg. Cities, including the City of Winnipeg, have very limited mandates for social service programs and services. This is reflected in the significantly greater resources available to the senior levels of government in comparison to local government.

Despite their limited mandate, municipal governments are often on the 'front-lines' of numerous social service issues and concerns, for a couple of reasons. First, the City is the level of government closest to residents. Second, the City's boundaries reflect catchment areas of health authorities, school divisions and other organizations that work on issues of social well-being. As a result, municipal roles and responsibilities in dealing with social issues often seem blurred.

The City of Winnipeg does not have a mandate for the areas discussed in this section of the Plan. However, the City acknowledges their critical importance to the overall competitiveness of the city and to the personal well-being of our citizens. The City is committed to collaborating within its mandate with other governments and service providers in these areas. In many cases, progress on the directions included here will require further discussion and strategic planning with other levels of government and community stakeholders.

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03-1 OPPORTUNITY

As Winnipeg grows, we do not want anyone to be left behind. Our success as a city depends on the well-being and contribution of all Winnipeggers. Working together, we can ensure that Winnipeg is a place where people–whether born in our city or having adopted it as their new home–want to stay for life and where people of all ages, abilities and cultures can find opportunity.

To be a competitive city, Winnipeg has been doing its part to foster inclusion and equity, support diversity and engage newcomers to our city. The ongoing involvement, participation and wellness of all of our diverse communities in shaping the future of Winnipeg is critical–especially for our growing communities such as Aboriginal Winnipeggers and International Newcomers. Providing opportunity for all is important to our city's competitiveness, and requires addressing poverty, so that all Winnipeggers have an opportunity to participate–socially and economically–in city life.

The City of Winnipeg recognizes that the culture, values and vision of Aboriginal people, as the original people of this land, are important to the history and to the future of the City. With a population of almost 70,000, Aboriginal Winnipeggers represent more than 10 per cent of our city's people. The Aboriginal community is vital to Winnipeg's economic, cultural and social fabric both now and into the future.

International newcomers are Winnipeg's largest source of population growth. International immigration to Winnipeg is steadily increasing, and newcomers now comprise about 18 percent of the city's total population. As Winnipeg enters a period of growth and change, the cultural diversity of our city is expected to increase. In order to grow sustainably, the City and its community partners will need to respond effectively to an increasingly diverse community, including recognizing the needs of people who come to Winnipeg having experienced war, genocide, colonization and displacement. As a collaborator, the City will seek to support community-led initiatives aimed at fostering equity and inclusion or opposing discrimination.

The City of Winnipeg is committed to creating an inclusive urban environment. Design that allows all people, regardless of age or ability, to participate in society is critical to our city's social, environmental and economic sustainability. An inclusive community promotes healthy living and independence and is the foundation for social and economic stability. Building environments that are accommodating and comfortable to a diverse range of people is central to the concept of complete communities.

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DIRECTION 1: STRIVE TO USE MANDATED MUNICIPAL SERVICES AREAS, SUCH AS LIBRARIES AND RECREATION, AS OPPORTUNITIES TO FOSTER STRONG CROSS-CULTURAL RELATIONS THAT CONTRIBUTE TO HEALTHY COMMUNITIES.

ENABLING STRATEGIES:

- Working in partnership with community organizations, residents and other levels of government, use services and programs to foster cross-cultural relations within and between cultural communities.
- Maintain and share community demographic information as a strategic planning tool.
- Working in partnership with community organizations, residents and other levels of government, strive to provide multicultural recreation and/or social spaces in key locations.
- Continue to provide cultural, gender and sexual orientation sensitivity and awareness training for Public Service staff.

DIRECTION 2: PROVIDE EQUITABLE ACCESS TO MUNICIPAL PROGRAMS, SERVICES AND FACILITIES.

ENABLING STRATEGIES:

- Promote social development and inclusion through strategic alliances with service providers.
- Incorporate principles of Universal Design and age-friendly cities into the development and implementation of city services.
- Acknowledge and strive to address age, gender, ability and cultural barriers to improve access to City Services for all citizens.
- Strive to engage a diverse cross section of local stakeholders in planning initiatives.
- In partnership with the community, develop a comprehensive program to assist those living with low-incomes to participate in recreation and wellness opportunities.
- Support the provision of services and communication in age-friendly and alternative formats.
- Work to implement accessible City communications.

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DIRECTION 3: WORK WITH COMMUNITY PARTNERS TO FOSTER AN INCLUSIVE AND EQUITABLE COMMUNITY.

ENABLING STRATEGIES:

- Support social inclusion and equitability in the general community and in City programs, services and activities.
- Support community-led initiatives aimed at fostering equity and inclusion or at opposing discrimination.

DIRECTION 4: WORK WITHIN MUNICIPAL SERVICE AREAS AS A COLLABORATOR ON POVERTY REDUCTION.

ENABLING STRATEGIES:

- Participate in a community-led poverty reduction strategy that involves a cross-section of residents, community organizations and all levels of government.
- Continue to provide fee assistance to recreation and library programming and services.
- Continue to use initiatives such as credit or grant programs to facilitate affordable housing in all areas of the city, housing rehabilitation in areas of reinvestment and infill housing in mature neighbourhoods.
- Encourage new and infill development, as well as the redevelopment of existing properties to incorporate affordable housing that is integrated with market housing, that provides opportunities to reduce transportation costs and that allows people to live, work and play in the same neighbourhood.
- Work with the housing industry, not-for-profit organizations and other levels of government to develop long-term funding strategies related to affordable housing.
- Work with residents, businesses, community organizations and schools to ensure compliance with neighbourhood livability standards
- Support community based projects and programs that promote sustainable neighbourhoods and healthy communities.

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OURWINNIPEG INCLUDES ABORIGINAL PEOPLE

The City of Winnipeg recognizes the importance of the original peoples–the First Nations, Métis and Inuit–to the founding of our city. Each contributed culture, values and vision–contributions that will continue to be important to our shared future.

The Red and Assiniboine rivers are well travelled, with their use as major transport routes dating as far back as 4000 BCE. For millennia, Ojibwa, Cree, Assiniboine and Dakota nations lived alongside and travelled through these waterways. It is from where these two rivers meet that Winnipeg (Cree for 'muddy waters') emerged to become a vibrant fishing, trading and farming economy. The arrival of newcomers to this territory over a century ago saw the original peoples share these lands, rivers, and resources. It's a relationship that continues to this day.

In **OurWinnipeg**, The City of Winnipeg honours this relationship by recognizing the significant contributions of Aboriginal people while working to meet the common vision and needs articulated by all citizens, Aboriginal and non-Aboriginal alike. These include calls to action in areas like community consultation, safety, housing and transportation.

Today, the vibrant, diverse people who make up the larger Aboriginal community enrich and enliven the social fabric of Winnipeg: they remain vital to its economic and cultural future.

DIRECTION 5: ACKNOWLEDGE THAT ABORIGINAL WINNIPEGGERS BRING A DIVERSE RICHNESS OF CULTURES, TRADITIONS, LANGUAGES, TEACHINGS, VALUES, SKILLS AND PERSPECTIVES TO OUR CITY.

ENABLING STRATEGIES:

- Collaborate with Aboriginal communities to enhance current practices and policies to respect cultural differences.
- Collaborate with Aboriginal Winnipeggers to ensure that all Aboriginal residents have opportunities to live, work and play in our city.
- Work with community partners to raise the profile of Aboriginal culture in our community.

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DIRECTION 6: FOSTER OPPORTUNITIES FOR ABORIGINAL WINNIPEGGERS, PARTICULARLY YOUTH, TO OBTAIN MEANINGFUL EMPLOYMENT BY BUILDING ON CURRENT CIVIC PRACTICES, PROCESSES AND COMMUNITY PARTNERSHIPS.

ENABLING STRATEGIES:

- Provide pre-employment and employment development opportunities within the civic system.
- Support community based organizations that provide employment based programs and supports for Aboriginal youth.
- Collaborate with Aboriginal community based organizations to develop a continuum of employment-based services to Aboriginal youth.
- Develop and implement mentorship and retention strategies to ensure Aboriginal youth stay engaged within our civic system through programs, services and employment.
- Work collaboratively with partners to provide training and professional development opportunities to Aboriginal youth.

DIRECTION 7: DEVELOP COMMUNITY-DIRECTED STRATEGIES TO SUPPORT QUALITY OF LIFE FOR OUR GROWING COMMUNITIES OF INTERNATIONAL NEWCOMERS.

ENABLING STRATEGIES:

- Use recreation and leisure, library, arts & culture and other Civic services to address social and recreational needs within our growing ethnocultural communities, working in partnership with community organizations, residents and other levels of government.
- Work collaboratively to identify and address barriers to service for newcomers.
- Maintain and share community demographic information as a strategic planning tool.
- In partnership with other service providers, promote initiatives to socially engage newcomers and to invite newcomers to participate in opportunities in their communities and throughout the city.

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DIRECTION 8: INCLUDE AGE-FRIENDLINESS IN CITY OF WINNIPEG STRATEGIC PLANNING.

ENABLING STRATEGIES:

> Integrate the World Health Organization's principles of age-friendly cities into policies, strategies, guidelines and actions.

DIRECTION 9: COLLABORATE WITH DEVELOPERS, COMMUNITY ORGANIZATIONS AND OTHER PARTNERS TO FOSTER AN AGE-FRIENDLY AND ACCESSIBLE URBAN ENVIRONMENT.

ENABLING STRATEGIES:

> With guidance from **Complete Communities,** encourage age-friendly and accessible new development in existing neighbourhoods.

> Incorporate age-friendly and accessible features in the renovation and maintenance of City facilities.

> Encourage local area plans to apply principles of Universal Design and Age-friendly Cities.

> Promote partnerships and opportunities for shared learning with other levels of government, developers, universities, colleges and community organizations on best practices in accessible and age-friendly design.

> Promote exemplary age-friendly and accessible design through awards and demonstration projects.

(See: **Complete Communities**)

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03-2 VITALITY

The creation and maintenance of vital neighbourhoods involves many players, of which the City of Winnipeg is one. Further work, sometimes in the form of neighbourhood-level strategies, will be required to ensure that the general directions and strategies noted here fit with local needs. The City is committed to collaborating with other levels of government and community stakeholders on this work.

Neighbourhood vitality describes complete communities that are safe, appropriately dense, walkable, have sustainable transportation and housing options and are well connected. They offer opportunities for residents of all ages and abilities to live, work and play. Opportunities for local food production or for connections to our food are increasingly seen as part of a vital and healthy neighbourhood. Vital neighbourhoods include greenspace, with opportunities to relax, reflect and connect with nature. A city that offers a variety of vital and healthy neighbourhoods is better able to attract and retain citizens and to be resilient in the face of change. In short, vital and healthy neighbourhoods are integral to the competitiveness and sustainability of our city.

Some neighbourhoods struggle to be complete because of the historic factors that created their particular form– the street patterns, land uses or building structures. Other neighbourhoods experience distress in transitioning from one form to another. In many areas, aging building stock is one of the most significant factors contributing to the need for revitalization and reinvestment.

While the economics of supply and demand help some older neighbourhoods naturally regenerate, rehabilitate or replace their buildings, these same economics limit renewal in other neighbourhoods. These neighbourhoods are often characterized by buildings in need of major repair, or properties that no longer meet appearance or safety property standards, and as the neighbourhood continues in distress, buildings become vacant and derelict. This cycle of decline ultimately affects the safety and livability of the community.

Volunteerism is acknowledged as an important attribute of vitality. Volunteerism helps build healthy, vibrant and sustainable communities. It also improves quality of life, promoting citizen involvement, social and civic responsibility and civic pride. These attributes contribute to making Winnipeg a preferred location for both businesses and individuals.

Everyone needs food to eat, but some parts of the food system have rewards beyond nutrition. Gardens, farmers' markets and community kitchens, for instance, may be a source of food, but their benefits exceed simple edible goods. The sense of belonging and the notion of personal involvement in the health of our communities is what attracts and retains most participants.

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DIRECTION 1: STRIVE TO ELIMINATE DERELICT BUILDINGS.

ENABLING STRATEGIES:

- Identify, monitor and maintain an accurate and comprehensive inventory of vacant and derelict buildings, with emphasis placed on communities with higher concentrations of these properties.
- In partnership with other levels of government, develop and implement programs to address legal, social and economic issues that contribute to, or result in, buildings becoming derelict.
- Maintain an active approach to resolving by-law infractions regarding permits and property condition.
- Develop and apply a spectrum of strategies to enforce by-law compliance with orders that have been served due to property standards violations, including timely demolition when rehabilitation is not feasible.
- Partner with not-for-profit housing organizations to support the acquisition and redevelopment of vacant and/or derelict houses.
- Respond to community requests for enforcing livability property standards and derelict buildings in a cooperative and timely way.

DIRECTION 2: DELIVER A COORDINATED, INTEGRATED, AND SEAMLESS SERVICE RESPONSE TO ADDRESS COMMUNITY NEEDS AND PRIORITIES THAT CONTRIBUTE TO BUILDING HEALTHY COMMUNITIES.

ENABLING STRATEGIES:

- Apply an integrated neighbourhood service delivery model focused on meeting community needs and priorities. In this model, Neighbourhood Integrated Service Teams (NISTs) will focus on the assessment of community needs and priorities and provide coordinated services that support local vision.
- Deliver services in community-based facilities using partnerships to facilitate both access and the range of services delivered.

WHAT'S A NIST?

A Neighbourhood Integrated Service Team (NIST) is an interconnected team of City staff who will work together within each Community Characterization Area with community residents, neighbourhood networks, organizations and other levels of government to address local community needs and priorities. The NIST will facilitate a seamless and integrated service response to neighbourhood issues and contribute to building healthy communities.

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DIRECTION 3: WORK IN PARTNERSHIP WITH COMMUNITIES TO IDENTIFY AND ADDRESS NEIGHBOURHOOD ISSUES.

ENABLING STRATEGIES:

- Participate in developing and implementing neighbourhood improvement strategies that encourage the creation and maintenance of complete communities.
- Ensure effective neighbourhood revitalization efforts through internal and external collaboration, partnerships and integrated work plans that measure performance.

(See: **Complete Communities,** 04-1A)

DIRECTION 4: MAINTAIN THE HEALTH AND SAFETY OF NEIGHBOURHOODS BY ENFORCING ANIMAL CONTROL BY-LAWS AND PROMOTING RESPONSIBLE PET OWNERSHIP.

ENABLING STRATEGIES:

- Maintain licensing and spay/neuter efforts to identify the animal population and help control over-population.
- Work with existing community animal welfare organizations to develop a shared vision and expand educational outreach efforts.
- Engage residents and community organizations on an ongoing basis to ensure that City animal control services are responsive and effective in addressing locally identified neighbourhood needs.

DIRECTION 5: SUPPORT EFFECTIVE PUBLIC HEALTH INSPECTION SERVICES.

ENABLING STRATEGIES:

- Work collaboratively and partner with other levels of government in order to provide consistent, effective and efficient public health inspection services.

DIRECTION 6: PROMOTE CLEANLINESS AND BEAUTIFICATION.

ENABLING STRATEGIES:

- Provide litter control and street cleanliness on all paved streets, alleys, sidewalks and City-owned properties.
- Partner with citizens and businesses to undertake programs that maintain clean and litter-free streets, alleys, sidewalks and private properties.
- Plant aesthetically pleasing vegetation such as flowers and ornamental grasses in public spaces — especially in social gathering places — throughout the city, and encourage citizens, businesses and community organizations to assist and enhance these efforts.

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DIRECTION 7: RECOGNIZE AND SUPPORT THE ESSENTIAL ROLE THAT VOLUNTEERS AND VOLUNTEERISM PLAY IN BUILDING A HEALTHY AND VIBRANT WINNIPEG.

ENABLING STRATEGIES:

- Work with community partners in order to strengthen and recognize volunteerism in Winnipeg.
- Provide positive, meaningful and culturally appropriate experiences for individuals who volunteer with the City of Winnipeg.

DIRECTION 8: WORKING THROUGH COMMUNITY PARTNERSHIPS, RESPOND TO FOOD NEEDS AS IDENTIFIED BY COMMUNITIES.

ENABLING STRATEGIES:

- Collaborate on local food opportunities that are part of community development initiatives.
- Include food in planning for neighbourhood revitalization strategies.
- Within the City's mandate, pursue opportunities to support local food production.
- Develop planning tools to manage the sustainability of existing community gardens and to enable the creation of new permanent or temporary gardens.
- Maintain an inventory of City properties suitable for food production.

(See: **A Sustainable Winnipeg** 05, **Complete Communities,** 03-3, 03-4, 04, 08)

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03-3 CREATIVITY

Winnipeg is a city of the arts. We are a city that expresses itself through arts, culture and creativity. We are a city that values its artists and its creative industries for their immeasurable contributions to our quality of life and for making this city a great place to live. **OurWinnipeg** will contribute to the establishment of Winnipeg as a city of choice for artists and creative industries, while conserving and protecting our heritage assets.

We live in an extraordinary cultural centre. Winnipeg is internationally renowned for its artistic and creative innovation and diversity. Locally, our sense of community and cultural diversity make Winnipeg a great place to live, work and play–especially for artists. The arts and creative industries contribute significantly to enhancing our economy, fostering connections and our city's sustainability.

The City of the Arts needs to be environmentally, economically and socially sustainable. As a knowledge-based industry, the arts and creative industries are inclined to exploring environmental issues, environmentally responsible practices and are inclined to developing intellectual resources more than physical ones. Economically, we need to not only support local arts and culture, but export it to the rest of the world. A sustainable City of the Arts has communities that have the capacity to express themselves. This capacity is built through opportunities to learn, share, participate in and produce arts and culture, especially for youth.

The City of Winnipeg recognizes that its role in the City of the Arts is one of stewardship. Working with partners, the City fosters creativity and expression by supporting the conditions and infrastructure that allow for a diversity of cultural and artistic practices.

WINNIPEG ARTS COUNCIL

The Winnipeg Arts Council (WAC) is a not-for-profit, arm's-length corporation established by the City of Winnipeg. Its mission is to develop the arts on behalf of the people of Winnipeg. WAC's mandate includes the management of the City's arts and cultural funding programs, managing and administering the City's Public Art Policy and Program, advising the City on cultural policy and presenting cultural plans from City Council's approval. As an arm's-length organization committed to artistic excellence and diversity, WAC has an integral role in advancing Winnipeg's international reputation as a City of the Arts. WAC will also be the lead partner in the development of a long-range strategic cultural plan for the city. For more information on WAC visit http://www.winnipegarts.ca.

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DIRECTION 1: CONTINUE TO DEVELOP WINNIPEG'S UNIQUE ARTISTIC IDENTITY AND DIVERSITY OF EXPRESSION.

ENABLING STRATEGIES:

- Continue to support artistic integrity through arm's-length allocation of arts grants and management of a civic public art program.
- In partnership with arts stakeholders, develop and implement a long-range strategic cultural plan for the City.
- Encourage creativity and excellence in all aspects of cultural activities.
- Recognize artistic and cultural expression as a key component of sustainable and complete communities.
- Champion and support public art as a tool for placemaking and community identity, including encouraging the integration of art into new public spaces and public works projects and promoting and facilitating the incorporation of permanent or temporary art into existing public spaces and city-owned facilities, developments and major public works projects.

(See: **Complete Communities**)

DIRECTION 2: ACT AS A RESPONSIBLE STEWARD FOR CITY-OWNED MUSEUMS, ARCHIVES AND COLLECTIONS.

ENABLING STRATEGIES:

- Collaborate with museums and others on initiatives to enhance facility and collection sustainability.
- Maintain an ongoing, city-wide management system that secures existing archives and identifies and retains essential contemporary documents and databases for future reference and research.
- Support collaboration and networking related to cultural tourism.

DIRECTION 3: SUPPORT A WIDE RANGE OF ARTS AND CULTURAL FACILITIES.

ENABLING STRATEGIES:

- Collaborate to provide, support or encourage the development, maintenance and establishment of sustainable funding strategies of arts and cultural facilities of different scales appropriate to their context.
- Support the provision of equitable opportunities for all residents to participate in the arts through the development of accessible arts and cultural facilities.

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DIRECTION 4: SUPPORT AND ENABLE MEANINGFUL COMMUNITY EXPRESSION.

ENABLING STRATEGIES:

- Build the capacity of communities to express themselves through a wide range of programs that engage people of all ages and abilities through arts and culture.
- Work in partnership with arts stakeholders to integrate art and cultural activities into recreation programs and facilities.
- Support a wide range of cultural facilities and services that reflect community diversity.
- In partnership with communities, create environments that reflect their distinct artistic and cultural values.
- Support and develop cultural activities that enrich and extend personal and community development.

DIRECTION 5: FOSTER LIFE-LONG ARTS LEARNING OPPORTUNITIES.

ENABLING STRATEGIES:

- Collaborate with community partners to provide opportunities for arts education at all ages and skill levels.
- Collaborate in community-led arts education opportunities, using existing City services and resources to enhance access to arts programming.
- Promote cross-cultural and inter-generational opportunities for arts activities and learning.
- Support opportunities to engage all children and youth in arts programming.
- Promote City-owned museums as a venue for education and for engaging children and youth.
- Explore opportunities to integrate art and culture into City operations.
- Pursue opportunities to make access to, and participation in, the arts more affordable and equitable.

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DIRECTION 6: PROMOTE AWARENESS OF THE RICHNESS OF WINNIPEG'S ARTS AND CULTURE WITHIN AND OUTSIDE WINNIPEG.

ENABLING STRATEGIES:

- Promote artists, events, programs and facilities in partnership with Winnipeg arts and culture organizations, the Winnipeg Arts Council and Economic Development Winnipeg Inc.
- Develop the local, national and international reputation of Winnipeg as a City of the Arts
- Support the marketing of Winnipeg's internationally-renowned festivals, institutions and artists through partnerships.
- Support the film and commercial production industry by providing assistance with permitting, locations and coordination with City services.
- Through partnerships, promote opportunities that increase participation in the arts.

DIRECTION 7: GROW SUPPORT FOR CREATIVE INDUSTRIES AND ENTREPRENEURS.

ENABLING STRATEGIES:

- Recognize and support the role that entrepreneurs and small and medium-sized enterprises have in the creative economy.
- Pursue and encourage the development of creative, knowledge-based industries of all sizes.
- Pursue policies that recruit and maintain a creative workforce ready for current and emerging technologies.
- Support strategies that recognize and stimulate creative industries.
- Continue to develop and support the hard and soft infrastructure which sustains Winnipeg's creative industries and activities.

DIRECTION 8: ESTABLISH WINNIPEG AS A CITY OF CHOICE AND DESIRED DESTINATION FOR ARTISTS AND CREATIVE PROFESSIONALS.

ENABLING STRATEGIES:

- Explore and implement planning tools that make Winnipeg a more livable and desirable place for artists and creative professionals.
- Recognize the importance of living, working and presentation spaces for professional artists and arts organizations and support strategies to enhance their sustainability.

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Untitled by Cliff Eyland, 2005. Public Art Commission. Location: Millennium Library, 251 Donald Street. Media: mixed media on wood. Photo: William Eakin. Source: Winnipeg Arts Council.

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04 IMPLEMENTATION

OurWinnipeg is Winnipeg's Municipal Development Plan. It fulfills the requirement of section 224 of The City of Winnipeg Charter, under which the City of Winnipeg must, by by-law, adopt a development plan. **OurWinnipeg** supersedes By-law No. 7630/2000, adopted by City Council in 2001 as Plan Winnipeg: 2020 Vision.

The development plan sets out:

- the City's long-term plans and policies respecting its purposes, its physical, social, environmental and economic objectives, and sustainable land uses and development;
- measures for implementing the plan; and
- such other matters as the minister or council considers necessary or advisable.

OurWinnipeg meets these requirements of The City of Winnipeg Charter by including directions and strategies.

Additional directions and enabling strategies to implement **OurWinnipeg** and to measure progress are included in four supporting Direction Strategies.

The Plan represents a twenty-five year vision but emphasizes detailed implementation steps for the critical first years of the Plan.

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04-1 OURWINNIPEG'S PRIMARY IMPLEMENTATION PATH: THE OURWINNIPEG ACTION PLAN

The City will implement **OurWinnipeg** through the **OurWinnipeg** Action Plan. Implementation will be accomplished in partnership with all City departments and the under the coordinating leadership of senior management. Directors of all City departments involved in physical and social development will be involved.

Action Plans will be created in an integrated way, involving departments, partners and the community as appropriate. More than a simple "to-do" list, Action Plans will include communications and outreach, which is critical to fostering strong collaborative working relationships, and will draw from measurement and continuous improvement loops, which is critical to effective decision making and action.

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The Action Plan includes three core functions:

1. RELATIONSHIP BUILDING, OUTREACH AND MARKETING

Community, stakeholder and industry involvement in planning exercises will be encouraged as **OurWinnipeg** is implemented. This involvement will be supported by continuing the **SpeakUpWinnipeg** process and continued emphasis on public consultation processes for City initiatives and projects.

2. IMPLEMENTATION PLANS

Two aspects are needed for implementation plans: a strategic focus that pays mind to progress towards the vision and directions of **OurWinnipeg**, and a practical, operational emphasis that connects strategic thinking to ongoing operational planning.

Implementation plans will:

- Identify immediate and long term priority actions required to implement **OurWinnipeg** using short, medium and long-term planning horizons.
- Identify departmental and agency responsibilities in terms of primary and supporting roles relating to actions.
- Provide an implementation timeline.
- Be implemented through the City's budgeting process.
- Be updated, with results reported publicly.
- Be integrated with other strategic plans.

3. MONITORING, MEASURING AND CONTINUOUS IMPROVEMENT

Measurement tools will enable the City of Winnipeg to identify trends, document change over time and report on results. This information is critical both for public accountability and for effective budgeting and delivery of planning services. Changes over time can point to legitimate needs to revise the plan and respond to new growth or change.

Progress on implementation will be monitored through several kinds of measurement by:

- Partnering in a Sustainability Indicator System pilot project that tracks overall community sustainability outcomes (See: **A Sustainable Winnipeg**, 06).
- Applying a set of Neighbourhood Indicators that will be used to define and prioritize areas for reinvestment (See: **Complete Communities,** 04-1A).
- Regularly updating the urban structure based on land supply data and data from Neighbourhood Indicators and Sustainability Indicators (See: **Complete Communities,** 02).

Striving for sustainable innovation and benchmarking against best practices are integral parts of measurement and continuous improvement. This work, including the research, development and testing of new tools and approaches, will be an integral part of the Action Plan and the implementation of **OurWinnipeg.**

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04-2 RESPONSIBILITY FOR IMPLEMENTATION

City Council is responsible for approving **OurWinnipeg,** for any subsidiary plans, policies, programs and actions to implement the plan, and for any possible future amendments to the plan. City Council has the authority to approve activities that will implement **OurWinnipeg** and to approve associated budgets.

City Council can direct the Public Service to prepare the subsidiary plans and policies that are needed for ongoing implementation. The Public Service, together with various City agencies, arm's-length organizations and engaged community partners, is responsible for undertaking the programs and activities that help to implement **OurWinnipeg.**

The Province of Manitoba must approve **OurWinnipeg** before it can be adopted by Council. The Province has been an active and valued contributor to the planning process.

Section 235 of The City of Winnipeg Charter provides that the passing of a development plan by-law "does not require council, any person, or any department or agency of the government, to undertake a proposal contained in the by-law, but public works, undertakings and development in the city must be consistent with..." the development plan.

04-3 SUBSIDIARY PLANS

Implementing **OurWinnipeg** and its Direction Strategies requires an integrated approach. **OurWinnipeg** will be implemented through subsidiary plans, policies, strategies, guidelines, programs and actions–especially the four supporting Direction Strategies:

- **A Sustainable Winnipeg**
- **Complete Communities**
- **Sustainable Transportation**
- **Sustainable Water and Waste**

04-4 BUDGET

OurWinnipeg and its supporting Direction Strategies will be used by the Public Service to develop strategies and budget proposals, coordinated through Action Plans. When adopted by Council, these Action Plans and budgets will provide clear direction to City departments in the preparation of their service plans, service delivery decisions, and intergovernmental or partnership activities.

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04-5 AMENDMENTS

The City cannot issue building or development permits for any development applications that do not conform with **OurWinnipeg**. However the City understands that **OurWinnipeg** must be flexible and responsive over time. By allowing the opportunity to consider amendments we can respond to changing circumstances and the evolving marketplace while at the same time remaining consistent with the overall goals and objectives of the Plan.

The City will consider proposed amendments to **OurWinnipeg** in accordance with The City of Winnipeg Charter and the Development Procedures By-law. Changes to the supporting Direction Strategies will be considered by Council through regular City by-law amendment procedures or other processes, as required.

OurWinnipeg amendments to facilitate a proposed development may be made only after the Public Service and City Council carefully consider whether the development maintains the overall goals and objectives of **OurWinnipeg,** meets the City's other long term plans and is compatible with surrounding land uses.

OurWinnipeg and its supporting Direction Strategies provide a framework to guide development and growth decisions in the City of Winnipeg for at least the next five years. In accordance with Section 226 of The City of Winnipeg Charter, City Council must begin a review of the Plan at least once within five years after adopting it, and if required to do so by an order of the provincial minister who administers the Charter.

Periodically, changes to Complete Communities' urban structure ("urban structure") may be necessary or advisable. In order for Council to make any of the following changes to the urban structure, Council needs to amend OurWinnipeg as well as Complete Communities:

- Changing any land from the "Rural and Agricultural" designation to another designation;
- Changing any land from the "Airport Area" designation to another designation;
- Changing any land from another designation to the "Airport Area" designation.

In order for Council to make any other change to the urban structure, Council needs to amend only Complete Communities.

In the event of a change to the boundaries of The City of Winnipeg, Council needs to amend Complete Communities to change the urban structure accordingly and amend OurWinnipeg accordingly.

Amended 130/2013

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GLOSSARY

ACCESSIBILITY (see: 'Universal Design')

ACTIVE TRANSPORTATION
Any human-powered mode of transportation such as cycling, walking, skiing and skateboarding. While the main emphasis is on travel for a specific purpose, it does not exclude recreational travel.

ADAPTIVE REUSE
Adaptive Reuse is the change in use (and often structure) of a building whose original use is no longer needed. This is typically done with old industrial and warehouse buildings, but also happens with more modern buildings.

ADOPTED PLAN
A plan adopted by a governing body that is incorporated as a by-law.

AFFORDABLE HOUSING
Affordable housing costs less than 30 per cent of before-tax household income. For renters, shelter costs include rent and any payments for electricity, fuel, water and other municipal services. For owners, shelter costs include mortgage payments (principal and interest), property taxes, and any condominium fees along with payments for electricity, fuel, water and other municipal services. It includes housing provided by the private, public and not-for-profit sectors as well as all forms of housing tenure. (Source: CMHC Housing Observer 2009, pp 15, 81)

AGE-FRIENDLY /AGE FRIENDLY CITIES
A community that provides support and opportunities in eight areas: outdoor spaces and buildings, transportation, housing, respect and inclusion, social participation, civic participation and employment, communication and information and community supports and health services. An age-friendly city adapts its structures and services to be accessible to and inclusive of people of all ages with varying needs and capacities.

ALTERNATIVE TRANSPORTATION
Modes of transportation that are alternatives to travel by a single occupancy vehicle, including riding transit, walking, cycling, and carpooling.

AREA STRUCTURE PLAN
(See also 'Secondary Plan' and 'Local Area Plan') An Area Structure Plan is a detailed plan having the status of a by-law which includes a statement of the City's policies and proposals for the development, redevelopment or improvement of a specific area of the city.

ASSET MANAGEMENT
An integrated approach involving planning, engineering and finance to effectively manage existing and new municipal infrastructure to maximize benefits, reduce risk and provide satisfactory levels of service.

AUTHORITY
An organization authorized by Winnipeg City Council to manage a public service.

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BENCHMARKING
The search for industry best practices which lead to superior performance.

CALL TO ACTION FOR OURWINNIPEG
The first report of the OurWinnipeg initiative, released in draft form in November 2009. It summarizes what the City of Winnipeg heard from April 2009 to October 2009 through SpeakUpWinnipeg, identifies a vision, guiding directions and proposes a series of short-term actions the City will take to get started on priorities identified through community input.

CAPITAL REGION/MANITOBA'S CAPITAL REGION
Refers to the City of Winnipeg and a number of surrounding municipalities – the City of Selkirk, the Town of Stonewall, and the Rural Municipalities of Cartier, East St. Paul, Headingley, Macdonald, Ritchot, Rockwood, Rosser, St. Andrews, St. Clements, St. Francois Xavier, Springfield, Tache, and West St. Paul.
More information is available online through Manitoba Intergovernmental Affairs:
http://www.gov.mb.ca/ia/capreg/

CENSUS METROPOLITAN AREA (CMA)
Area consisting of one or more adjacent municipalities surrounding an urban core. To be part of the CMA, adjacent municipalities must have a high degree of integration with the central urban area, as measured by community flows.

CENTRE
Centres are areas of concentrated activity, often located at the convergence of significant transportation routes.

CITY OF WINNIPEG'S PUBLIC ART PROGRAM
Develops projects in public spaces, facilitates community-based projects, holds workshops and organizes forums and other public events.

CLIMATE CHANGE
A change in the state of the climate that can be identified using statistical tests by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer.

CLUSTERING
Geographic concentrations of interconnected companies, specialized suppliers, service providers, and associated institutions in a particular field that are present in a nation or region. Clusters arise because they increase the productivity with which companies can compete.

COMMERCIAL (SEE ALSO 'RETAIL')
Commercial and/or retail includes: grocery & food (e.g. grocery stores, restaurants), general merchandise (e.g. recreation, departments stores, financial services, personal services) and transportation (e.g. car show rooms, gas stations).

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COMMUNITY CHARACTERIZATION AREAS
Areas that follow the boundaries of identified neighbourhoods. These defined based on population and natural community boundaries, such as transportation routes, rivers and differing areas of land use.

COMMUNITY DEMOGRAPHIC INFORMATION
Information about the people living in a community such as age, ethnicity, culture, housing or socio-economic status.

COMMUNITY DEVELOPMENT
Activities that improve the capacity of communities to act, interact and express themselves.

COMMUNITY GARDENS
Places where neighbours gather to grow produce and plants. Such gardens provide inexpensive, fresh food and provide an opportunity for community interaction and neighbourhood improvement.

COMMUNITY KITCHENS
Community led resource centre providing knowledge and experience in nutritional planning and food preparation skills.

COMMUNITY
A group of people with similar or shared culture, concerns or geography.

COMPACT GROWTH/COMPACT DEVELOPMENT/ COMPACT NEIGHBOURHOODS/COMPACTLY/COMPACT URBAN FORM (SEE ALSO "HIGH DENSITY")
A term used to describe development that uses less land than conventional development.

COMPLETE COMMUNITY
Complete communities are places that both offer and support a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn and play in close proximity to one another.

COMPLETE COMMUNITIES CHECKLIST
A non-regulatory evaluation tool that provides a consistent and comprehensive guide to 'Complete Communities' objectives. Its purpose is to facilitate a collaborative conversation with developers and inform the development application and approval process. It includes a scoring system that will improve the development process.

CREATIVE INDUSTRIES
The creative industries utilize creativity, production, manufacturing, distribution, marketing and support activities to make products that result from innovation and imagination.

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CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

CPTED (pronounced "sep-ted") is a crime prevention strategy surmising that the incidence and fear of crime can be reduced through better design. For example, windows facing the sidewalk will make the sidewalk safer than if it were a brick wall, since they provide more "eyes on the street."

DENSITY/DENSIFICATION

In a planning context, density usually refers to the number of dwelling units, square metres of floor space, or people per acre or hectare of land.

DEVELOPMENT PLAN

A development plan sets out the goals, policies and guidelines intended to direct all physical, social, environmental and economic development in a city now and into the future. All other plans and council decisions must conform to it. In Manitoba, the Planning Act requires all municipalities to prepare a development plan. Development plans are also known as official plans, comprehensive plans or general plans.

DERELICT BUILDING/PROPERTY

A dwelling or non-residential building that is not in compliance with the derelict building by-law.

DIRECTION STRATEGY

A supporting strategy for OurWinnipeg created at the discretion of The City of Winnipeg. Proposed direction strategies include Complete Communities, Sustainable Transportation, Sustainable Water and Waste and A Sustainable Winnipeg.

DISTRICT

An area of the city defined by particular geography, character or other factors.

DIVERSION (WASTE)

Refers to changing the destination of waste material from landfills or incineration to recycling, composting, or reuse.

DOWNTOWN

The central area of the city (see figure 01a, Urban Structure Map).

ECONOMIC DEVELOPMENT

Any effort or undertaking which aids in the growth of the economy.

ECONOMIC DEVELOPMENT WINNIPEG

Economic Development Winnipeg Inc. is an arm's-length, public-private partnership led by a private sector board with core funding from the City of Winnipeg and the Province of Manitoba. Their mandate is to market the city in a sustainable, long-term approach in order to provide services that facilitate economic development and tourism opportunities for Winnipeg.

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EDUCATION
Education includes life-long activities that impart knowledge or skills, enrich life, and enhance the ability to provide meaningful social and economic contributions to the family and community.

ENTITLEMENT FIRST NATIONS
(See 'Treaty Land Entitlement')

EXCHANGE DISTRICT INTERPRETIVE PLAN/STRATEGY
A comprehensive framework for interpreting the history of the Exchange district.

EXTENDED HOUR ACTIVITY
Extended hour activity refers to having activities, including shopping, entertainment and restaurants available past regular working hours, generally in the downtown area.

FARMERS' MARKETS
Places where farmers and consumers gather in a local place to access a variety of fresh produce and food products, to meet one another and sometimes to share knowledge about local food production processes.

GOODS MOVEMENT
The transportation of goods (freight or commodities) by road, rail or air.

GREEN DEVELOPMENT/GREEN BUILDING
Development or design that considers the broad environmental, economic and social impacts of design. Green Development considers the community-wide and regional implications of development and land use, prioritizing green building concepts and technologies in order to reduce environmental impact.

GREENFIELD/GREENFIELD DEVELOPMENT
Used in construction and development to reference land that has never been used (e.g. green or new), where there is no need to demolish or rebuild any existing structures.

GREEN HOUSE GAS (GHG) EMISSIONS
Gases (e.g. carbon dioxide, methane, nitrous oxide) that are released into the atmosphere from human induced and natural occurrences. These gasses trap heat from the sun within the atmosphere, causing a greenhouse effect.

HARD AND SOFT INFRASTRUCTURE
Hard infrastructure is the physical assets such as roads, bridges, pathways, water and sewer treatment facilities and community facilities necessary for our daily environmental, social and economic lives. Soft infrastructure refers to non-physical supports such as education and training, programs, services and healthcare.

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HEALTHY COMMUNITY
A community that is continuously creating and improving those physical and social environments and expanding those community resources that enable people to mutually support each other in performing all the functions of life and in developing to their maximum potential.

HERITAGE CONSERVATION MANAGEMENT PLAN
A City of Winnipeg plan, developed through consultation with the public, that is intended to maximize the potential of Winnipeg's community heritage assets.

HISTORIC CONTEXT STATEMENT
A framework for understanding and evaluating a historical resource. The significance of a resource is judged and explained through information about patterns and trends that define community history. Each resource is considered in the context of the underlying historical influences that have shaped and continue to shape the area. Historic context may be organized by theme, geographic area, or chronology, and is associated with a defined area and an identified period of significance.

IMPLEMENTATION TOOLS
Specific planning, marketing, fiscal or other tools designed to assist in the application of planning policies. Examples are zoning, partnerships and incentives.

INTENSIFICATION
A term that refers to the development of a site at higher densities than what currently exists. This includes the development of a vacant/underutilized site (including greyfields and brownfields) or the expansion/conversion of an existing building.

INCLUSIVE/EQUITABLE COMMUNITY
An inclusive and equitable community is a place where we all belong, are empowered and feel welcome. It means all citizens can participate, enjoy their home with ease, travel with comfort and be educated, volunteer, work or recreate in their own community.

INFILL/INFILL DEVELOPMENT
A type of development occurring in established areas of the city. Infill can occur on long-time vacant lots, or on pieces of land with existing buildings, or can involve changing the land use of a property from one type of land use to another.

INFRASTRUCTURE DEFICIT
The difference between the capital needs of an organization and the funding available to address the organization's infrastructure asset management requirements.

INTEGRATED COMMUNITY SUSTAINABLE PLAN (ICSP)
Developed in consultation with the community, an ICSP is a long-term plan that provides directions for realizing sustainable objectives.

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INTERGENERATIONAL
An activity or initiative that involves people from different generations.

INTERNATIONAL NEWCOMERS/ NEWCOMERS
People who have arrived from other communities, with the intention of making Winnipeg their new home. "International newcomers" refers specifically to those who have come from other countries.

INTEGRATED PLANNING
Defined as a holistic view of strategic planning that acknowledges the interrelated and inter-dependent reality of complex urban environments.

LAND USE
The various ways in which land may be used or occupied.

LOCAL AREA PLANNING
A spectrum of tools that guide the development of a site or area, including issue or area-specific design guidelines, high-level policy 'handbooks,' Planned Development Overlays (PDOs), Local Area Plans and others.

LIFE-CYCLE COST ANALYSIS/METHODOLOGY
A method for assessing the sum of all recurring and one-time costs over the lifespan of a product, structure or system. These costs include the capital, operating, maintenance, and upgrades costs plus the remaining value at the end of the useful life of the product, structure or system.

MAINTENANCE (OF INFRASTRUCTURE)
The set of activities required to keep a component, system, infrastructure asset or facility functioning as it was originally designed and constructed.

MAJOR REDEVELOPMENT SITES
Large, functionally obsolete or underutilized lands, such as former industrial areas. They are often located adjacent to existing communities along rail lines, major corridors or rapid transit corridors. Although existing infrastructure is often insufficient for immediate redevelopment, these areas present opportunities for strategic mixed use infill and intensification in existing urban areas.

MATURE COMMUNITIES
Winnipeg's early suburbs, mostly developed before the 1950s. Key features are a grid road network with back lanes and sidewalks, low to moderate densities, and a fine grained mix of land uses along commercial streets. Many of these communities have a full range of municipal services.

MIXED-USE DEVELOPMENT/MIX OF USES
The development of a tract of land, building or structure that includes two or more different land uses, including residential, office, retail or light industrial.

MOBILITY
Mobility refers to the efficient movement of people and goods in the urban environment.

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NEIGHBOURHOOD
A residential area with an appropriate mix of housing types, convenience type commercial facilities, and where appropriate, schools or park facilities.

NEIGHBOURHOOD INTEGRATED SERVICE TEAM (NIST)
An interconnected team of City staff who will work together within each Community Characterization area with community residents, neighbourhood networks, organizations and other levels of government to address local community needs and priorities. The NIST will facilitate a seamless and integrated service response to neighbourhood issues and contribute to building healthy communities.

NEW COMMUNITY
New Communities are large land areas on the edge of the City identified for future urban development. These areas are not currently served by a full range of municipal services. Many of these lands were previously designated as Rural Policy Area in Plan Winnipeg 2020.

OURWINNIPEG
Replaces Plan Winnipeg 2020 Vision as the city's development plan (see: Development Plan) once it is adopted by City Council and approved by the province.

PEDESTRIAN ORIENTED
See Walkable

PLACEMAKING
The process of creating public spaces in the city that are unique, attractive and well-designed to promote social interaction and positive urban experiences.

PLAN WINNIPEG 2020 VISION
Plan Winnipeg 2020 Vision is the City of Winnipeg's current long-range development plan (see Development Plan). Adopted in 2001, it was intended to guide all development in the city henceforth for the next twenty years. OurWinnipeg (see OurWinnipeg) replaces Plan Winnipeg as the city's development plan.

PLURALISTIC/PLURALITY/PLURALISM
When a mix of different cultural, ethnic, religious and/or other groups live in a society while maintaining unique cultural identities.

POVERTY
Poverty means people do not have income adequate for basic human needs such as clean water, nutrition, health care, clothing and shelter and therefore lack sufficient resources to participate successfully in the social and economic life of their community.

PRECINCTS/PLANNING PRECINCTS
Planning Precincts divide New Communities into logical fractions in order to ensure that planning for New Communities is comprehensive, orderly and complete.

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PROVINCIAL LAND USE POLICIES (PLUPS)
Policies enacted by the Province to guide the use of land and resources, and to encourage sustainable development. The policies provide direction for a comprehensive, integrated and coordinated approach to land use planning for all local authorities.

PUBLIC ART
Artworks created for, or located in part of a public space and/or accessible to the public. Public art includes works of a permanent or temporary nature located in the public realm and created in any medium.

PUBLIC REALM
The public realm is the shared component of the built environment that the public has free access to, such as sidewalks, streets, plazas, waterfronts, parks and open spaces.

RAPID TRANSIT
A form of urban public transportation with higher than normal capacity and higher than average speed, sometimes separated from other traffic in underground tunnels, above-ground bridges or separate right-of-ways. Rapid transit vehicles can include buses, light rail vehicles and trains.

RECENT COMMUNITIES
Recent Communities are areas of the city that were planned between the 1950s and the late 1990s. They are primarily low and medium residential with some retail. The road network is a blend of modified grid and curvilinear, often without sidewalks or back lanes. These are typically stable residential communities with limited redevelopment potential over the next 30 years.

RECREATION
Recreation is all those things that a person or group chooses to do in order to make their leisure time more interesting, more enjoyable and more personally satisfying.

REINVESTMENT AREA
Reinvestment Areas are parts of the city that may have a desirable character, but show signs of disinvestment and decline and would benefit from modest infill, redevelopment and/or other projects. OurWinnipeg does not identify specific Reinvestment Areas but supports the development of criteria to classify them.

SAFETY
Freedom from the occurrence or risk of injury, danger or loss.

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SCHOOL RESOURCE OFFICER (SRO) PROGRAM

A proactive community-based crime prevention initiative established in 2002. SRO programs connect police officers with students in schools to teach crime prevention, safety education and conflict resolution skills. Officers are also there to provide advice, counseling and mediation services.

SECONDARY PLAN

A term that has been used to describe a detailed statutory plan which includes a statement of the City's policies and proposals for the development, redevelopment or improvement of a specific area of the city. Some examples include, the Osborne Village Neighbourhood Plan and the Waverley West Area Structure Plan.

SECONDARY SUITES/ ACCESSORY RESIDENTIAL UNITS

A secondary dwelling unit established in conjunction with and clearly subordinate to a primary dwelling unit, whether a part of the same structure as the primary dwelling unit or a detached dwelling unit on the same lot.

SPEAKUPWINNIPEG

The City of Winnipeg Charter requires the City, when reviewing its development plan (see Development Plan), to seek input from the public. SpeakUpWinnipeg refers to the public involvement process used for OurWinnipeg. The process encompassed varied possibilities for participation, from online discussions to focus groups and dialogue surrounding drafts and strategies.

SPECIALTY HOUSING

Housing with adaptable or flexible design elements to accommodate specific needs and target populations. It would include housing for people with various ability and age levels including physical, sensory, cognitive, mental health and cultural uniqueness. Transitional housing is another key element of specialty housing.

SUSTAINABLE/SUSTAINABILITY

According to the 1983 United Nations Brundtland Commission, the preeminent standard in the definition of sustainable development, it is "development that meets the needs of the present without compromising the ability of future generations to meet their own needs." While the term is most associated with its environmental implications, it also has economic and social implications as well.
UN 1983 Report of the World Commission on Environment and Development, aka the Brundtland Commission: http://www.un-documents.net/wced-ocf.htm

SUSTAINABLE TRANSPORTATION

Allows the basic access needs of individuals and societies to be met safely and in a manner consistent with human and ecosystem health, and with equity within and between generations. It is affordable, operates efficiently, offers choice of transport mode, and supports a vibrant economy.

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SUSTAINABILITY INDICATORS
Measurement tools that help the City of Winnipeg clarify its progress toward the attainment of its vision of social/cultural, economic and environmental sustainability. Sustainability indicators must be relevant, easy to understand, reliable and based on accessible data.

TEMPORARY GARDENS
Gardens established as an interim use on city owned property that is not slated for immediate development or sale

THEMATIC FRAMEWORK FOR THE EVALUATION OF WINNIPEG'S HISTORIC RESOURCES
A thematic framework organizes and defines historical themes that identify significant sites, persons and events. Historical themes provide a context within which heritage significance can be understood, assessed and compared. Historical themes are identified when a thematic history is prepared.

TRANSFORMATIVE AREAS
Specific areas within the city that provide the best opportunity to accommodate significant growth and change. These areas include Downtown, Mixed Use Centres, Mixed Use Corridors, Major Redevelopment Sites and New Communities.

TRANSIT ORIENTED DEVELOPMENT
Moderate to higher density compact mixed-use development, located within an easy five to ten minute (approximately 400m to 800m) walk of a major transit stop. TOD involves high quality urban development with a mix of residential, employment and shopping opportunities, designed in a pedestrian-oriented manner without excluding the automobile. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate the use of public transit and active transportation modes.

TRANSIT
See Public Transportation.

TRANSPORTATION MASTER PLAN (TMP)
A multimodal transportation model that fully integrates transportation and land use planning. Alternate settlement patterns and transportation plans/services may be tested against their ability to achieve the goals of a sustainable transportation policy.

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UNIVERSAL DESIGN
A term coined by architect Ron Mace of the University of North Carolina to encompass seven basic principles of good design: equitable use, flexible use, simple and intuitive use, perceptible information, tolerance for error, low physical effort and size and space for approach and use. It can be applied to a place, service or product. The principles are key ingredients to accessibility within a complete community and social sustainability within an urban environment. Universal Design characteristics maximize accessibility for a wide range of people from infancy to older ages with a variety of physical, sensory or cognitive abilities.

URBAN DESIGN
The complete arrangement, look and functionality of any area(s) within a town, city or village.

URBAN FORM
The three dimensional expression of buildings, landscapes and urban spaces.

URBAN STRUCTURE
A spatial articulation of city building objectives based on land use, physical layout and design.

VACANT BUILDING
A building that is not being used or occupied.

VISITIBILITY
Visitability is a concept that provides zero grade entry into a home and allows someone with or without a mobility impairment to visit the home and use a main floor washroom.

WALKABILITY/WALKABLE
Walkability is a measurement of how conducive a place is to walking. This includes the physical nature of a place and other factors, such as safety and perceived enjoyment. Walkability is influenced by several factors including proximity to one's destination (for example work or school), the quality of pedestrian facilities, availability of parks and public spaces, urban density, mixture of uses and the presence of a defined urban centre.

WINNIPEG ABORIGINAL YOUTH STRATEGY
The goal of this strategy, passed by City Council in 2008, is to increase the participation of Aboriginal youth in the overall City system; which includes programs, services and employment. The Strategy supports the efforts of Aboriginal based community services that are culturally relevant and accessible to Aboriginal youth.

ZONING
Zoning classifies of a city's land into specific "zones" that regulate the use, size, height, density and location of buildings and activities permitted in them. These zones are set out in zoning by-laws, as required in Winnipeg, by the City of Winnipeg Charter Act (see City of Winnipeg Charter).

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This is Exhibit 3 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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COMPLETE COMMUNITIES

Winnipeg

An OurWinnipeg™ Direction Strategy

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COMPLETE COMMUNITIES

WINNIPEG'S GUIDE TO LAND USE AND DEVELOPMENT

Complete Communities is one of four Direction Strategies supporting **OurWinnipeg**. It represents more than two years of research and analysis about what should be part of a 'state of the art' land use and development plan.

At the direction of City Council and in order to provide the solid framework to inform the strategy, significant research and analysis was taken to fill what was a significant gap of basic information in important areas, such as:

- What is the state of our current land supply?
- What type and level of growth can we expect?
- What are the best practices to achieve balanced, sustainable growth?
- How do we support the creation of complete communities?

Additionally, nationally and internationally renowned experts in areas such as urban economics, planning and design were consulted to help further inform **Complete Communities** and its accompanying guidelines, plans and handbooks.

The result, an innovative, practical "playbook" guiding land use and development in Winnipeg was born from this background work and an intensive, 6 month drafting process that involved a significant cross-section of Winnipeg's Public Service with support from a variety of stakeholders.

Complete Communities sets Winnipeg on a new path. New tools and approaches will foster development that establishes Winnipeg as an urban leader— a city of unique, sustainable and complete communities.

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THE PREPARATION OF THIS SUSTAINABLE COMMUNITY PLAN WAS CARRIED OUT WITH ASSISTANCE FROM THE GREEN MUNICIPAL FUND, A FUND FINANCED BY THE GOVERNMENT OF CANADA AND ADMINISTERED BY THE FEDARATION OF CANADIAN MUNICIPALITIES. NOTWITHSTANDING THIS SUPPORT, THE VIEWS EXPRESSED ARE THE PERSONAL VIEWS OF THE AUTHORS, AND THE FEDERATION OF CANADIAN MUNICIPALITIES AND THE GOVERNMENT OF CANADA ACCEPT NO RESPONSIBILITY FOR THEM.

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HOW TO USE THIS DOCUMENT

EACH SECTION ON THE URBAN STRUCTURE (SEE FIGURE H) BEGINS WITH A VISION AND/OR HIGH LEVEL DESCRIPTION OF THE APPLICABLE URBAN STRUCTURE COMPONENT AND THEN MOVES TO THE DETAILS OF HOW THEY ARE TO BE IMPLEMENTED. THE SECTIONS ARE ORGANIZED ACCORDING TO FIGURE H.

KEY DIRECTION (figure a)
Each section has a key direction. It is meant to summarize the main thrust of the section and like a goal, it provides a description of the results that the City is hoping to achieve. It is from this direction that the rest of each section is based.

VISION (figure b)
An inspirational statement regarding how the area will evolve.

DESCRIPTION (figure c)
This is the main body of the section. It outlines the characteristics of the area, how it fits into the Urban Structure and may outline examples of that part of the Urban Structure.

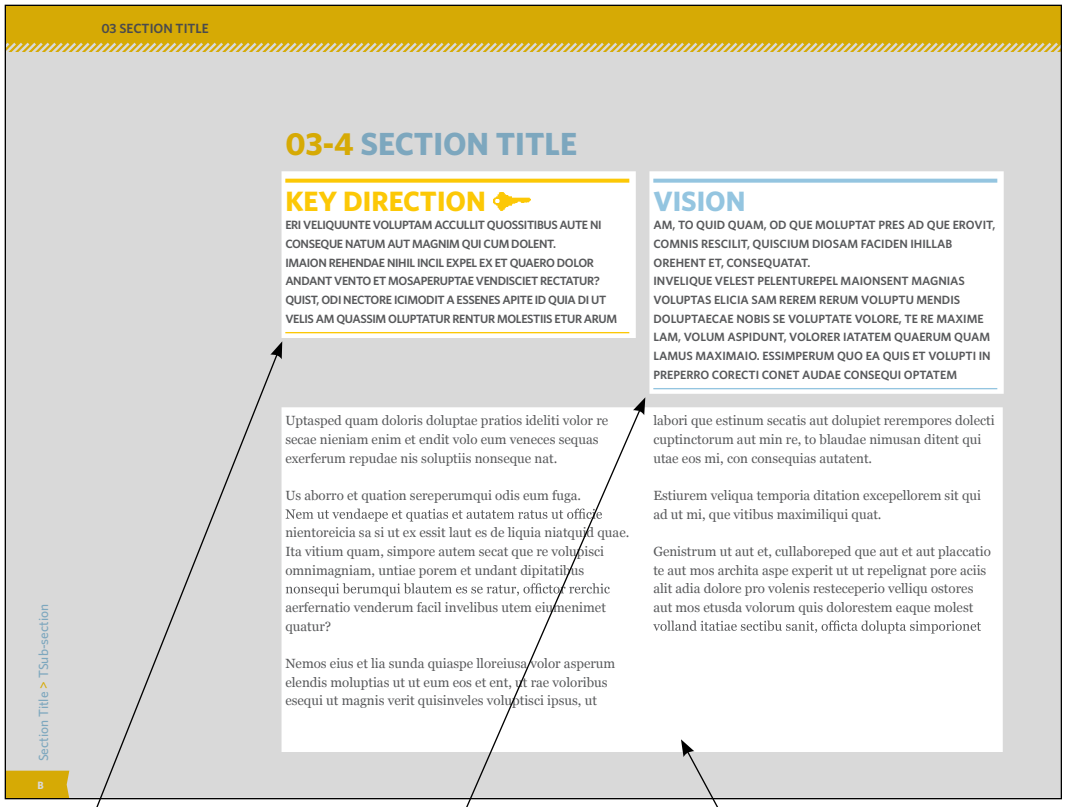

figure a figure b figure c

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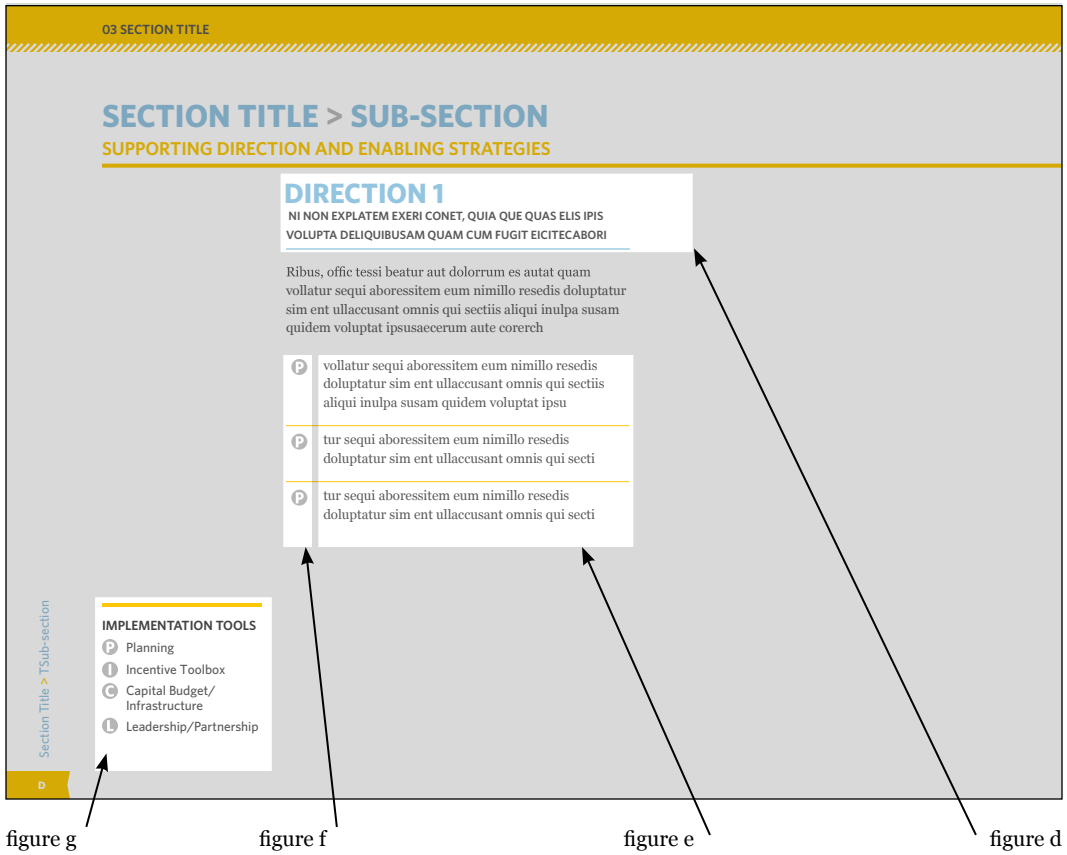

IMPLEMENTATION TOOLS (figure g)

- **Planning**
- **Incentive Toolbox**
- **Capital Budget/Infrastructure**
- **Leadership/Partnership**

SUPPORTING DIRECTIONS (figure d)

Supporting Directions are based on the Key Directions and describe the City's objectives concerning the component of the Urban Structure in more detail.

ENABLING STRATEGIES (figure e)

The enabling strategies come from each supporting direction. They are the strategies that will guide the City to fulfilling the directions for each component of the Urban Structure.

TOOLS (figure f)

Each enabling strategy has been assessed as to how they can be implemented. There are four categories of tools: Planning, Incentives, Capital Budget/Infrastructure, and Leadership/Partnership. Where an enabling strategy will use one or more tools, their corresponding symbols will be shown next to the strategy.

The details of the specific tools and actions that will be used to implement the enabling strategies have not been specified in this paper. They will be further defined through the Complete Communities Toolbox and through future work plans. (see Implementation Section)

GLOSSARY

Complete Communities is a technical document which uses terms that may not be familiar to all users. For that reason, there is a comprehensive glossary at the back of the document to help the reader better understand and use the document.

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DOCUMENT STRUCTURE

THROUGHOUT THE DOCUMENT YOU WILL FIND GRAPHICAL CUES FOR QUICK REFERENCE AND NOTES REFERRING YOU TO OTHER DOCUMENTS FOR FURTHER INFORMATION. THIS SECTION WILL GIVE YOU A QUICK VIEW OF THE DOCUMENT'S STRUCTURE AND DETAIL THESE CUES AND REFERENCES TO HELP YOU NAVIGATE THROUGH IT.

INTRODUCTION	THE INTRODUCTION PROPOSES A VISION OF COMPLETE COMMUNITIES AND OUTLINES THE SHIFT TO ACCOMMODATING GROWTH AND CHANGE IN WINNIPEG BASED ON AN URBAN STRUCTURE. IT ALSO EXPLAINS HOW THIS DOCUMENT IS RELATED TO OTHER PLANNING DOCUMENTS AND TO **OURWINNIPEG** IN PARTICULAR.	
URBAN STRUCTURE	PROVIDES A VISION FOR THE ARRANGEMENT OF LAND USES WITHIN THE CITY.	
	TRANSFORMATIVE AREAS: **DOWNTOWN** **CENTRES & CORRIDORS** **MAJOR REDEVELOPMENT SITES** **NEW COMMUNITIES**	TRANSFORMATIVE AREAS ARE THOSE AREAS OF THE CITY THAT PROVIDE THE BEST OPPORTUNITY FOR GROWTH AND CHANGE.
	AREAS OF STABILITY: **MATURE COMMUNITIES** **RECENT COMMUNITIES**	AREAS OF STABILITY REFER TO AREAS THAT WILL ACCOMMODATE MODERATE GROWTH AND CHANGE THAT FITS WITH THE EXISTING FORM AND CHARACTER OF ITS LOCATION.
	OTHER: **EMPLOYMENT LANDS** **COMMERCIAL LANDS** **PARKS, PLACES AND OPEN SPACES** **RURAL AND AGRICULTURAL**	THESE AREAS CAN BE FOUND THROUGHOUT THE CITY IN BOTH TRANSFORMATIVE AREAS AND AREAS OF STABILITY.
	SPECIAL DISTRICTS: **AIRPORT AREA** **ABORIGINAL ECONOMIC DEVELOPMENT ZONES** **CAPITAL REGION**	SPECIAL DISTRICTS ARE AREAS WHERE THE CITY HAS LIMITED OR NO JURISDICTION, BUT IS IN A POSITION TO PARTNER WITH STAKEHOLDERS IN THE FUTURE DEVELOPMENT OF THESE LANDS.
	URBAN STRUCTURE SUPPORTS: **URBAN DESIGN** **HERITAGE CONSERVATION**	THESE SUPPORTING SECTIONS ARE NOT RELATED TO ANY ONE AREA OR TYPE OF AREA OF THE CITY. THEY ARE INTENDED TO BE APPLIED THROUGHOUT THE CITY BASED ON WHERE THEY ARE APPLICABLE TO A PARTICULAR NEIGHBOURHOOD, COMMUNITY, OR COMPONENT OF THE URBAN STRUCTURE.
IMPLEMENTATION	THE IMPLEMENTATION SECTION DESCRIBES HOW THE COMPLETE COMMUNITIES DIRECTION STRATEGY WILL BE IMPLEMENTED.	

figure h

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01 INTRODUCTION

Complete Communities is one of four Direction Strategies among a series of detailed studies, strategies and guides supporting **OurWinnipeg**. Its primary focus is to describe Winnipeg's physical characteristics and lay out a framework for the city's future physical growth and development by introducing an urban structure. An urban structure is a spatial articulation of city building objectives. It guides the city's future realization, identifying and defining its physical components–not as they are today, but as they are envisioned.

Through **SpeakUpWinnipeg**, Winnipeggers have told us they are increasingly committed to and looking for environmentally, socially and economically sustainable solutions. They have been clear about wanting healthy and sustainable communities— communities where people of every age and ability have the opportunity to live, work, shop, learn and play within their own neighbourhood.

OurWinnipeg has been additionally informed by background research and analysis showing that the city will grow and change considerably over the coming decades. By 2031, our city is expected to grow by more than 180,000 people and add more than 65,000 jobs— a level of growth Winnipeg hasn't seen in decades. This translates into the need for more than 83,000 new dwelling units— equivalent to the addition of a city the size of Regina— in just 20 years with less than 13 years of land supply. Our projected population growth is outpacing our supply of new land for development, and for the first time in our history, we face a critical land shortage.

Growth without sufficient land doesn't have to be a crisis. It can be an opportunity to be proactive and innovative about how we grow, allowing us to address the following questions in a new way:

- How are we going to sustainably accommodate growth and change?
- How can we capitalize on growth while making sure our city stays livable, affordable and desirable?
- How can we make sure that all Winnipeggers benefit from this growth?
- How can we maintain and enrich what we value while finding room for a growing population?

In response to the clear direction provided by Winnipeggers through **SpeakUpWinnipeg**, informed by recommendations from background research in areas such as employment lands, commercial lands, residential lands and the Downtown, and necessitated by our considerable growth projections over the coming years, **OurWinnipeg** will prioritize building Complete Communities and accommodating growth and change in a sustainable way. This will be done by balancing growth in new and existing communities with intensification in certain areas of the city—namely, Centres and Corridors, Major Redevelopment Sites and Downtown.

The Vision Statement and principles for the **Complete Communities** establish its rationale and articulate the preferred direction in moving forward. The Vision and principles were developed by representatives from the City of Winnipeg Water & Waste, Public Works, Transit, Community Services, Planning, Property & Development Departments, City of Winnipeg Police Services and the Province of Manitoba.

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OVERALL VISION

THE CITY OF WINNIPEG IS PLANNED AND DESIGNED BASED ON A LOGICAL URBAN STRUCTURE THAT FOCUSES GROWTH AND CHANGE TO ENHANCE EXISTING ASSETS, TO CREATE COMPLETE COMMUNITIES AND COMPLETE EXISTING COMMUNITIES, AND TO ENSURE A SOCIALLY, ENVIRONMENTALLY AND ECONOMICALLY SUSTAINABLE FUTURE THROUGH THE INTEGRATION OF TRANSPORTATION PLANNING, LAND USES, BUILT FORMS AND URBAN DESIGN.

PRINCIPLES

Stemming from the vision are six principles. They function as a guiding framework for **Complete Communities**:

1 Creating complete communities and completing existing communities— enhancing their existing infrastructure and assets in ways that make most amenities for daily living universally accessible — will be key to making our city attractive and competitive.

2 Growth is to be focused on areas that will respond best to city building objectives— including social, economic and environmental sustainability. A criteria-based approach, which may include a variety of tools, will be utilized.

3 **OurWinnipeg** supports a pedestrian and transit friendly environment by integrating public infrastructure, land uses and built form to encourage higher residential densities and building-type variation, where practical and feasible.

4 **OurWinnipeg** builds on existing assets, including natural heritage features (rivers, urban forests, and parks), cultural heritage features (the historic villages and heritage buildings and structures), built form (mature neighbourhoods and Downtown), community focal points (facilities, open spaces and main streets), and the existing pattern of streets. The existing character and form will not change for a significant portion of the city.

5 **OurWinnipeg** builds on future, planned-for assets, such as rapid transit systems and CentrePort.

6 The collaborative implementation of **OurWinnipeg** will be inclusive, transparent, accessible and meaningful for everyone.

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COMPLETE COMMUNITIES

Winnipeg is fortunate that it can historically be described as a community of communities; it is made up of many distinct and unique neighbourhoods, all woven together by a rich community spirit. Promoting the completion of Winnipeg's existing communities and guiding the creation of new complete communities will be paramount in making sure that the city is a sustainable and vibrant place to call home for generations.

WHAT IS A COMPLETE COMMUNITY?

Complete communities are places that both offer and support a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn and play in close proximity to one another.

CHARACTERISTICS OF COMPLETE COMMUNITIES

Complete Communities provide options for accessing services, amenities and community resources by ensuring that most of the daily necessities of life— services, facilities, and amenities— are readily accessible.

Complete Communities provide options for mobility by facilitating a range of transportation options. In many instances, modes of transportation will differ from one part of the city to another based on the area's context. Alternative modes of transportation should be encouraged where they can provide convenient and realistic travel choices.

Complete Communities celebrate diversity and provide housing options that accommodate a range of incomes and household types for all stages of life.

Complete Communities provide options for local employment, recognizing that not everyone will live near their place of employment. While Downtown, airport lands and designated employment zones will continue to be the centres of employment in the City of Winnipeg, a complete community should entail a mix of uses that will provide the option of employment close to home.

Communities are living, dynamic and unique entities that evolve and change over time. The concept of complete communities is directly applicable to every part of the city, but recognizes the unique aspects that differentiate one community from another. Reflecting on the level of completeness of communities is a key step to developing, exploring, and comparing ideas for improving them.

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IS COLD WEATHER A BARRIER TO COMPLETE COMMUNITIES?

The short answer is no. Whether it's rain (Portland, OR and Vancouver, BC), extreme heat (Miami, FL and San Diego, CA) or snow (Montreal QC and Ottawa, ON)— cities can adapt to their unique climates.

Winnipeg's cold weather climate creates a host of benefits. However, it also poses a number of challenges that we must overcome in order to best handle the demands of the weather and to fully utilize the winter season as an important community asset.

By applying planning and design approaches that respond to our unique climate, Winnipeg can mitigate some of the discomfort and inconveniences of winter. This positive approach can also benefit the attitudes of residents, and bolster the community's ability to attract new businesses and residents

Recognizing this, cities such as Minneapolis and Edmonton— whose climates are similar to Winnipeg– have also been prioritizing Complete Communities in their recent development plans.

Photo: Economic Development Winnipeg

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COMPLETE COMMUNITIES

THESE ILLUSTRATIONS SHOW SOME POSSIBLE COMPONENTS OF COMPLETE COMMUNITIES

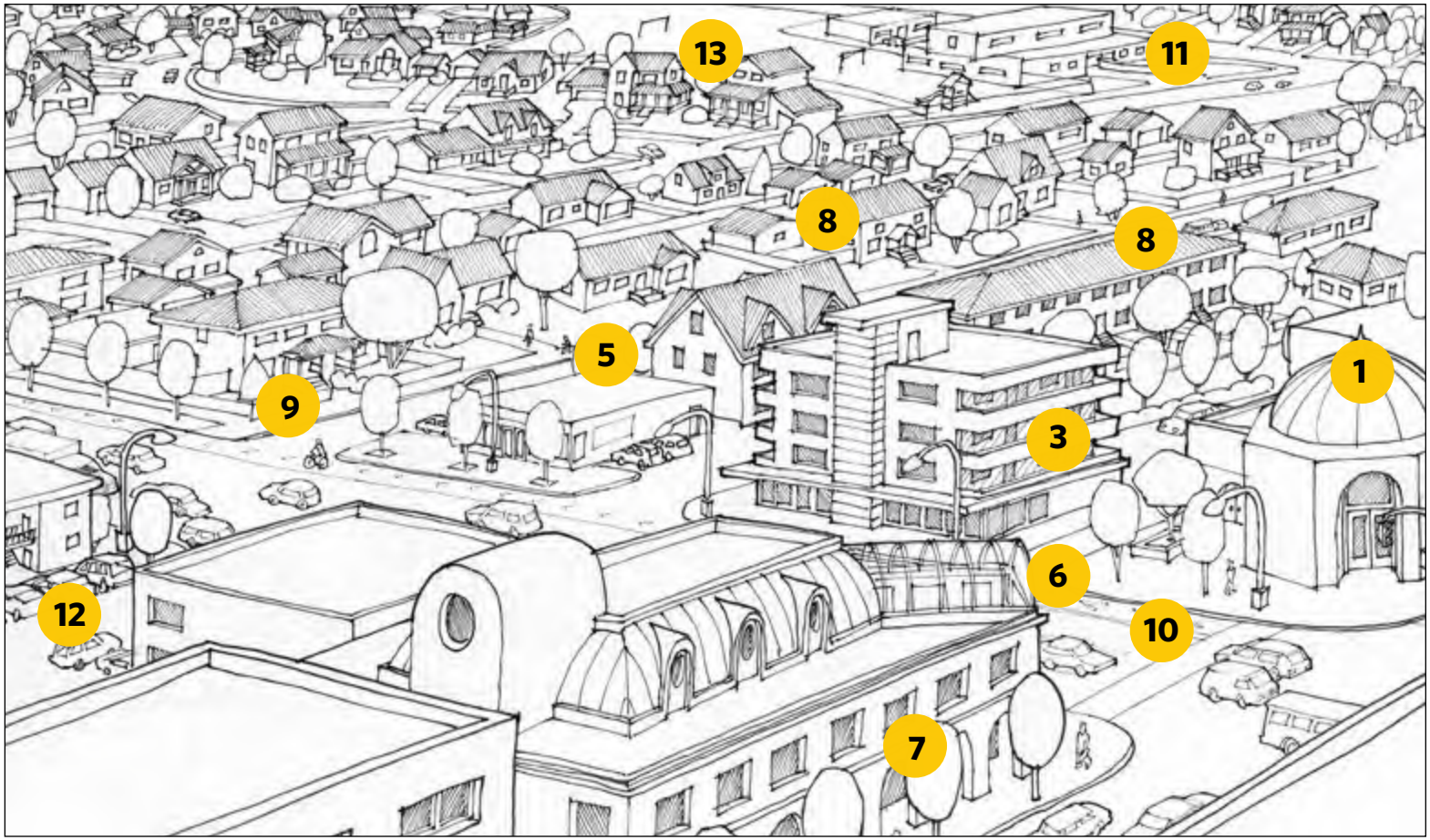

figure 01a

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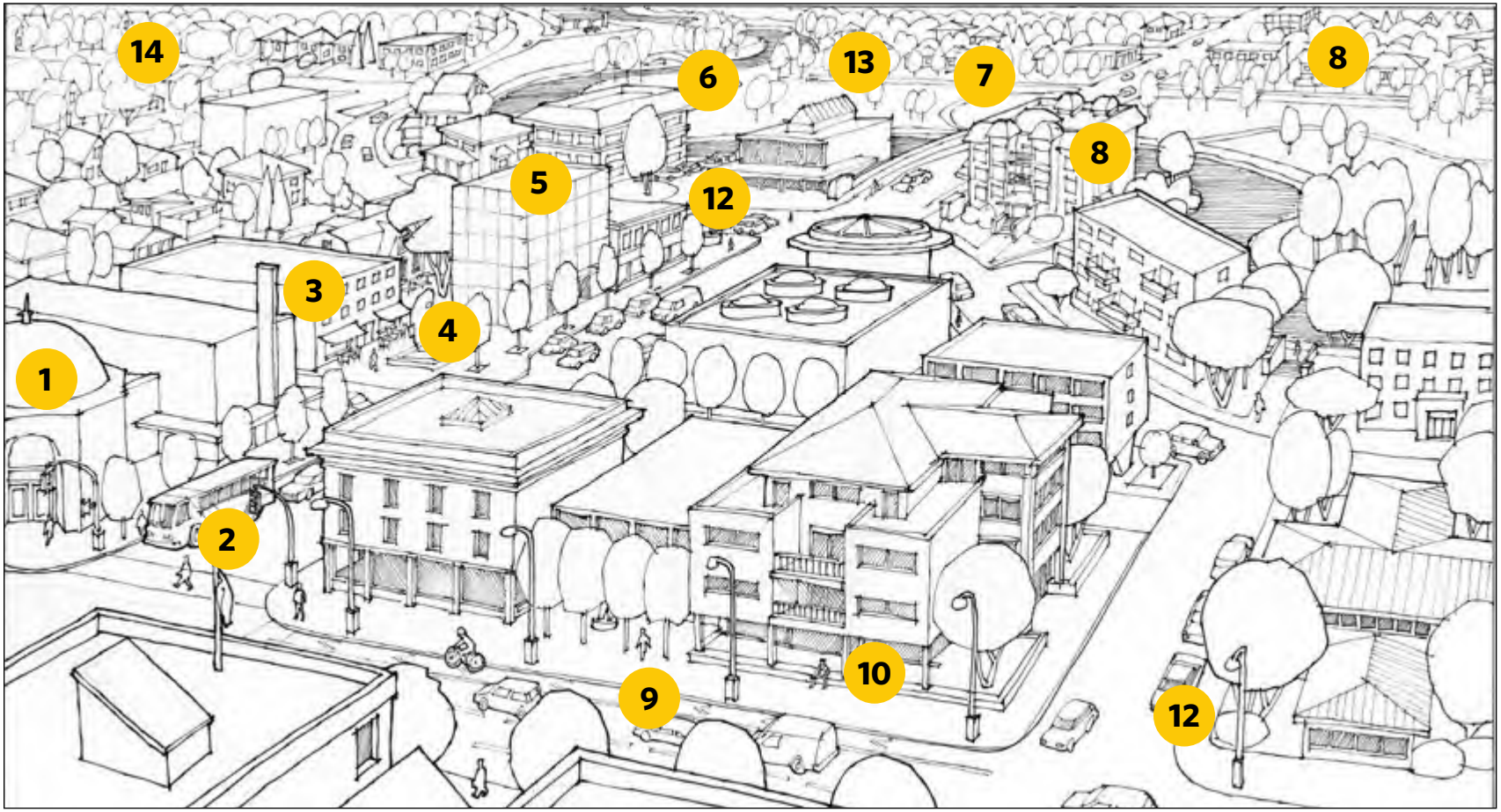

figure 01b

1. Preservation of heritage sites
2. High frequency transit
3. Mixed developments–housing, retail, public space, etc.
4. Promotion of arts and culture
5. Local employment options
6. Connected transit, pedestrian, bike routes.
7. High quality local spaces
8. Housing options/affodability
9. Complete streets–cars, bikes, pedestrians
10. Safe and accessible
11. Schools
12. Parking
13. Parks
14. Urban forest

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REFERENCES

While comprehensive in scope and detail, **Complete Communities** is designed to work in conjunction with all of **OurWinnipeg's** supporting documents to create a complete package of resources and directions.

For that reason, **Complete Communities** directs the reader to other supporting documents at the beginning of each section. The reader should be cognizant of these additional documents to ensure a complete understanding of each section.

The following is the comprehensive list of documents referenced throughout **Complete Communities**.

OURWINNIPEG

OurWinnipeg is an integrated community sustainability plan for the City of Winnipeg. In addition to **Complete Communities**, there are four other documents providing its direction:

- **Sustainable Transportation**
- **Sustainable Water & Waste**
- **A Sustainable Winnipeg**
- **Call to Action for OurWinnipeg**

Taken together, these provide the detail supporting **OurWinnipeg**. In order to paint a complete picture of our city's future, each document draws on the others for support.

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GUIDING DOCUMENTS

A number of guiding documents have been completed (or will need to be created) to guide the implementation of **OurWinnipeg**:

Existing / Council Endorsed

> Active Transportation Action Plan
> Ecologically Significant Natural Lands Strategy

Drafted

> CentrePlan Development Framework (2008) / Background Study

Many others are underway or will be initiated to support implementation of **OurWinnipeg**. These documents will be brought forward upon completion for Council consideration.

> Downtown Parking Strategy
> Downtown Residential Development Strategy
> Heritage Conservation Management Plan
> Infill Development Guidelines for Multiple-Family Developments in Low Density Neighbourhoods
> Local Area Planning Handbook
> Parks, Places and Open Spaces Management Plan
> Transit Oriented Development Handbook
> Urban Design Strategy

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02 THE URBAN STRUCTURE

OurWinnipeg is based on an urban structure— a spatial articulation of city building objectives. It guides the city's future realization, identifying and defining its physical components, not as they are today, but as they are envisioned.

An urban structure differentiates between areas of the city based on their period of growth and descriptive characteristics. This approach recognizes the uniqueness of different neighbourhoods and areas of the city, providing the basis for accommodating growth and change in a way that is sensitive to context.

While there will inevitably be growth and change throughout the city, there are specific areas that provide the best opportunity to do so in an environmentally, socially and economically sustainable way. The Urban Structure identifies these as Transformative Areas.

OURWINNIPEG TRANSFORMATIVE AREAS

- **Downtown**
- **Mixed Use Centres**
- **Mixed Use Corridors**
- **Major Redevelopment Sites**
- **New Communities**

Apart from Transformative Areas, moderate growth and change can be accommodated within what the Urban Structure identifies as Winnipeg's Areas of Stability. These neighbourhoods present some of the best opportunities to accommodate infill development. They also increase the range of housing for families and individuals within areas that take advantage of existing infrastructure such as transit and amenities, local retail, schools, parks and community services.

OURWINNIPEG AREAS OF STABILITY

- **Mature Communities**
- **Recent Communities**

URBAN STRUCTURE HIERARCHY

In some instances, property may be located within more than one area of the urban structure. When areas of the urban structure overlap, the policies of both shall apply. However, if policies conflict, the following hierarchy shall be used to determine which area policies take precedence.

AREA SPECIFIC

A. Airport Area, Aboriginal Economic Development Zones, Rural and Agricultural Areas
B. Transformative Areas*
   1. Major Redevelopment Sites
   2. Downtown
   3. New Communities
   4. Centres and Corridors
C. Parks, Places and Open Spaces, Employment Areas
D. Areas of Stability

AREA WIDE

*Within Transformative Areas, policies are designed to be complimentary. However, if policies conflict, area policies shall take precedence in the order shown here.

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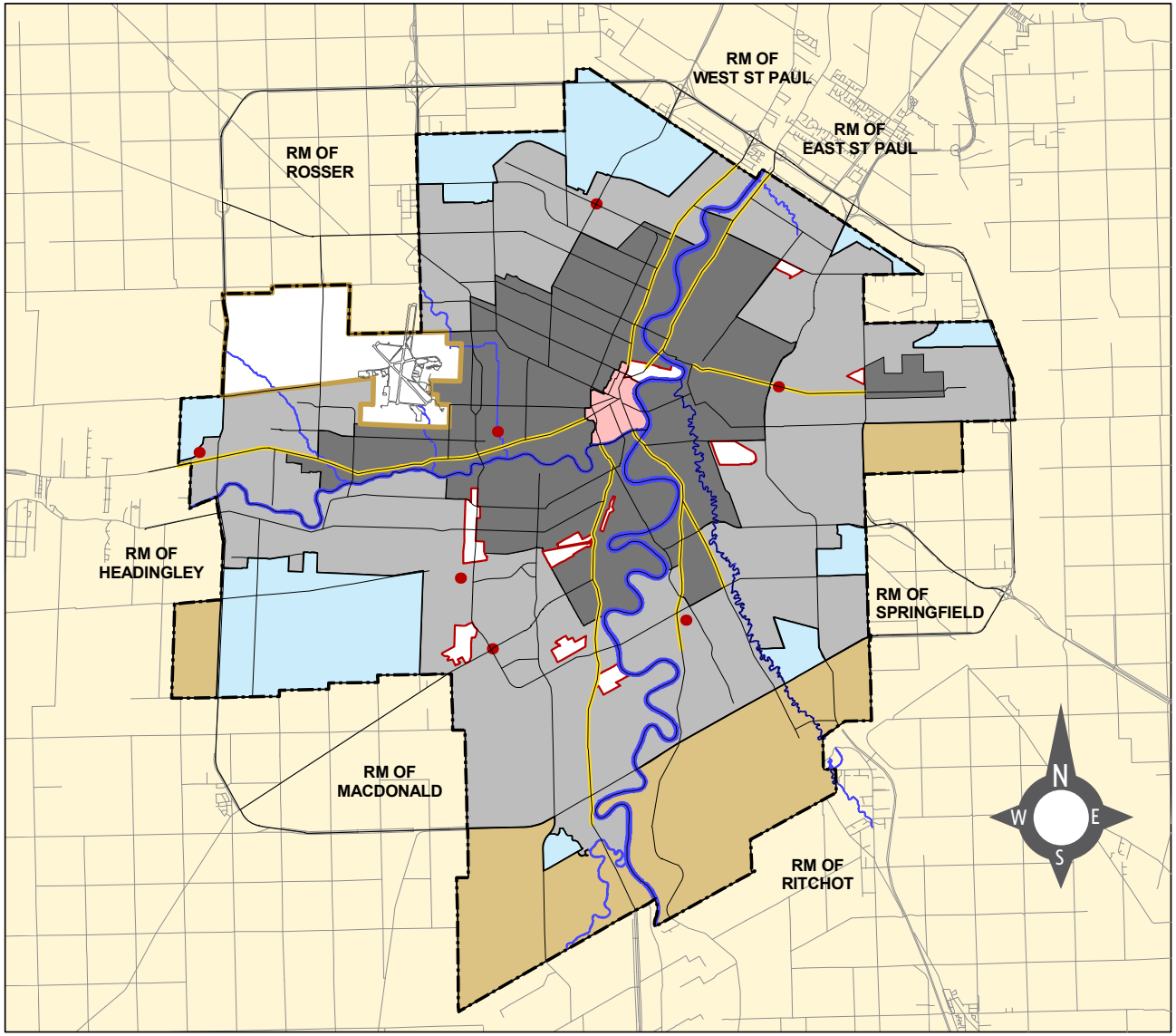
URBAN STRUCTURE



LEGEND

- Downtown
- Major Redevelopment Sites
- New Communities
- Regional Mixed Use Centre
- Regional Mixed Use Corridor
- Mature Communities
- Recent Communities
- Rural and Agricultural
- Airport Area

0 2 4 6 8 10
Kilometers

figure 02a
Winnipeg's urban structure.
Amended 66/2013, 86/2013

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Regular updates to the urban structure based on actual changes "on the ground" will keep it current and ensure that it contributes to the overall OurWinnipeg vision and directions.

Compared to past practices, this approach puts more emphasis on the following areas:

- Linking land use directly to transportation.
- Identifying areas for growth and change with the greatest capacity to handle that change.
- Encouraging mixed use and increased density in most new development.
- Promoting sustainable and accessible urban design.
- Enhancing public transit options and an accessible, connected network of bike and pedestrian trails.
- Planning that continuously responds to changing market conditions through best practice research.
- Facilitating demonstration projects throughout the city.
- Working upfront and collaboratively with partners.
- Providing flexible tools for implementation.
- Monitoring and measuring results to respond to changing conditions (dynamic, not static).

Additionally, **Complete Communities** emphasizes that Downtown is Winnipeg's preeminent complete community. Winnipeg's Downtown will continue to provide the largest concentration of jobs, the best multimodal transportation connections and an increasing residential population. As such, Downtown forms a critical component of this Direction Strategy, essentially a Downtown plan as part of the larger document.

This approach recognizes changes that are already underway in our city, such as rapid transit and active transportation. It also identifies new approaches to continue to grow in a sustainable way in the coming years. In these ways, the urban structure will advance a sustainable urban form.

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TOOLS AND DEMONSTRATION PROJECTS

OurWinnipeg will be a dynamic plan as it identifies a range of tools, incentives and actions that the City can use to implement directions and strategies over time. As identified in Section 14, Implementation, these include incentive-based and planning tools as well as partnerships and marketing. One newly identified tool is a Complete Communities Checklist, a non-regulatory evaluation tool that will facilitate a collaborative conversation with stakeholders about new development proposals. The paper additionally identifies specific opportunities to work with partners in demonstrating the viability and attractiveness of certain approaches, such as mixed use development, via pilot projects throughout the city. As these projects are unveiled, they will bring to life the ideals of **OurWinnipeg** and will help Winnipeggers to "see the possibilities."

WHAT ARE TOOLS?

In order to implement **Complete Communities**, a number of tools may be used. There are four categories of tools:

- **Planning** - Planning tools may include such things as zoning, local area plans, guidelines, and background studies.
- **Incentive** - Incentives are primarily non-fiscal related, such as a streamlined approval process, but may also include limited fiscal related incentives, such as tax increment financing.
- **Capital Budget/Infrastructure** - Capital Budget/Infrastructure refers to either soft or hard infrastructure that the City may need to provide or maintain.
- **Leadership/Partnership** - Leadership/Partnership refers to the need for leadership and collaboration within the organization as well as within other levels of government, citizens, and other stakeholders.

The details of these tools will be defined through the development of the implementation toolbox and future work plans **(see: 14 Implementation).**

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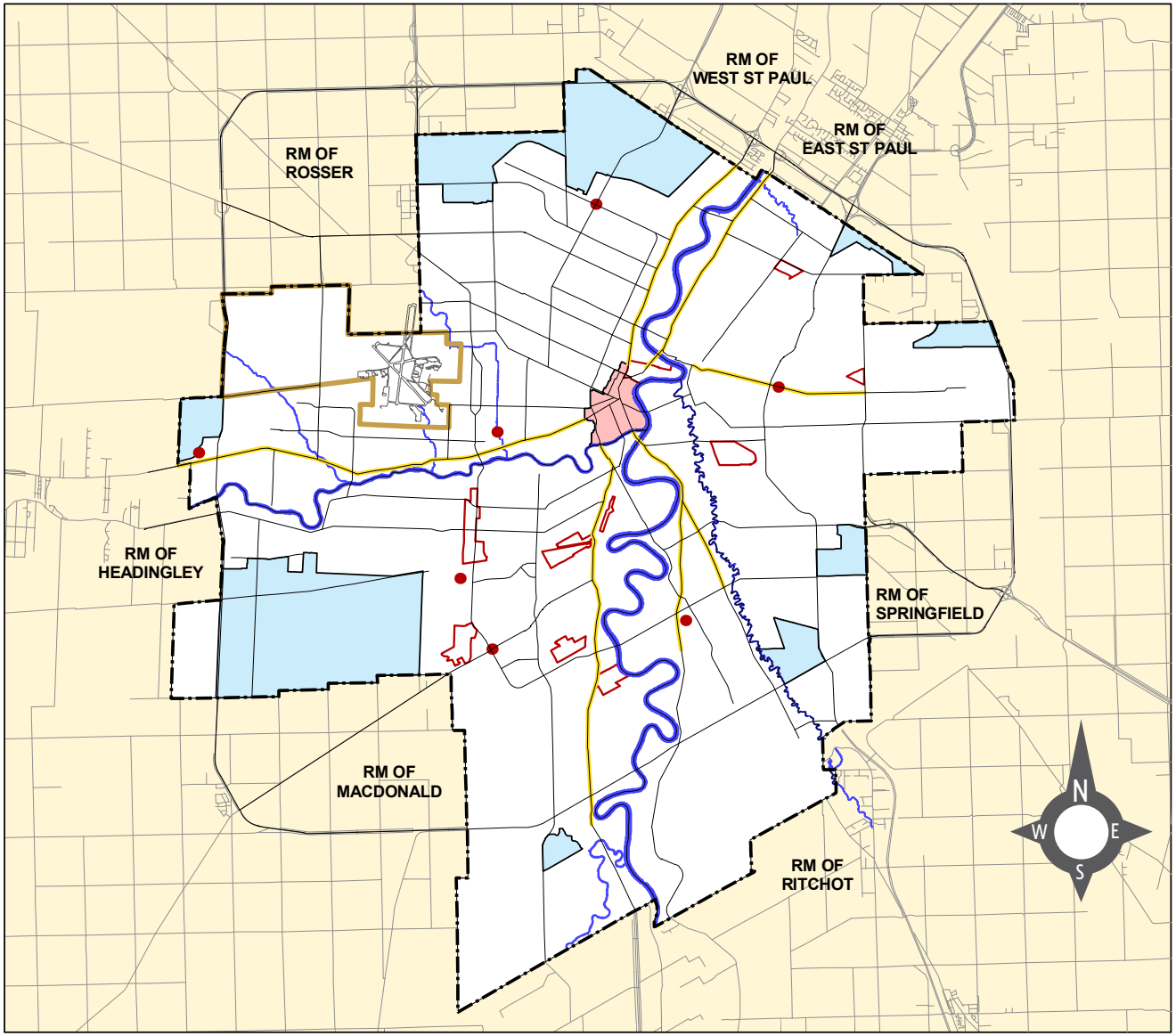
TRANSFORMATIVE AREAS



LEGEND

- Downtown
- Major Redevelopment Sites
- New Communities
- Regional Mixed Use Centre
- Regional Mixed Use Corridor

0 2 4 6 8 10
Kilometers

Figure 03a
Amended 66/2013

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03-1 OURDOWNTOWN

OURDOWNTOWN – ALWAYS A PRIORITY

Our Downtown is the entertainment, cultural and economic heart of our city and our window to the world. Downtown fulfills many functions: It has the largest employment concentration with the City's highest density office development complemented by a strong service and retail component. It offers the broadest range of unique arts, entertainment and cultural opportunities and the City's most significant heritage amenities. Furthermore, it is emerging as an important high-density, mixed-use residential community with both long-standing and emerging neighbourhoods. Downtown is also the focal point for the city's multi-modal transportation network.

As it accommodates future growth, Downtown offers one of the best opportunities to create complete, mixed-use, higher-density communities in a way that promotes sustainable practices. Downtown intensification and redevelopment makes efficient use of land and makes the best use of existing infrastructure. It provides for options that enable active transportation alternatives. Downtown's transformation will reflect its importance as the city's pre-eminent complete community. In so doing, Downtown will offer an unparalleled urban environment and a high quality of life for all who choose to live, work, visit, learn, play and invest there.

DOWNTOWN

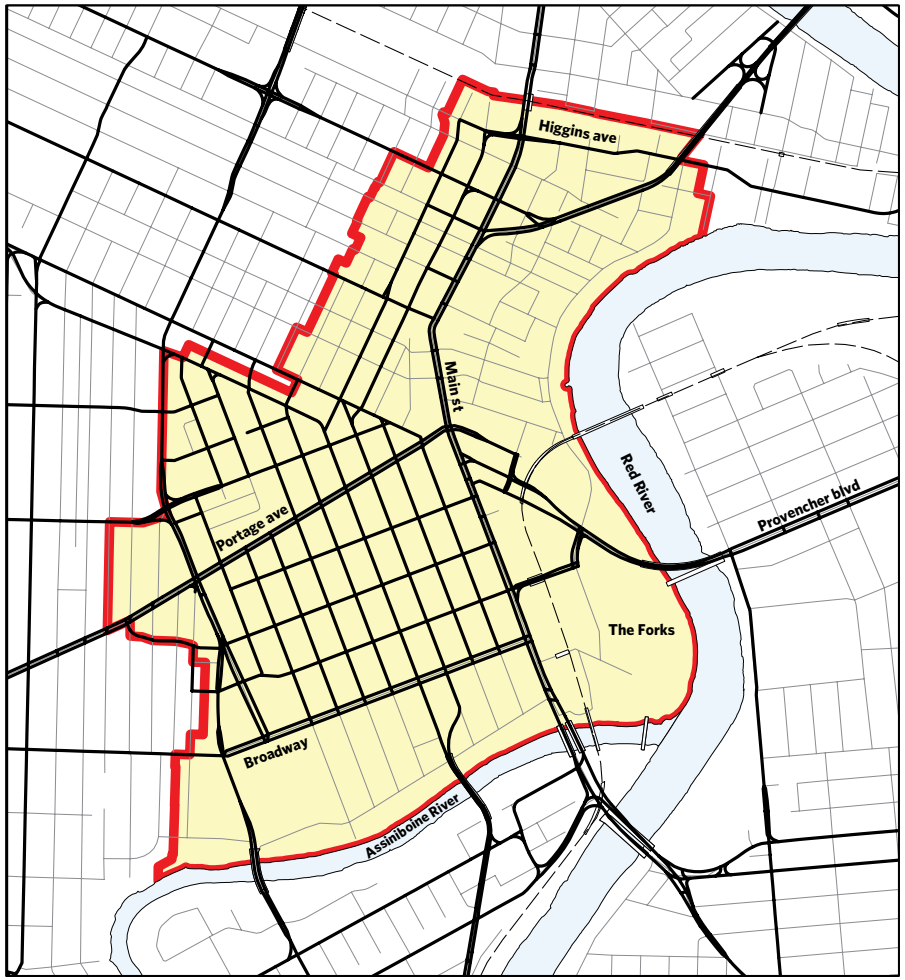

Figure 03b

0.00 0.25 0.50 0.75 1.00
Kilometers

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03-1a ORGANIZING DOWNTOWN

OURDOWNTOWN

This section will be supported by the following document:

> **CentrePlan Development Framework (2008) / Background Study**

KEY DIRECTION

PURSUE A FOCUSED DISTRICT, DESTINATION AND CLUSTER APPROACH TO DEVELOPMENT DOWNTOWN THAT WILL SEEK TO:

> PROVIDE MORE PREDICTABILITY AND OPPORTUNITY FOR INVESTMENT.

> INCREASE THE VARIETY OF COMPLEMENTARY EXPERIENCES AND OPPORTUNITIES.

> HELP ACHIEVE A CRITICAL MASS OF PEOPLE-ORIENTED ACTIVITY THAT IS VITAL TO ONGOING ECONOMIC SUCCESS.

Downtown provides the best opportunity for development that has a wide mix of uses (residences, offices, services, entertainment, retail). Through this mix of uses, it is able to achieve 'completeness'— an environment where many daily needs can be accessed more conveniently and sustainably. Historically, a number of distinct districts, destinations and clusters have evolved Downtown, each with its unique character and identity and each with its unique strengths and opportunities. These districts, destinations and clusters can be made 'complete' while contributing to Downtown's collective vibrancy. The physical transformation of the existing built form (buildings, streets, spaces, amenities) will further define and enhance these districts, destinations and clusters.

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TRANSFORMATIVE AREAS > OURDOWNTOWN > ORGANIZING DOWNTOWN

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

FURTHER DEFINE AND ENHANCE THE IDENTITY AND CHARACTER OF DOWNTOWN'S UNIQUE DISTRICTS, DESTINATIONS AND CLUSTERS.

P L Formally identify Downtown's unique districts, destinations and clusters, and characterize them as distinct and complementary for the purpose of Downtown growth and development planning.

P In consultation with local stakeholders, establish development criteria and enabling guidelines that support focused public and investment goals for each district, destination and cluster.

DIRECTION 2

PROMOTE INTENSIFICATION AND HIGH-DENSITY MIXED USE DEVELOPMENT WITHIN DOWNTOWN IN A WAY THAT SUPPORTS AND COMPLEMENTS ITS UNIQUE DISTRICTS, DESTINATIONS AND CLUSTERS.

P I L Create favourable conditions and opportunities for desired development in identified districts, destinations and clusters in the Downtown.

P L Ensure that streamlined regulatory processes and effective implementation tools are in place to support the development goals desired for each identified district, destination and cluster.

DIRECTION 3

ESTABLISH NODES AND CORRIDORS THAT COMPLEMENT DOWNTOWN'S DISTRICTS, DESTINATIONS AND CLUSTERS BY SERVING AS KEY GATEWAYS AND MEETING PLACES AND FOCUSING ON PEDESTRIAN-ORIENTED, ACTIVE USES.

P Identify desired nodes and corridors for each of Downtown's districts, destinations and clusters.

P Focus investment to support the creation or reinforcement of nodes and corridors in order to enhance the 'sense of place' associated with Downtown's districts, destinations and clusters through such means as CPTED, streetscape design, wayfinding signage, universal access, public art and lightscaping where practical and affordable.

P I L Establish benchmarks and corresponding incentives for investment to achieve the amenities and design standards associated with each area-specific node and corridor that can be measured.

I L Proactively market and promote development opportunities associated with each defined area to the development community that can be measured and based on results.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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03-1b PLACES TO LIVE DOWNTOWN

OURDOWNTOWN

This section will be supported by the development of additional implementation documents including:

> **Downtown Parking Strategy**

KEY DIRECTION

PROMOTE AND ENABLE A MIX OF RESIDENTIAL DEVELOPMENT OPTIONS AS PART OF A MIXED-USE STRATEGY DOWNTOWN, SEEKING TO:

> ACCOMMODATE THE RESIDENTIAL NEEDS OF A LARGE CROSS-SECTION OF THE POPULATION.

> ESTABLISH A NUMBER OF THRIVING 'COMPLETE' COMMUNITIES DOWNTOWN.

> ATTRACT ADDITIONAL COMMERCE TO THE AREA, LEADING TO ACTIVE-AND SAFER-DOWNTOWN STREETS.

Downtown is home to two long established residential neighbourhoods—the neighbourhood south of Broadway and the neighbourhood around Central Park—together with a number of scattered recent and established residential neighbourhoods. Population projections for the next 25 years support the need to accommodate significant residential growth Downtown. This residential development will see higher densification where appropriate within established neighbourhoods while promoting residential expansion by establishing complete communities. This is consistent with many successful Downtowns throughout North America, having enhanced their status as 'employment centres' by adding a comprehensive set of amenities that can support and sustain a significant residential population. Residential growth Downtown will leverage existing community assets—intensifying residential use amidst the city's richest concentration of cultural and community assets and civic infrastructure.

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SEE THE POSSIBILITIES

POSSIBLE TRANSFORMATION OF DOWNTOWN LIVING FOLLOWING COMPLETE COMMUNITY PRINCIPLES

1

2

Photo Illustration: Urban Advantage

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TRANSFORMATIVE AREAS > OURDOWNTOWN > PLACES TO LIVE DOWNTOWN

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

PROMOTE AND ENABLE SUSTAINABLE, HIGH-DENSITY RESIDENTIAL DEVELOPMENT IN STRATEGIC LOCATIONS DOWNTOWN.

P I L Facilitate the redevelopment of vacant or underutilized properties in defined areas in support of increased residential and mixed-use development.

P I L Develop a downtown parking strategy to facilitate the redevelopment of surface parking lots in defined areas in support of residential and mixed-use development.

P I L Facilitate the adaptive reuse of viable and underutilized heritage building space in defined areas, with particular emphasis on the Exchange District, in support of increased residential and mixed-use development.

P Ensure that streamlined regulatory processes and effective implementation tools are in place to support residential development goals in defined Downtown areas.

P I L Continue to employ incentives to facilitate housing and housing rehabilitation based on market-driven needs that can be measured and based on results.

P L Set favourable conditions for new and infill development, as well as redevelopment of existing properties.

P L Set favourable conditions for the development of student-oriented housing in close proximity to, or in conjunction with Downtown learning institutions.

L Target an average annual increase in Downtown residential housing units, and monitor progress against this target as well as the percentage of all new housing units that are accommodated within the Downtown.

L Maintain safe housing through information, inspection and where necessary, by-law enforcement.

P Incorporate design safety elements such as universal access, lighting, sightlines, building security and landscaping in all new residential redevelopments.

P I L Encourage complimentary services in the Downtown in order to support the Downtown residential population.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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DIRECTION 2

SUPPORT THE EVOLUTION OF EXISTING DOWNTOWN RESIDENTIAL NEIGHBOURHOODS INTO SUSTAINABLE, SAFE AND COMPLETE COMMUNITIES.

P I C L Facilitate the provision of public and/or private neighbourhood based amenities in higher-density residential neighbourhoods such as public spaces, pedestrian improvements, streetscaping, CPTED and recreational amenities.

P I L Facilitate neighbourhood based commercial and retail development in conjunction with residential densification in existing residential neighbourhoods.

DIRECTION 3

PROMOTE THE COMPLETENESS OF ESTABLISHED DOWNTOWN NEIGHBOURHOODS WHILE SUPPORTING INTENSIFICATION AND DENSIFICATION WHERE APPROPRIATE.

P L Define appropriate goals and targets for redevelopment and intensification.

P I C L Facilitate the intensification of residential development and the provision of amenities and support services as deemed necessary toward the fulfillment of complete communities.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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03-1c PLACES TO WORK AND LEARN DOWNTOWN

OURDOWNTOWN

KEY DIRECTION

FACILITATE THE EXPANSION OF EMPLOYMENT AND EDUCATION OPPORTUNITIES DOWNTOWN, SEEKING TO:

- **REINFORCE DOWNTOWN'S ROLE AS A HUB FOR BUSINESS, FOR LEARNING, FOR GOVERNMENT AND FOR COMMERCIAL ACTIVITY.**
- **CAPITALIZE UPON DOWNTOWN'S STRATEGIC ADVANTAGES.**

Growth projections for the next 25 years support the need to accommodate significant commercial, employment and institutional growth Downtown. Transformation will reinforce Downtown's status as the city's premier employment centre while enhancing its role in the provision of education and life-long learning. Further development will be supported in accordance with the defined Downtown district concept and will build upon background research. Defined commercial and institutional clusters will be enhanced in concert with new residential development to increase the amount of 'people' activity hours— a crucial factor to sustaining economic success in the accompanying service sector. Downtown employees and students will be recognized as key demographic groups in terms of creating the critical mass of people required to support commercial and retail development Downtown
at all hours.

Photo: Harv Sawatzky

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TRANSFORMATIVE AREAS > OURDOWNTOWN > PLACES TO WORK AND LEARN DOWNTOWN

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

PROMOTE DOWNTOWN AS THE LOCATION OF CHOICE FOR NEW OFFICE SPACE DEVELOPMENT FOR BOTH THE PRIVATE AND PUBLIC SECTORS.

P I L Facilitate the transformation of under-utilized properties and accommodate projected commercial and employment growth in defined Downtown areas, taking into account highest and best use principles and foreseeable market-based economic conditions.

L Work with senior levels of government to ensure that Downtown is a location of choice for government offices and staff.

L Ensure that streamlined regulatory processes and effective implementation tools are in place to support employment development goals in defined Downtown areas.

P I C Ensure that Downtown is the location of choice for new office space development through initiatives such as market gap analysis, relevant incentive tools, and focused complementary public realm and transportation improvements.

DIRECTION 2

FACILITATE THE GROWTH OF POST-SECONDARY CAMPUSES DOWNTOWN.

P L Work with post-secondary institutions and local stakeholders to facilitate desired growth plans in defined Downtown areas.

P I L Accommodate growth and promote extended hour, pedestrian-oriented economic activity Downtown by setting favourable conditions for the development of student-oriented housing in existing residential districts or in close proximity to Downtown learning institutions.

DIRECTION 3

PROMOTE DOWNTOWN ECONOMIC DEVELOPMENT THROUGH RETENTION, RECRUITMENT, INCUBATION AND DEVELOPMENT STRATEGIES.

L Collaborate with stakeholders to prioritize Downtown economic development initiatives and partnerships based on Downtown's unique advantages as the city's primary employment centre.

L Support new employment and commercial services in defined areas by collaborating with agency partners and stakeholders to focus on business retention, recruitment, incubation, and expansion.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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03-1d PLACES TO RELAX AND ENJOY DOWNTOWN

OURDOWNTOWN

This section will be supported by the development of additional implementation documents including:

> **Parks, Places and Open Spaces Management Plan**

KEY DIRECTION

SUPPORT THE EXPANDED PRESENCE OF ARTS AND CULTURE, SPORTS, ENTERTAINMENT AND LEISURE THROUGHOUT DOWNTOWN TOGETHER WITH COMPLEMENTARY SERVICES AND ATTRACTIONS, SEEKING TO:

> DRAW MORE PEOPLE AND CREATE MORE EXTENDED HOUR ACTIVITY STRATEGICALLY THROUGHOUT DOWNTOWN.

> ESTABLISH DOWNTOWN AS A PLACE OF VIBRANCY AND CELEBRATION.

Downtown will continue to develop as the arts, culture, entertainment, sports, and leisure hub of the city. Downtown transformation will seek to formally define accessible and connected districts, destinations and clusters where citizens and visitors can gather to socialize and celebrate, to shop and dine and to be entertained and inspired. Downtown will provide the environment within which arts and culture can flourish and will be the city's choice location for a variety of entertainment and leisure opportunities in a manner that is respectful of the residential population. Complementary, specialty retail and dining establishments will be strategically clustered to complete the street-level experience and promote extended hour pedestrian activity. Public spaces will be enhanced to provide a safe and welcoming environment, whether on a weekday or weekend, during the day or at night.

Photo: Brent Bellamy

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TRANSFORMATIVE AREAS > OURDOWNTOWN > PLACES TO RELAX AND ENJOY DOWNTOWN

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

REINFORCE DOWNTOWN AS THE CITY'S PREMIER CENTRE FOR ARTS AND CULTURE.

- (L) Work with partners, groups and agencies to facilitate diverse, high-quality arts, entertainment and cultural programming in defined Downtown districts in order to promote extended hour activity and vibrancy in the Downtown that respects residential areas.

DIRECTION 2

PROMOTE AND SUPPORT THE ANIMATION OF DOWNTOWN THROUGH CELEBRATORY EVENTS, CONCERTS AND FESTIVALS.

- (L) Collaborate with stakeholder partners to support the expansion of year-round programming and events taking place in public Downtown venues.

IMPLEMENTATION TOOLS

- (P) Planning
- (I) Incentive
- (C) Capital Budget/ Infrastructure
- (L) Leadership/Partnership

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TRANSFORMATIVE AREAS > OURDOWNTOWN > PLACES TO RELAX AND ENJOY DOWNTOWN

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 3

REINFORCE DOWNTOWN AS A HUB FOR MAJOR ENTERTAINMENT AND LEISURE ATTRACTIONS, WHILE ACCOMMODATING SMALLER SCALE OPPORTUNITIES THAT RESPECT AND COMPLETE DOWNTOWN RESIDENTIAL DISTRICTS.

P I L — Identify existing entertainment, arts, culture and retail clusters that can be enhanced or further developed as major destinations. That is, build upon the success of ventures such as the MTS Centre, The Forks, the Millennium Library and the Museum of Human Rights by facilitating development of new restaurants, night clubs, and other complementary entertainment activities in their immediate vicinity.

P I L — Facilitate favourable conditions for public and private investment through the assembly of vacant properties or surface parking lots in defined districts where required. Support a strategic, economically viable, and focused approach to these investment opportunities with the goal of creating clustered destinations with multiple and complementary attractions.

P I C L — Work with development and promotion agencies to create and aggressively market unique and sustainable entertainment, arts, culture and complementary/specialty retail districts and clusters Downtown.

P L — Introduce design guidelines that promote the use of distinct signage and storefront animation in identified entertainment clusters.

P I C L — Support 'specialty' retail attraction strategies with the goal of increasing supply, demand and extended hour retail activity based on the differing market needs of each defined Downtown district.

C — Support the enhancement of existing retail establishments in defined areas by investing in pedestrian-friendly improvements to the public realm that will enhance safe, comfortable and convenient access.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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03-1e HIGH-QUALITY PLACES DOWNTOWN

OURDOWNTOWN

KEY DIRECTION

PROMOTE EXEMPLARY URBAN DESIGN DOWNTOWN WITH THE INTENT OF PRODUCING HIGH QUALITY PUBLIC PLACES (DISTRICTS, DESTINATIONS AND CLUSTERS) THAT:

- **HAVE THEIR OWN UNIQUE IDENTITY AND A CLEAR, UNDERSTANDABLE IMAGE.**
- **ARE CONVENIENT AND FUNCTIONAL, EASY TO GET TO AND MOVE THROUGH AND SAFE.**
- **ARE ATTRACTIVE AND SHOWCASE DESIGN EXCELLENCE.**

Downtown transformation will include a commitment to high quality urban design. Design of the public realm will work hand in hand with the design of private developments. Both will be driven by the common desire to help define and support districts, destinations and clusters in ways that are exciting, yet economically practical. The aim is to create attractive, welcoming and distinct places. Urban place-making will be supported by the need to accommodate the densest level of development and the highest level of services and pedestrian activity. Because these public spaces will be used so intensely, a high level of quality will be crucial. Driven by the high standards of urban design, Downtown places will showcase a rich collection of existing natural and heritage assets, incorporate public art and reflect the highest standards of accessibility.

This section will be supported by the development of additional implementation documents including:

- **Parks, Places and Open Spaces Management Plan**
- **Urban Design Strategy**

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TRANSFORMATIVE AREAS > OURDOWNTOWN > HIGH-QUALITY PLACES DOWNTOWN

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

PROMOTE EXEMPLARY URBAN DESIGN IN DOWNTOWN DEVELOPMENT PROJECTS.

I L — Formally recognize and support exemplary urban design.

P C L — Support the introduction of design elements, such as wayfinding signage, views and landmarks into development projects to distinguish and enhance character and 'sense of place.'

P L — Develop distinct identity and design elements that reflect the development goals of each defined Downtown district.

P L — Enhance the level of certainty for private investors and accelerate development approval through a streamlined design review process.

DIRECTION 2

PURSUE HIGH QUALITY URBAN DESIGN IN A MANNER THAT CONSERVES, ENRICHES, AND SHOWCASES THE RICH COLLECTION OF HERITAGE RESOURCES DOWNTOWN.

L — Draft a **Heritage Conservation Management Plan** (Underway) to support heritage resources as a component of high quality urban design.

DIRECTION 3

INVEST IN HIGH-QUALITY DOWNTOWN PUBLIC SPACES THAT ATTRACT PEOPLE AND PROMOTE PRIVATE SECTOR INVESTMENT.

C — Prioritize investments in the public realm that support wayfinding and orientation and enhance the unique character and sense of place associated with each defined Downtown district.

P C L — Ensure that investment in public spaces supports year-round, people-oriented activity and integrates connections to other complementary amenities, destinations and points of interest.

I C — Prioritize investment in public spaces that directly support existing and new high density mixed-use development and/or destinations that attract city-wide audiences.

L — Foster new and ongoing partnerships with third-parties to promote extended hour safety, vibrancy and enjoyment by enhancing maintenance, programming and complementary commercial activity in public spaces.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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DIRECTION 4

CONTINUE TO INTEGRATE PUBLIC ART IN THE DOWNTOWN.

- L Promote Downtown as a priority location for showcasing public art, including performing arts and time-limited or temporary art exhibits and installations.
- P C Commit to the incorporation of public art elements into Downtown streetscapes and public works.
- P C Facilitate the incorporation of public art into renewal projects in the public realm, both in the natural and built environments.

DIRECTION 5

CREATE PEDESTRIAN SPACES THAT EFFECTIVELY ACCOMMODATE ALL AGES AND ABILITIES.

- C L Ensure that capital maintenance projects in the public realm incorporate accessibility features.
- I L Facilitate partnerships that advance accessibility improvements to both private and public facilities.
- P C L Create a consistent set of accessible streetscape elements.
- P I C L Create pedestrian spaces that effectively accommodate all ages and abilities.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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03-1f GETTING FROM PLACE TO PLACE DOWNTOWN

OURDOWNTOWN

This section will be supported by the following documenst:

> **Sustainable Transportation**
> **Active Transportation Action Plan**

And the development of additional implementation documents including:

> **Downtown Parking Strategy**
> **Transit Oriented Development Handbook**

KEY DIRECTION

FACILITATE THE MOVEMENT OF PEOPLE AND GOODS BOTH WITHIN DOWNTOWN AND TO IT FROM ELSEWHERE IN THE CITY BY FOCUSING PRIMARILY ON AN ENHANCED ARRAY OF TRANSPORTATION OPTIONS,

Photo: Ruehle Design

An effective and efficient transportation system is a key component of a healthy Downtown. A good transportation network, both within Downtown and between it and the rest of the city is also an important tool for economic development. Several major streets, such as Portage Avenue and Main Street, link large sections of the city to Downtown and accommodate many downtown-oriented public transit routes. Cycling lanes are also emerging on select Downtown streets.

The transportation network in the Downtown will include a wide range of mobility options by facilitating all modes of transportation, where feasible. The desire is to support active transportation solutions, to strategically manage vehicle traffic and public parking requirements, to further increase pedestrian traffic in commercial and retail areas and to support the efficient movement of commercial goods and services. To that end, strategies will promote the movement of people and goods in a manner that reduces Green House Gas emissions and promotes sustainability. This transformation will be guided over the coming years by the city's comprehensive **Sustainable Transportation** Direction Strategy and **Downtown Parking Strategy.**

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TRANSFORMATIVE AREAS > OURDOWNTOWN > GETTING FROM PLACE TO PLACE DOWNTOWN

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

PRIORITIZE PEDESTRIAN-ORIENTED TRANSPORTATION GENERALLY, WITH PARTICULAR ATTENTION TO SPECIFIC DOWNTOWN CORRIDORS.

P C Promote walking as a mode of preference within Downtown by focusing investment in pedestrian improvements along routes that:

- promote direct and efficient connectivity between defined districts, destinations and clusters.
- readily incorporate design features to enhance comfort, safety and security through environmental design (CPTED) and universal design standards.
- complement or enhance established pedestrian routes and weather-protected walkway system.
- contribute to the continuity of pedestrian-oriented, street-level activity.

DIRECTION 2

SUPPORT ACTIVE TRANSPORTATION AND PUBLIC TRANSIT TO AND WITHIN DOWNTOWN.

P C Provide dedicated cycling lanes on specific Downtown roadways that are most conducive to safe and efficient usage year round and that can incorporate bicycle security and parking either on a temporary or permanent basis as required.

P C Support the viability of rapid transit as a Downtown connector by prioritizing and facilitating the development of safe, comfortable, accessible and vibrant pedestrian-oriented station and stop environments.

P Ensure that the river system continues to be incorporated in connectivity options within, to and from Downtown year round.

L Recognize the role of private operators of sustainable transportation options in providing supplementary Downtown transportation.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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TRANSFORMATIVE AREAS > OURDOWNTOWN > GETTING FROM PLACE TO PLACE DOWNTOWN

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 3

THROUGH THE CITY'S SUSTAINABLE TRANSPORTATION STRATEGY AND THROUGH THE DEVELOPMENT OF A DOWNTOWN PARKING STRATEGY (UNDERWAY), SUPPORT PARKING DOWNTOWN FROM A STRATEGIC ECONOMIC DEVELOPMENT AND TRAFFIC DEMAND MANAGEMENT PERSPECTIVE.

P L Provide for on-street parking as required in conjunction with existing and planned economic development opportunities Downtown and as recommended in the city's **Sustainable Transportation** Direction Strategy and the creation of a **Downtown Parking Strategy** (Underway).

P I C L Support viable alternatives to Downtown surface parking as recommended through the city's **Sustainable Transportation** Direction Strategy and through the development of a **Downtown Parking Strategy** (Underway) in order to:

- reduce the amount of surface parking Downtown.
- accommodate projected Downtown residential, commercial and employment growth.
- work with downtown agencies/stakeholders to create new opportunities for higher-density mixed use development projects.
- increase economic activity in and around strategically located, mixed-use public parking structures.
- provide a continuity of pedestrian-oriented services and amenities at street level.
- integrate with other modes of Downtown transportation to enhance connectivity

P L Discourage the introduction of any new surface parking or stand alone auto oriented services, such as drive-throughs or gas stations.

L Evaluate the effectiveness of strategic actions in influencing modal splits toward more sustainable transportation options by monitoring trends in active/alternative transportation activity Downtown, as recommended in the city's **Sustainable Transportation** Direction Strategy.

P L Work with partners to incorporate transportation demand management approaches, such as car sharing and bike parking into new developments.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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DIRECTION 4

SUPPORT THE EFFICIENT MOVEMENT OF COMMERCIAL GOODS AND SERVICES TO, FROM AND WITHIN DOWNTOWN.

P C L Support recommendations identified in the city's **Sustainable Transportation Strategy** regarding the efficient movement of goods and services to, from and within Downtown.

DIRECTION 5

OPTIMIZE THE EFFICIENCY OF EXISTING TRANSPORTATION INFRASTRUCTURE DOWNTOWN.

C L Explore and pursue the indroduction of efficiency improvements to existing traffic flow technologies and transporation systems downtown.

Photo: Dan Harper Photography

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership
- O Other

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03-2 CENTRES AND CORRIDORS

This section will be supported by the following document:
> **Sustainable Transportation**

And the development of additional implementation documents including:
> **Active Transportation Action Plan**
> **Heritage Conservation Management Plan**
> **Parks, Places and Open Spaces Management Plan**
> **Transit Oriented Development Handbook**

KEY DIRECTION

FOCUS A SIGNIFICANT SHARE OF GROWTH TO CENTRES AND CORRIDORS IN A MANNER THAT:

> PROVIDES COMPACT, MIXED-USE, HIGH-QUALITY URBAN DEVELOPMENT.
> CONCENTRATES PEOPLE AND JOBS IN AREAS WELL-SERVED BY THE PRIMARY TRANSIT SERVICE, LOCATED CLOSE TO TRANSIT STOPS.
> CONCENTRATES URBAN DEVELOPMENT IN A BUILT FORM THAT HELPS TO OPTIMIZE EXISTING INVESTMENT, MUNICIPAL INFRASTRUCTURE, AND FACILITIES.
> ENCOURAGES A BUILT FORM THAT SUPPORTS A PEDESTRIAN-FRIENDLY ENVIRONMENT WHILE INCORPORATING CLIMATE-SENSITIVE SITE AND BUILDING DESIGN.

VISION

CENTRES AND CORRIDORS WILL BE VIBRANT, PEDESTRIAN-FRIENDLY DISTRICTS, WITHIN WALKING DISTANCE OF YOUR HOME. THEY WILL AFFORD YOU THE OPPORTUNITY TO BUY GROCERIES, ENJOY A MEAL, OR DO SOME WINDOW SHOPPING IN YOUR NEIGHBOURHOOD. THEY WILL PROVIDE THE OPTION TO CHOOSE FROM A VARIETY OF DIFFERENT HOUSING TYPES–FROM APARTMENTS, TO SINGLE-FAMILY HOMES, TO TOWNHOUSES–AS YOUR HOUSING NEEDS CHANGE, WITHOUT LEAVING THE NEIGHBOURHOOD WHERE YOU FEEL FAMILIAR AND WHERE YOU HAVE BUILT SOCIAL NETWORKS.

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Winnipeg is entering a projected period of significant long-term population growth. Centres and Corridors will serve to accommodate a portion of this growth both by promoting intensification and by providing high-quality urban environments with cohesive community development.

Ultimately, these areas will work together, forming an integrated network of active community areas that are connected through multiple transportation options.

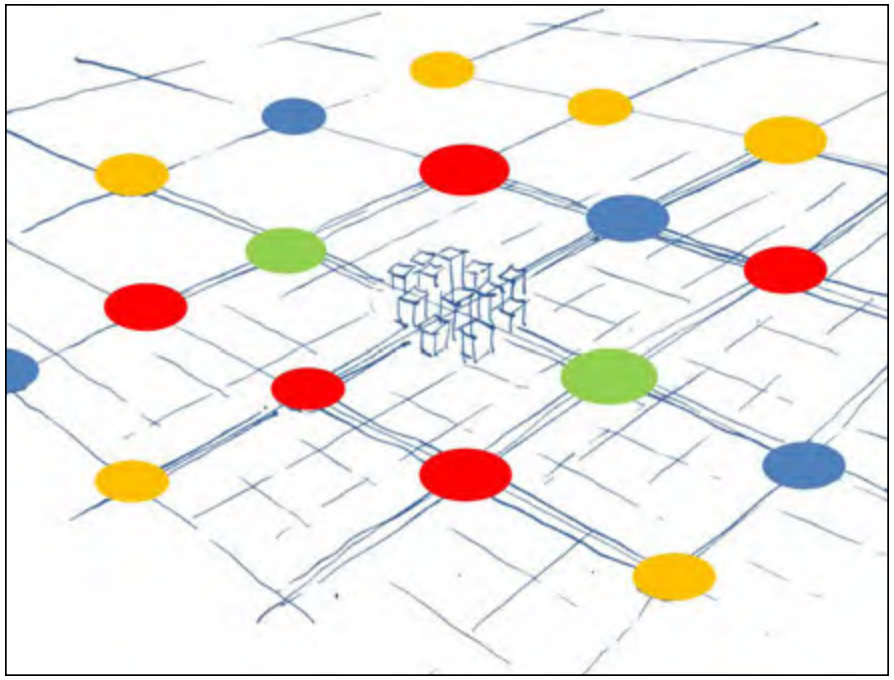
Focusing intensification efforts on these clearly defined areas will help accomplish several objectives:

- Build a critical population mass, creating vibrancy while supporting local amenities
- Link land use with transportation and mobility.
- Accommodate Winnipeg's projected growth in a sustainable way.
- Increase predictability and reduce the impact of new development and increased traffic in Areas of Stability.
- Increase certainty for the development industry.

While Centres & Corridors vary in form and size they share a common set of characteristics, including their connection to the city's street network, opportunities for mixed use, a high level of transit service and ready access to goods and services.

CHARACTERISTICS OF CENTRES AND CORRIDORS

- A meeting place that includes high-quality gathering spaces and activity areas.
- Convenient access to goods and services.
- A high-level of transit access.
- Well-connected to the street network.
- Opportunity areas for a range of uses, such as commercial, employment and higher density residential.



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TRANSFORMATIVE AREAS > CENTRES AND CORRIDORS

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

DEVELOP CENTRES AND CORRIDORS AS FOCAL POINTS, CHARACTERIZED BY A MIX OF USES, HIGHER DENSITY DEVELOPMENTS, OPPORTUNITIES FOR GATHERING AND OTHER SOCIAL INTERACTION AND A HIGH-LEVEL OF ACCESSIBILITY THROUGH MULTIPLE MODES OF TRANSPORTATION.

P I Provide a mix of employment, higher-density residential opportunities, retail and service uses that support the needs of and respect the context of adjacent communities.

P Support a range of housing opportunities in terms of type, tenure, unit size.

P Support active uses (such as retail and services) at street level and office and housing on the upper levels of multi-storey developments.

P Encourage urban design and/or form-based strategies that help define the character of Centres and Corridors through clarifying the massing and height of buildings, setbacks, appropriate open space areas and appropriate parking design and locations.

P Encourage the tallest buildings and highest densities close to major transit stops and stations.

P Encourage the transition of development towards the outer edges of each Centre and Corridor that is sensitive to the scale, massing, height, form and character of the surrounding area.

P C Encourage the development of recreation and community service facilities in these areas in a way that respects the desired form and character of the centre or corridor.
(See Section 07, "Parks, Places and Open Spaces")

P Mitigate the potential impacts of new development on neighbouring streets, parks and properties.

P Promote high-quality plazas, parks and streetscapes as focal points and networks that are connected to the greater community.

P C L Focus improvements to the public realm, including pedestrian elements, such as street trees, street furniture, wide sidewalks and bicycle parking and public art.

P Support development that is sensitive to conserving historically significant features and resources.

L Encourage environmentally friendly design and construction.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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P I L Promote innovative parking strategies and high intensity developments, including locating parking lots to the rear of developments, encouraging the development of underground parking or parking structures and encouraging the preservation and/or planting of trees and other types of vegetation within and around surface parking lots.

P C Ensure multi-modal connectivity.
(See **Sustainable Transportation** Direction Strategy).

P Support development in accordance with Universal Design and Crime Prevention Through Environmental Design (CPTED) policies.

Bike Rack on Broadway designed by Paul Robles
Public Art Commission created in collaboration with the Downtown BIZ
Location: Broadway and area
Media: steel and automotive paint
Photo: William Eakin

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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03-2a CENTRES

CENTRES AND CORRIDORS

KEY DIRECTION

CENTRES WILL FUNCTION AS KEY STRATEGIC AREAS THAT PROVIDE A MIX OF USES, ALLOWING FOR FURTHER INTENSIFICATION OF THESE USES OVER TIME, WHILE SERVING AS VIBRANT GATHERING SPACES THAT SUPPORT THE DAILY ACTIVITIES OF LOCAL RESIDENTS.

In order to fully realize our goal of Complete Communities, it is necessary to develop and refine Winnipeg's various mixed use Centres. These areas are to be understood as hubs of localized activity offering a variety of housing options, activities, services and employment opportunities. They are pedestrian friendly areas connected by multimodal transportation options.

In order to maintain and build on the strengths of already existing vibrant and unique centres, this will require paying close attention to the mix of uses, together with the form and design of these centres.

Centres are divided into three types, corresponding to their intended scale of development intensity. Ordered from most to least intensely developed, they are:

1. **Regional Mixed Use Centres**
2. **Community Mixed Use Centres**
3. **Neighbourhood Mixed Use Centres**

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03-2b CORRIDORS

CENTRES AND CORRIDORS

KEY DIRECTION

BY INTENSIFYING DEVELOPMENT WITH A MIX OF USES, CORRIDORS WILL BECOME DESTINATIONS WHILE CONTINUING TO SERVE AS PRIMARY TRANSPORTATION ROUTES FOR RESIDENTS.

Corridors serve as city routes, connecting neighbourhoods and transporting people, goods and services. Because travel within Winnipeg is almost entirely accommodated along these Corridors, they should be designed to maximize transportation options. While continuing to accommodate automobile traffic, they should enable efficient, effective public transit and safe convenient options for active transportation.

Corridors also serve the additional purpose of accommodating a mix of uses, functioning as vibrant urban places for Winnipeggers to live, work and play. Given their prominence in daily life, Corridors are ideal for transformative change. Through their residential, employment and commercial intensification, people will be able to access a greater number of goods and services with one trip.

By expanding the number and range of amenities and housing options within existing neighbourhoods, intensifying mixed use development along Corridors will help to complete communities.

There are three main types of corridors, corresponding to their intended scale of development intensity. Ordered from most to least intensely developed, they are:

1. Regional Mixed Use Corridors
2. Community Mixed Use Corridors
3. Neighbourhood Mixed Use Corridors

In addition to intended scale of development intensity, corridors differ in their type of connection. Regional mixed use corridors link regional mixed use centres with Downtown, while smaller scale corridors connect communities and neighbourhoods to the rest of the urban fabric.

There is also a special, fourth type of corridor:

4. Rapid Transit Corridors

Rapid Transit corridors follow rapid transit lines and are characterized by nodal development at transit stations.

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TRANSFORMATIVE AREAS > CENTRES AND CORRIDORS > CORRIDORS

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

FOCUS A BROAD MIX OF RESIDENTIAL, EMPLOYMENT AND RETAIL DEVELOPMENT WITHIN STRATEGIC LOCATIONS ALONG CORRIDORS.

Corridors will serve as destinations for both local and regional populations. In order to accomplish this, Corridors will have to provide areas for intensification with a variety of uses. This new development should not be evenly distributed along the corridor. Instead, development should cluster around defined centres, maximizing multi-modal transportation opportunities.

P L Promote corridors as a link between neighbourhood, community and regional scale centres.

P Promote the highest levels of intensification at significant intersections. Between each centre, lower intensities of commercial, residential and mixed use development are appropriate.

DIRECTION 2

WHERE APPROPRIATE, DEVELOP CORRIDORS IN ACCORDANCE WITH TRANSIT ORIENTED DEVELOPMENT PRINCIPLES.

While Corridors are located along public transit lines of varying frequency, development along high frequency transit corridors should conform to principles of Transit Oriented Development. This will promote an efficient transit system and well designed, vibrant urban places centred around transit stations.

P Develop a TOD handbook that will guide development, in accordance with Transit Oriented Development (TOD) principles, in locations where corridors have either rapid transit or High Frequency Transit

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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SEE THE POSSIBILITIES

POSSIBLE TRANSFORMATION OF A NEIGHBOURHOOD MIXED USE CORRIDOR FOLLOWING COMPLETE COMMUNITY PRINCIPLES

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Photo Illustration: Urban Advantage

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03-2c REGIONAL MIXED USE CENTRES

CENTRES AND CORRIDORS

Regional Mixed Use Centres are intensely developed, city-wide or regional attractions. They are well-served by public transit and can contain mixed use development, including residential and specialized employment, commercial or cultural services.

In **Plan Winnipeg 2020,** most Regional Mixed Use Centres were identified as "Areas of Regional Commercial and Mixed-Use Concentration." Currently, many of these areas contain predominantly single-use development, such as shopping malls or major commercial sites. Although single-uses such as retail and commercial will continue to anchor many of these centres, the opportunity for infill, greyfield development increases the potential to introduce a mix of development types. The transition to completed Regional Mixed Use Areas will not be immediate; some areas may take a generation before they finally evolve into the desired developed form.

Regional Mixed Use Centres are envisioned as typically having the highest density and building heights and broadest range of land uses outside of Downtown. They are located strategically across the city and most will play an integral role in forming key transit centres (see **Sustainable Transportation** Direction Strategy). To support transit-oriented development, Regional Mixed Use Centres should be developed to incorporate patterns of density gradation, where higher density uses are located in their centre closest to major transit stops. There will then be a transition to lower density uses, moving away from the centre. (See figure 03c on following page)

Regional Mixed Use Centres accommodate both the greatest number of people and the greatest density and mix of uses among the three types of Centres. This makes it especially important that their development creates a high-quality street environment and is attractive to residents and visitors alike.

In order to do this, the City will take a collaborative approach, using a series of tools that can bring clarity in expressing specific visions for each Regional Mixed Use Centre. These tools should enable and encourage a mix of uses, both guiding appropriate built form and public improvements according to each Regional Mixed Use Centre's desired outcome.

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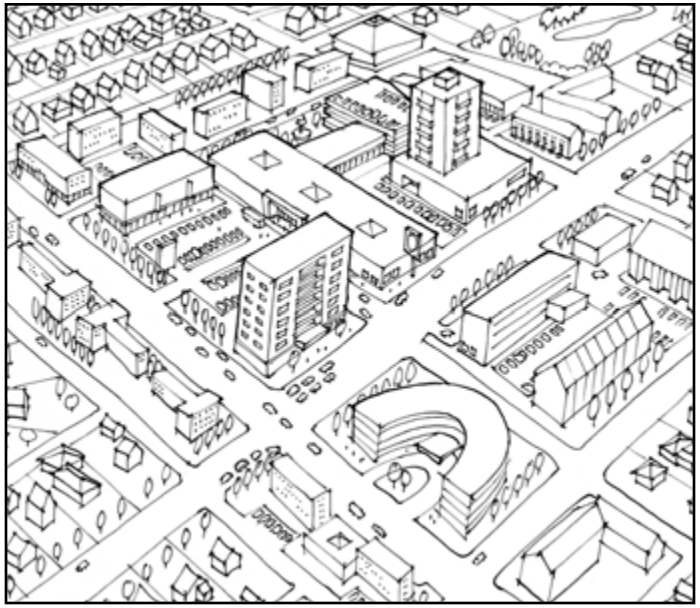
CHARACTERISTICS OF REGIONAL MIXED USE CENTRES

- Capable of major transformative change
- Located strategically throughout the city to balance employment and population density
- Able to efficiently support rapid transit and high-frequency transit service through a mix of high density development (residential, commercial and office)
- Well connected by Regional or Community Corridors and located at major intersections
- Have adequate land-base and infrastructure to support expansion, a mix of uses, and change through collaboratively planned intensification
- City-wide or regional destinations
- Large site area typically 100 acres or more



DENSITY GRADATION

from highest-density (retail, offices, apartments, townhouses, lofts) in the town centre where most transit services are located, to lower density (townhouses and single family homes) further away.

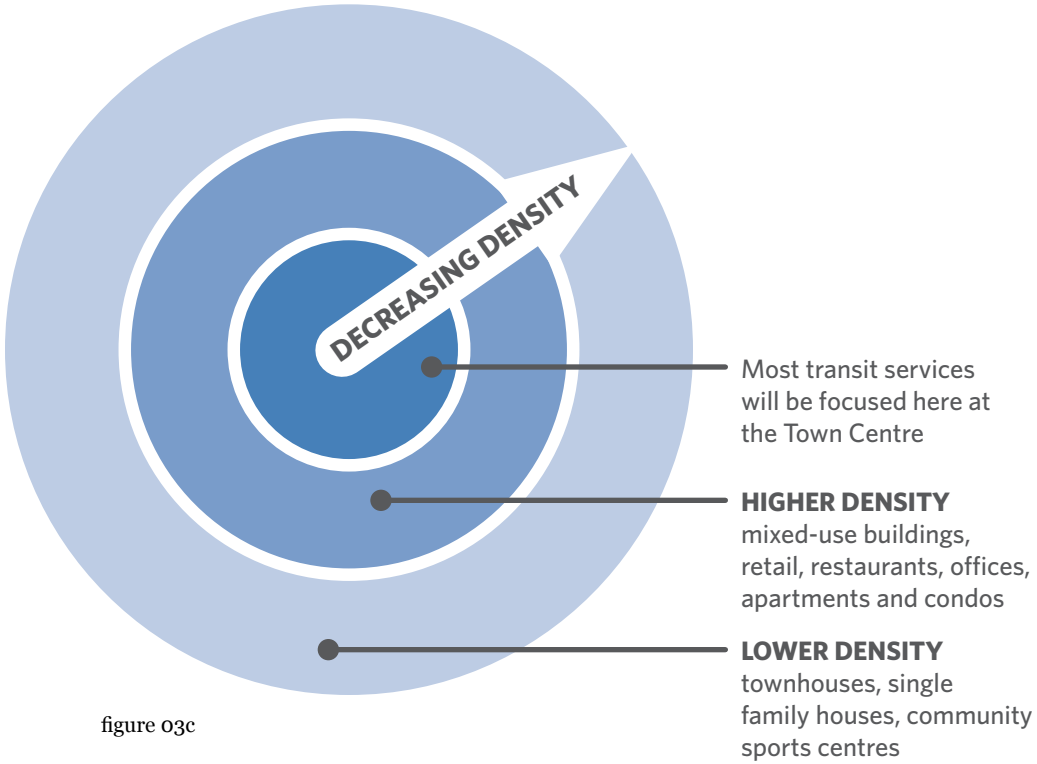


figure 03c

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OURWINNIPEG

REGIONAL MIXED USE CENTRES

- **Polo Park Area**
- **McPhillips & Leila Area**
- **Regent and Lagimodiere Area**
- **St. Vital Centre Area**
- **Kenaston and McGillivary Area**
- **Kenaston & Sterling Lyon Area**
- **Portage Avenue West at Racetrack Road** (emerging)

CRITERIA FOR ESTABLISHING A NEW REGIONAL MIXED USE CENTRE

To facilitate orderly planning and confirm marketplace alignment in order to allow for new Regional Mixed Use Centres to be developed, the proponent must provide the following background information in support of their application:

- Demographic and socio-economic analysis of Winnipeg and the area.
- Both social and economic benefit/cost analysis of the development.
- Market analysis.
- Development impact analysis.
- Transportation Impacts.
- Assessment of infrastructure conditions and capacities.
- Fiscal impact analysis.

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SEE THE POSSIBILITIES

POSSIBLE TRANSFORMATION OF A REGIONAL MIXED USE CENTRE FOLLOWING COMPLETE COMMUNITY PRINCIPLES

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Photo Illustration: Urban Advantage

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TRANSFORMATIVE AREAS > CENTRES AND CORRIDORS > REGIONAL MIXED USE CENTRES

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

PROMOTE AND GUIDE THE TRANSFORMATION OF EXISTING REGIONAL MIXED USE CENTRES THROUGH A PROACTIVE AND COLLABORATIVE PROCESS.
(SEE SECTION 14, "IMPLEMENTATION.")

- (P) Support high-frequency transit service by encouraging higher density residential and higher intensity commercial and mixed uses within the centre of the development. These will be focused on major transit stops.
- (P) (C) (L) Create strong, multi-modal and transportation linkages from each Regional Mixed Use Centre to Downtown, other Centres, Corridors, Parks and major attractions.
- (P) Promote development within the Polo Park Regional Centre consistent with the Airport Vicinity Protection Area Planned Development Overlay.
- (P) Establish local goals and objectives for each Regional Mixed Use Centre while taking into account its relationship to: **OurWinnipeg**, **Sustainable Transportation** Direction Strategy, Downtown, Redevelopment Areas, Corridors and other Centres. This could include minimum and maximum density and employment targets.

DIRECTION 2

ADDRESS THE NEED FOR NEW REGIONAL MIXED USE CENTRES BY SUPPORTING THE DEVELOPMENT OF MIXED-USE, HIGHER DENSITY RESIDENTIAL, TRANSIT-SUPPORTIVE REGIONAL DESTINATIONS.

- (P) The development of new Regional Mixed Use Centres will require a comprehensive and collaborative planning process.
(See section 14, "Implementation.")

IMPLEMENTATION TOOLS

- (P) Planning
- (I) Incentive
- (C) Capital Budget/ Infrastructure
- (L) Leadership/Partnership

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REGIONAL MIXED-USE CENTRES

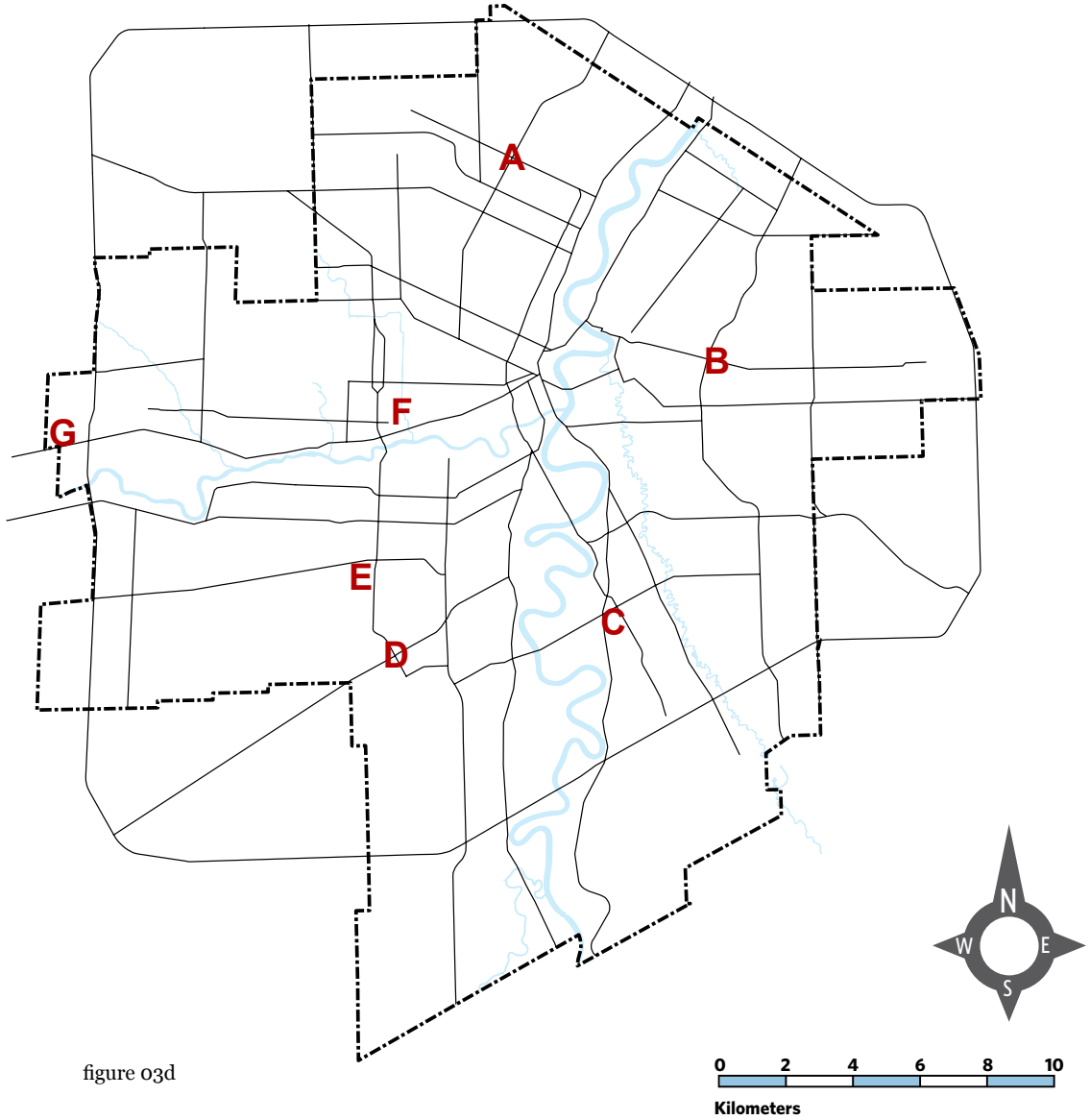

figure 03d

LEGEND

A
McPhillips and Leila Area

B
Regent and Lagimodiere Area

C
St. Vital Centre Area

D
Kenaston and McGillivary Area

E
Kenaston and Sterling Lyon Area

F
Polo Park Area

G
Portage Avenue West at Racetrack Road (emerging)

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03-2d REGIONAL MIXED USE CORRIDORS

CENTRES AND CORRIDORS

Regional Mixed Use Corridors are specifically designated, major regional arterial roads intended to serve as a link between Downtown and one or more Regional Mixed Use Centres or major activity areas.

OURWINNIPEG

REGIONAL MIXED USE CORRIDORS

- **Pembina Highway**
- **Portage Avenue**
- **Main Street**
- **Henderson Highway**
- **St. Mary's Road**
- **St. Anne's Road**
- **Nairn/Regent Avenue West**

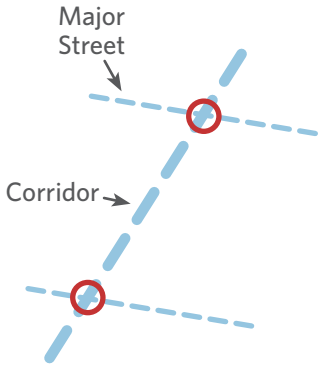
It is anticipated that the level of intensification will not be consistent along the full length of regional mixed use corridors and that higher levels of intensification will take place at intersections with other key streets and transit routes. Transitions between areas of intensification and the surrounding areas need to be carefully addressed, from high-density mixed use development along the corridor to the lower density and less mixed use development within adjacent areas. These areas will likely transform incrementally as a result of the existing urban form, business types and varied ownership patterns.

CHARACTERISTICS OF REGIONAL MIXED USE CORRIDORS

- Moderate to high volume retail and commercial roadways.
- High frequency transit corridors offering high frequency and direct transit service to major Centres.
- Connected to Downtown.
- Contain multi-block sections where development is oriented to the street.
- Significant routes of entry into the city and to downtown (most are currently designated as image routes).
- Located strategically throughout the city, helping to balance jobs and population.
- Built on existing concentrations of jobs and/or population.
- Have sufficient opportunities to support long-term expansion through comprehensively planned intensification.

The form and function of Regional Mixed Use Corridors should be anticipated proactively, in advance of individual applications, in order to fully realize their development potential. To this end, a number of planning tools can be used to help envision their eventual shape, such as corridor studies. (See Section 14, "Implementation")

INTENSIFICATION FOCUSED AT KEY INTERSECTIONS ALONG CORRIDOR



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REGIONAL MIXED-USE CORRIDORS

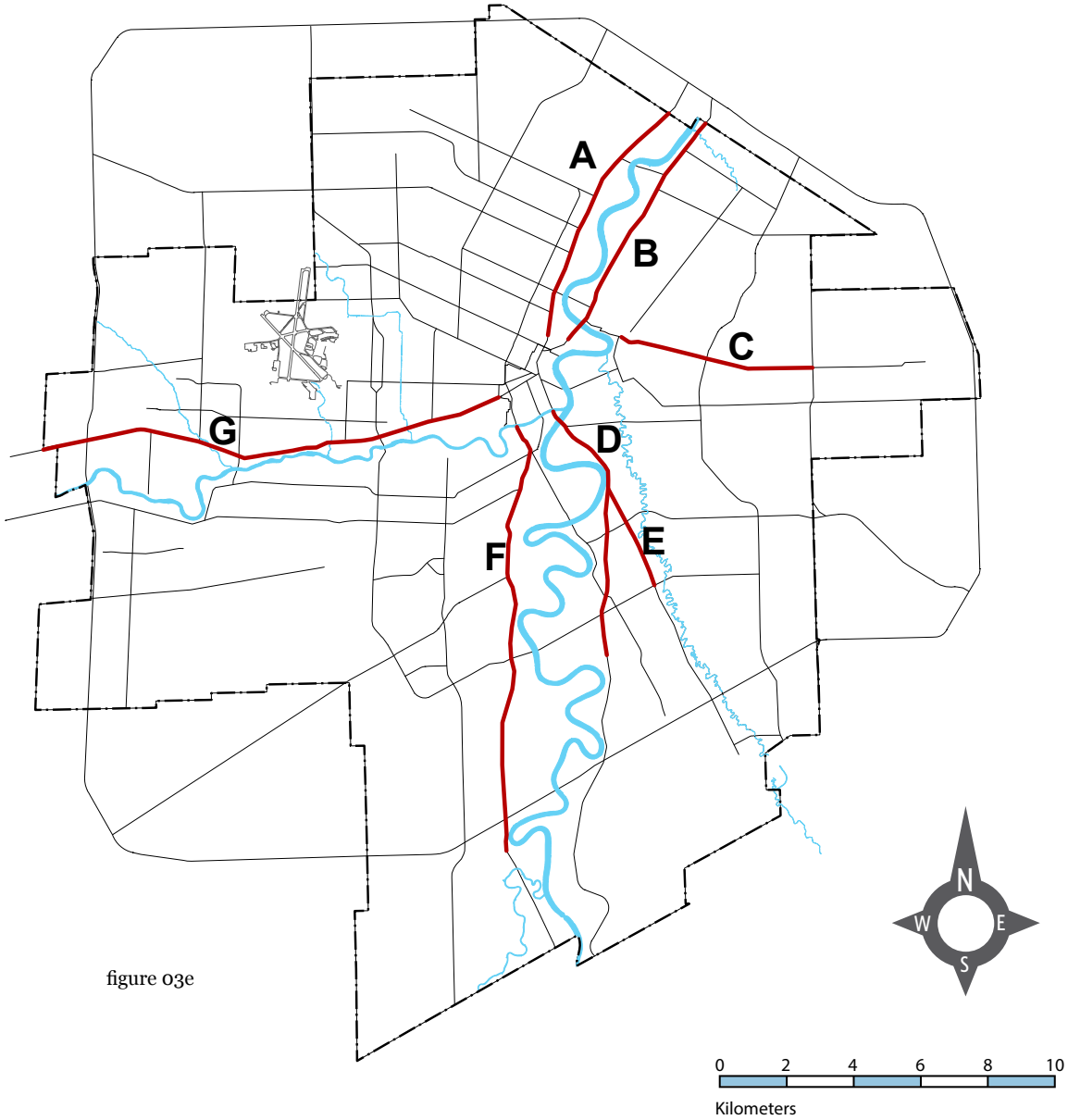

figure 03e

LEGEND

A
Main Street

B
Henderson Hwy

C
Nairn Avenue/Regent Avenue

D
St. Mary's Road

E
St. Anne's Road

F
Pembina Hwy

G
Portage Avenue

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TRANSFORMATIVE AREAS > CENTRES AND CORRIDORS > REGIONAL MIXED USE CORRIDORS

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

PROMOTE DEVELOPMENT ALONG REGIONAL MIXED USE CORRIDORS THROUGH VARIOUS TOOLS. (SEE SECTION 14, "IMPLEMENTATION").

P Identify and capitalize on development and redevelopment opportunities through corridor level planning, streamlined regulatory processes and other tools.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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SEE THE POSSIBILITIES

POSSIBLE TRANSFORMATION OF A REGIONAL MIXED USE CORRIDOR FOLLOWING COMPLETE COMMUNITY PRINCIPLES

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Photo Illustration: Urban Advantage

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03-2e COMMUNITY MIXED USE CENTRES

CENTRES AND CORRIDORS

Community Mixed Use Centres are characterized as destinations that can serve multiple neighbourhoods and generally contain a significant employment base. They are areas that are already capable of providing high frequency transit or that can be readily adapted to do so through moderate infill and intensification with a mix of uses.

Some Community Mixed Use Centres are currently vacant or underutilized sites. These particular sites will play a key role in accommodating some of the anticipated increase in commercial demand in Winnipeg.

Community Mixed Use Centres will have higher density development and a broad range of land uses, though their density and scale of development will be lower than Regional Mixed Use Centres. But like them, it will be important that development creates a high-quality street environment and is attractive to residents and visitors alike.

SOME EXAMPLES OF OURWINNIPEG COMMUNITY MIXED USE CENTRES

- **Grant Park Mall Area**
- **Unicity**

CHARACTERISTICS OF COMMUNITY MIXED USE CENTRES

- Destinations serving multiple communities.
- Contain areas of commercial development that support the local neighbourhood and the greater community.
- Provide infill development opportunities that can be anchored by existing or new commercial development.
- Have the ability to efficiently support high-frequency transit service through a mix of higher density development (residential, commercial and office).
- Well-connected by corridors and located at major intersections.
- Have land-base and infrastructure sufficient to support expansion, a mix of uses and change through comprehensively planned intensification.

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SEE THE POSSIBILITIES

POSSIBLE TRANSFORMATION OF A COMMUNITY MIXED USE CENTRE FOLLOWING COMPLETE COMMUNITY PRINCIPLES

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Photo Illustration: Urban Advantage

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TRANSFORMATIVE AREAS > CENTRES AND CORRIDORS > COMMUNITY MIXED USE CENTRES

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

IDENTIFY COMMUNITY MIXED USE CENTRES AS HIGHER DENSITY DESTINATIONS SUPPORTED BY MULTI-MODAL TRANSPORTATION OPTIONS.

Encourage moderate to high density housing and higher intensity commercial and mixed use development focused on sustainable transportation.

P C Create strong multi-modal linkages from each Community Mixed Use Centre to Downtown, other Centres, Corridors, Parks and major attractions.

P Establish local goals and objectives for each Community Mixed Use Centre while taking into account its relationship to: **OurWinnipeg**, **Sustainable Transportation** Direction Strategy, Downtown, Redevelopment Areas, Corridors and other Centres. This could include minimum and maximum density and employment targets.

DIRECTION 2

PROMOTE AND GUIDE THE DEVELOPMENT OF COMMUNITY MIXED USE CENTRES THROUGH A PROACTIVE AND COLLABORATIVE PLANNING PROCESS.

P In order to establish a new Community Mixed Use Centre a proactive and collaborative planning process will be required. (See Section 14, "Implementation")

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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03-2f COMMUNITY MIXED USE CORRIDORS

CENTRES AND CORRIDORS

Community Mixed Use Corridors act as "main streets" for one or more neighbourhoods, providing a strong social function. They often have strong historical connections to their communities, have assumed significant transportation functions over time, are served by frequent and direct transit and typically support a mix of uses within a pedestrian-friendly environment. Some have become regional attractions because of unique services or character, while others serve a more local population base.

Community Mixed Use Corridors provide opportunities for moderate levels of intensification of both population and employment over time. Intensification efforts could include an increased proportion of clustered, multiple storey buildings with retail and commercial services at grade level.

Community Mixed Use Corridors are also appropriate adjacent to transit routes in New Communities, where they can be used to focus different types and densities of housing and to function as local destination hubs.

SOME EXAMPLES OF OURWINNIPEG COMMUNITY MIXED USE CORRIDORS

- **Corydon Avenue**
- **Selkirk Avenue**
- **Osborne Street**

CHARACTERISTICS OF COMMUNITY MIXED USE CORRIDORS

- Act as a main street to one or more neighbourhoods.
- Within an area that is supported by an intensity of people and jobs to support local retail and commercial services.
- Contain multi-block sections where development is oriented to the street and existing development patterns are conducive to supporting higher density, mixed use pedestrian environments.
- Contain urban design features that make them accessible, safe and attractive for pedestrians and cyclists.
- Contain public and private facilities, amenities and other community services within reasonably close proximity.
- Well served by frequent transit service and direct routes to nearby Regional Mixed Use Centres.
- Existing public infrastructure has the capacity or potential to accommodate growth.

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TRANSFORMATIVE AREAS > CENTRES AND CORRIDORS > COMMUNITY MIXED USE CORRIDORS

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

PROMOTE THE ENHANCEMENT OF EXISTING AND THE ESTABLISHMENT OF NEW COMMUNITY MIXED USE CORRIDORS.

Community Mixed Use Corridors provide the opportunity to complete communities; areas of mixed use will largely be concentrated here. In order to accommodate the city's anticipated increases in residential, commercial and employment densities, Community Mixed Use Corridors will experience a fairly significant amount of change: existing corridors will be enhanced and new corridors will be built in New Communities as community hubs.

P I Promote the enhancement of existing Community Mixed Use Corridors through moderate intensification.

P Promote the establishment of Community Mixed Use Corridors in New Communities.

P I C L Identify Community Mixed Use Corridors that require significant reinvestment and develop tools and incentives to promote reinvestment in them.

DIRECTION 2

PROMOTE SMALL-SCALE, FINE-GRAINED DEVELOPMENT THAT IS RESPONSIVE TO THE SURROUNDING COMMUNITY CONTEXT.

Because Community Mixed Use Corridors evolved mainly to serve local needs, development tends to be small-scale and fine-grained. This is conducive to creating vibrant, pedestrian-friendly environments and should be promoted. By preserving existing structures that support this vision, development can both maintain existing character while providing affordable commercial spaces for small businesses.

P I Promote the conservation of traditional commercial storefronts where practical.

P Consider the use of tools such as Planned Development Overlay Districts (PDO's) to promote contextually appropriate development.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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03-2g NEIGHBOURHOOD MIXED USE CENTRES

CENTRES AND CORRIDORS

Winnipeg is a community of communities. Before the City of Winnipeg amalgamation in 1972, Winnipeg was a series of separate municipalities, each with its own distinct character and many with their own mixed-use, walkable business districts which served as the cores of these communities. Today, we have the opportunity to build upon these areas, which include:

- **Regent Avenue East** (Downtown Transcona)
- **Provencher Boulevard** (Old St. Boniface)
- **Pembina Highway** (Old St. Norbert)
- **St. Mary's Road** (Old St. Vital)

Many of these districts continue to be vibrant focal points for their neighbourhood. Changing market-trends and incompatible and auto-oriented development have eroded the pedestrian character of others, causing them to lose their vibrancy over time.

Neighbourhood mixed use centres are one of the key building blocks with which Winnipeg can achieve greater sustainability. They are appropriate for accommodating residential intensification over time, scaling uses and development appropriate to the local community context, character and need. They are suitable locations for developing community facilities, offices and retail together with higher density housing forms that may not be currently available in the neighbourhood. Concentrating on minor to moderate intensification in these centres helps support higher-frequency transit and completes Winnipeg's community of communities.

CHARACTERISTICS OF NEIGHBOURHOOD MIXED USE CENTRES

- Have a historic, pedestrian-oriented commercial function.
- Have a higher intensity and mix of development than that characterized by the rest of the neighbourhood.
- Are well connected by corridors and located at major local intersections.
- Have the ability to efficiently support mid to high frequency transit service through a mix of mid to high density development (residential, commercial and office).
- Have adequate land-base and infrastructure to support intensification, a mix of uses, and change.

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TRANSFORMATIVE AREAS > CENTRES AND CORRIDORS > NEIGHBOURHOOD MIXED USE CENTRES

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

RECOGNIZE AND ESTABLISH NEIGHBOURHOOD CENTRES IN AREAS THAT ARE WELL CONNECTED BY CORRIDORS, AND PRESENT THE BEST OPPORTUNITIES FOR MID TO HIGH FREQUENCY TRANSIT.
(SEE SUSTAINABLE TRANSPORTATION DIRECTION STRATEGY)

P Work with local neighbourhood stakeholders to determine local goals, objectives and boundaries for each Neighbourhood Mixed Use Centre and to determine the most appropriate planning tools suited to meeting local goals and objectives.

DIRECTION 2

PROMOTE NEIGHBOURHOOD MIXED USE CENTRES AS ATTRACTIVE, PEDESTRIAN-FRIENDLY PLACES.

P Encourage moderate intensification through the development of a mix of uses and a broad range of ground-oriented and mid density housing.

P I C L Reinvest in Neighbourhood Mixed Use Centres, managing and devoting care and attention to their urban form and streetscapes, including local heritage.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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03-2h NEIGHBOURHOOD MIXED USE CORRIDORS

CENTRES AND CORRIDORS

Neighbourhood Mixed Use Corridors are local collector streets that accommodate retail and mixed use forms in small clusters with low to medium density housing located between the clusters. In contrast to Community Mixed Use Corridors, these Corridors tend to be located within the neighbourhood level and allow for specific neighbourhood focal points serving the local population.

SOME EXAMPLES OF OURWINNIPEG NEIGHBOURHOOD MIXED USE CORRIDORS

- **Academy Road**
- **Westminster Avenue**
- **Watt Street**
- **McGregor Street**
- **Elizabeth Road**

CHARACTERISTICS OF NEIGHBOURHOOD MIXED USE CORRIDORS

- Oriented internally to the neighbourhood.
- Generally minor arterials or local collectors, linking neighbourhood focal points to larger Corridors and destinations outside of (or adjacent to) the immediate neighbourhood.
- Primarily residential with intermittent commercial uses clustered at intersections
- Commercial uses are generally small-scale retail sales and services, serving the immediate neighbourhood.
- Provide feeder route access to the broader primary transit network.

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TRANSFORMATIVE AREAS > CENTRES AND CORRIDORS > NEIGHBOURHOOD MIXED USE CORRIDORS

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

PROMOTE ORDERLY, MINOR INTENSIFICATION OF NEIGHBOURHOOD MIXED USE CORRIDORS THAT IS IN CHARACTER WITH THE SURROUNDING NEIGHBOURHOOD.

Most Neighbourhood Mixed Use Corridors exist primarily as low-to-medium density residential strips with intermittent clusters of commercial development. Minor intensification of commercial or medium density residential development along Neighbourhood Mixed Use Corridors should occur within or adjacent to these clusters.

- (P) Promote the location of new development within existing clusters of commercial or multiple family developments.
- (P) Support the minor intensification of Neighbourhood Mixed Use Corridors keeping in character with the surrounding neighbourhood.

Photo: Campbell and Chipman Photography

IMPLEMENTATION TOOLS

- (P) Planning
- (I) Incentive
- (C) Capital Budget/ Infrastructure
- (L) Leadership/Partnership

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03-2i RAPID TRANSIT CORRIDORS

CENTRES AND CORRIDORS

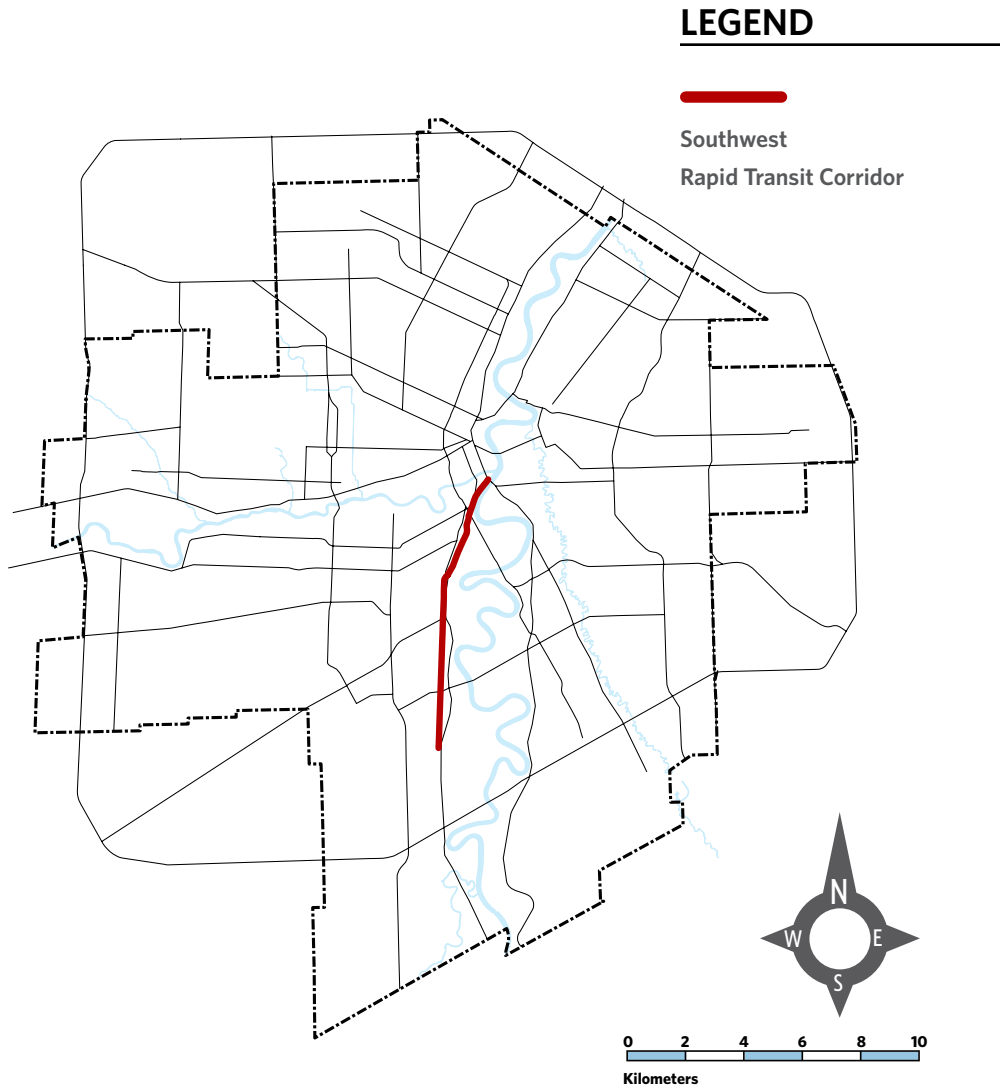
Rapid Transit Corridors are rights of way designed specifically and exclusively for use by rapid transit. They provide fast, efficient links between centres of development where transit can travel at a higher rate and make fewer stops than on mixed modal roadways.

Experience from other cities has shown that the expansion of rapid transit in Winnipeg will change land use and intensification around transit stations along the Corridor. These stations will be the primary focus for development along the Rapid Transit Corridors and will provide strategic opportunities for growth, intensification, and redevelopment in accordance with Transit Oriented Development (TOD) principles.

CHARACTERISTICS OF RAPID TRANSIT CORRIDORS AND TRANSIT ORIENTED DEVELOPMENT

- Nodal rather than linear development.
- Medium to high density development that is greater than the community average.
- A mix of uses.
- Compact, high quality pedestrian-oriented environment.
- An active, defined centre.
- Innovative parking strategies
- Rapid Transit Stations.

SOUTHWEST RAPID TRANSIT CORRIDOR



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TRANSFORMATIVE AREAS > CENTRES AND CORRIDORS > RAPID TRANSIT CORRIDORS

SUPPORTING DIRECTION AND ENABLING STRATEGIES

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

DIRECTION 1

PROMOTE TRANSIT ORIENTED DEVELOPMENT (TOD) TO ACCOMMODATE GROWTH AND CHANGE AT CENTRES ALONG RAPID TRANSIT CORRIDORS THROUGH INTEGRATED LAND USE, TRANSPORTATION AND INFRASTRUCTURE PLANNING.

Successful infill development at centres along rapid transit corridors is dependent on integrated land use, transportation and infrastructure planning. Economically sustainable and viable rapid transit is dependent on sufficient ridership, which in turn is determined almost exclusively from the land use characteristics of the areas they connect. Conversely, the dense, mixed-use, pedestrian-oriented urban form that characterizes TOD can not occur without the presence of transit and connections with other transportation modes and networks. TOD cannot occur without the proper infrastructure and servicing in place to enable higher density development. Capitalizing on strategic opportunities for infill development and redevelopment along rapid transit corridors requires an integrated and proactive approach.

P C L As directed through the **Sustainable Transportation** Direction Strategy, support an integrated land use and transportation planning process along Rapid Transit Corridors.

P C Identify and capitalize on development and redevelopment opportunities through corridor level planning & analysis.

DIRECTION 2

PROMOTE TRANSIT-SUPPORTIVE LAND USE AND URBAN FORM AT CENTRES ALONG RAPID TRANSIT CORRIDORS.

The type and quality of transit service that can be supported in a community is largely determined by the surrounding land use and urban form.

Transit supportive land uses and urban form is required for infill development to support transit ridership. Ultimately, new development adjacent to rapid transit requires creating or reinforcing a high quality urban design within a transit supportive, pedestrian-oriented urban form.

P Promote transit supportive development, land use and urban form consistent with TOD principles at centres along Rapid Transit Corridors by creating a Winnipeg TOD Handbook.

P Promote minimum density standards for development at centres along Rapid Transit Corridors.

P C Promote high quality pedestrian-oriented environments, particularly in public spaces, such as sidewalks and transit stations.

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DIRECTION 3

PROMOTE TRANSIT ORIENTED DEVELOPMENT AT CENTRES ALONG RAPID TRANSIT CORRIDORS THROUGH INCENTIVES AND INNOVATIVE APPROACHES WHERE REQUIRED.

Successful implementation of TOD involves both taking advantage of supportive real estate market trends and promoting the market in new directions. Winnipeg should utilize a variety of tools and approaches to support TOD. A combination of these approaches may promote a series of desirable outcomes, such as higher density, more amenities, better use of parking, calming of streets, improvements to the public realm and greater affordability than would be financially feasible otherwise in a traditional market driven project.

P I L Implement Innovative Parking Strategies and Approaches.

P Incorporate environmentally friendly, green design and construction principles to help meet the City's sustainability objectives.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership
- O Other

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03-3 MAJOR REDEVELOPMENT SITES

This section will be supported by the following documents:
- **Sustainable Transportation**
- **Sustainable Water & Waste**

And by the development of additional implementation documents including:
- **Active Transportation Action Plan**
- **Ecologically Significant Natural Lands Policy**
- **Heritage Conservation Management Plan**
- **Infill Development Guidelines for Multiple-Family Developments in Low Density Neighbourhoods**
- **Local Area Planning Handbook**
- **Parks, Places and Open Spaces Management Plan**
- **Transit Oriented Development Handbook**

KEY DIRECTION

MAJOR REDEVELOPMENT SITES WILL PROVIDE TRANSFORMATIVE OPPORTUNITIES FOR THE DEVELOPMENT OF COMPLETE COMMUNITIES WITH SIGNIFICANT RESIDENTIAL AND EMPLOYMENT DENSITIES AND ATTRACTIVE URBAN DESIGN, CAPITALIZING ON VACANT OR UNDERUTILIZED SITES WITHIN THE EXISTING URBAN FABRIC.

Areas that once thrived under particular land uses in the past may not be needed for those purposes today. Some of these underused sites have significant strategic value, since they can capitalize on existing infrastructure through intensification.

These Major Redevelopment Sites are either located within or adjacent to existing communities, and this proximity makes them highly valuable. While in many cases, there are challenges to their redevelopment, such as the potential requirement for infrastructure upgrades, fractured land ownership and possible contamination, Major Redevelopment Sites present large-scale opportunities to enhance Winnipeg's urban fabric by repurposing obsolete land uses as new developments.

OURWINNIPEG

MAJOR REDEVELOPMENT SITES

- **South Point Douglas**
- **Fort Rouge Yards**
- **Parker Lands**
- **Taylor Lands**
- **Sugar Beet Lands**
- **Old Southwood Golf Course**
- **Kapyong Barracks**
- **Public Markets**
- **Ravelston and Plessis**
- **Palliser**
- **Tuxedo/Lafarge**

Major Redevelopment Sites are advantageous, because they can draw on existing and nearby infrastructure. They can utilize existing roads, underground pipes and sewers. They can connect with nearby schools, community centres, libraries and other city amenities. They are prime locations for intensification, given their proximity to public transit and their ability to plug into the existing street network. In some cases, their redevelopment can have the added benefit of cleaning up derelict parcels of land, contributing to both the cleanliness and safety of adjacent neighbourhoods. They also provide a significant boost to the city's tax base by optimizing parcels of land that currently under-perform.

Given their location within existing communities, specifically their ability to capitalize on existing infrastructure and services, the City must maximize the

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MAJOR REDEVELOPMENT SITES

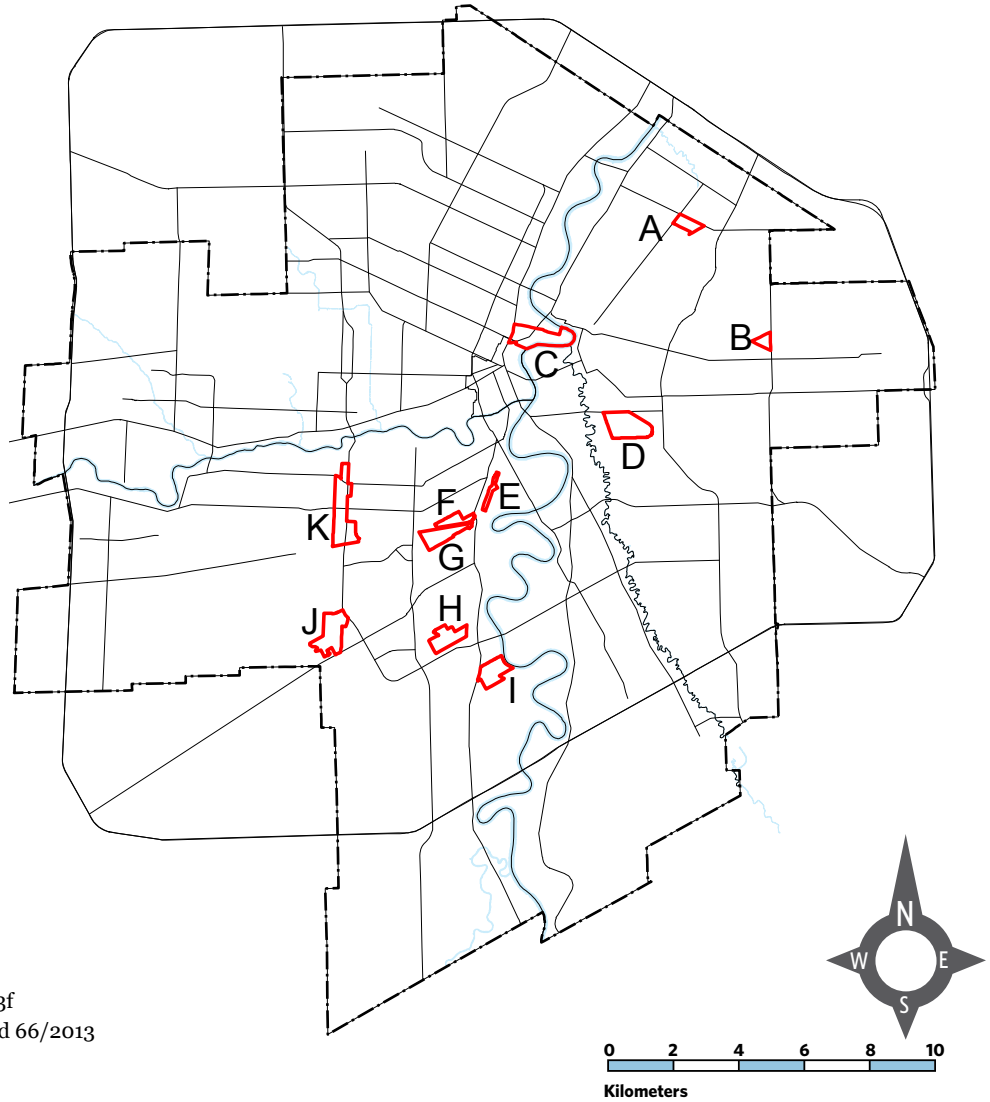

figure 03f
Amended 66/2013

LEGEND

A
Palliser

B
Ravelston and Plessis

C
South Point Douglas

D
Public Markets

E
Fort Rouge Yards

F
Taylor Lands

G
Parker Lands

H
Sugar Beet Lands

I
Old Southwood Golf Course

J
Tuxedo/Lafarge Lands

K
Kapyong Barracks

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potential of Major Redevelopment Sites. Densities must be high enough to justify investment in infrastructure upgrades, potential remediation initiatives and to establish a critical mass that can support neighbourhood retail and vibrant, people-oriented places. These densities must be designed in a way that creates attractive communities where modes of active transportation and public transit are competitive with the private automobile.

CHARACTERISTICS OF MAJOR REDEVELOPMENT SITES

- Large, functionally obsolete or under-utilized lands, such as former industrial areas.
- Located within the existing urban framework, often along rail lines, major corridors or rapid transit corridors and adjacent to existing communities.
- Often serviced by some level of existing infrastructure.
- Present opportunities for transformative and strategic mixed use infill and intensification.
- May present challenges to redevelopment, such as inadequate infrastructure capacity and contamination.
- Site area typically 15 acres or more.

Given their importance, it is imperative that the City maximize the potential of Major Redevelopment Sites. Their redevelopment will promote complete communities with significant residential densities in a walkable, well-designed environment, embodying the principles of sustainability and, when adjacent to high frequency transit, Transit Oriented Development.

Redevelopment of Major Redevelopment Sites cannot be guided by one single approach. Each is unique, differing in the character of adjacent areas, existing physical and social contexts and market opportunities for redevelopment. The City will collaborate with all stakeholders through a front-end approach to planning developments. Redevelopment should be guided by a set of proactive planning tools
(See Section 14, “Implementation”).

Many of the Major Redevelopment Sites identified in the urban structure are adjacent to high order public transit:

- The Southwest Rapid Transit Corridor (Fort Rouge Rail Yards, Parker Lands, Sugar Beet Lands, Southwood Golf Course)
- The proposed Eastern Rapid Transit Corridor (South Point Douglas)
- A priority transit route (Kapyong Barracks). (See **Sustainable Transportation** Direction Strategy)

In order to maximize the development potential of both the Major Redevelopment Sites and the viability of the transit system, these lands should be developed in accordance with the principles of Transit Oriented Development.

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Redevelopment should focus around one or more Neighbourhood Centres, including Parks, Places and Open Spaces. These nodes, in turn, should be situated immediately adjacent to, or directly integrated with, public transit stations. A high quality public realm takes on added importance in a higher density residential development, given a reduction in private open space, such as backyards.

Major redevelopment sites should provide Winnipeggers with the opportunity to live in unique, vibrant and transit-conducive communities, providing a variety of housing typologies to help ensure accessibility.

Despite their location within existing urban communities, the development of Major Redevelopment Sites may be hampered to varying extents by a number of impediments that reduce or preclude economic viability. This can include inadequate infrastructure capacity, issues of land assembly and contamination. Given its interest in the redevelopment of these sites, the City will work to help reduce these barriers.

SEE THE POSSIBILITIES

POSSIBLE TRANSFORMATION OF A MAJOR REDEVELOPMENT SITE FOLLOWING COMPLETE COMMUNITY PRINCIPLES

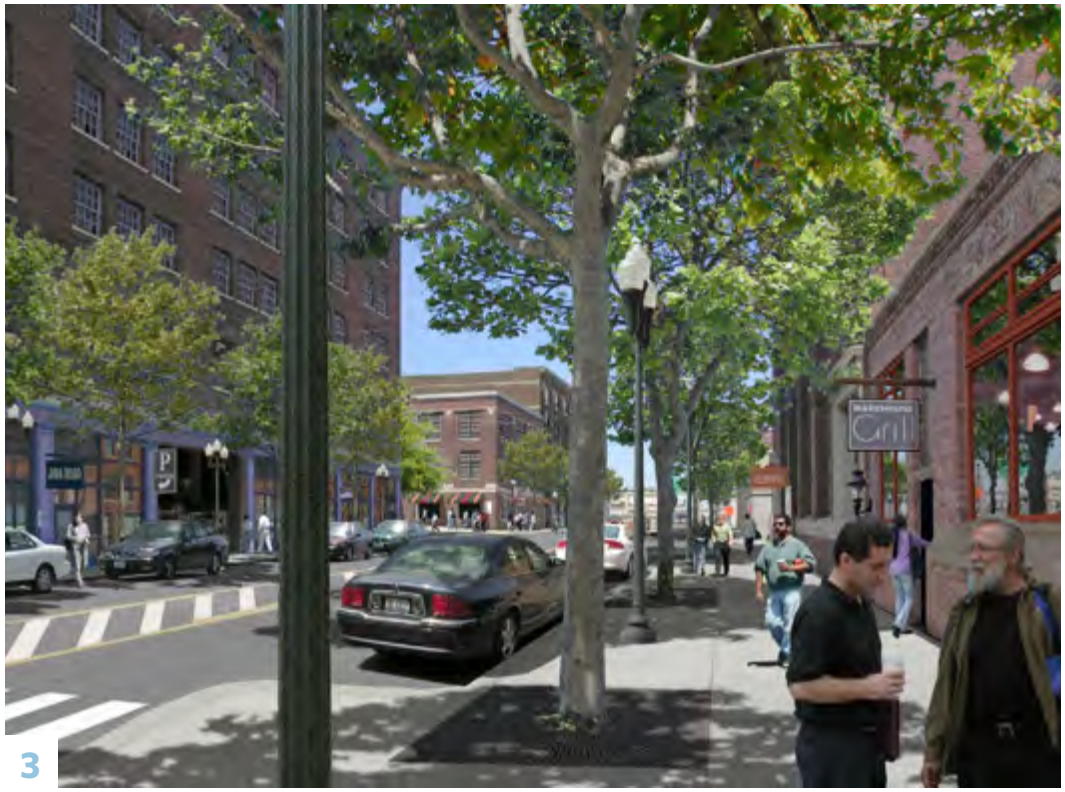

Photo Illustration: Urban Advantage

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TRANSFORMATIVE AREAS > MAJOR REDEVELOPMENT SITES

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

PROMOTE DEVELOPMENT OF MAJOR REDEVELOPMENT SITES WITH PROACTIVE AND COLLABORATIVE PLANNING PROCESS.

- (P) Support rapid transit and high-frequency transit service by encouraging higher density residential and higher intensity commercial and mixed uses within the centre of the development. These will be focused on major transit stops.

- (P) (C) (L) Create strong, multi-modal and active transportation linkages from each Major Redevelopment Site to the Downtown, other Major Redevelopment Sites, Centres, Corridors, Parks, major attractions and employment areas.

- (P) Work with landowners and other stakeholders to establish local goals and objectives for each Major Redevelopment Site while taking into account its relationship to: **OurWinnipeg**, **Sustainable Transportation** Direction Strategy, Downtown, Redevelopment Areas, Corridors, and other Centres. This could include minimum and maximum density and employment targets.

DIRECTION 2

CAPITALIZE ON THE PROXIMITY OF MAJOR REDEVELOPMENT SITES TO RAPID TRANSIT AND HIGH FREQUENCY TRANSIT

- (P) Promote development in accordance with Transit Oriented Development principles.

DIRECTION 3

FACILITATE REDEVELOPMENT THROUGH INCENTIVES, PARTNERSHIPS AND THE REMOVAL OF BARRIERS.

- (C) Facilitate the redevelopment of major redevelopment sites by prioritizing infrastructure renewal.

- (P) (I) (L) Working with other levels of government, investigate strategies to promote the redevelopment of brownfields.

IMPLEMENTATION TOOLS

- (P) Planning
- (I) Incentive
- (C) Capital Budget/ Infrastructure
- (L) Leadership/Partnership

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DIRECTION 4

MAJOR REDEVELOPMENT SITES WILL PROVIDE FOR COMPLETE COMMUNITIES WITH SIGNIFICANT LEVELS OF MIXED USE, HIGH DENSITY DEVELOPMENT, WITH STRONG URBAN DESIGN AND ATTRACTIVE PARKS, PLACES AND OPEN SPACES.

- (P) Provide a mix of employment, high-density housing, retail and service uses within Major Redevelopment Sites in a way that compliments the needs of adjacent communities.
- (P) Support active uses (such as retail and services) on the ground floor and offices and housing on the upper floors of multi-storey developments.
- (P) Promote the use of minimum density standards for new development.
- (P) Promote high-quality plazas, parks and streetscapes as focal points and networks that are connected to the greater community.
- (P) (C) (L) Incorporate pedestrian elements like street trees, street furniture, wide sidewalks, bicycle parking and public art in new development.
- (P) Encourage the transition of development towards the outer edges of major redevelopment sites that is sensitive to the scale, massing, height, form and character of the surrounding area.
- (P) Mitigate any negative impacts new development may have on neighbouring streets, parks and properties.
- (P) Development should be sensitive to conserving historically significant features and resources.
- (P) Support a range of different types, tenures and unit sizes in housing opportunities.
- (P) Promote development in accordance with Universal Design and Crime Prevention Through Environmental Design (CPTED) policies.
- (L) Encourage green design and construction by incorporating environmentally friendly design and construction principles.
- (P) (C) Encourage the development of recreation and community service facilities in these areas in a manner that respects the desired form and character of Major Redevelopment Sites.

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03-4 NEW COMMUNITIES

This section will be supported by the following documents:

- **Sustainable Transportation**
- **Sustainable Water & Waste**

And by the development of additional implementation documents including:

- **Active Transportation Action Plan**
- **Ecologically Significant Natural Lands Policy**
- **Heritage Conservation Management Plan**
- **Local Area Planning Handbook**
- **Parks, Places and Open Spaces Management Plan**
- **Transit Oriented Development Handbook**

KEY DIRECTION

NEW COMMUNITIES WILL CONTINUE TO PLAY AN IMPORTANT ROLE IN ACCOMMODATING THE CITY'S PROJECTED POPULATION GROWTH. THESE NEW COMMUNITIES WILL BE PLANNED AS COMPLETE FROM THE OUTSET AND WILL CONTINUE TO ACHIEVE A HIGH STANDARD OF SUSTAINABILITY IN PLANNING, DESIGN, CONSTRUCTION AND MANAGEMENT.

New Communities are large undeveloped land areas identified for future urban development and are not currently served by a full range of municipal services. Many were previously designated as Rural Policy Areas in **Plan Winnipeg 2020**. Planning for New Communities will ensure orderly, market aligned development that should provide opportunities for a mix of uses, a range of housing types, parks, places and open spaces, employment options and transit access within walking distance of diverse residential neighbourhoods. New Communities should be developed with a supporting street network that connects residents, jobs and commercial services through direct and efficient active transportation, transit and automobile routes. They should integrate protected natural areas with open space and sustainable infrastructure systems.

VISION

NEW COMMUNITIES ARE INCLUSIVE NEIGHBOURHOODS WITH A VARIETY OF HOUSING TYPES WITHIN WALKING DISTANCE OF MIXED USE DISTRICTS THAT OFFER OPPORTUNITIES FOR SHOPPING, EMPLOYMENT AND ENTERTAINMENT. THESE NEIGHBOURHOODS ARE A PART OF A LARGER COMMUNITY WITH INTERCONNECTED OPEN SPACES, WALKING AND CYCLING PATHS, COMMUNITY FACILITIES, EMPLOYMENT OPPORTUNITIES AND MULTI MODAL TRANSPORTATION CONNECTIONS TO THE REST OF THE CITY.

Over the life of **OurWinnipeg**, development of New Communities will continue to accommodate many Winnipeggers. By 2031, the City of Winnipeg is expected to grow by more than 180,000 people (Conference Board of Canada, 2007 Population Forecast). Background work related to residential lands and employment lands indicates that Winnipeg will need to bring on more land to accommodate this forecasted growth. Given the potential impact that this growth will have for the future of the city, it is critical that New Communities are planned to be complete, providing long term sustainability.

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SEE THE POSSIBILITIES

POSSIBLE TRANSFORMATION OF A NEW COMMUNITY FOLLOWING COMPLETE COMMUNITY PRINCIPLES

1

2

Photo Illustration: Urban Advantage

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The areas, as shown in figure 3g, have been identified for New Communities because they are serviceable, of sufficient size, are contiguous with existing developed areas, are accessible, and meet requirements of area supply and demand. The limited amount of land available for New Communities emphasizes the need for including higher density development to accommodate projected growth. The areas designated as New Communities will be reviewed periodically so that new technology or changes in serviceability, supply/demand, or accessibility can be considered.

To ensure that planning for New Communities is comprehensive, complete, and aligns with citywide goals and objectives, New Communities have also been divided into planning precincts, as identified on figure 03g. Planning efforts are required to cover an entire precinct, ensuring new infrastructure and community services optimize existing facilities and connections while identifying any necessary upgrades from the outset. This approach will support a more efficient planning process for all parties.

It is important to note that three of the New Communities identified in figure 03g will not be residential neighbourhoods. Their planning and development will follow Direction 1 of this section, in addition to the sections identified below:

- Precincts E and R – see Section 06, Commercial section
- Precinct A – see Section 05, Employment section

Lands designated as New Communities will conform with the policies that apply to the Rural and Agricultural designated lands until an appropriate planning process is complete and approved by City Council and/or a designated committee of Council.

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NEW COMMUNITIES

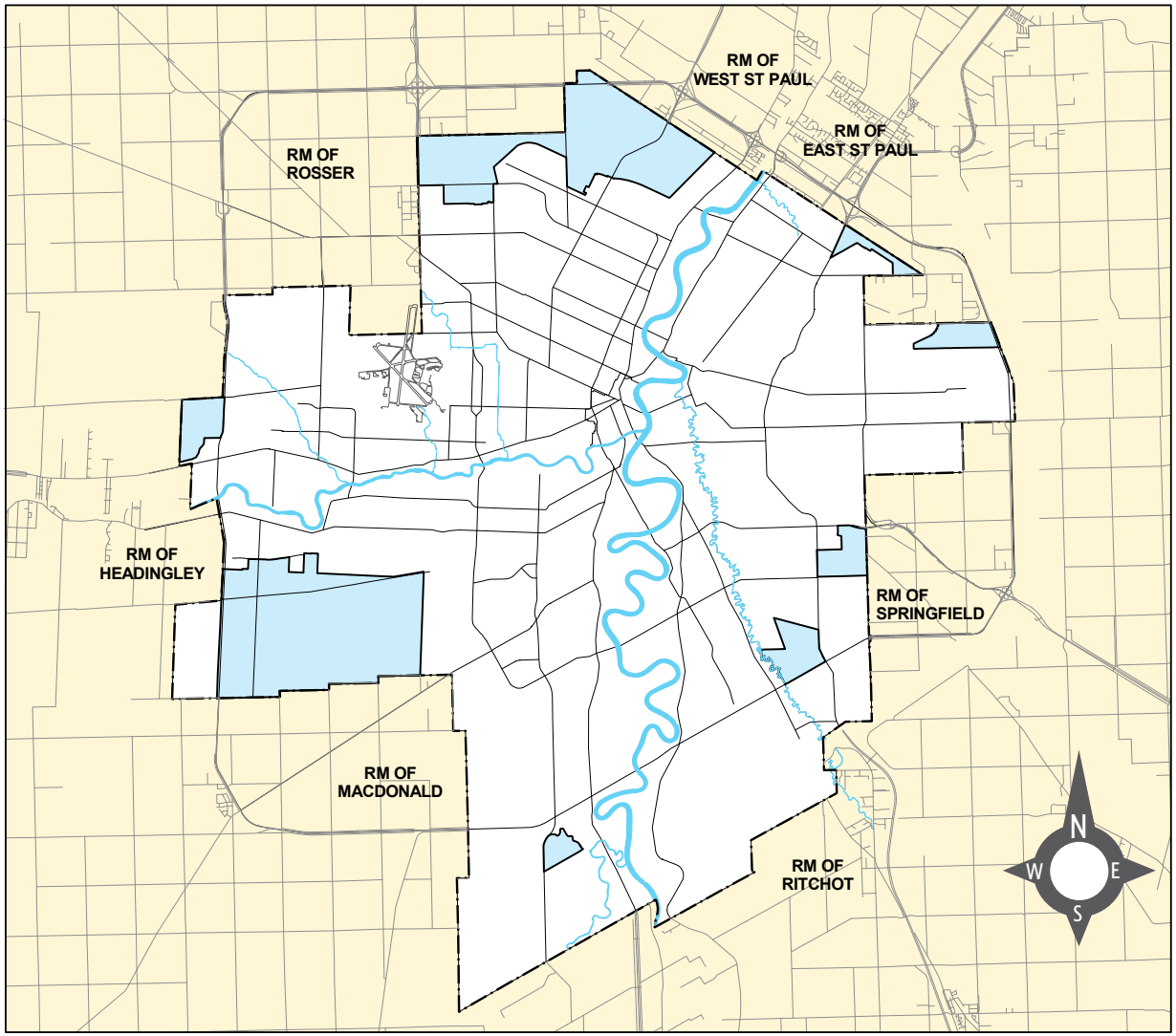

figure 03g

0 2 4 6 8 10
Kilometers

LEGEND

New Communities

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TRANSFORMATIVE AREAS > NEW COMMUNITIES

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

NEW COMMUNITIES WILL BE DEVELOPED IN A SUSTAINABLE MANNER.

New Communities should contribute to the City's balance of residential, commercial, industrial, natural and recreational land uses to ensure economic, social and environmental sustainability.

- (P) Only approve new development when a full range of municipal services, as defined in **OurWinnipeg**, can be provided in an environmentally-sound, economical and timely manner.
- (P) Only approve new development when there is a reasonable relationship between the supply of land and the projected demand.
- (P) Support new development that is adjacent to, and compatible with, existing development and which is designed to minimize the spatial use of land.

DIRECTION 2

NEW COMMUNITIES WILL BE ESTABLISHED THROUGH A PLANNING PROCESS.

The development of New Communities will be supported by a planning process and organized within planning precincts. All New Communities will require some degree of planning, with the scope determined by several factors, including land use, area size, infrastructure constraints and surrounding context. In many cases, given the complexity of issues present in greenfield areas, a statutory plan may be the most appropriate planning tool. However, the final scope of planning will be determined on a case by case basis, generally including at the minimum:

- Definition of the study area.
- Public engagement to identify local character and community needs.
- Assessment of parks, community facilities and service capacities.
- Assessment of infrastructure conditions and capacities.
- Vision and sustainability principles.
- Locations for intensification, transition and conservation.
- Land use diversity and development densities.
- Multi-modal transportation infrastructure, locations and connectivity.
- Development phasing, staging and public investment.
- Cultural Heritage, including buildings, sites, archaeological, or other issues or features, as applicable.
- Implementation.
- Other policies or context-specific guidelines as deemed appropriate.
- A cost/benefit analysis

IMPLEMENTATION TOOLS

- (P) Planning
- (I) Incentive
- (C) Capital Budget/ Infrastructure
- (L) Leadership/Partnership

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PRECINCT BOUNDARIES

The boundaries of the precincts are generally based on centre lines of streets, public lanes, footpaths, public walks, rivers, public right of ways, lot or holding lines, railway or public utility right of way, but should not be interpreted to precisely follow them. They do, however, follow City of Winnipeg municipal boundaries. When a natural boundary or servicing limit supports the change, planning may deviate from the precinct boundaries with the approval of the Director of Planning, Property, and Development Department.

P L Require planning to guide development of New Communities in collaboration with local residents and stakeholders (see Section 14, "Implementation").

P L Demonstrate a commitment to the integration of City, School and other community resources by seeking opportunities for collaboration and partnership.

PRECINCTS

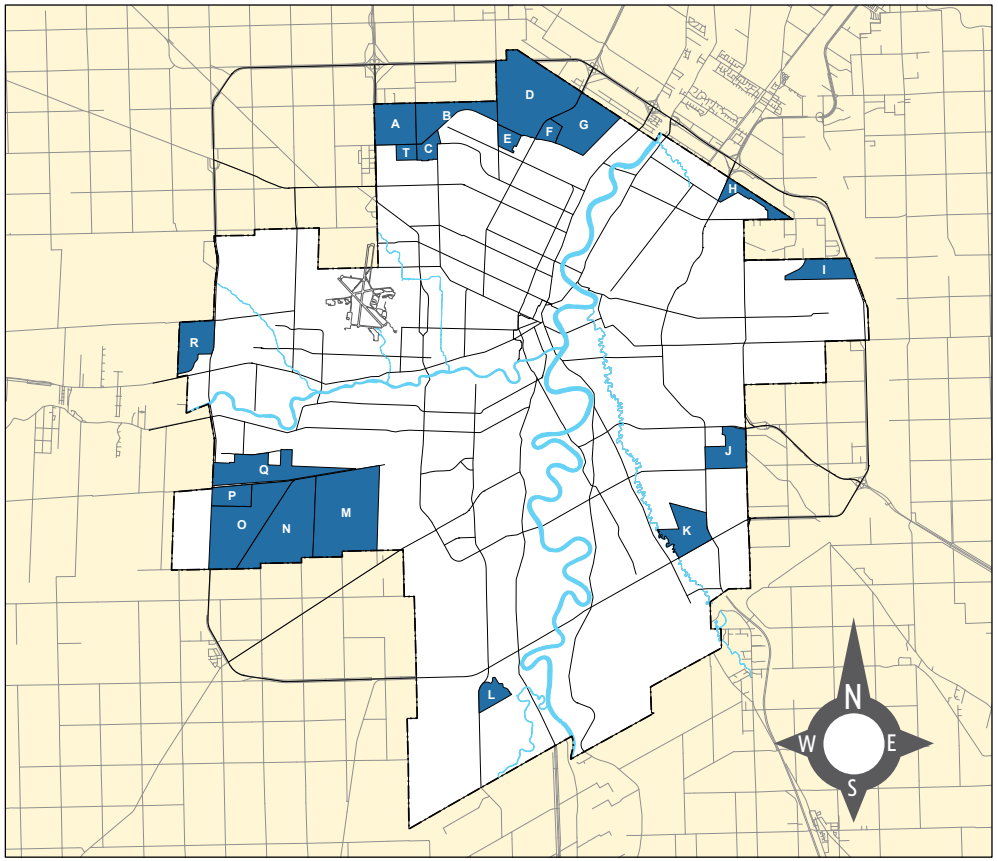

figure 03h

LEGEND

Precincts

0 2 4 6 8 10
Kilometers

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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TRANSFORMATIVE AREAS > NEW COMMUNITIES

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 3

NEW COMMUNITIES WILL INCREASE OPPORTUNITIES TO LIVE, WORK, LEARN AND PLAY IN THE SAME NEIGHBOURHOOD.

- (P) Encourage higher residential density in areas adjacent to commercial and employment lands, especially where the area is served by transit, services and other community amenities. These locations should be identified through the planning process.
- (P) Encourage New Communities to include a mixture of residential, commercial, employment and institutional uses that are supported by multiple transportation options for residents.
- (P) Encourage greater choices in housing type, density, style and tenure.
- (P) (C) (L) Provide parks at the neighbourhood and community level that address both active and passive requirements for recreation, sport and leisure and that promote connectivity and walkability between park sites and neighbourhood features.

DIRECTION 4

NEW COMMUNITIES WILL BE DEVELOPED WITH COMPLETE STREETS (SEE SUSTAINABLE TRANSPORTATION), ENABLING SAFE AND CONVENIENT SPACES FOR PEDESTRIANS, BICYCLISTS, PUBLIC TRANSIT RIDERSHIP AND MOTORISTS TO PROMOTE PHYSICAL ACTIVITY, HEALTH AND ACTIVE TRANSPORTATION.

- (P) (C) Promote the design of all streets to maximize connectivity, visual appeal, amenity space and safety where practical and cost effective.

IMPLEMENTATION TOOLS

- (P) Planning
- (I) Incentive
- (C) Capital Budget/ Infrastructure
- (L) Leadership/Partnership

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DIRECTION 5

ENCOURAGE GREEN DEVELOPMENT AND CONSERVE NATURAL AREAS (SEE ECOLOGICALLY SIGNIFICANT NATURAL LANDS POLICY STRATEGY) TO DEVELOP NEW COMMUNITIES IN A SUSTAINABLE MANNER.

- P — Balance the provision (scale, distribution and design) of parks and open space with density, demographics and distance.
- P — Park sites will be selected in ways that maximize the conservation, protection and integration of existing natural features.
- P — Parks will be integrated purposively into the overall community design.
- P C L — Promote and expand biodiversity and 'green' principles consistent with the local natural ecosystem to all Parks, Places and Open Spaces, beyond the expected environments of the urban forest and designated 'natural areas'.
- P I L — Support green design principles and construction methods for new buildings and neighbourhoods where practical and cost effective.

DIRECTION 6

REFLECT LOCAL HERITAGE IN THE DEVELOPMENT OF NEW COMMUNITIES.

- P — Identify and conserve heritage resources, encouraging awareness, understanding, and appreciation of them.
- P — Man made or natural features with particular cultural or historic significance should be identified, conserved, and incorporated into New Communities.
- P — Street names and parks should reflect and contribute to the heritage of New Communities.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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04 AREAS OF STABILITY

This section will be supported by the following documents:
> **Sustainable Transportation**
> **Sustainable Water & Waste**

And by the development of additional implementation documents including:
> **Active Transportation Action Plan**
> **Ecologically Significant Natural Lands Policy**
> **Heritage Conservation Management Plan**
> **Infill Development Guidelines for Multiple-Family Developments in Low Density Neighbourhoods**
> **Local Area Planning Handbook**
> **Parks, Places and Open Spaces Management Plan**
> **Transit Oriented Development Handbook**

KEY DIRECTION

ENHANCE THE QUALITY, DIVERSITY, COMPLETENESS AND SUSTAINABILITY OF STABLE NEIGHBOURHOODS AND EXPAND HOUSING OPTIONS FOR WINNIPEG'S CHANGING POPULATION.

Areas of Stability are primarily understood as the residential areas where the majority of Winnipeggers currently live. Unlike Transformative Areas that will experience significant change over the coming years, Areas of Stability will accommodate low to moderate density infill development to support more efficient use of land, infrastructure and services as well as enhance housing choice and affordability. Infill in areas of stability will be supported with the intent of creating more complete communities.

When new development occurs in Areas of Stability, it should be contextually suitable and enhance and celebrate what makes them unique. To that point, intensification should be accommodated within existing communities in a sensitive manner which recognizes the existing form and the character of its location.

Areas of Stability can be grouped into two types of communities based on their characteristics:
> Mature Communities
> Recent Communities

Each community type will have inherently different opportunities for redevelopment, partly based upon its characteristics and the stage of its life cycle.(see figure 04a)

figure 04a

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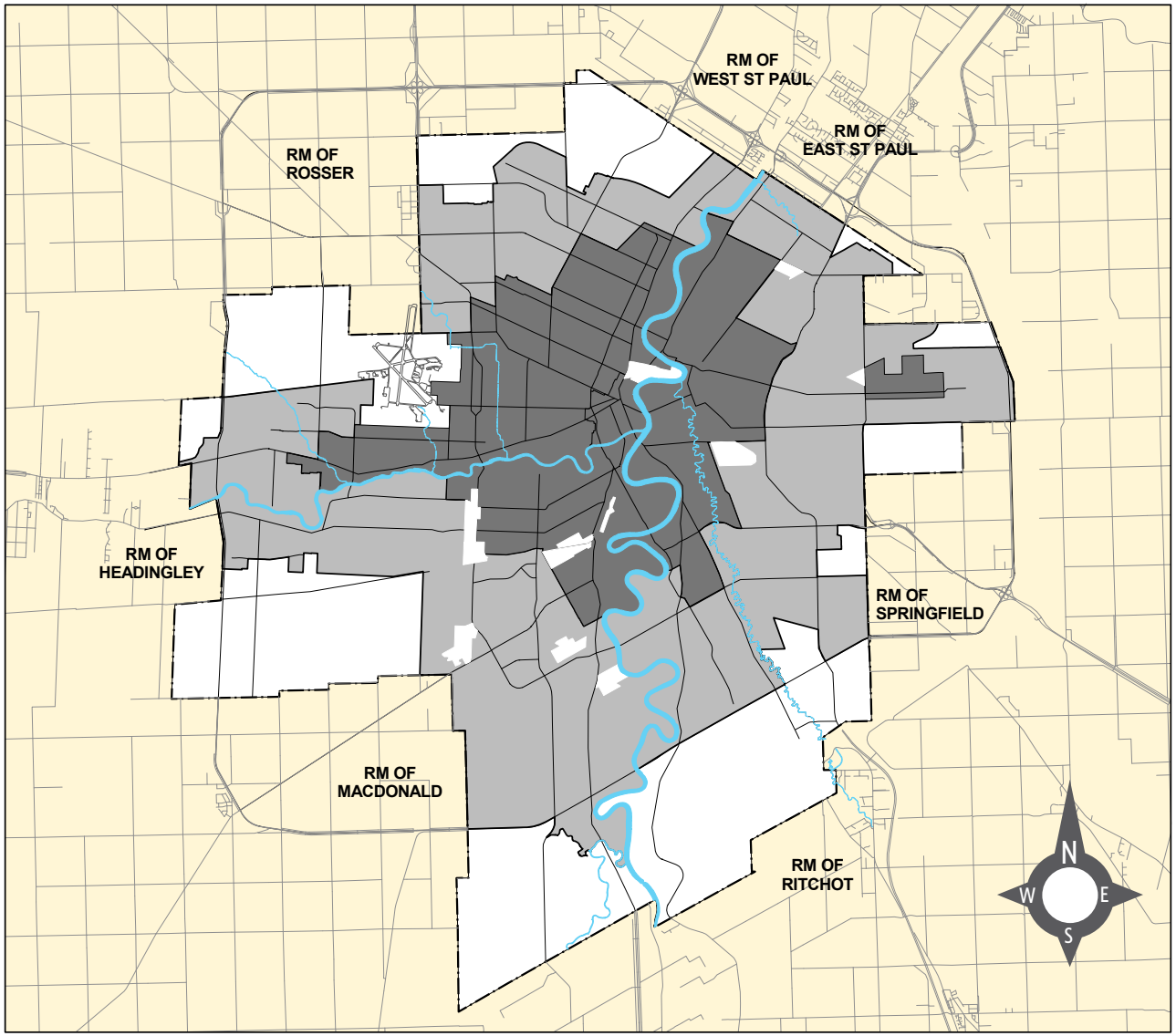
AREAS OF STABILITY



LEGEND

Mature Communities

Recent Communities

Figure 04b

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Kilometers

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AREAS OF STABILITY

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

SUPPORT THE COMPLETION OF AREAS OF STABILITY

- P — Support low to moderate change in low-density neighbourhoods through development and redevelopment that is complementary to the existing scale, character and built form.
- P — Provide clarity and promote compatibility between existing developments and new developments through design and development standards, such as the creation of **Infill Development Guidelines for Multiple-Family Developments in Low Density Neighbourhoods.**
- P — Promote the form of buildings and spaces that are sensitive to the community context and address the transition between new and existing developments.
- P, C — Promote a quality public realm with a high level of accessibility to community services and amenities and opportunities for gathering and social interaction.
- P — Encourage intensification to occur at centres and along corridors.
- P, C — Focus housing growth to areas that have municipal service capacity to support intensification, in addition to commercial and recreational amenities.
- P, L — Support Complete Communities by ensuring diverse and high quality housing stock.
- P, L — In order to meet the full life-cycle of housing needs within the community, promote a mix of housing type and tenure, such as duplexes, low rise apartments, secondary suites, semi-detached homes, townhouses.
- P, I — Support a mix of commercial services and employment uses that serve the local community.
- P — Support the subdivision of a parcel of land into two or more lots when it is done in a context sensitive manner.
- P — Review existing policies and by-laws for residential infill development with an aim to streamline the approval process for development that is consistent with Complete Communities objectives.
- P, C — Review by-laws and policies to reduce barriers to the provision of accessory dwelling units such as secondary suites, and carriage houses.
- P — Provide opportunities to increase multi-modal connectivity when redevelopment occurs.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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P Where intensification/densification of housing occurs, ensure that the types of open space - passive, active, and plazas - respond to community needs.

P Develop a **Parks, Places, and Open Spaces Management Plan** that addresses open space requirements and guidelines for Areas of Stability.

P Ensure that existing public open spaces meet the neighbourhood's current and future requirements.

P Support residential infill subdivision proposals creating lots with frontage on roads with less than a full range of municipal services when it can be demonstrated that all proposed lots:

- are located entirely in an R1 or R2 zoning district;
- meet the minimum bulk requirements of applicable zoning by-laws withoutvariance;
- do not interfere with or potentially disrupt the orderly planned development of neighbouring holdings and/or plans;
- conform with all local secondary plans and precinct plans;
- will be appropriately connected to and accommodated by the existing local land drainage system, to the satisfaction of the City of Winnipeg;
- will be serviced with piped sewer and piped water; and
- respect the local context and character of the area.

Amended 35/2014

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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04-1 MATURE COMMUNITIES

Mature communities consist of Winnipeg's earliest neighbourhoods and first suburbs which were mostly developed prior to the 1950s. Key features of these areas are a grid road network with back lanes and sidewalks, older housing stock in the form of low to moderate densities and a finer mix of land uses along many of the commercial streets. Generally, these communities have a full range of municipal services, but may require enhancements.

Mature communities represent some of the most "complete" existing communities in Winnipeg. They present some of the best opportunities to accommodate infill development, to increase housing choice and to maximize the use of existing infrastructure. In many cases, these neighbourhoods are already well serviced by public transit and infrastructure.

While most of the building blocks for Complete Communities are already in place, there is room for any community to improve upon these characteristics. Looking towards the future, particular challenges will be strengthening public transit and active transportation, conserving the ageing building stock and increasing housing choice while maintaining existing neighbourhood character.

CHARACTERISTICS OF MATURE COMMUNITIES

- Grid pattern of roads.
- Primarily north-south, east-west orientation of streets with back lanes.
- Largely built out prior to the 1950s.
- A variety of housing types.

Employment opportunities, services, amenities and community facilities, such as grocery stores, banks, restaurants, community centres, schools and day care centres, that are a reasonable walk or a short transit trip from dwellings.

Efficient and effective public transit service and opportunities for active transportation, without precluding private motor-vehicles.

SOME EXAMPLES OF OURWINNIPEG MATURE COMMUNITIES

- **William Whyte**
- **Kern Park**
- **River Heights**
- **Wolseley**
- **Kildonan Drive**
- **Norwood East**

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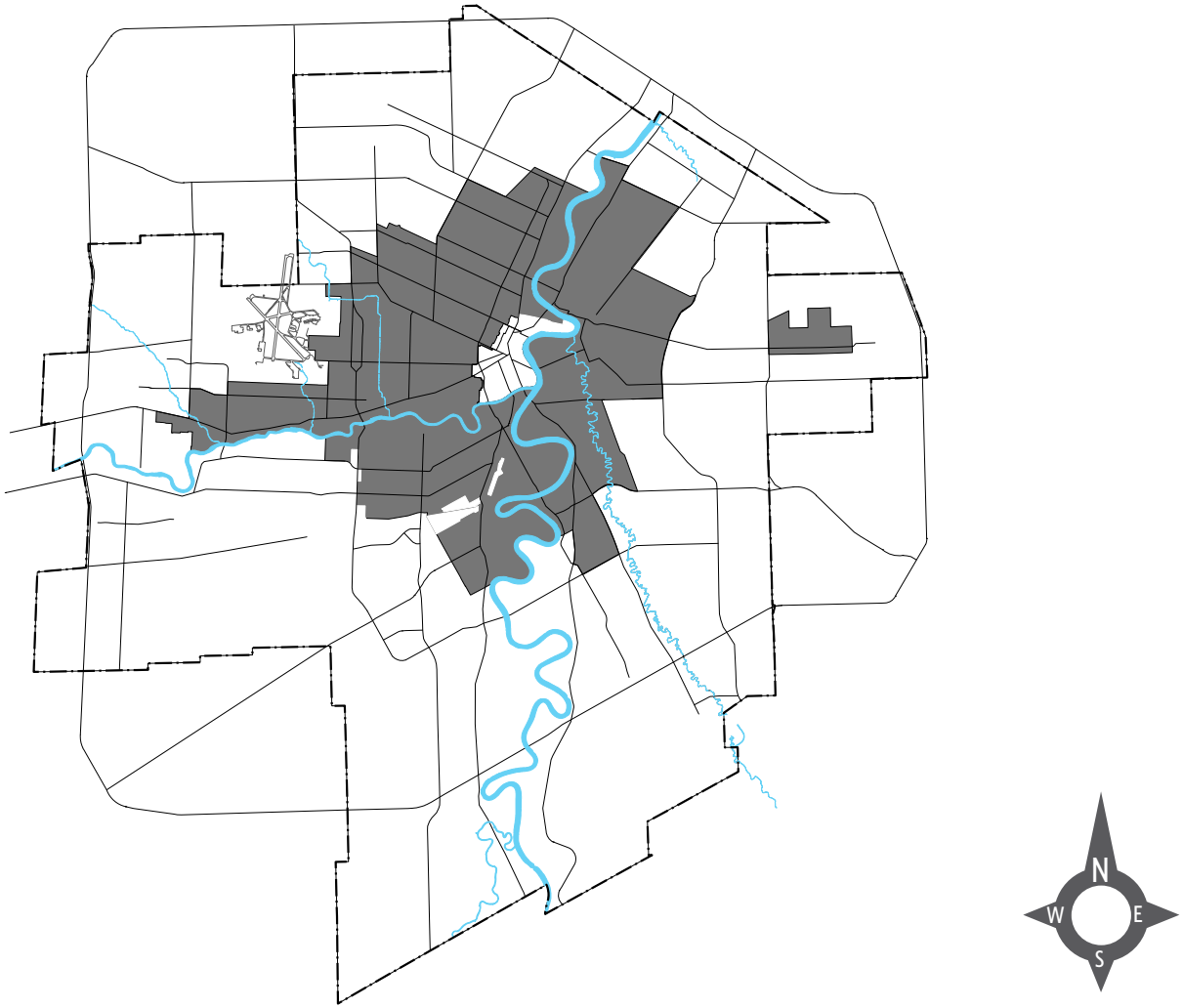
MATURE COMMUNITIES



LEGEND

Mature Communities

Figure 04c

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04-1a REINVESTMENT AREAS

Some of Winnipeg's mature neighbourhoods show signs of decline. A subset of Mature Communities, Reinvestment Areas normally have a desirable character but would benefit from reinvestment through infill and redevelopment, and/or major projects in small areas. Infill development often has a rejuvenating effect on these neighbourhoods and can encourage additional investment.

CHARACTERISTICS OF REINVESTMENT AREAS

- Deteriorating building stock.
- Inappropriate mix of land uses.
- Inadequate buffering between uses.
- Lack of services such as grocery stores, banks and parks.
- Lack of quality housing.

OurWinnipeg does not identify specific neighbourhoods as reinvestment areas. This is because neighbourhoods are not static and their characteristics may change dramatically over the life of the plan. In the future, indicators will be developed which will provide criteria for identifying reinvestment areas.

OurWinnipeg directions in the areas of 01-4 Housing, 01-5 Recreation, 01-6 Libraries, 03-1 Opportunity and 03-2 Vitality will support and focus the kind and level of development that occurs in Reinvestment Areas.

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AREAS OF STABILITY > MATURE COMMUNITIES

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

ENCOURAGE CONSERVATION AND UPGRADING OF EXISTING HOUSING IN MATURE AREAS AND EXPAND HOUSING OPPORTUNITIES THROUGH INFILL DEVELOPMENT. (SEE OURWINNIPEG, SECTION 01-5, "HOUSING")

- P, I — Support the rehabilitation of existing housing stock where required.
- C — Upgrade and maintain infrastructure in aging residential areas to encourage maintenance of housing.
- P — Support a mix of uses within buildings located on commercial streets.
- P, L — Facilitate land assembly for infill developments.
- P, L — Build upon the local heritage of mature neighbourhoods, including the sustainable reuse of existing building stock and other historic elements.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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04-2 RECENT COMMUNITIES

Recent Communities are areas that were planned after 1950. They are primarily residential areas and contain a mix of low and medium density housing with nearby retail amenities. The road network is a blend of modified grid and curvilinear, often without sidewalks or back lanes. These are typically stable, residential communities with limited redevelopment potential over the next 30 years. Populations are declining from their peak and housing stock is generally in good condition.

CHARACTERISTICS OF RECENT COMMUNITIES

- Dispersed, low to medium-density development patterns.
- Curvilinear local road pattern with many cul-de-sacs.
- Typically planned after 1950.

Recent communities can also accommodate some infill development to increase housing choice, increase options for 'aging in place', and to maximize the use of existing infrastructure.

In many cases, public transit service can be enhanced to better connect adjacent neighbourhoods. Additionally, there is an opportunity to create better pedestrian connections across arterial roads between neighbourhoods. Creating better connection through and between these neighbourhoods will help to make these neighbourhoods more complete over time.

SOME EXAMPLES OF OURWINNIPEG RECENT COMMUNITIES

- **Crestview**
- **Windsor Park**
- **Lindenwoods**
- **Valley Gardens**
- **Rivergrove**
- **Island Lakes**
- **Amber Trails**

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RECENT COMMUNITIES

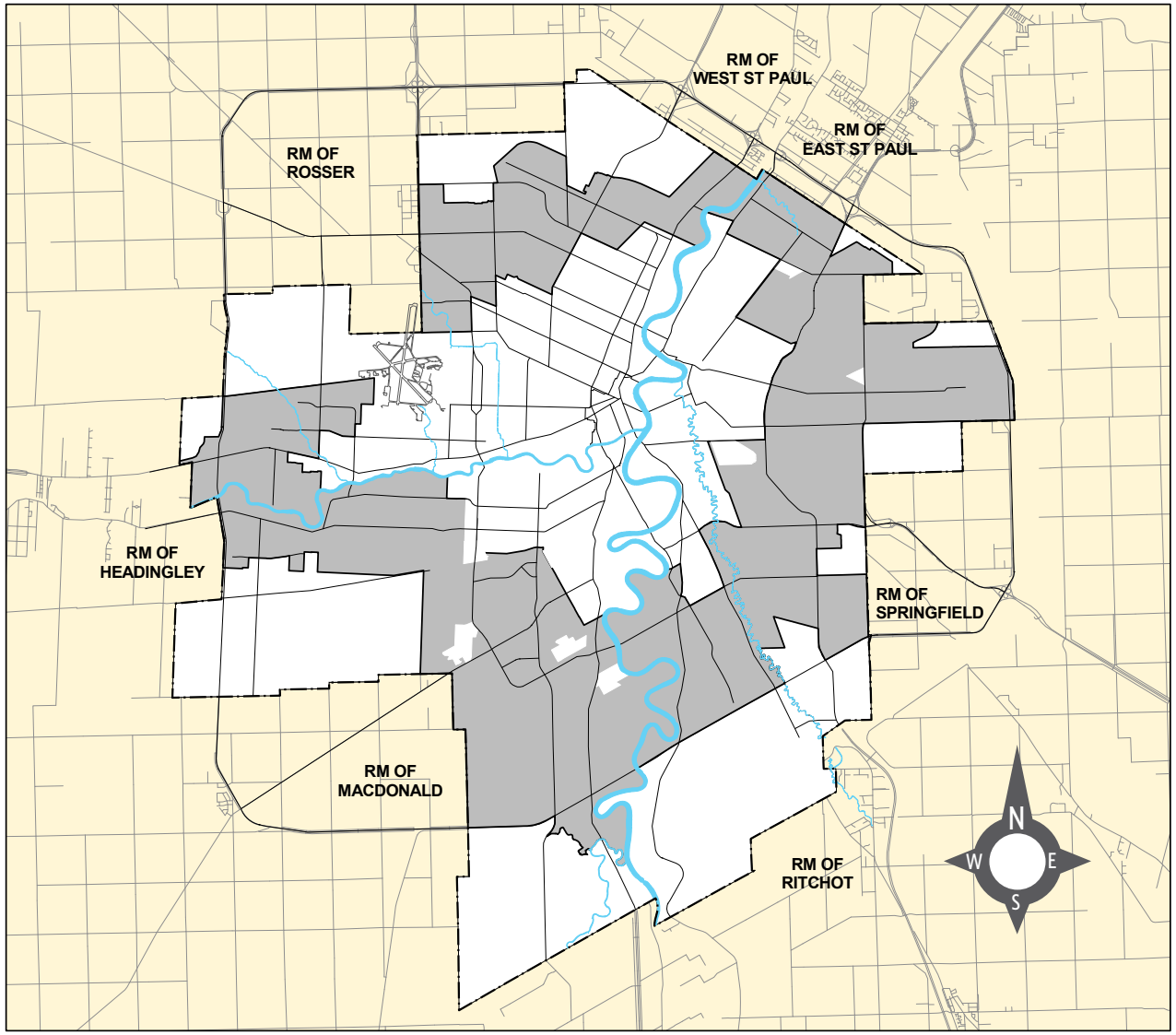

figure 04d

0 2 4 6 8 10
Kilometers

LEGEND

Recent Communities

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04-2a EMERGING COMMUNITIES

Emerging communities—a subset of Recent Communities—are primarily residential areas that have been very recently planned and are still under development. Typically, they are characterized as relatively low-density residential neighbourhoods containing single-family housing, smaller pockets of multi-family and locally oriented retail. The road network is curvilinear, including major collectors that circulate through a community with local cul-de-sacs and bays feeding off of them. Some deviations from this pattern, where, for example, back lanes are provided, occur in some areas, such as Bridgewater Forest (Waverley West). Transit service in most areas is provided from the major collector streets. Generally, in the residential areas, land drainage is accommodated through storm water retention ponds, and more recently through innovative land drainage systems, such as managed wet lands.

CHARACTERISTICS OF EMERGING COMMUNITIES

- Curvilinear local road pattern with cul-de-sacs
- They are planned and are still under development
- Primarily low density residential with some multi-family and retail

It is noted that development of theses areas typically reflects the principles of Complete Communities, such as a focus on compact development, a mix of uses, a diversity of housing types, the promotion of public transit, the encouragement of active transportation and community connectivity. As such, their future build-out is expected to be in conformance with the components of **Complete Communities**. There may be opportunities to modify future development in these areas where it is identified that the goals and objectives of Complete Communities can be maximized.

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AREAS OF STABILITY > RECENT COMMUNITIES

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

WITHIN RECENT COMMUNITIES, INTENSE AND DIVERSE DEVELOPMENT WILL BE ENCOURAGED IN CENTRES AND CORRIDORS.

- P
- L

Improve the sustainability of recent residential neighbourhoods by promoting better walking, cycling and transit access to retail, employment and community facilities.

DIRECTION 2

SUPPORT OPPORTUNITIES TO ENHANCE COMPLETE COMMUNITY OBJECTIVES IN EMERGING COMMUNITIES.

- P

Support amendments to adopted plans in these areas which further the goals and objectives of Complete Communities.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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05 EMPLOYMENT LANDS

This section will be supported by the following documents:
> **Sustainable Transportation**
> **Sustainable Water & Waste**

And by the development of additional implementation documents including:
> **Active Transportation Action Plan**
> **Local Area Planning Handbook**
> **Transit Oriented Development Handbook**

KEY DIRECTION

EMPLOYMENT LANDS WILL PROVIDE A WIDE RANGE OF MARKET OPPORTUNITIES BY ACCOMMODATING NEW INVESTMENT AND ECONOMIC DEVELOPMENT WHILE CONTRIBUTING AN ABUNDANCE OF NEW JOBS FOR OUR CITIZENS.

VISION

THE CITY IS EMBARKING ON A NEW ERA FOR EMPLOYMENT LANDS; TRANSFORMING THE TRADITIONAL IMAGERY OF SEGREGATED INDUSTRIAL USES INTO AESTHETICALLY PLEASING, SUSTAINABLE, MIXED-USE DEVELOPMENTS. THIS NEW APPROACH EMPHASIZES THE COMPATIBILITY OF WELL-PLANNED FORM OVER THE STRICT SEPARATION OF USES.

Employment Lands are the economic engine of the City. They include a broad range of clustered industrial and business land uses that can be grouped into three main types:

1. **Business Park**
2. **Institutional Campus**
3. **Manufacturing (General & Heavy)**

BUSINESS PARK

The Business Park represents a more recent trend in employment lands development. Typically developed with an overall Master Plan focusing on site development, design, landscaping and employee amenities, these clusters have flexibility built into their form and function. This allows them to be adapted quickly and easily as the market place changes.

INSTITUTIONAL CAMPUS

These lands typically include hospitals, biomedical research facilities and/or university and college institutions. These corporate campuses are subject to a high level of design, emphasizing image and multi-modal circulation. In some cases, they may include enhanced security measures.

MANUFACTURING

General Manufacturing areas consist of existing, typically planned industrial areas that contain a mix of light industrial uses at varying intensities. These districts often include warehousing and distribution components, together with outdoor storage areas. In 2001, this sector captured 13.3% of total employment for the Winnipeg CMA.

Heavy Manufacturing areas often provide a wide range of substantial industrial uses like major utilities, waste and salvage, freight terminals and processing. Many of these uses require a large capital investment and often include significant construction. These include offices, warehouses and frequent heavy truck traffic for supplies and shipments. In some cases, the potential effects of sound, noise and odour need to be substantially mitigated to reduce any impact on neighbouring properties.

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LOCATION

Winnipeg's Employment Lands are generally focused in the northwest, east and southwest sectors of the city. Historically, these industrial clusters were intentionally located in multiple city quadrants to strategically distribute them throughout the city.

NORTHWEST

The northwest quadrant holds our largest inventory of employment lands, typically characterized as a General Manufacturing cluster, including the approximately 1,600 unserviced acres known as the Airport West lands.

EAST

The employment lands located in the east of the city, around the St. Boniface area, exhibit a wide range of industrial typologies from Heavy Manufacturing uses such as food processing and asphalt production to the high quality Business Park operating on the north side of Dugald Road.

SOUTHWEST

The employment lands in southwest Winnipeg have seen significant transformation over the past few years. Initially this area adjacent to Kenaston Boulevard was predominantly heavy manufacturing. Over the recent years, however, large portions have transitioned into light industrial uses such as Business Parks. Additionally, several re-designations have occurred to allow the further introduction and expansion of residential and large scale commercial retail uses.

SEE THE POSSIBILITIES

POSSIBLE TRANSFORMATION OF EMPLOYMENT LANDS FOLLOWING COMPLETE COMMUNITY PRINCIPLES

1

2

Photo Illustration: Urban Advantage

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THE NEW APPROACH TO EMPLOYMENT LANDS

Former city development plan policies on industrial lands were protectionist in their approach to Employment Lands. These policies were meant to keep uses separate with limited mixed-use development opportunities. Because of significant advances in technology, the majority of industrial uses today are much cleaner, quieter and greener than they were in the past, reducing the potential impacts. In terms of design and layout, **Plan Winnipeg 2020** did include policy that encouraged high-quality urban design, public spaces and environmental protection within new industrial developments. **OurWinnipeg** continues and furthers that approach in the following areas:

- Facilitates a broader range of uses within Employment Lands, providing flexibility, adaptability and responsiveness to the market place.
- Considers demonstration projects that test the addition of limited residential to existing Business Parks.
- Assumes a greater lead in delivering new employment land base by creating 'development ready' sites through pre-zoning and pre-servicing initiatives in certain situations.
- Investigates and enables a broad spectrum of tools and initiatives to facilitate ongoing employment lands investment, development and sustainability.

NEW JOBS

70,000 jobs on new employment lands will have to be accommodated within our urban region over the next 25 years.

Based on a net employment density of 16 persons per net acre (including a 10% built in market contingency factor), it is expected that 'the City of Winnipeg will require 3,450 net acres of employment land between 2006 and 2031 to accommodate expected economic development.'

FUTURE EMPLOYMENT LAND SUPPLY

The City's existing supply of vacant, serviced employment land totals approximately 1,210 net acres, leaving it with a potential deficit of 2,240 net acres. But when the approximately 3,090 gross acres of our existing unserviced, industrially designated Greenfield sites (and large Brownfield redevelopment sites) are taken into account, The City may only need to accommodate up to 400 gross acres of additional employment land.

The City's ability to cover most of our requirements for future employment land supply allows us to divest some of our existing obsolete, non-strategically located industrially designated lands, transitioning these areas out of industrial uses and opening up more mixed-use development opportunities as dictated by market context. These areas are as follows:

Fort Garry Cluster #1

- Parker Lands

Tuxedo Cluster #2

- Fort Whyte Alive nature centre lands [Major Open Space]
- Fort Whyte Baptist Church lands

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CPR Mainline Cluster #5
- Southern portion Lord Selkirk Neighbourhood
- South Point Douglas

Inkster-West Kildonan Cluster #7
- Northeast corner Templeton-Sinclair Neighbourhood
- West Kildonan Industrial Policy Area

East Kildonan-Transcona Cluster #8
- Chalmers
- Regent
- Griffin

St. Boniface Cluster #9
- The Mint
- Mission Gardens

Some of the new Employment Land will be accommodated within areas identified as New Communities. Any new Employment Lands identified as New Communities, (figure 05b), must follow Direction 1 of Section 04-4, New Communities, which outlines the required planning process. The planning process for all new Employment Lands must also follow all of the applicable Employment Lands directions and strategies contained herein.

	BUSINESS PARK	INSTITUTIONAL CAMPUS	MANUFACTURING GENERAL	MANUFACTURING HEAVY
TYPICAL USES	LIGHT INDUSTRIAL OFFICE LIMITED RETAIL LIMITED PERSONAL SERVICE LIMITED MANU-FACTURE WAREHOUSE PLANNED RESIDENTIAL	LIGHT INDUSTRIAL OFFICE SUPPORTIVE RETAIL SUPPORTIVE PERSONAL SERVICE PLANNED RESIDENTIAL EDUCATIONAL RESEARCH	LIGHT TO GENERAL INDUSTRIAL MANU-FACTURING OFFICE ASSOCIATED & SUPPORTIVE RETAIL SUPPORTIVE PERSONAL SERVICE WAREHOUSE LIMITED OUTDOOR STORAGE	GENERAL TO HEAVY INDUSTRIAL MANU-FACTURING SUPPORTIVE OFFICE WAREHOUSE OUTDOOR STORAGE
MIXED USES	SUBSTANTIAL	MODERATE	LIMITED	RESTRICTED

figure 05a

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EMPLOYMENT LANDS > ALL EMPLOYMENT LANDS

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

FACILITATE THE TIMELY DELIVERY OF NEW EMPLOYMENT LANDS TO THE MARKET.

I L Consider options to encourage development of under-utilized parcels and obsolete sites.

C L Work with stakeholders to investigate strategic investment in roads and infrastructure improvements that will benefit existing and planned employment areas directly.

DIRECTION 2

ACCOMMODATE NEW EMPLOYMENT LAND DEVELOPMENT

P In order to allow for new Employment Lands to be developed, the following background information must be provided by the proponent:

- Demographic and socio-economic analysis of Winnipeg and the area
- Both social and economic benefit/cost analysis of the development
- Market analysis
- Development impact analysis
- Transportation Impacts
- Fiscal impact analysis

P Approve the creation of new Employment Land where there is a reasonable relationship between the supply of land and the projected demand and when a full range of municipal infrastructure can be provided in an environmentally-sound, economical and timely manner.

P Locate employment lands within a reasonable distance to housing, retail, commercial and recreational amenities to meet the needs of the employment lands workforce.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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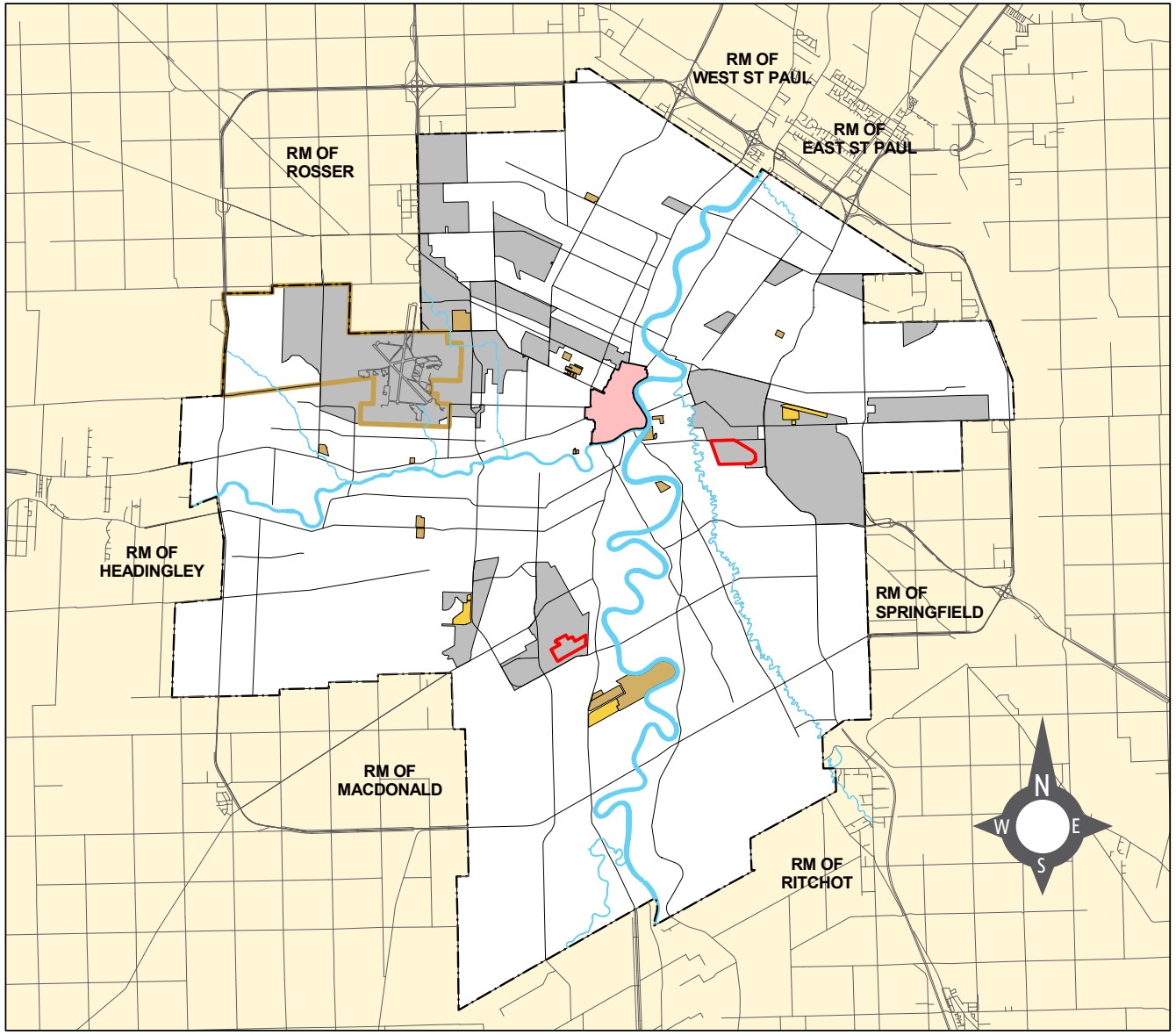
EMPLOYMENT LANDS



LEGEND

- Downtown
- Institutional Campus
- Business Park
- General Manufacturing
- Airport Area
- Major Redevelopment Sites

0 2 4 6 8 10
Kilometers

figure 05b
Amended 147/2012, 55/2013, 66/2013, 86/2013, 121/2013

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EMPLOYMENT LANDS > ALL EMPLOYMENT LANDS

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 3

MAXIMIZE THE ECONOMIC DEVELOPMENT POTENTIAL OF EXISTING AND FUTURE EMPLOYMENT LANDS.

P I Consider the quality of lands required to support employment growth and encourage a suitable range and mix of features and uses that will best match the emerging needs of Winnipeg's current and future employers.

P Ensure existing industrial operations in the vicinity are protected when evaluating new residential development proposals.

I Allow for the development and retention of a broad range of employment lands and a variety of employment parcel sizes.

P I Encourage uses that support the industrial function of the employment cluster while catering to the day-to-day needs of area businesses and employees.

P L Adapt to changing conditions in market trends by allowing for the transition, as warranted, to more suitable uses pending the submission of a comprehensive report by the proponent detailing:

- The development's economic impact on existing employment land and adjacent employment land users.
- Reasons why the proposed land use needs to be located in an employment land area.
- The impact on future economic growth caused by removing them from the employment land inventory.
- An engineering study setting out servicing infrastructure requirements and the impacts of the proposed development.
- A transportation study demonstrating that there is enough viable transportation options to accommodate adjusted traffic levels without undue effects on existing employment land users.

P I L Encourage the reuse of obsolete employment areas where the long-term viability of such areas cannot be supported, provided that potentially contaminated sites have been evaluated and met remediation standards established by the Canadian Council of Ministries of the Environment and the **Manitoba Contaminated Sites Remediation Act**.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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DIRECTION 4

ENSURE THAT EMPLOYMENT AREAS ARE WELL-PLANNED, SUSTAINABLE OVER THE LONG TERM AND FIT THE COMMUNITY CONTEXT.

- (P) Plans for the development of new employment areas will be established through a comprehensive planning process.
- (P) Public transit should service any employment lands that attract large numbers of employees.
- (P) Street networks should be designed to facilitate transit service and to provide sufficient coverage to support access needs for area businesses and employees.
- (P) Streets that provide direct connections to primary transit services should provide facilities and amenities for pedestrians, cyclists, and transit or provide offstreet alternatives.
- (P) Employment areas should have convenient connections and be accessible.
- (P) Transit stops should be connected to major businesses in the surrounding employment area by sidewalks.
- (P) Development or redevelopment of employment sites should provide for good walking environments within the site and adjacent to public sidewalks and transit stops.
- (P) Establish open space standards for new employment lands that encourage environmental preservation, high-quality urban design and public spaces.
- (P) Sufficient public open space should be provided to allow for recreational opportunities within employment areas for its employees.
- (P) Provide street trees, landscaping, fencing, and architectural elements for sites that are highly visible to the public from perimeter roads in cases where employment lands interface with other types of land uses, including public rights of way.
- (P) Regional or city-wide recreation and sports facilities may be provided in employment areas to meet the extensive land needs of city-wide recreation and sports programs. These facilities shall not negatively impact the existing function and character of the employment area. The recreational uses are encouraged to be located in close proximity to transit routes, cycling paths, and pedestrian walkways.

IMPLEMENTATION TOOLS

- (P) Planning
- (I) Incentive
- (C) Capital Budget/ Infrastructure
- (L) Leadership/Partnership

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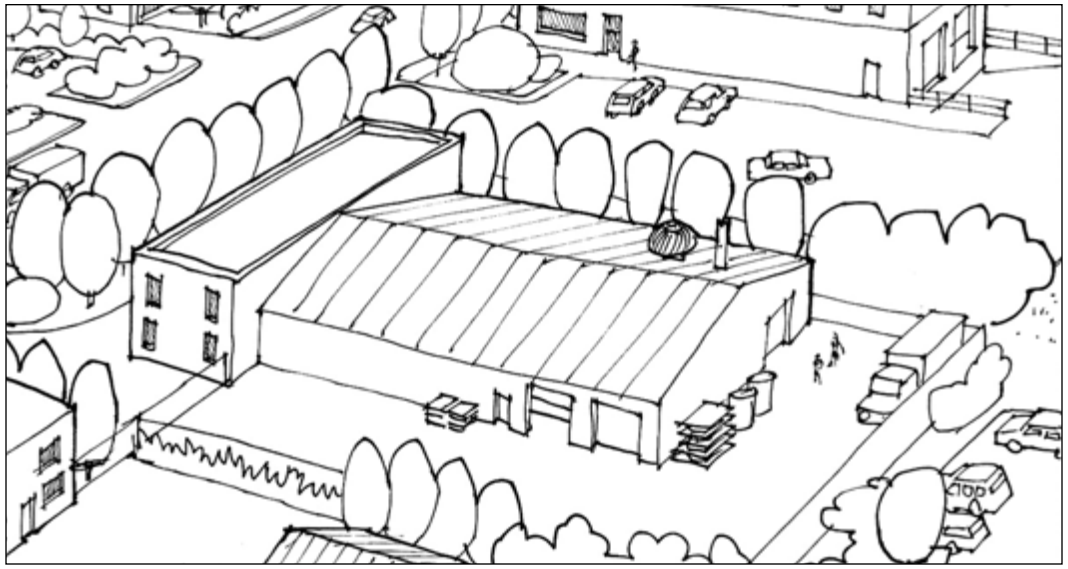
EMPLOYMENT LANDS > MANUFACTURING SPECIFIC

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

PROVIDE ONGOING STEWARDSHIP OF MANUFACTURING AREAS.

- P L Employment activities will develop and operate in a fashion that is compatible with other land uses, especially residential.
- P L Ensure the provision of natural buffers to provide visual screening and separation of conflicting land uses where necessary.
- P L Support the introduction of commercial/retail and personal service development that is subordinate to, and supportive of the primary employment uses in business/institutional employment areas.
- P L Where directed and when warrented, require the abatement of pollution and facilitate the relocation of premises.
- P L New employment lands should be located to provide sufficient separation from adjacent non-employment uses and include special development conditions that reduce the potential for conflict.



Example of buffering of a manufacturing use

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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EMPLOYMENT LANDS > BUSINESS PARK AND INSTITUTIONAL CAMPUS SPECIFIC

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

INTRODUCE NEW ENABLING POLICIES TO SUPPORT INCREASED MIXED-USE OPPORTUNITIES.

P L Support a mix of land uses within major institutions such as universities, colleges, hospitals, and bio-medical research facilities, which compliment their operations.

P L Support current employment land development trends towards smaller, leased premises, combining an office component with warehouse, repair or assembly space in a flexible building format.

P L Support, through planning, the introduction of commercial/retail, residential, and personal service development that is subordinate and supportive of the primary employment uses in Business Park and Institutional Employment areas.

P L Support priority phasing of development recognizing the importance of commercial mixed-use within employment areas through increased employment generation and reduce initial servicing costs.

DIRECTION 2

ENCOURAGE THE ESTABLISHMENT OF MORE EMPLOYMENT LANDS CLOSE TO AND/OR WITHIN RESIDENTIAL AREAS.

P L Encourage the inclusion of employment lands within centres and corridors where contextually appropriate.

P L Consider employment uses in the planning and development of New Communities and Redevelopment Sites, especially along rapid transit corridors.

P L Encourage the establishment, retention and expansion of businesses and institutions, including more opportunities for employment lands in closer proximity to residential areas.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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06 COMMERCIAL AREAS

This section will be supported by the following documents:
> **Sustainable Transportation**
> **Sustainable Water & Waste**

And by the development of additional implementation documents including:
> **Active Transportation Action Plan**
> **Heritage Conservation Management Plan**
> **Local Area Planning Handbook**
> **Transit Oriented Development Handbook**

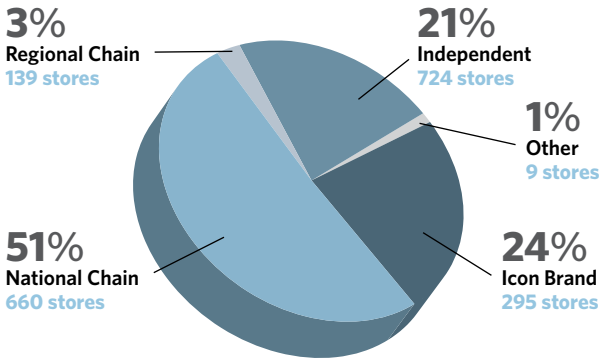
Commercial development, made up of retail and service uses, serves numerous purposes. It provides local and regional goods and services, provides employment for many Winnipeggers and contributes to the health, diversity and vitality of the local economy. It also plays a key role in both shaping the form of the city and defining public spaces. These combined factors suggest that commercial development is integral to the creation of complete communities. For that reason, there is significant public interest in optimizing the location and urban design of commercial development.

Encapsulated within commercial areas is a wide range of activities covering everything from corner stores at one end to large format shopping malls at the other. With that said, a majority of commercial space is currently accommodated in malls and power centres.

Winnipeg's commercial space requirements are expected to grow considerably in the coming years – from some 18 million sq. ft. in 2007 to over 26 million sq. ft. in 2026 - growth of some 425,000 sq. ft. each year. Providing direction for commercial lands requires an approach which aims to balance two key goals: ensuring that the forecasted commercial growth can be accommodated within the city and ensuring that future commercial developments are better aligned with the overall vision of Complete Communities, including mixed use, walkability, accommodating public transit and active transportation and emphasizing high quality urban design.

To that point, while there will likely be continued demand for large format retail development, a significant share of new commercial growth will be accommodated in existing retail developments through intensification and redevelopment, in developments focused on mixed-use and in retail developments that service the local neighbourhood. This balanced approach to future commercial growth will play a critical role in accommodating growth and change in a constrained land supply environment. This approach is necessary, given the robust levels of growth anticipated over the next two decades. Accordingly, Winnipeg will need to maximize its land supply for all land uses— residential, employment and commercial. The form that these developments take will be influenced in a large part by the characteristics of the area of the urban structure in which they are located.

DISTRIBUTION OF RETAIL SPACE BY STORE BRANDS, WINNIPEG 2008



Source: Altus Group Economic Consulting based on data from Altus InSite

figure 06a

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COMMERCIAL AREAS

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

MAINTAIN AN ADEQUATE SUPPLY OF COMMERCIAL LANDS AT ALL SCALES.

P C L Ensure that a sufficient supply of developable commercial land emerges at an appropriate pace and that the supply remains well distributed both in terms of geography and scale to ensure a competitive market

DIRECTION 2

MANAGE COMMERCIAL GROWTH IN A SUSTAINABLE, ORDERLY FASHION.

P C L Encourage the redevelopment, infill and expansion of existing commercial areas as the preferred method of accommodating new commercial development.

P L Use a variety of implementation tools to align new commercial development with directions and enabling strategies in Transformative Areas and Areas of Stability. (see Section 14, "Implementation")

P L Support a variety of commercial centres and corridors of different sizes that vary in types of uses and intensity. (See figure 06a)

P L Approve new locations for commercial development where significant residential areas are not well served with commercial space, where existing commercial areas cannot accommodate expansion, where the long-term negative impacts on existing regional and commercial centres will be minimal, where additions to the regional street system can be demonstrated to have long-term benefits and where a full range of municipal infrastructure can be provided in an environmentally-sound, economical, and timely manner.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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COMMERCIAL AREAS

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 3

ENSURE COMMUNITIES HAVE A RANGE OF COMMERCIAL SERVICES TO MEET THEIR LOCAL NEEDS IN ORDER TO COMPLETE THE COMMUNITIES AND TO MINIMIZE THE NEED FOR TRAVEL.

- L Support and strengthen planning in the Business Improvement Zones (BIZs) in their efforts at enhancing the appearance and vitality of "neighbourhood main streets" and other regional streets.
- L Recognize and support the role that commercial businesses play in local employment.
- P C L Support the maintenance and development of neighbourhood mixed use corridors that provide a wide range of local commercial services that serve the daily needs of residents, enhance the character of the neighbourhood, and provide opportunities for the future expansion of commercial uses consistent with the general character of the adjacent neighbourhood (see Section 03-2b, "Corridors").
- P L Support the maintenance and development of community mixed use centres that provide convenient local shopping opportunities and services, while minimizing the need for travel beyond the community (see Section 03-2a, "Centres").
- P I L Encourage the introduction of residential uses and community facilities in the redevelopment of older shopping centres to achieve a mix of uses (see Section 03-2a, "Centres").
- P L Encourage large-scale commercial centres and commercial strips to develop into vibrant, mixed use, transit supportive and walkable urban areas (see Section 03-2a, "Centres").
- P L Identify opportunities to improve the pedestrian orientation of commercial strips (see Section 03-2b, "Corridors").
- P L Promote opportunities for housing in all proposed development and redevelopment projects.
- P Integrate a mix of commercial services and amenities in the planning of new communities.
- P L Support development of commercial areas in a manner that increases the use of public transit.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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DIRECTION 4

ENCOURAGE THE CREATION OF VIBRANT AND HIGH QUALITY COMMERCIAL DEVELOPMENTS.

P L Promote principles of high quality design in commercial areas, such as building design, layout and materials, the adequacy of landscaping, parking, access, pedestrian and vehicular circulation and consideration of commercial signage in terms of its size, design and location.

P L Encourage an animated streetscape and "eyes on the street" as determined by the characteristics of the urban structure area in which they are located. This may include placing parking at the rear of buildings with proper screening, orienting buildings and entrances the public street and blending public and private space through the use of windows.

P I C L Promote conservation of traditional commercial store fronts where possible.

Photo: Brent Bellamy

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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07 PARKS, PLACES AND OPEN SPACES

This section will be supported by the development of additional implementation documents including:

> **Parks, Places and Open Spaces Management Plan**

KEY DIRECTION

FOCUS THE FUTURE EFFORTS FOR ACQUISITION, DESIGN, DEVELOPMENT, OPERATION, USE AND PROMOTION OF OUR PARKS AND OPEN SPACES WITHIN THE CONTEXT OF THE CITY'S COMPLETE COMMUNITIES DIRECTION STRATEGY.

Winnipeg's Parks, Places and Open Spaces contribute to all its citizens' enjoyment and quality of life. These public spaces are valued as essential to the urban fabric, encouraging and promoting healthy lifestyles, cleaner environments, connectivity, recreation, community pride and urban beautification.

In order for Winnipeg to become a healthy, self sustaining, 'green' and vibrant city, we need strategies that will:

> identify and address public needs and priorities.
> balance the competing interests of development and preservation.
> provide strategic direction to address long term open space needs.
> ensure efficient coordinated use of the City's green infrastructure.

Parks, Places and Open Spaces contribute to healthy and active living, elevating environmental and cultural values while promoting a positive urban image.

Parks, Places and Open Spaces will be developed and redeveloped within existing and planned communities as opportunities for people to gather and celebrate, enjoy nature and engage in activities that promote health and well being. These spaces can also help to promote a sense of community and of environmental respect.

Parks, Places and Open Spaces are key reflections of civic pride– more than just aesthetics. Well designed public spaces can create destinations that attract visitors and provide spaces to facilitate running special events.

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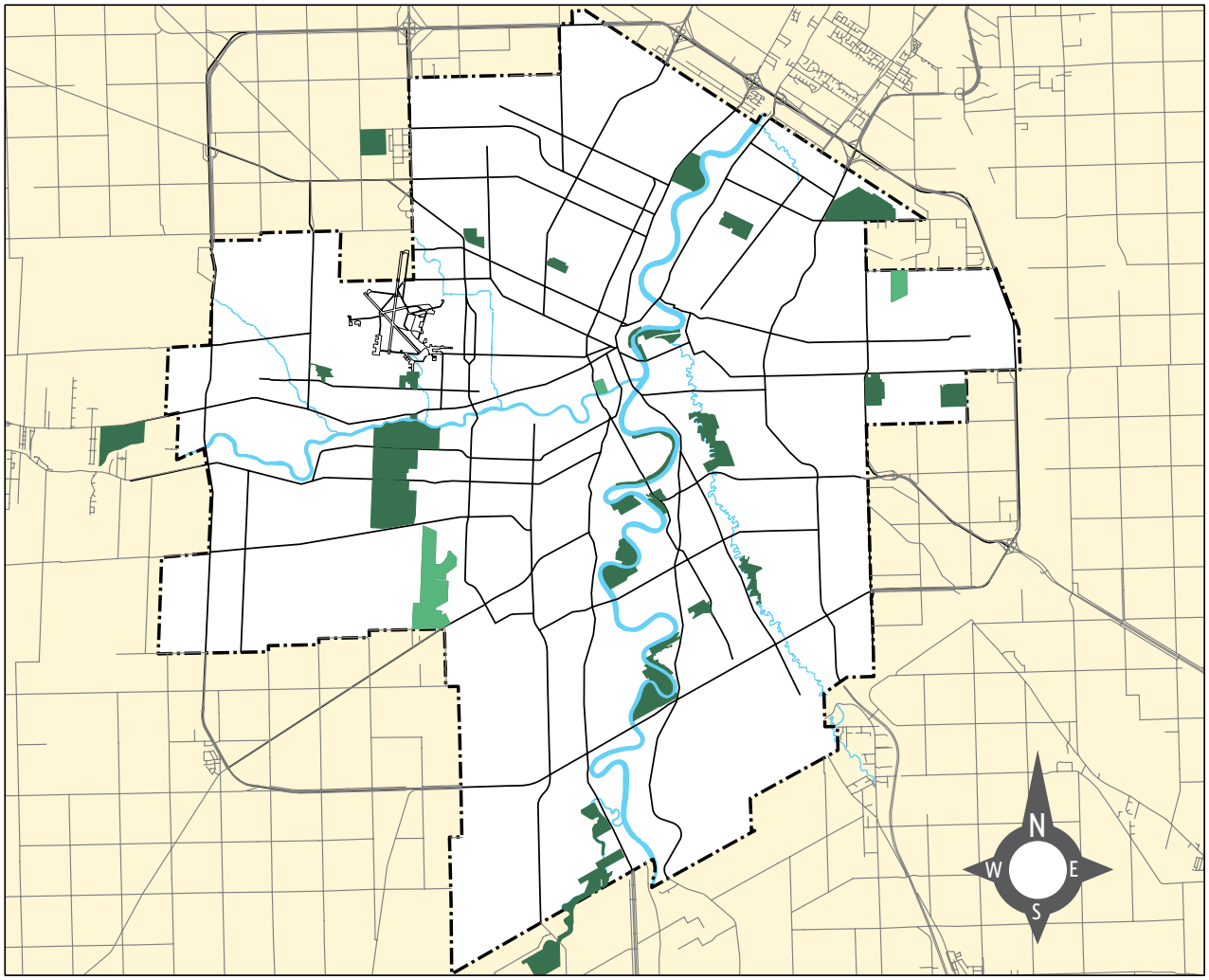
PARKS, PLACES AND OPEN SPACES



LEGEND

Major Open Space (City Owned)

Major Open Space (Non-City Owned)

0 2 4 6 8 10
Kilometers

figure 07a

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Public input indicates that Winnipeggers place significant value on our City's trees. This 'urban forest' extends beyond purely natural habitats to include planted environments such as street trees, trees on private properties and in parks. The tree canopy as a whole contributes to the health and wellness of the city and is one of Winnipeg's defining characteristics. The city is often promoted for it's "tree- lined majestic boulevards" and the endless "ribbons of green" when seen from the air. This valued resource should be managed in such a way as to ensure its place within the City today and long into the future.

Parks often serve as the focal point for a community and a gathering place for friends and family. Parks have value from an urban image and environmental perspective, arguably the greatest value is derived from increased public use. Making parks safe, accessible and inclusive are important aspects to promoting social interaction and harmony and in building community capacity. This includes providing recreational opportunities that support active lifestyles and finding ways to integrate non-traditional recreation options for all ages and abilities into the park system.

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PARKS, PLACES AND OPEN SPACES

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

ESTABLISH THE **PARKS, PLACES AND OPEN SPACES MANAGEMENT PLAN** TO ENSURE PARKS CONTRIBUTE TO WELLNESS AND ACTIVE LIVING BY FOCUSING ON COMMUNITY NEEDS.

P I C L — Provide parks for city-wide recreation, sport and leisure opportunities at the neighbourhood, community and regional levels.

P I C L — Shape and support city and neighbourhood character by creating dynamic parks that attract residents and meet a diverse range of community needs.

P I C — Support community wellness and active/healthy living by providing varied recreation spaces incorporating opportunities that are both passive and active, a broad spectrum of possible uses and degrees of social interaction and engagement.

P I C L — To best serve the population, parks must be accessible, available and inclusive, implementing the principles of Universal Design, affordability and physical proximity.

L — Provide opportunities for responding to changing needs and trends in recreation.

P I L — Promote safe parks by applying Crime Prevention Through Environmental Design (CPTED) principles in conjunction with practical Urban Design principles.

P I C L — Match communities' active and passive needs with appropriate park opportunities.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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PARKS, PLACES AND OPEN SPACES

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 2

ENSURE THAT PARKS SUPPORT ECONOMIC DEVELOPMENT AND ARE MANAGED IN A FINANCIALLY SUSTAINABLE, INNOVATIVE MANNER.

P C L — Promote and enhance multi-use, multi-season options within Parks, Places and Open Spaces.

P C L — Promote the best recreational use of Parks, Places and Open Spaces to ensure maximum benefit and access while balancing interests

I C L — Collaborate in opportunities and partnerships that have a strong commitment to the integration of City, school and community facilities in the park system.

L — Coordinate and collaborate with strategic partners to determine the most effective and efficient means of providing and maintaining recreational spaces, using both direct and partnered management and delivery strategies.

L — In order to manage allocation and maintenance of park sites and amenities, establish achieveable service level standards and guidelines while exploring innovative approaches to quality open space provision.

P I C L — Ensure the parks network supports economic development and tourism by promoting the city's urban image, providing film opportunities, enhancing and marketing destination parks and encouraging the use of key parks for major games and festivals.

C L — Establish tools for the measured allocation of resources that align to the community's evolving recreation and open space needs.

C L — Develop and maintain an asset management strategy for reinvesting in Parks, Places and Open Spaces, green, grey and amenity infrastructure.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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DIRECTION 3

DEMONSTRATE THE VALUE OF OUR ENVIRONMENTAL AND CULTURAL CAPITAL BY PROTECTING, ENHANCING AND RESTORING THOSE NATURAL AND CULTURAL PARK RESOURCES THAT ARE RECOGNIZED AS HAVING HISTORICAL, ECOLOGICAL OR AESTHETIC VALUE.

I C L — Maintain our Ribbons of Green (riverbanks, urban street trees, green corridors) and provide a well managed urban forest that contributes to air, water, environmental and aesthetic quality.

P I C L — Establishing an urban forest management plan, continue to preserve and expand our urban forest.

P I C L — Maintain a focus on preserving and conserving habitats designated through the **Ecologically Significant Natural Lands Strategy** along the city's riverbanks and lands.

I L — Protect and enhance public access to our riverbanks and forest environments and expand ecological networks and linkages.

I L — Promote and expand biodiversity consistent with the local natural ecosystem, not only within the urban forest and designated 'natural areas' but in all Parks, Places and Open Spaces.

I L — Collaborate with environmental and stewardship organizations on shared best practices and implementation strategies.

P I L — Enhance the sense of place and community by identifying heritage and culturally significant landscapes and conserving and celebrating them in meaningful ways. (See also Section 13, "Heritage" and **Ecologically Significant Natural Lands Strategy**)

I L — Demonstrate the benefits of both natural and restored environments as contributors to quality of life by promoting environmental practices and public education.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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PARKS, PLACES AND OPEN SPACES

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 4

PROMOTE ACTIVE MOBILITY AND PEDESTRIAN CONNECTIVITY.

C L Provide safe and accessible park spaces and a continuous and integrated linear parkway network that connects neighbourhoods and communities to their parks and other major city attractions.

I C L Continue to develop and improve pedestrian and bicycle friendly environments by expanding and enhancing the citywide multi-use path network. **(See: Sustainable Transportation)**

I C L Complement and support the active transportation network by promoting the planning, provision and development of linear parks, along with signage and communication strategies, constantly striving for a more clearly defined and well integrated system.

DIRECTION 5

MAINTAIN RELEVANT STANDARDS AND GUIDELINES FOR OPEN SPACE DEVELOPMENT AND MANAGEMENT.

C Develop Parks, Places and Open Spaces standards and guidelines consistent with **Complete Communities** initiatives and broader city policies including sustainability, neighbourhood planning and economic development.

I C Update the Development Agreement Parameters to reflect innovation in development practices as they pertain to parks, such as watershed management, ecologically significant natural lands, and active and passive parks spaces.

P I Balance the provision (scale, distribution and design) of Parks, Places and Open Spaces with density, demographics and distance.

P Define and prioritize Parks, Places and Open Spaces services to provide consistent, effective and efficient delivery of services.

P I Recognize and protect the lands designated as Major Open Space for recreational uses and the preservation of natural habitats.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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08 RURAL AND AGRICULTURAL AREAS

This section will be supported by the following documents:

> **Sustainable Transportation**
> **Sustainable Water & Waste**

And by the development of additional implementation documents including:

> **Ecologically Significant Natural Lands Policy**
> **Heritage Conservation Management Plan**
> **Local Area Planning Handbook**
> **Parks, Places and Open Spaces Management Plan**

KEY DIRECTION

MANAGE RURAL AND AGRICULTURAL LANDS TO REFLECT THE LIMITATIONS OF PROVIDING A FULL RANGE OF MUNICIPAL INFRASTRUCTURE TO THESE AREAS.

Rural Agricultural Areas are large tracts of undeveloped land that currently support a mix of agricultural and rural residential uses within city limits. Currently, these lands are not viable for development to an urban standard for the following reasons:

> Land drainage issues.
> Fragmentated land holdings.
> Inability to service these areas in an economically sustainable manner, with current technology and under current servicing methods.

Our Rural Agricultural lands will be maintained as large parcels for agricultural production and compatible uses. Figure 08a identifies the Rural and Agricultural designated lands within the City of Winnipeg. Preventing the fragmentation of these lands allows for a well planned, organized and efficient approach to their development for agricultural and other low intensity uses.

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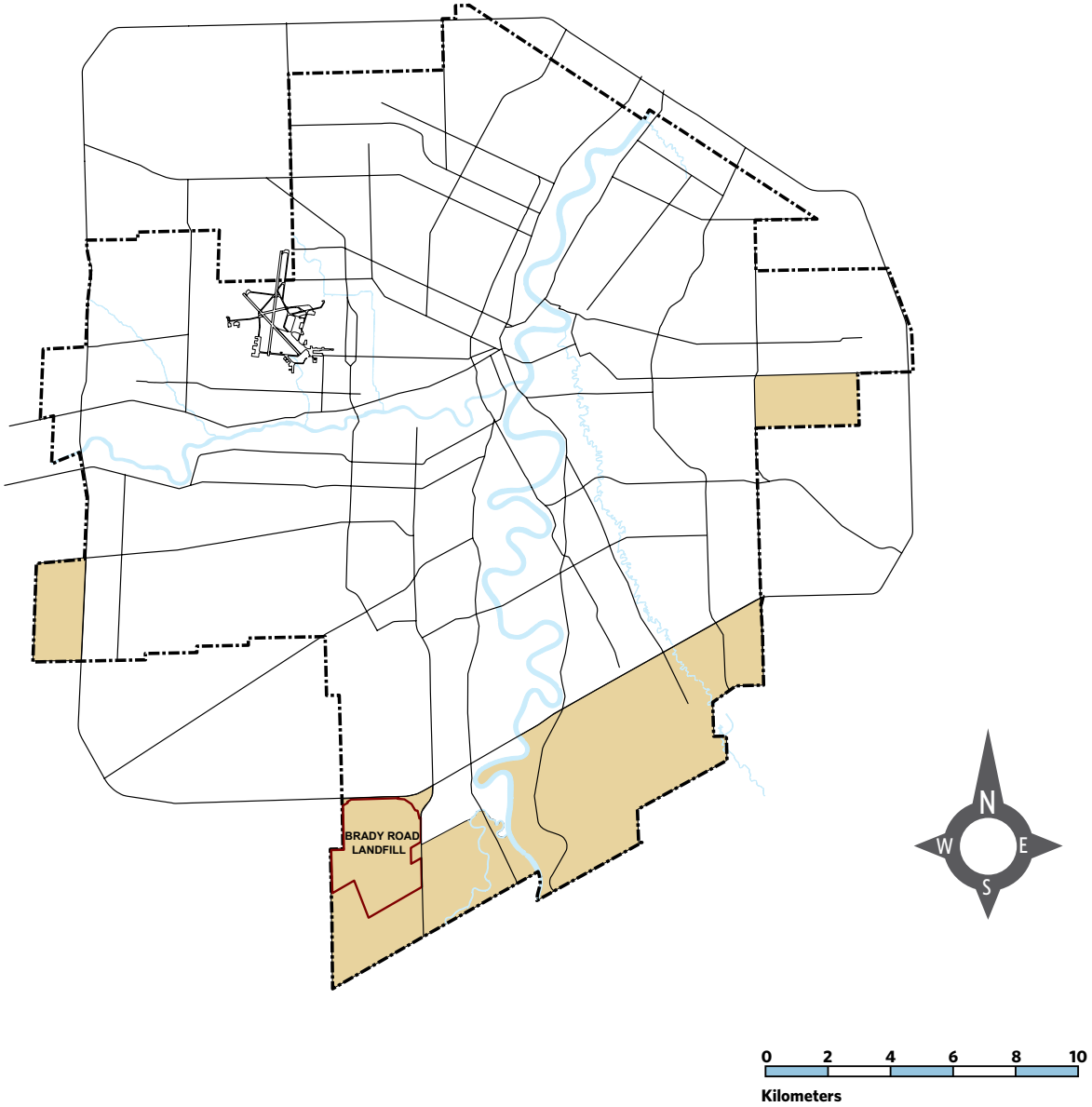
RURAL AND AGRICULTURAL AREAS



LEGEND

Rural/Agricultural

figure 08a

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AGRICULTURE

These agricultural lands maintain a historic connection between Winnipeg and the surrounding agricultural lands and are interwoven with profound cultural connections. The Red River Valley has provided sustenance to Winnipeg's residents and has made significant contributions to the city's economy from the beginning. While other urban centres lack the space to support commercial agricultural operations within their boundaries, the remaining Agricultural Lands within Winnipeg's city limits continue to contribute to the city, providing the opportunity for food production on a larger scale.

Small-scale or specialized agricultural production and the production of certain types of produce, meat and dairy can greatly benefit from the ability to locate in close proximity to its market. Reducing transportation costs and delivering perishable items to consumers quickly are often essential to the success of specialized agricultural producers. Winnipeg's ability to accommodate local food production of perishable and difficult to transport items within the City limits gives the residents of Winnipeg an excellent opportunity to support local agricultural producers by enjoying fresh and unique products.

Operations could include:

- Specialized dairy production
- Outdoor/greenhouse vegetable or fruit production
- Medicinal/high value crops
- Specialized livestock

Many specialized agricultural operations do not require large parcels of land to be economically viable. Some crops can produce very high yields, while others are expensive or difficult to produce and must be done at a much smaller scale.

RESIDENTIAL

These rural areas also contribute to the diversity of housing choices available to Winnipeggers. They provide opportunities for residents to keep a small number of animals, to experience an increased level of privacy, to connect with agriculture, and to enjoy many other amenities associated with living in a rural municipality.

The establishment of new residential properties will be considered in areas covered by an applicable statutory plan that allows for their creation. Currently, St.Vital Perimeter South is designated as Rural and Agricultural and is covered by an adopted plan. In this area infill development and the subdivision or conversion of land, in conformance with the adopted plan, will be considered for properties with existing frontage on an improved right of way and that are consistent with the immediately prevailing densities. Adopted plans for unserviced residential areas will at a minimum identify the boundaries of the area, establish minimum parcel sizes, establish appropriate servicing criteria, and protect ground water quality by directing all private wastewater management systems to conform to the Province of Manitoba's Onsite Wastewater Management Regulation, or through approved new technology.

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The subdivision of smaller parcels for existing residences in areas not covered by an applicable statutory plan will only be considered where the residual land is consolidated with another existing parcel to support massing of land. In this situation there must be no net gain in the number of parcels or buildable sites once the subdivision/consolidation is complete. This will allow for the maintenance of existing residences, provided that the proposed site meets the requirements for onsite waste water management, while not hindering the future development potential for the area.

OTHER USES

Uses such as camp grounds, kennels or landscape garden supply/contractors often require parcels of land larger than available in urban areas and may have to consider a Rural and Agricultural parcel to satisfy their needs. Additionally, potential negative impacts on higher density urban development may be mitigated by locating these uses in less populated areas, where they are unlikely to interfere with the regular operation of agricultural land uses.

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RURAL AGRICULTURAL AREAS

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

PROTECT PRODUCTIVE FARM LAND.

- (P) Encourage agricultural uses and related support functions as the principal uses for lands in Rural and Agricultural areas.

DIRECTION 2

PREVENT FRAGMENTATION OF RURAL AND AGRICULTURAL LAND.

- (P) Promote the maintenance of agricultural land in large parcels.
- (P) Encourage existing lots that are too small to be a viable agricultural unit to be consolidated with adjacent farm properties.
- (P) Support agriculture and related support functions as the principal use in the Rural/ Agricultural designated areas through the requirement of a minimum site area of 16 ha (40 acres) except where an applicable statutory plan allows a smaller site or to facilitate the consolidation of land.

DIRECTION 3

SUPPORT LOCAL FOOD PRODUCTION.

- (P) Encourage the establishment of specialized agricultural operations in the vicinity of Winnipeg in areas where urban development unlikely in the near future, particularly where the operation will benefit from the close proximity of a large market.
- (P) Specialized agriculture will generally be considered as a conditional use on new small parcels where an adopted plan allows for the creation of lots smaller than 16 ha (40 acres).

DIRECTION 4

ACCOMMODATE OTHER LOW INTENSITY LAND USES.

- (P) Certain low intensity land uses that are compatible with Rural and Agricultural uses and that may not be appropriate in urban areas may be accommodated in Rural and Agricultural areas.

IMPLEMENTATION TOOLS

- (P) Planning
- (I) Incentive
- (C) Capital Budget/ Infrastructure
- (L) Leadership/Partnership

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DIRECTION 5

ACCOMMODATE LIMITED LIVESTOCK PRODUCTION WITHIN THE RURAL AND AGRICULTURAL DESIGNATED AREAS OF THE CITY OF WINNIPEG.

P Livestock operations will continue to be considered a conditional use in the City of Winnipeg Zoning By-law only in the Rural and Agricultural designated areas and will be prohibited in all other areas of the city.

P Within the Rural and Agricultural designated area livestock operations will not be allowed to exceed a size of 50 animal units.

P Livestock operations will be required to maintain separation distances as established in the City of Winnipeg Zoning By-law in order to ensure compatibility between existing land uses and new or expanded livestock operations. These separation distances will generally be set at double the provincial minimum separation requirements. Council may consider variation of these separation distances.

P In order to provide a measure of protection for surface water quality, livestock operations will not be allowed within a distance of 330 feet (100m) of the ordinary high water mark of any surface watercourse, sinkhole, spring and/or property boundary (in accordance with Manitoba Regulation 42/98), nor within any riparian area adjacent to a watercourse.

P Additional buffering is considered appropriate for the Red, LaSalle, Seine and Assiniboine Rivers and the Bunns, Turo, Omands and Sturgeon creeks. A minimum separation distance of 1,000 feet (304.8 m) shall be maintained between the ordinary high water mark of the river or creek and any proposed livestock operation. Existing facilities which are located within this distance may be expanded subject to the provisions of the zoning by-law, provided that no portion of the expanded facility will be located within 330 feet (100 m) of the ordinary high water mark.

P New or expanded livestock operations will not be permitted on soils determined by detailed soil survey acceptable to the province, with a scale of 1:50,000 or better, to have an agricultural capability of Class 6, 7, or unimproved organic soils as described under the Canada Land Inventory. If detailed soil survey information is not available for the area in which a new or expanded livestock operation is proposed, the applicant may be required to provide a detailed soil survey for the site, acceptable to the province at a scale of 1:50,000 or better.

P The establishment or expansion of livestock confinement facilities shall conform to the regulations of other levels of government, including those under the Provincial Environment Act and the Water Protection Act.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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09 AIRPORT AREA

This section will be supported by the following documents:

> **Sustainable Transportation**
> **Sustainable Water & Waste**

This section will be supported by the development of additional implementation documents including:

> **Transit Oriented Development Handbook**

KEY DIRECTION

THE CITY OF WINNIPEG WILL SUPPORT THE ROLE OF THE JAMES ARMSTRONG RICHARDSON INTERNATIONAL AIRPORT AS A MAJOR TRANSPORTATION HUB FOR PASSENGERS AND CARGO.

Located in the north west quadrant of the city, the James Armstrong Richardson (JAR) International Airport offers a range of services, including air passenger and cargo. Through its central location, the airport serves not only all of Manitoba but also Northwestern Ontario, Saskatchewan, the Northwest Territories and Nunavut. The airport is also the location of the 17 Wing, a major Canadian Forces air force base.

The Airport is a strategic partner in ensuring the success of CentrePort as it will provide the link to air cargo for redistribution through other modes of transportation (see glossary entry on CentrePort for more information). The Airport already has direct flights to multiple US hubs such as Minneapolis-St. Paul, Chicago and Denver.

The JAR International Airport has undergone a major redevelopment, including the construction of a new passenger terminal building. The Winnipeg Airports Authority (WAA) has also developed a land use plan for the lands under their jurisdiction. This land use plan contains provisions for future runways and designates areas for future airport related industrial/commercial development.

The JAR International Airport's proximity to the city is convenient for travellers, but it also means that airport operations have some impact on the commercial, employment and residential areas nearby. While area residents want neighbourhoods with a high standard of livability with the minimal intrusion of noise and traffic, these must be balanced with the economic benefits of maintaining a well functioning airport with 24-hour operations. Over the years, policies, plans and regulations have been developed in consultation with the WAA and the community to protect airport operations while allowing minimal intrusions.

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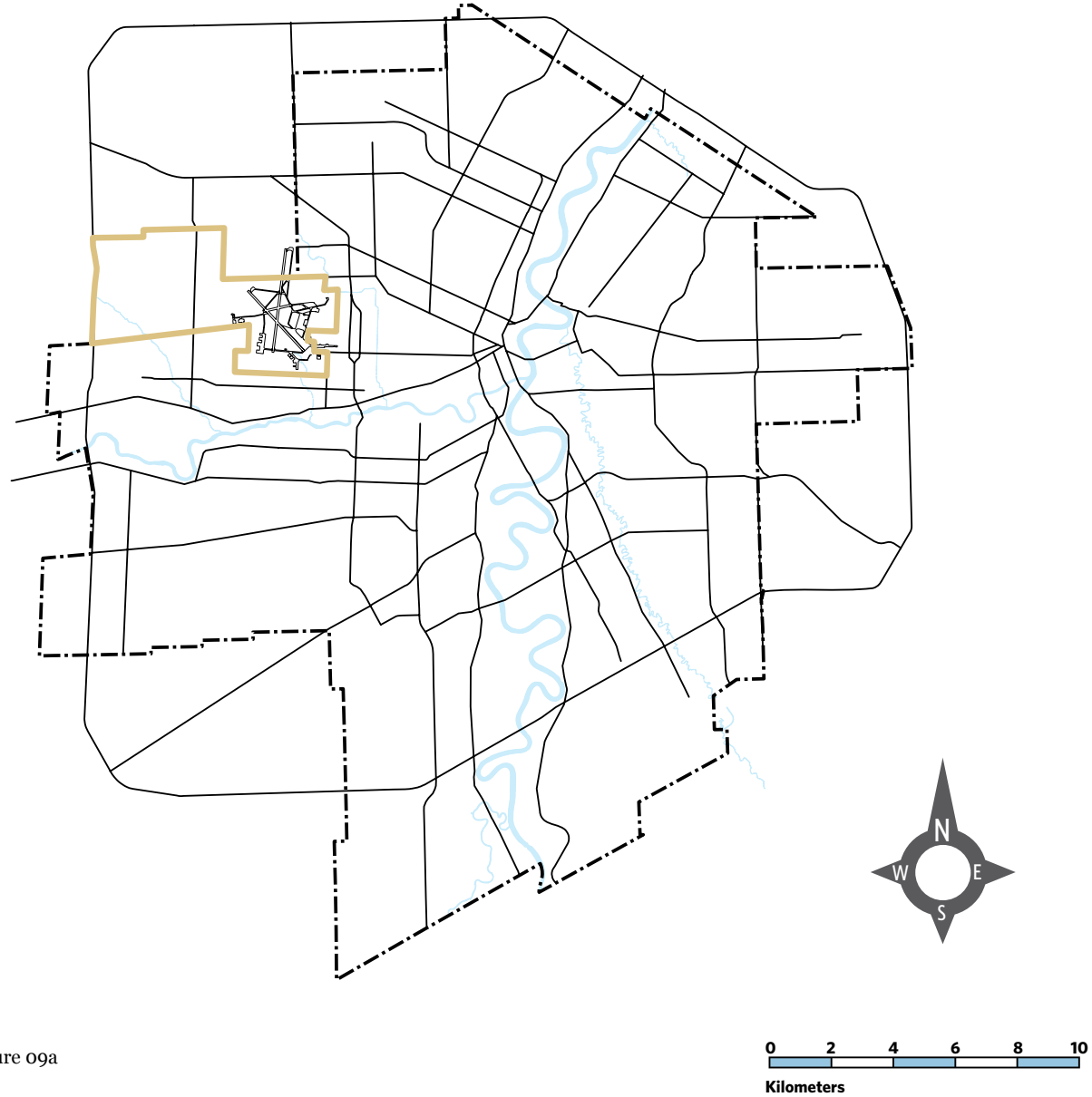
AIRPORT AREA



LEGEND

Airport Area

figure 09a

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AIRPORT

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

SUPPORT THE 24-HOUR STATUS OF AIRPORT OPERATIONS AND AIRPORT RELATED ACTIVITIES BY WORKING WITH THE WINNIPEG AIRPORTS AUTHORITY AND ALL STAKEHOLDERS.

P Adhere to the Airport Vicinity Development Plan (AVDP) and periodically review the plan in cooperation with relevant stakeholders.

P In order to maintain compatible land use relationships, regulate land use and building regulations for all those neighbourhoods or portions thereof significantly affected by airport related noise through:

- The Airport Vicinity Development Plan by-law 6378/94
- Airport Vicinity Protection Area Planned Development Overlay

DIRECTION 2

COLLABORATE WITH THE WINNIPEG AIRPORTS AUTHORITY ON INITIATIVES THAT CAPITALIZE ON THE AIRPORT'S CAPACITY TO GENERATE STRATEGIC ECONOMIC DEVELOPMENT.

I C Collaborate with strategic partners, transportation planning and capital investments to promote multi-modal transportation linkages to and from the airport.

P C Identify and improve street connections, urban design and signage along designated routes between the airport and Downtown.

L Work with the WAA and partners in the realization of the Airport Area as a major centre for goods distribution and manufacturing and airport related commercial/employment activity, as well as the possible introduction of limited residential development, where appropriate. (see Section 05, "Employment Lands").

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

Photo: Winnipeg Airports Authority

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10 ABORIGINAL ECONOMIC DEVELOPMENT ZONES

KEY DIRECTION

THE CITY OF WINNIPEG WILL FACILITATE THE NEGOTIATION OF MUNICIPAL SERVICE DEVELOPMENT AGREEMENTS (MSDA'S) WITH TREATY LAND ENTITLEMENT FIRST NATIONS

Canada entered into seven treaties with First Nations in Manitoba between 1871 and 1910. These treaties provided that Canada would set apart a certain amount of land as Reserve land based on Band populations at the time of the original Reserve surveys.

Not every First Nation that entered into a treaty received its full amount of land. For this reason, Canada continues to owe land, referred to as Treaty Land Entitlement (TLE), to specific First Nations under the terms of the original treaties.

As part of the settlement process, some First Nations that have validated their land claim with Canada (Entitlement First Nations) have an opportunity to acquire lands, including those located within urban areas such as the City of Winnipeg.

Since First Nations are not governed by municipal bylaws, mechanisms are required to ensure for arrangement of services and compatibility in by-laws and areas of mutual concern such as land use planning. The City of Winnipeg will negotiate agreements with First Nations to provide a seamless transition between jurisdictions enabling mutual economic development interests to be achieved.

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ABORIGINAL ECONOMIC DEVELOPMENT ZONES

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

THE CITY OF WINNIPEG WILL NEGOTIATION MSDA'S.

P C L Negotiate with Treaty Land Entitlement First Nations, Municipal Development and Services Agreements, to include arrangements for the provision of, and payment for, services, by-law application and enforcement on the Reserve, and a joint consultative process for matters of mutual concern, such as land use planning, a dispute resolution process and any additional relevant items.

Photo: Juncatta International

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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11 CAPITAL REGION

KEY DIRECTION

ACKNOWLEDGING THAT MUTUAL SUCCESS WILL COME FROM THINKING AND ACTING AS A REGION, THE CITY OF WINNIPEG WILL COLLABORATE WITH THE MUNICIPALITIES COMPRISING THE CAPITAL REGION TO PLAN FOR A SUSTAINABLE, VIBRANT AND GROWING REGION.

The Capital Region is home to almost two thirds of Manitoba's population (see **Winnipeg Capital Region Regional Profile 2007**). The area is comprised of sixteen municipalities with the City of Winnipeg as its principal investment and business centre (figure 11a).

Steps have been taken towards strengthening cooperation among the Capital Region municipalities in recent years, including:

- More effort on communication and establishing relationships.
- Support towards regional service sharing.
- The drafting of the **Regional Vision Framework** through the Partnership of the Capital Region.
- The recent redrafting of the **Provincial Land Use Policies (PLUPs)** that now apply to the City of Winnipeg and contain a section dedicated to help Guide Capital Region land use planning and development.

Although the municipalities in the Capital Region have begun some degree of collaboration, there has not yet been significant movement towards an actual approach that can be agreed upon. Significant growth for the first time in decades, however, presents a compelling reason for moving towards a more coherent and comprehensive regional planning environment, including a Regional Plan.

The entire population of the Capital Region will grow by 227,000 people, or about 93,000 new dwellings over the next twenty years.

COLLABORATION

Collaborating regionally is a recognition that by thinking and acting regionally, rather than acting independently, common interest goals are more likely to be achieved. The City will adopt a position of collaboration. It will engage often, consistently and productively with its partners in the Region and with the Province of Manitoba.

A critical factor to successfully addressing the opportunities and challenges of collaboration will be to demonstrate that it can work. The City of Winnipeg will continue to share data, research and background studies with its partners of the Capital Region as a catalyst towards developing specific regional projects or strategies.

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REGIONAL PLANNING

In order to effectively accommodate significant regional growth and change, it may be time to move beyond the vision and towards the drafting of a sustainable regional plan. This would confirm how and where growth will be accommodated on a regional level. Citing critical growth management scenarios, the City of Winnipeg will advocate for the Province of Manitoba to facilitate the development of such a plan, guided by the Province of Manitoba's Provincial Land Use Policies.

TRANSPORTATION AND INFRASTRUCTURE

The City of Winnipeg supports providing essential infrastructure and shared services to the Capital Region so long as these provisions are directed through established Council policy or through an established Authority or Utility.

In addition to water and waste infrastructure, the ability to provide a finely tuned integrated transportation system that can link employment areas to markets locally, regionally, nationally and globally is critical to the the Capital Region's success. To do so, the City of Winnipeg will apply a regional lens to its Transportation Master Plan and will seek continued collaboration on transportation priorities that are mutually agreed upon.

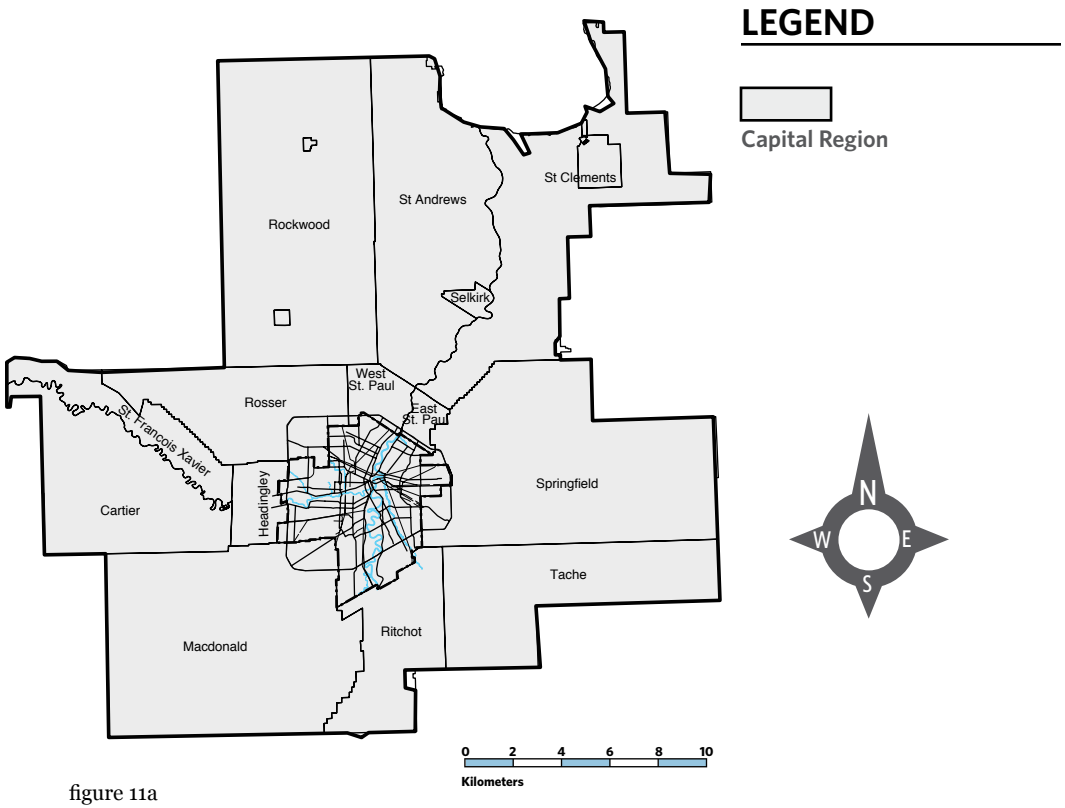

figure 11a

Original Court Copy

CAPITAL REGION

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

BUILD UPON RECENT EFFORTS TO WORK COLLABORATIVELY AS A REGION.

- L Share information, participate in joint fact-finding and demonstrate the value of working and thinking as a region by participating in the development and implementation of specific regional projects.
- L Clarify the respective roles of municipalities comprising the region (Regional Partners), the City of Winnipeg, and the Province of Manitoba.
- L Continue to support the development of a safe, healthy and prosperous Capital Region by being a strong core city. Together with its partners, seek to determine how to best utilize its role as the region's principal centre.
- L Work with regional partners to seek that the Province of Manitoba adopt a stronger leadership role, whether through providing assistance and resources as incentives for regional cooperation and collaboration or through a more active presence in coordinating regional activities.
- L Ensure that key regional economic development advantages are protected and capitalized upon in a collaborative, rather than a competitive, manner.
- L Participate in regional economic development opportunities determined to strengthen the region's competitiveness.

DIRECTION 2

ADVOCATE FOR A MORE CONCRETE REGIONAL PLANNING APPROACH, OPTIMALLY RESULTING IN A SUSTAINABLE REGION PLAN

- L Work with our partners in the Region and the Province of Manitoba to plan for growth in the Capital Region based on principles of sustainability, as outlined in the PLUPs.
- L Meet increased regional demands for housing and employment by participating with Regional Partners through a Sustainable Regional Plan process.
- P C L Work with partners to respectively agree on a coordinated approach for land use, transportation and infrastructure planning and development through a Sustainable Regional Plan process.
- P C L Ensure the integrated consideration of vital environmental, social/cultural and economic indicators by supporting the inclusion of sustainability metrics in a Sustainable Regional Plan.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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DIRECTION 3

WORK WITH THOSE CAPITAL REGION MUNICIPALITIES INTERESTED IN SERVICE SHARING. (SEE SUSTAINABLE WATER AND WASTE)

P C L Ensure Service Sharing Agreements for maximizing the existing and future capacities of water and wastewater, land drainage infrastructure and solid waste collection and disposal systems are consistent with Provincial Land Use Policies and any current or future direction established by City Council.

Ensure consistency with guiding principles requiring that City of Winnipeg service sharing agreements:

- are government to government.
- are consistent with the City's existing and future capacity to provide the service.
- are founded on a strong business case to ensure the efficient delivery of the service in the region.
- incorporate a joint planning agreement to manage development and related environmental concerns.
- include a provision for revenue sharing so that both the City and the partnering municipality share the costs and benefits associated with the delivery of services.

C L Work with Regional Partners and the Province of Manitoba to enhance and maintain a transportation network in the Capital Region.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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12 URBAN DESIGN

This section will be supported by the development of additional implementation documents including:

- **Heritage Conservation Management Plan**
- **Infill Development Guidelines for Multiple-Family Developments in Low Density Neighbourhoods**
- **Local Area Planning Handbook**
- **Parks, Places and Open Spaces Management Plan**
- **Transit Oriented Development Handbook**
- **Urban Design Strategy**

KEY DIRECTION

RESPOND TO WINNIPEG'S DYNAMIC URBAN CHARACTER AND CREATE A LEGACY OF HIGH QUALITY PUBLIC AND PRIVATE PLACES TO ENSURE ITS COMPETITIVE POSITION AS A FUNCTIONAL, LIVABLE AND MEMORABLE CITY.

To compete nationally and internationally, cities must increasingly project an attractive urban image. By combining their best physical characteristics with high quality public amenities, national and world class cities are actively creating memorable places where people like to be.

Memorable places are central to defining and enhancing the city's image. Winnipeg has several prominent landmarks, including natural features like its rivers, public places like The Forks, prominent structures like the Esplanade Riel and various buildings and public artworks. These landmarks not only provide reference points that contribute to wayfinding and to a sense of place, they also contribute to a sense of civic identity. Designing our built form and transportation networks in a way that enhances these landmarks can contribute towards making Winnipeg a more beautiful city.

The City recognizes that excellent urban design is important to the creation of great communities and neighbourhoods. Good urban design can add economic, social and environmental value. It can produce high returns on investment, reduce management, maintenance, energy and security costs, create well connected, inclusive and accessible new places, enhance the sense of safety and security within and across developments and conserve urban heritage.

Photo: Dan Harper

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The City will encourage a consistent, design led approach in order to build or reinforce unique neighbourhood character by promoting well designed buildings, high quality streetscapes and attractive parks and public spaces.

In order to achieve quality design on a consistent basis, the City will develop an urban design strategy which will help to

- Foster a sense of place with unique neighbourhood character, recognizing that there is a place for everything and everything has its place.
- Promote design solutions that contribute to high quality living environments.
- Recognize and appreciate Winnipeg's unique physical attributes in order to respectfully integrate new development into the existing urban fabric.
- Provide well-connected, pedestrian-friendly and transit supportive networks.
- Conserve, protect and integrate natural, cultural and heritage resources.
- Identify elements of the City that are valued by the community and aspects that should be preserved, enhanced or created, because they contribute to the City's image and identity.
- Ensure that when urban design is employed, that it is practical and economically feasible

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URBAN DESIGN

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

DEVELOP AN URBAN DESIGN STRATEGY THAT IS SPECIFIC TO WINNIPEG.

The City of Winnipeg will develop a framework for achieving design excellence. An urban design strategy will create this framework, building upon the urban structure. This framework will also ensure that future development creates great places that are compatible in form and appropriate to the local context.

DIRECTION 2

PROMOTE THE DESIGN OF WINNIPEG AS A DISTINCT AND UNIQUE CITY.

- (P) For new development projects, the City and development community should seek community involvement and endeavour to express thevalues, needs and aspirations of the people for whom the place is being designed.
- (P) Recognize, use, conserve and enhance heritage resources, including districts, buildings, landscapes and cultural heritage.
- (P) Where appropriate, respond positively to context, especially to buildings, landscapes, cultural heritage, and heritage districts, such as the Exchange District.

DIRECTION 3

PROMOTE THE DESIGN OF WINNIPEG AS A CITY OF VIBRANT AND EXCITING PLACES.

- (P) (C) Strengthen vibrancy, animation and economic health through the cultivation of compact, human-scale streets, blocks and buildings.
- (C) Reinforce the vitality of Transformative Areas by improving the quality of the public realm.

Photo: Anthony Fernando

IMPLEMENTATION TOOLS

- (P) Planning
- (I) Incentive
- (C) Capital Budget/ Infrastructure
- (L) Leadership/Partnership

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DIRECTION 4

PROMOTE THE DESIGN OF A LIVEABLE AND BEAUTIFUL CITY.

- P C Consider the comfort, convenience, safety and visual interest of streetscapes, recognizing that streets are places where people gather.
- C Use planning tools to establish high quality design standards for signage.
- P C Promote entranceways and gateways at major entry points to the city, Downtown and communities by using distinctive urban design features, lighting, enhanced vegetation, landscaping and public art.
- P Facilitate the incorporation of art into existing public spaces, major public works initiatives and within new developments, where appropriate.
- P Locate and design significant sites and public buildings to promote their civic importance.
- P Encourage new buildings that fit compatibly into the surrounding context, improving the quality of the public realm.

DIRECTION 5

PROMOTE HIGH QUALITY URBAN DESIGN.

- L Align city policies to deliver best practices in urban design.
- P L Collaborate on the advancement of high quality urban design Downtown.
- L Develop a better understanding of Winnipeg's urban design and needs through shared research between the city, universities and industry.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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13 HERITAGE CONSERVATION

This section will be supported by the development of additional implementation documents including:

> **Heritage Conservation Management Plan**

KEY DIRECTION

SUPPORT THE ONGOING SUSTAINABLE DEVELOPMENT OF WINNIPEG'S URBAN STRUCTURE THROUGH HERITAGE CONSERVATION INITIATIVES THAT ASSIST IN THE DEVELOPMENT OF A COMPLETE COMMUNITY.

Winnipeg has a long, illustrious and fascinating history that has resulted in a rich legacy of heritage resources. As a place of First Nations settlement, the historic gateway to Western Canada and a transportation hub located at the centre of the nation, Winnipeg has inherited a unique, multi-layered and diverse sense of place that builds on its past and promises an exciting future.

This rich inheritance has resulted in a vibrant and diverse community. Public interest in the City of Winnipeg's heritage legacy runs deep, and passionate support has been demonstrated for the conservation, commemoration and celebration of our shared histories and collective memories. The City, in conjunction with senior governments and community partners, has developed a heritage management framework that has recognized many historic sites, structures, buildings, people and events at municipal, provincial and national levels. Heritage conservation is also recognized as an important part of sustainability and is crucial in the long-term development of a complete community.

The City of Winnipeg **Heritage Conservation Management Plan** (Underway) will provide the framework to further recognize the potential of the city's heritage assets as a solid basis for the development of a vital and sustainable urban environment.

CHARACTERISTICS OF HERITAGE CONSERVATION MANAGEMENT

> Celebrate the city's rich and diverse history and multi-cultural traditions.
> Preserve, protect and commemorate significant heritage legacy resources that illustrate the broad range of Winnipeg's historical development.
> Foster economic development and viability through long-term investment in heritage resources, cultural facilities and cultural tourism initiatives.
> Plan for the development of healthy and vibrant neighbourhoods by building on existing land use patterns, historic infrastructure and community identity.
> Enhance Winnipeg's unique sense of place, inseparable from its cultural topography and historical development.

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HERITAGE CONSERVATION

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

CONSERVE, PROTECT AND CELEBRATE THE SIGNIFICANT HERITAGE RESOURCES THAT ILLUSTRATE THE BROAD RANGE OF WINNIPEG'S HERITAGE VALUES.

P C L Recognize the importance of a broad range of tangible and intangible heritage resources throughout the city that illustrate Winnipeg's unique sense of place and community pride.

P I L Identify, designate and protect the city's most significant heritage resources.

L Undertake the development of a **Historic Context Statement** and a **Thematic Framework** for the evaluation of Winnipeg's historic resources.

DIRECTION 2

PROVIDE LEADERSHIP IN HERITAGE CONSERVATION THAT LINKS TO BROADER CIVIC GOALS OF ECONOMIC DEVELOPMENT, SUSTAINABILITY AND NEIGHBOURHOOD PLANNING.

L Link heritage conservation to sustainable development initiatives, including economic, environmental and social initiatives.

I L Work with senior levels of government, community groups and building owners to conserve significant heritage resources.

C L Support economic development and viability through support for heritage and cultural initiatives.

L Develop Heritage Stewardship policies that will allow the City to act as a leader in heritage conservation initiatives.

P L Through community engagement, set the standards for good stewardship of heritage resources.

L Support cultural tourism by increased investment in city-owned heritage assets, including historic sites and museums.

L Work with heritage advocacy groups and other community partners in the establishment, coordination and promotion of community heritage initiatives, including public education and heritage awareness.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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HERITAGE CONSERVATION

SUPPORTING DIRECTION AND ENABLING STRATEGIES

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership
- O Other

DIRECTION 3

DEVELOP AN ENHANCED HERITAGE PLANNING PROGRAM AND POLICY FRAMEWORK.

P I L Support private and public sector conservation initiatives through the creation of a **Heritage Conservation Management Plan.**

I L To facilitate the conservation and/or adaptive reuse of designated heritage buildings, ensure that heritage conservation incentives are available through agencies, partnerships and senior levels of government.

P L Integrate heritage planning with planning initiatives, and eliminate disincentives to conservation, through the development of a **Heritage Conservation Management Plan**

DIRECTION 4

CONSERVE DOWNTOWN'S RICH LEGACY OF HERITAGE RESOURCES THAT PROVIDE SIGNIFICANT AND SUSTAINABLE DEVELOPMENT OPPORTUNITIES.

P I C L Work with Downtown community stakeholders to identify and support key projects and heritage conservation initiatives that encourage and support Downtown living and facilitate strategic economic and cultural initiatives.

DIRECTION 5

ENHANCE THE VIABILITY OF THE EXCHANGE DISTRICT NATIONAL HISTORIC SITE.

P I C L Develop a renewed vision for the Exchange District as a vibrant area of conserved heritage and an exciting place to live, work and visit.

P L Develop and implement the **Warehouse District Neighbourhood Plan** to guide the ongoing evolution of this critically important heritage district.

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DIRECTION 6

PLAN FOR THE SUSTAINABLE DEVELOPMENT OF HEALTHY NEIGHBOURHOODS BASED ON THEIR PARTICULAR HISTORIC IDENTITY AND CHARACTER.

P L Work with community stakeholders to identify unique heritage identities and neighbourhood legacy elements.

P L Consider heritage and historic integrity when developing plans for new and existing neighbourhoods.

P L Support the sustainable reuse of existing building stock and historic infrastructure, through recommendations to be developed in a **Heritage Conservation Management Plan**

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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14 IMPLEMENTATION

KEY DIRECTION

IMPLEMENT OURWINNIPEG THROUGH A SET OF ENABLING TOOLS. THESE TOOLS WILL BE RESPONSIVE, ADDRESS NEEDS IN AN EFFECTIVE, TIMELY AND COLLABORATIVE MANNER AND WILL ENSURE THAT PLANNING IS ACCOUNTABLE, TRANSPARENT, AND DIRECTED TOWARDS PRIORITIES SET BY CITY COUNCIL.

As a development plan, **OurWinnipeg** promotes a vision for sustainable growth and development that was borne from the most participatory public input process in our city's history. But plans are only as good as their implementation. To succeed, this plan will be supported by an enabling policy framework and implementation tools.

THE NEW APPROACH

Complete Communities represents a shift in direction that reflects the important partnerships and positive relationships the City of Winnipeg has with the stakeholders who will ultimately be building our communities. Defined by collaborative and transparent development planning, this approach has been used to create the vision for **Complete Communities** within **OurWinnipeg**, and will continue to be used for implementation.

DIRECTION 1

ENSURE MORE EFFECTIVE IMPLEMENTATION EFFORTS BY ESTABLISHING A COLLABORATIVE PLANNING ROLE WITHIN THE CITY OF WINNIPEG AND EXTERNALLY, AS AN INTEGRAL PART OF PLAN IMPLEMENTATION.

Planning efforts will be far more effectively implemented by integrating them with other city processes, such as infrastructure and transportation planning, economic development initiatives and the City's capital budgeting process. Implementation can become more effective still by further aligning with the priorities of partner organizations, such as local business groups, business improvement zones, non-profit groups and other levels of government, when possible.

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While all planning will strive to meet the needs and aspirations of local contexts, planning shall align with the larger, city-wide goals, objectives and vision. **OurWinnipeg** creates a list of civic responsibilities, including **Complete Communities** and providing multimodal transportation, among others. All planning will address these wider civic responsibilities in order to improve the liveability of the city as a whole.

- P L Engage the City of Winnipeg public service and other organizations in a partnership-based approach to planning.
- L Pursue meaningful and proactive participation toward the achievement of common goals for growth and change.
- L Ensure accountability and transparency by cultivating relationships with all stakeholders on an on-going basis.
- P L Work collaboratively to address local planning issues and opportunities within the context of OurWinnipeg and Complete Communities.

DIRECTION 2

ESTABLISH AN ENABLING FRAMEWORK FOR GROWTH AND DEVELOPMENT THAT IS ALIGNED WITH THE POLICY INTENT OF COMPLETE COMMUNITIES AND THAT MEASURES PROGRESS

- P Adopt the Urban Structure map (Complete Communities, page 11) as the new guiding framework for development planning.
- P Use measurement results to adapt the Urban Structure map to reflect changing conditions as necessary.
- P L Align and adjust resources as required based on measured performance, to achieve intended results over the duration of the plan.
- L Provide transparency and accountability by identifying and reporting on appropriate measures of actual plan performance.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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DIRECTION 3

USE NEW AND INNOVATIVE TOOLS TO COMPLEMENT AND ENHANCE PLANNING EFFORTS TOWARD THE IMPLEMENTATION OF COMPLETE COMMUNITIES OBJECTIVES.

By employing a variety of tools, proposed projects that align with **Complete Communities** objectives may be approved in a more timely manner.

These tools will include some proven existing fiscal, planning and sustainability tools but also include new and innovative tools such as strategic infrastructure investment, partnerships and demonstration projects. A key and immediate priority will be the full development of an Implementation Toolbox providing details on specific implementation tools and their application. At a minimum, the toolbox should include the following components:

PLANNING

Planning is a key tool for implementing **Complete Communities**. The successful implementation of this Direction Strategy largely depends on whether its policies can effectively guide development. This will rely on a variety of planning tools, ranging from statutory plans with their own localized policies guiding an area's growth, to non-statutory concept plans also able to guide an area's growth.

Planning Handbook

The development and adoption of a common process, content and format for each planning tool is recommended so that each may be smoothly crafted, effectively and efficiently administered and more readily implemented. To that point, Winnipeg should emulate the example of several communities by developing a **Planning Handbook**. The document would provide policy rationale for a common approach to:

- planning tools
- guidance on process, content and format.
- public consultation & engagement processes
- when and where to utilize certain planning tools
- methodology for selecting from the spectrum of planning tools.

CAPITAL BUDGET/INFRASTRUCTURE ALIGNMENT

When anticipated growth is likely, capital forecasts can be aligned to, better budgeting for growth-related infrastructure requirements. These timely investments that are consistent with specific plan objectives can act as an incentive for private investors; establishing these priority areas for growth sends positive signals and greater certainty about the value of investment decisions over the long-term.

A budget process that is well integrated with other activities of government, such as planning and management functions, will also provide better financial and programming decisions, leading to improved governmental efficiencies. A process that effectively involves and reflects the priorities and needs of all stakeholders— elected officials, the public service, citizens,

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the development community and business leaders— will serve as a positive force in delivering the services that they want, at a level they can afford.

INCENTIVE TOOLS

Innovative incentive tools will be explored on an ongoing basis to facilitate projects that contribute significantly to development objectives in targeted areas of the City.

The incentive toolbox includes primarily non-fiscal related incentives, such as a streamlined approval process, but may also include limited fiscal related incentives, such as tax increment financing.

LEADERSHIP, PARTNERSHIP AND SPONSORSHIP

Leadership/Partnership refers to the need for leadership and collaboration within the organization as well as within other levels of government, citizens, and other stakeholders

DEMONSTRATION PROJECTS

One of the most critical tools to successfully implement **Complete Communities** may be giving Winnipeggers the opportunity to see the planning possibilities through demonstration projects. The City will work proactively and supportively with the development community and other community stakeholders to demonstrate how the policies and objectives of **Complete Communities** can translate into compatible and sustainable development of the highest quality.

AWARENESS TOOLS (MARKETING)

These tools would be used for promoting the objectives of **Complete Communities**, creating interest from the broader development community and encouraging innovative best practices.

P L	Utilize a set of enabling planning tools to accommodate growth and development in accordance with the Urban Structure framework.
P L	Develop an Implementation toolbox that provides details on implementation tools and their application.
P L	As a component of the Implementation toolbox, develop a 'Planning Handbook' that refocuses and guides the selective use of the wide array of available planning tools in order to achieve the intent of the Urban Structure framework in a timely and cost-effective manner.
C	Align capital budget forecasts with growth-related infrastructure requirements to further expedite planned development and provide more certainty for private investment.
I	Provide a variety of incentives where there is an economic argument to do so.
L	Pursue community partnerships and sponsorships in order to increase capacity toward common, mutually beneficial objectives.
P L	Identify, pursue and support development projects that demonstrate the policies and objectives of Complete Communities.
L	Engage a broad development community in pursuit of best practice solutions for Winnipeg through effective and innovative marketing initiatives.

IMPLEMENTATION TOOLS

- P Planning
- I Incentive
- C Capital Budget/ Infrastructure
- L Leadership/Partnership

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DIRECTION 4

DEVELOP A 'COMPLETE COMMUNITIES CHECKLIST' IN CONCERT WITH THE BROAD DEVELOPMENT COMMUNITY THAT WILL UTILIZE THE FULL RANGE OF ENABLING TOOLS TO SUPPORT PLAN IMPLEMENTATION.

To further enable collaboration and create the conditions for success, the City will develop a 'Complete Communities Checklist' and will utilize the full range of enabling tools to achieve the goals laid out by Complete Communities.The Checklist will be a non-regulatory evaluation tool providing a consistent and comprehensive guide to Complete Communities objectives. Its purpose will be to facilitate a collaborative conversation with developers at the outset of the development application and approval process.

The Checklist will assist in:

- Assessing the extent to which a proposed development aligns with the goals of Complete Communities prior to or during the application review process
- Possible fast-tracking of development proposals that meet the objectives reflected in the Complete Communities Checklist
- Assisting both parties in identifying the best approach to meeting planning and development objectives
- Providing an objective basis for supporting development incentives
- Better informing and engaging the community by providing additional, timely details on proposed development projects
- Forming a transparent means of informing decision-makers as part of the development approval process as shown in Figure 14a.

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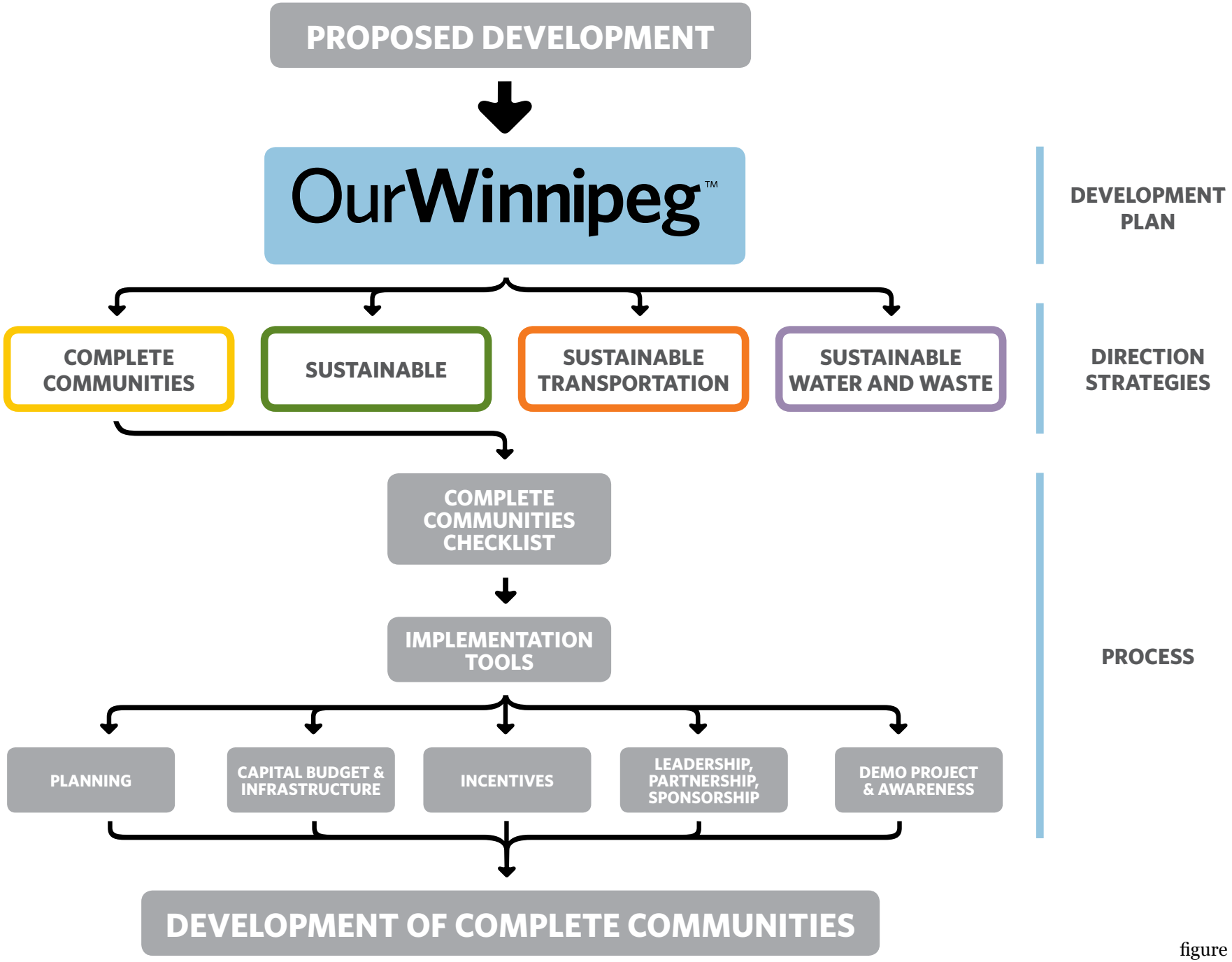

figure 14a

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GLOSSARY

ACCESSIBILITY (see **'Universal Design'**)

ACTIVE MOBILITY (see **'Active Transportation'**)

ACTIVE TRANSPORTATION
Active transportation refers to any human-powered mode of transportation, such as cycling, walking, skiing or skateboarding. While the main emphasis is on travel for a specific purpose, it does not exclude recreational travel.

The City of Winnipeg's Active Transportation Action Plan is available online at:
http://www.winnipeg.ca/publicworks/MajorProjects/ActiveTransportation/ATActionPlan-2008WEB.pdf

ADAPTIVE REUSE
Adaptive Reuse is the change in use (and often structure) of a building whose original use is no longer needed. This is typically done with old industrial and warehouse buildings, but also happens with more modern buildings.

ADDITIONAL ZONE
A designated area adjacent to the boundary of the City that the City of Winnipeg had planning jurisdiction over between 1968 and 1991. The Additional Zone was regarded by some affected municipalities as unfair and has often been attributed to the lack of movement towards a regional plan.

ADOPTED PLAN
A plan adopted by a governing body that is incorporated as a by-law.

AIRPORT VICINITY DEVELOPMENT PLAN (AVDP)
The AVDP is a secondary plan by-law adopted by City Council for the Winnipeg airport area.

AIRPORT VICINITY PROTECTION AREA PLANNED DEVELOPMENT OVERLAY
A PDO that is intended to minimize exposure of residential and other sensitive land uses to aircraft and their potential impacts. In addition, the District is intended to ensure that the 24-hour operation of Winnipeg's airport continues to contribute to the economic vitality of the city and the region by avoiding or mitigating potential land use conflicts.

ALTERNATIVE TRANSPORTATION
Modes of transportation that are alternatives to travel by a single occupancy vehicle, including riding transit, walking, cycling, and carpooling.

AMENITY INFRASTRUCTURE
Amenity Infrastructure are all the elements and structures placed or installed in parks to enhance, give character to and facilitate use and enjoyment of the site. Things like site furnishings (benches, tables, bike racks) lighting, signage, sport field components, fencing and buildings are all examples of Amenity Infrastructure.

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ANIMAL UNITS
An animal unit equals the number of animals required to excrete a total of 73 kilograms of nitrogen in a 12 month period.

AREA STRUCTURE PLAN
(See also **'Secondary Plan'** and **'Local Area Plan'**)
An Area Structure Plan is a detailed plan having the status of a by-law which includes a statement of the City's policies and proposals for the development, redevelopment or improvement of a specific area of the city.

AUTO-ORIENTED DEVELOPMENT
Auto-oriented Development is designed to primarily accommodate automobiles.

BROWNFIELD
Abandoned, idled or underused industrial and commercial sites, where expansion or redevelopment is complicated by real or perceived environmental contamination.

More information is available online at the Canadian Brownfields Network:
http://www.canadianbrownfieldsnetwork.ca/

BUSINESS IMPROVEMENT ZONE (BIZ)
Business improvement zones are public-private partnerships in specific geographic areas. Businesses pay an additional tax for the purpose of funding improvements within the zone that would support bringing more users to the area and to the businesses.

CALL TO ACTION FOR OURWINNIPEG
The first report of the **OurWinnipeg** initiative, released in draft form in November 2009. The Call to Action for **OurWinnipeg** summarizes what the City of Winnipeg has heard from April 2009 to October 2009 through SpeakUpWinnipeg and proposes a series of short-term actions the City will take to get started on priorities identified through community input.

CAPITAL REGION/MANITOBA'S CAPITAL REGION
Refers to the City of Winnipeg and a number of surrounding municipalities – the City of Selkirk, the Town of Stonewall, and the Rural Municipalities of Cartier, East St. Paul, Headingley, Macdonald, Ritchot, Rockwood, Rosser, St. Andrews, St. Clements, St. Francois Xavier, Springfield, Tache, and West St. Paul.

More information is available online through Manitoba Intergovernmental Affairs:
http://www.gov.mb.ca/ia/capreg/

CARRIAGE HOUSE
A structure located to the rear of a residential or other building lot, adjacent to a lane. Most carriages houses are two-storey.

CENTRE / NODE
Centres are areas of concentrated activity, often located at the convergence of significant transportation routes.

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CENTREPLAN
CentrePlan is the sub-set of Plan Winnipeg 2020. It builds upon the foundation of the "Downtown" section of the plan.

CENTREPORT
CentrePort is an inland port being developed around Winnipeg's James Armstrong Richardson International Airport. It will serve as an intermodal goods handling facility that is connected by road, rail and air to the marine ports of Vancouver, Prince Rupert, Churchill and Thunder Bay. Through Winnipeg's strategic location on the International Mid-Continent Trade and Transportation Corridor, it will function as a centre for the transshipment of cargo to other inland destinations.

CentrePort will also include provision for Foreign Trade Zones (FTZs) which will provide unique customs procedures for businesses engaged in international trade-related activities, such as duty-free treatment or deferment of duty payments. This helps to offset customs advantages available to overseas producers who compete with domestic industry. There will also be the opportunity for United States customs border pre-clearance activities, where goods undergo inspections before being sent out by aircraft, ship, train or truck. The process is intended to streamline border procedures and reduce congestion at ports of entry.

COMMERCIAL (SEE ALSO 'RETAIL')
Commercial and/or retail includes: grocery & food (e.g. grocery stores, restaurants), general merchandise (e.g. recreation, departments stores, financial services, personal services) and transportation (e.g. car show rooms, gas stations).

COMMUNITY
A group of people with similar or shared culture, concerns or geography.

COMPACT GROWTH / COMPACT DEVELOPMENT / COMPACTLY / COMPACT URBAN FORM
(see also **"High Density"**)
A term used to describe efficient development that minimizes the spatial use of land.

COMPLETE STREETS
Complete streets aim to provide a range of transportation options, including private automobiles, transit, cyclists and pedestrians in a safe and efficient manner. Complete streets are context sensitive and generally incorporate road treatments that address the unique issues of each corridor.

More information is available online through the National Complete Streets Coalition:
http://www.completestreets.org/

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CONCEPT PLAN
A Concept Plan is similar to an Area Structure Plan/ Secondary Plan/Local Area Plan, but is not a statutory document and may not have the same level of detail as any of these other types of plans.

CORRIDOR STUDY
A Corridor Study can be an Area Structure Plan/Secondary Plan/Local Area Plan/ or Concept Plan, for a specific length of a corridor normally set for redevelopment.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)
CPTED (pronounced "sep-ted") is a crime prevention strategy surmising that the incidence and fear of crime can be reduced through better design. For example, windows facing the sidewalk will make the sidewalk safer than if it were a brick wall, since they provide more "eyes on the street."

More information is available online through CPTED Ontario:
http://www.cptedontario.ca/ptedontario.ca/

DENSITY/DENSIFICATION
In a planning context, density usually refers to the number of dwelling units, square metres of floor space, or people per acre or hectare of land.

DENSITY BONUS
A Density Bonus is an incentive tool allowing developers to increase the density of their development, normally in exchange for building or contributing to a community based project.

DEVELOPMENT PLAN
A development plan sets out the goals, policies and guidelines intended to direct all physical, social, environmental and economic development in a city now and into the future. All other plans and council decisions must conform to it. In Manitoba, the Planning Act requires all municipalities to prepare a development plan. Development plans are also known as official plans, comprehensive plans or general plans.

DISTRICT
An area of the city defined by particular geography, character or other factors.

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DOWNTOWN
The central area of the city. (See figure 2a, Urban Structure Map)

DOWNTOWN RETAIL STRATEGY
The Downtown Retail Strategy was an undertaking of the Downtown BIZ to support existing retailers and attract new ones in an effort to add to a more vibrant downtown.

EAST RAPID TRANSIT CORRIDOR (PROPOSED)
A proposed rapid transit corridor connecting the downtown to Transcona.

ENTITLEMENT FIRST NATIONS
(See **'Treaty Land Entitlement'**)

EXTENDED HOUR ACTIVITY
Extended hour activity refers to having activities, including shopping, entertainment and restaurants available past regular working hours, generally in the downtown area.

EYES ON THE STREET
Coined by Jane Jacobs, "Eyes on the Street" is a concept where the more you design communities and neighbourhoods to give streets as much exposure to surrounding people the more safe they will be.

FAVOURABLE ZONING/ PROACTIVE ZONING
Zoning that is clear about development objectives and requirements up front, thereby allowing developers to avoid lengthy approval processes, if their proposals align with the City's land use, form and urban design objectives for an area. Examples include, but are not limited to, mixed-use zoning, form-based zoning and Planned Development Overlays (PDOs).

FORM-BASED ZONING
Rather than concentrating on land use, as in traditional zoning practice, form based zoning primarily regulates development based on form and scale

FRINGE AREAS
Land areas that straddle a shared border.

FULL RANGE OF MUNICIPAL SERVICES
OurWinnipeg defines a full range of municpal services as piped water, piped wastewater, piped land drainage and an urban standard roadway.

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GREEN HOUSE GAS (GHG) EMISSIONS
GHG Emissions are gases (e.g. carbon dioxide, methane, nitrous oxide) that are released into the atmosphere from several man-made and natural occurrences. These gasses trap heat from the sun within the atmosphere, causing a greenhouse effect.

GREENFIELD / GREENFIELD DEVELOPMENT
Used in construction and development to reference land that has never been used (e.g. green or new), where there is no need to demolish or rebuild any existing structures.

GREEN INFRASTRUCTURE
Green Infrastructure refers to all the living matter found within parks and open space (grass, flowers, shrubs + trees) both natural and managed.

GREYFIELD/GREYFIELD DEVELOPMENT
A term used to describe declining / underutilized shopping or institutional centres that often pose significant redevelopment potential. Many of these properties are being redeveloped into mixed use transit oriented centres.

GREY INFRASTRUCTURE
Grey Infrastructure is use to describes all the 'hard' surface (gravel, asphalt, concrete, etc) areas within parks such as court surfaces, walkways, roadways, and parking lots and buildings.

GROUND ORIENTED HOUSING
Ground oriented housing includes single family homes, duplexes, townhouses and other dwellings that have direct access to the ground.

HERITAGE CONSERVATION MANAGEMENT PLAN
A City of Winnipeg plan, developed through consultation with the public, that is intended to maximize the potential of Winnipeg's community heritage assets.

IMPLEMENTATION TOOLS
Specific tools designed to assist in the implementation of **Complete Communities**. Examples are zoning, partnerships and incentives.

INFILL/INFILL DEVELOPMENT
A type of development occurring in established areas of the city. Infill can occur on long-time vacant lots, or on pieces of land with existing buildings, or can involve changing the land use of a property from one type of land use to another.

INTENSIFICATION
A term that refers to the development of a site at higher densities than what currently exists. This includes the development of a vacant/underutilized site (including greyfields and brownfields) or the expansion/conversion of an existing building.

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LARGE FORMAT RETAIL
Commonly known as "big box," large-format retail is a term applied to large floor plate, one story retail outlets that locate on individual sites or that cluster on a large site, sometimes adjacent to each other.

LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED)
Introduced in 1998, the LEED Green Building Rating System is a set of standards used to measure the extent of green building and development practices in environmentally sustainable construction. Certification is based on a total point score achieved and awards four different levels: LEED certified, silver, gold, and platinum.

More informtaion is available online through the Canada Green Building Council:
http://www.cagbc.org/leed/what/index.php

LOCAL AREA PLANNING
A spectrum of tools that guide the development of a site or area, including issue or area-specific design guidelines, high-level policy 'handbooks,' Planned Development Overlays (PDOs), Local Area Plans and others.

LOCAL EMPLOYMENT
Generally refers to the City's ability to provide local employment opportunities through a stable and sound economy. As a part of complete communities, local employment refers to the means that you are able to live, work and play all within the same neighbourhood.

LOT SPLITS
The subdivision of a parcel of land into two lots, building sites, or other divisions for the purpose of sale or building development.

MAJOR REDEVELOPMENT SITES
Large, functionally obsolete or underutilized lands, such as former industrial areas.

They are often located adjacent to existing communities along rail lines, major corridors or rapid transit corridors. Although existing infrastructure is often insufficient for immediate redevelopment, these areas present opportunities for strategic mixed use infill and intensification in existing urban areas.

MASTER PLAN
A Master Plan incorporates all the relevant and necessary strategies needed to implement a plan on many different levels.

MATURE COMMUNITIES
Winnipeg's early suburbs, mostly developed before the 1950s. Key features are a grid road network with back lanes and sidewalks, low to moderate densities, and a fine grained mix of land uses along commercial streets. Many of these communities have a full range of municipal services.

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MIXED-USE DEVELOPMENT / MIX OF USES
The development of a piece of land, building or structure that includes two or more different land uses, including residential, office, retail or light industrial.

MOBILITY
Mobility refers to the efficient movement of people and goods in the urban environment.

MULTIPLE FAMILY DEVELOPMENT
Development that includes a number of separate housing units in one residential or mixed use building.

MULTIPLE FAMILY INFILL DESIGN GUIDELINES
A document intended to guide the development of infill housing in predominantly single-family neighbourhoods and promote new development that is consistent with the form and character of existing neighbourhoods.

MULTI-MODAL
(See also **'Complete Streets'**)
A multi-modal street is one where more than one mode of transportation (e.g. vehicle, bicycle, transit, etc) can be accommodated at one time.

NEW COMMUNITY
New Communities are large land areas identified for future urban development. These areas are not currently served by a full range of municipal services. Many of these lands were previously designated as Rural Policy Area in Plan Winnipeg 2020.

NODE/CENTRE
Nodes are centres of activity which are often located at the convergence of significant transportation routes.

ON-STREET PARKING
Parking available on the street.

OURWINNIPEG
OurWinnipeg will replace **Plan Winnipeg** as the city's development plan (see Development Plan) once it is adopted by council in 2010.

PLACEMAKING
The process of creating public spaces in the city that are unique, attractive and well-designed to promote social interaction and positive urban experiences.

PLANNED DEVELOPMENT OVERLAY (PDO)
The purpose of a PDO is to provide a means to alter or specify allowed uses and/or development standards in otherwise appropriate zones in unique or special circumstances to achieve local planning objectives in specially designated areas (see Winnipeg Zoning By-Law 200/2006).

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PLAN WINNIPEG 2020 VISION

Plan Winnipeg 2020 Vision is the City of Winnipeg's current long-range development plan (see Development Plan). Adopted in 2001, it was intended to guide all development in the city henceforth for the next twenty years. **OurWinnipeg** (see OurWinnipeg) replaces **Plan Winnipeg** as the city's development plan.

PRECINCTS / PLANNING PRECINCTS

Planning Precincts divide New Communities into logical fractions in order to ensure that planning for New Communities is comprehensive, orderly and complete.

PROACTIVE ZONING/FAVOURABLE ZONING

Zoning that is clear about development objectives and requirements up front, thereby allowing developers to avoid lengthy approval processes, if their proposals align with the City's land use, form and urban design objectives for an area. Examples include, but are not limited to, mixed-use zoning, form-based zoning and Planned Development Overlays (PDOs).

PROVINCIAL LAND USE POLICIES

Policies enacted by the Province to guide the use of land and resources and to encourage sustainable development. The policies provide direction for a comprehensive, integrated and coordinated approach to land use planning for all local authorities.

PUBLIC ART

Artworks created for, or located in part of a public space and/or accessible to the public. Public art can be permanent or temporary and can be created in any medium.

PUBLIC REALM

The public realm is the shared component of the built environment that the public has free access to, such as sidewalks, streets, plazas, waterfronts, parks and open spaces.

RAPID TRANSIT

A form of urban public transportation with higher than normal capacity and higher than average speed, sometimes separated from other traffic in underground tunnels, above-ground bridges or separate rights-of-way. Rapid transit vehicles can include buses, light rail vehicles, and trains.

RECENT COMMUNITIES

Recent Communities are areas of the city that were planned between the 1950s and the late 1990s. They are primarily low and medium density residential with some retail. The road network is a blend of modified grid and curvilinear, often without sidewalks or back lanes. These are typically stable residential communities with limited redevelopment potential over the next 30 years.

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REINVESTMENT AREA
Reinvestment Areas are parts of the city that may have a desirable character, but show signs of disinvestment and decline and would benefit from modest infill, redevelopment and/or other projects. **OurWinnipeg** does not identify specific Reinvestment Areas but supports the development of criteria to classify them.

REGIONAL PLANNING FRAMEWORK
A non-statutory action plan that develops a shared vision for the future of the region and sets realistic goals for achieving it. The framework contains principles and goals that have been developed collaboratively and through a consensus building process.

RETAIL (SEE ALSO 'COMMERCIAL')
Commercial and/or retail includes: grocery & food (e.g. grocery stores, restaurants), general merchandise (e.g. recreation, departments stores, financial services, personal services) and transportation (e.g. car show rooms, gas stations).

RIPARIAN
Riparian refers to the area or zone at the interface between land and water (rivers, creeks, lakes and wetlands). Riparian zones make a major contribution to the health of the entire ecosystem. In turn, vegetation such as grasslands, wetlands and forests play an important part in the health of these riparian zones. They are significant from ecological, environmental management, economic and civil engineering perspectives because of their importance to biodiversity, riverbank stability, erosion control, water quality and associated aquatic ecosystems

RURAL POLICY AREA
Areas primarily devoted to agricultural uses and related support functions within Winnipeg's previous development plan, Plan Winnipeg 2020 Vision.

SECONDARY PLAN
A term that has been used to describe a detailed statutory plan which includes a statement of the City's policies and proposals for the development, redevelopment or improvement of a specific area of the city. Some examples include, the Osborne Village Neighbourhood Plan and the Waverley West Area Structure Plan.

SECONDARY SUITES
A secondary dwelling unit established in conjunction with and clearly subordinate to a primary dwelling unit, whether a part of the same structure as the primary dwelling unit or a detached dwelling unit on the same lot.

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SENSE OF PLACE
When a set of characteristics make an area feel special or unique

SOUTHWEST RAPID TRANSIT CORRIDOR
The Southwest Rapid Transit Corridor is the first leg of the city's rapid transit system. When complete, the Southwest Rapid Transit Corridor will connect the downtown to the University of Manitoba.

SPEAKUPWINNIPEG
The City of Winnipeg Charter requires the City, when reviewing its development plan (see Development Plan), to seek input from the public. SpeakUpWinnipeg refers to the public involvement process used for OurWinnipeg. The process encompassed varied possibilities for participation, from online discussions to focus groups and dialogue surrounding drafts and strategies.

SPECIAL DISTRICT
A special district is one where specific regulations differ exceptionally from other districts or where regulations are not governed by the City (e.g. Airport Area).

STATUTORY PLAN
A plan adopted as a by-law.

STREETSCAPING
Streetscaping is the planning and construction of various elements of a street. Lighting, plantings and sidewalk design are examples of street design elements.

SUBDIVISION
VERB. The act of dividing a tract of land into 2 or more lots

NOUN. A tract of land that has been divided into 2 or more lots.

SURFACE PARKING
Parking provided on an undeveloped/underdeveloped lot of land.

SUSTAINABLE/SUSTAINABILITY
According to the 1983 United Nations Brundtland Commission, the preeminent standard in the definition of sustainable development, it is "development that meets the needs of the present without compromising the ability of future generations to meet their own needs." While the term is most associated with its environmental implications, it also has economic and social implications as well.

UN 1983 Report of the World Commission on Environment and Development, aka the Brundtland Commission:
http://www.un-documents.net/wced-ocf.htm

SUSTAINABILITY INDICATORS
Measurement tools that help the City of Winnipeg clarify progress in its attainment of social/cultural, economic and environmental sustainability. Sustainability indicators must be relevant, easy to understand, reliable and based on accessible data.

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TAX ABATEMENT
Full or partial reduction in taxes granted by the city for a specific period of time to encourage certain activities, such as the development or redevelopment of a property.

TAX INCREMENT FINANCING
A form of government incentive that uses the increase in taxes anticipated from a particular development or redevelopment to help subsidize the cost of the project.

TRANSFORMATIVE AREAS
Specific areas within the city that provide the best opportunity to accommodate significant growth and change. These areas include Downtown, Mixed Use Centres, Mixed Use Corridors, Major Redevelopment Sites and New Communities.

TRANSIT ORIENTED DEVELOPMENT
Moderate to higher density compact mixed-use development, located within an easy five to ten minute (approximately 400m to 800m) walk of a major transit stop. TOD involves high quality urban development with a mix of residential, employment and shopping opportunities, designed in a pedestrian-oriented manner without excluding the automobile. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate the use of public transit and Active Transportation modes.

TRANSIT ORIENTED DEVELOPMENT HANDBOOK
The Transit Oriented Development Handbook is intended to facilitate development along high quality and high frequency transit routes within the City.

UNIVERSAL DESIGN
A term coined by architect Ron Mace of the University of North Carolina to encompass seven basic principles of good design: equitable use, flexible use, simple and intuitive use, perceptible information, tolerance for error, low physical effort and size and space for approach and use. It can be applied to a place, service or product. The principles are key ingredients to accessibility within a complete community and social sustainability within an urban environment. Universal Design characteristics maximize accessibility for a wide range of people from infancy to older ages with a variety of physical, sensory or cognitive abilities.

URBAN DESIGN
The complete arrangement, look and functionality of any area(s) within a town, city or village.

URBAN FORM
The three dimensional expression of buildings, landscapes and urban spaces.

URBAN STRUCTURE
A spatial articulation of city building objectives based on land use, physical layout and design.

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WALKABILITY/WALKABLE

Walkability is a measurement of how conducive a place is to walking. This includes the physical nature of a place and other factors, such as safety and perceived enjoyment. Walkability is influenced by several factors including proximity to one's destination (for example work or school), the quality of pedestrian facilities, availability of parks and public spaces, urban density, mixture of uses and the presence of a defined urban centre.

Find out how your neighbourhood ranks:
http://www.walkscore.com/

WAYFINDING SIGNAGE

A network of signs that help orient people to places in the city.

ZONING

Zoning classifies a city's land into specific "zones" that regulate the use, size, height, density and location of buildings and activities permitted in them. These zones are set out in zoning by-laws, as required in Winnipeg, by the City of Winnipeg Charter Act (see City of Winnipeg Charter).

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Updated April 2, 2015

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This is Exhibit 4 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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THE CITY OF WINNIPEG

DEVELOPMENT PROCEDURES BY-LAW NO. 160/2011

A By-law of THE CITY OF WINNIPEG to provide procedures for development applications and related matters.

THE CITY OF WINNIPEG, in Council assembled, enacts as follows:

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INTRODUCTION: HOW TO USE THIS BY-LAW

A. PURPOSE

i The Development Procedures By-law of The City of Winnipeg outlines the important approval procedures related to each of the different types of development applications that are required under the Winnipeg Zoning By-law No. 200/2006, the Downtown Winnipeg Zoning By-law No. 100/2004, relevant secondary plan by-laws, the Complete Communities Direction Strategy By-law No. 68/2010, and the OurWinnipeg Plan By-law No. 67/2010, as required under Part 6 of *The City of Winnipeg Charter.*

ii The Development Procedures By-law defines the different type of development applications and identifies the approval bodies for each type of development application that can be made with The City of Winnipeg.

iii The approval bodies in The City of Winnipeg governance structure are defined under the City Organization By-law No. 7100/97, which establishes the governance structure of the City and delegates certain powers and responsibilities from City Council to the Executive Policy Committee, the Standing Policy Committees and the Chief Administrative Officer.

iv The Development Procedures By-law outlines the public hearing process, notification and appeal process, which has been established under Part 6 *The City of Winnipeg Charter.*

B. GENERAL PROVISIONS

i The following subsections provide a general description of the Development Procedures By-law in order to guide the By-law user. This introduction is not a substitute for the requirements contained in this By-law. Other City of Winnipeg Bylaws, including the Winnipeg Zoning By-law, and the Downtown Winnipeg Zoning By-law , include important standards related to the development and use of property in Winnipeg. The fees and charges for development applications, permits, and related matters, are imposed under the Planning, Development and Building Fees By-law No. 77/2009 and the Fees and Charges By-law No. 196/2008. The standards for building construction are imposed under the Winnipeg Building By-law No. 4555/87.

C. SCOPE

i The Development Procedures By-law provides the user with important information related to the following development application types:

a. **OurWinnipeg Plan By-law (Plan Winnipeg):** O*urWinnipeg* is Winnipeg's 25-year blueprint that will guide the physical, social, environmental, and economic development of our city as per *The City of Winnipeg Charter*.

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OurWinnipeg is a statutory plan that was adopted as a By-law by City Council. Public works, undertakings and development in the city must be consistent with O*urWinnipeg* or any secondary plan, as per *The City of Winnipeg Charter*. Instance may arise when an amendment to OurWinnipeg Plan By-law is contemplated. Requires public hearing at Executive Policy Committee and Council approval.

b. **Complete Communities Direction Strategy By-law:** is one of four Direction Strategies that informs the OurWinnipeg Plan By-law. It is the new land use and development plan that will provide a framework for how Winnipeg will accommodate growth and change over the next 25 years in all areas of the city. Complete Communities Direction Strategy By-law is a statutory plan adopted as a secondary plan by-law by City Council. Instance may arise when an amendment to Complete Communities Direction Strategy By-law is contemplated. Requires public hearing at Executive Policy Committee and Council approval.

c. **Secondary Plan By-law:** Secondary plan by-laws take the general policies laid out in a city's development plan and elaborate on them, tailoring them to guide the development or redevelopment of a specific area to be adopted by Council as a by-law. In existing neighbourhoods, secondary plans adopted as a by-law may also be called neighbourhood or area master plans or in future neighbourhoods, area structure plans, neighbourhood area structure plans or precinct plans. Instances will arise when a new secondary plan by-law is proposed for adoption or an amendment to an existing secondary plan by-law is contemplated. Requires public hearing at the relevant community committee and Council approval. Amendment Applications in the Downtown require a public hearing at the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management and Council approval.

d. **Rezoning (DAZ):** The application procedure used when rezoning property without creating new lots or modifying existing lots. Requires public hearing at community committee and Council approval.

e. **Zoning Agreement Amendment (ZAA):** An application to amend (change through deletion or addition of wording) a legal agreement that is attached as a caveat to land. Requires a public hearing at the relevant community committee and Council approval.

f. **Subdivision (DAS):** The application procedure used when a proposed plan of subdivision creates new lots and streets or lanes but does not require a zoning change. Requires public hearing at community committee and Council approval.

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g. **Subdivision and Rezoning (DASZ):** Application procedure used when a proposed plan of subdivision creates new lots and requires a zoning change. Requires public hearing at community committee and Council approval.

h. **Subdivision, Short Form (DASSF):** the application procedure used when a proposed plan of subdivision creates new lots where no new public street or lane is being created and a zoning change is not required. Does not require a public hearing.

i. **Variance (DAV):** The modification of a provision of a zoning by-law. There are four types of Variance applications based on the approval process as outlined in the Development Procedures By-law:

1. 'A' Variances are tolerances, minor variances of bulk regulations granted by the Zoning Administrator.
2. 'B' Variances are minor variances reviewed by a Zoning Development Officer on behalf of the Director and either approved or rejected. The decision of the Director is posted on the site and anyone can appeal the decision to the Appeal Committee for a public hearing.
3. 'C' Variances are minor variances reviewed by a Planner who makes a recommendation to the Board of Adjustment where a public hearing is held.
4. 'D' Variances are minor variances usually associated with a rezoning/plan of subdivision applications that are being reviewed by a Planner who makes a recommendation to the community committee where a public hearing is held

j. **Conditional Use (DCU):** A use of real property that might be approved under a zoning by-law. May be granted by the Director ('B' type); the Board of Adjustment ('C' Type); or community committee ('D' Type).

k. **Plan Approval (Site Plan Approval; Schedule 'A' approval):** a common condition of approval for DAZ, DASZ, DCU and DAV's is for the development of any building, and/or accessory parking area and/or signage, plans shall be submitted showing the location and design of the proposed buildings, the location and design of accessory parking areas, private approaches, garbage enclosures, fencing, landscaping and signage for plan approval prior to the issuance of any building or development permit. The approval body is commonly the community committee and/or the Director. Site plans need to be submitted to the Zoning and Permits Branch for analysis and then to the Planning and Land Use Division for preparation of a report which is submitted to the appropriate community committee.

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l. **Demolition Permits (DEMO):** the owner of a residential building wants to demolish all or part of it and leave a vacant land parcel. This requires a public hearing, generally at community committee, before the demolition permit may be issued.

ii The Development Procedures By-law provides important information regarding the following public hearing bodies. In particular, it provides guidance with respect to what hearing bodies are responsible for conducting a public hearing for the above noted development application types:

a. **Executive Policy Committee (EPC):** A committee of Council comprised of the Mayor, who is chairperson of the committee; the chairpersons of Standing Policy Committees, and any other members of Council appointed by the Mayor. Duties and powers include hearing matters related to the merits and interpretations of OurWinnipeg Plan By-law and Complete Communities Direction Strategy By-law.

b. **Community Committee**: A three-person committee of councillors for the wards of a particular community; exercises powers and duties as provided in the City Organization By-law, including conducting hearings and making recommendations and decisions on certain development applications.

c. **Board of Adjustment (BOA):** is comprised of citizens appointed by Council; exercises functions as provided in the Board of Adjustment By-law, including conducting hearings and making recommendations and decisions on certain development applications. The decisions of the Board of Adjustment may be appealed to the Appeal Committee.

d. **Standing Policy Committee on Property and Development (SPCPD): a committee of Council the duties and powers of which include** providing policy advice to Council on matters within the areas of jurisdiction as provided by the City Organization By-law.

e. **Standing Policy Committee on Downtown Development, Heritage and Riverbank Management:** a committee of Council the duties and powers of which include providing policy advice to Council on matters related to downtown within the areas of jurisdiction as provided by the City Organization By-law.

f. **Appeal Committee, Development Applications:** The Standing Policy Committee of Council to which hearings have been delegated for the appeals for Variances and Conditional Uses granted by the Director, Board of Adjustment, or community committee. The Appeal Committee considers the merits of a development and development application by hearing all relevant information and makes a decision regarding the

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development application. The decision of the Appeal Committee, including one or more conditions attached to the decision, is final - there is no other municipal body with the authority to decide on variances and/or conditional uses.

g. **Appeal of Application Refusal Based on OurWinnipeg Plan By-law and/or Complete Communities Direction Strategy By-law:** applicants have an opportunity under The City of Winnipeg Charter to appeal a decision of a designated employee to refuse a development application without a hearing due to the application not conforming with the OurWinnipeg Plan By-law and/or the Complete Communities Direction Strategy By-law. This decision can be appealed within one year. The appeal is hear by the Executive Policy Committee which will make an interpretation of the relevant policy.

h. **Appeal Committee, Application Refusal Based on secondary plan by-law:** applicants have an opportunity under *The City of Winnipeg Charter* to appeal a decision of a designated employee to refuse a development application without a hearing due to the application not conforming with a secondary plan. This decision can be appealed within one year. The appeal is heard by either the Standing Policy Committee on Property and Development or the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management, depending on the location of the subject property. That committee will make an interpretation of the relevant policy.

i. **Appeal of Denial of Plan Approval:** applicants have an opportunity to appeal the first-level decision regarding approval of plans. The appeal is heard by either the Standing Policy Committee on Property and Development or the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management, depending on the location of the subject property.

j. **Appeal Committee, Demolition Permit:** applicants and certain other persons have an opportunity to appeal a decision of a committee of Council on an application for a demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law. The appeal is heard by the Standing Policy Committee on Property and Development.

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D. ORGANIZATION OF THIS BY-LAW

i This By-law is not necessarily intended to be read from cover to cover. It has been organized in the linear process a development application proceeds through from application to conclusion but it is organized so the user may look up only the parts that are needed. This By-law is made up of four main parts:

a. **Part 1 Draft Applications:** outlines the draft application process – a process that provides a prospective applicant with an opportunity to obtain written input from appropriate City departments as well as the ward councillor in advance of making a formal application. This section includes requirements related to when and how a draft application can be submitted.

b. **Part 2 Submitting a Development Application:** details the procedure to be followed if a development application is refused without a hearing due to the application not conforming with the OurWinnipeg Plan By-law or a secondary plan.

c. **Part 3 The Approval Process:** outlines the approval process for each type of development application. As part of the approval process, a public hearing to hear the merits of the development and development application is typically required before a public hearing body, which may include the Executive Policy Committee; Board of Adjustment; Standing Policy Committee on Property and Development; Standing Policy Committee on Downtown Development, Heritage and Riverbank Management; or one of the five community committees. In some instances, the Director may consider and make decisions with respect to the merits of certain development applications as outlined in this section. The overarching objective of this section is to provide clarity with respect to the approval process, including when the Director may make a decision, what public hearing body is involved for each development application type and what happens in the event of a combined hearing.

d. **Part 4 Public Hearing Process, Notice, Appeals:** details the public notice and appeal process for development applications. Public notification of information including the nature of the application and the date/time/location of a public hearing is required by *The City of Winnipeg Charter*, as well as notice of the decision. This section outlines the notice requirements, including posting criteria. This section also outlines the appeal process, including when a decision can be appealed as well as the role/process of the Appeal Committee. And this section outlines the steps that occur by each of the participants speaking on the merits of a development and development application at a public hearing.

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PART 1: DRAFT APPLICATIONS

A. DESCRIPTION

i In advance of making a formal development application, a prospective applicant can make a draft application whereby preliminary, written input can be obtained from appropriate City departments as well as the ward councillor about the opportunities and constraints of a specific development proposal. An applicant may make a draft application for all application types identified in requirements below.

B. REQUIREMENTS

i An applicant may submit a draft application for the requirements of:

a. a proposed rezoning,
b. a proposed zoning agreement amendment,
c. a proposed plan of subdivision,
d. a variance,
e. a conditional use,
f. a proposed secondary plan by-law,
g. a proposed Complete Communities Direction Strategy By-law amendment;
h. a proposed OurWinnipeg Plan By-law amendment, or
i. any combination of the above.

ii If submitting a draft application, the applicant shall submit it to the Director and shall pay the fee prescribed in the Planning, Development and Building Fees By-law, which shall be non-refundable.

iii An applicant who has submitted a draft application may subsequently notify the Director that the applicant intends to proceed with an application for approval of the same matter, with or without amendments to the draft application.

iv An applicant who has given the Director notification under the above subsection shall proceed by submitting an application. The Director shall review and process the application in accordance with the Development Procedures By-law.

2. Where an applicant who has given the Director notification as outlined above and submits an application, the fee paid in accordance with the above subsection shall be credited toward the application fees payable imposed under the Planning, Development and Building Fees By-law.

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PART 2: SUBMITTING A DEVELOPMENT APPLICATION

A. DESCRIPTION

i Prior to the City issuing a development permit, the owner of the real property in question may be required to submit a development application. In these instances, the owner is to submit the development application to the Director of the Planning, Property and Development Department in accordance with the following requirements.

B. REQUIREMENTS

i Development applications shall be made in accordance with *The City of Winnipeg Charter.*

ii The owner shall pay to the City the fees required by the Planning, Development and Building Fees By-law in respect of a development application and related approvals and permits.

iii The form and content of application forms and information to be submitted in support of an application shall be as determined by the Director from time to time.

iv The Director shall have the powers of a "designated employee" under *The City of Winnipeg Charter*.

v Development applications shall be made to the Director, who shall review all development applications to ensure that the application submitted is the proper application in relation to the owner's proposed undertaking.

vi Where, in the opinion of the Standing Policy Committee, Executive Policy Committee or the Director, as the case may be, the development application(s) is the proper application(s) in relation to the applicant's proposed development, and it conforms with OurWinnipeg Plan By-law, Complete Communities Direction Strategy By-law, and/or any secondary plan by-law for the area in which the land or building is located, the Committee or the Director shall direct that the development application(s) be referred to the appropriate designated city administrator, committee of council, or board of adjustment, as the case may be, subject to the requirements of a development application as per this By-law.

C. REFUSING AN APPLICATION

i In accordance with *The City of Winnipeg Charter* , if a development application does not conform with the OurWinnipeg Plan By-law or the Complete Communities Direction Strategy By-law or a secondary plan by-law for the area

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in which the subject property is located, the Director as the "designated employee" must refuse the application without a public hearing.

OURWINNIPEG PLAN BY-LAW and COMPLETE COMMUNITIES DIRECTION STRATEGY BY-LAW

a. Where the Director refuses a development application(s) for non-conformance with OurWinnipeg Plan By-law and/or Complete Communities Direction Strategy By-law; OurWinnipeg Plan By-law and a secondary plan by-law; or Complete Communities Direction Strategy By-law and a secondary plan by-law, the Director shall serve a copy of that decision on the applicant, in accordance with *The City of Winnipeg Charter*.

i. The applicant may appeal the Director's decision to the Executive Policy Committee within one year of the date of the decision, and the appeal shall be conducted in accordance with section 189 of *The City of Winnipeg Charter*.

ii. The Executive Policy Committee shall review the application(s) which is the subject of an appeal, hear any representations concerning the application's conformance with the OurWinnipeg Plan By-law and/or the Complete Communities Direction Strategy By-law; the OurWinnipeg Plan By-law and a secondary plan by-law; or the Complete Communities Direction Strategy By-law and a secondary plan by-law, make a decision and serve a copy of its decision on the applicant in accordance with *The City of Winnipeg Charter*.

iii. During the hearing the Executive Policy Committee may ask questions of the Winnipeg Public Service for the purposes of soliciting clarification on matters raised in the hearing, on procedural items, on technical information, and other matters deemed necessary.

iv. Where the Executive Policy Committee refuses the application(s), it shall record in its minutes the reasons for the refusal, and shall provide a copy of the reasons to the applicant on request.

SECONDARY PLAN BY-LAW

b. Where the Director refuses a development application(s) for non-conformance with a secondary plan by-law (excluding the Complete Communities Direction Strategy By-law), the Director shall serve a copy of

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that decision in writing to the owner, in accordance with *The City of Winnipeg Charter*.

i. The owner may appeal the Director's decision within one year of the date of the decision to the Standing Policy Committee on Property and Development, except where the land is located entirely or primarily in the area covered by The Downtown Winnipeg Zoning By-law, where the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall be the appeal body. The appeal shall be conducted in accordance with section 189 of *The City of Winnipeg Charter*.

ii. The Standing Policy Committee shall review an application(s) which is the subject of an appeal under clause 2.C, hear any representations concerning the application's conformance with the applicable secondary plan by-law, make a decision and serve a copy of its decision on the applicant in accordance with *The City of Winnipeg Charter*.

iii. During the hearing the Standing Policy Committee may ask questions of the Winnipeg Public Service for the purposes of soliciting clarification on matters raised in the hearing, on procedural items, on technical information, and other matters deemed necessary by the decision body.

iv. Where the Standing Policy Committee refuses the application(s), it shall record in its minutes the reasons for the refusal, and shall provide a copy of the reasons to the applicant on request.

CITY OF WINNIPEG AS APPLICANT

i The Director as the "designated employee" under this By-law shall be the employee responsible for causing to be made any development application required or requested to be made on behalf of the City of Winnipeg for the following development application types:

a. amendment of the OurWinnipeg Plan By-law;
b. amendment of the Complete Communities Direction Strategy By-law;
c. amendment of any other secondary plan by-law;
d. adoption of a new secondary plan by-law;
e. amendment of a zoning by-law that does not change the zoning classification of any land;
f. amendment of a zoning by-law that does change the zoning classification of land;
g. closing a street right-of-way; and/or

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h. closing and opening streets rights-of-way;

ii The appropriate public hearing body as provided in this By-law shall review the application(s) made by the "designated employee" on behalf of the City of Winnipeg, hear any representations concerning the application's proposed merits and, make a recommendation to Council. The City shall serve a summary of the report and its recommendations in accordance with *The City of Winnipeg Charter*.

iii During the hearing, the hearing body may ask questions of the Winnipeg Public Service for the purposes of soliciting clarification on matters raised in the hearing, on procedural items, on technical information, and other matters deemed necessary.

PART 3: APPROVAL PROCESS

1. OURWINNIPEG PLAN BY-LAW

A. DESCRIPTION

i *OurWinnipeg* is Winnipeg's 25-year blueprint that will guide the physical, social, environmental, and economic development of our city as per *The City of Winnipeg Charter*. *OurWinnipeg* is a statutory plan that was adopted as a Plan Winnipeg By-law (67/2010) by City Council. Public works, undertakings and development in the city must be consistent with the OurWinnipeg Plan By-law or any secondary plan as per *The City of Winnipeg Charter*. Instances may arise when an amendment to the OurWinnipeg Plan By-law is contemplated for policy text or map elements. These are done through a by-law to amend the *OurWinnipeg Plan By-law*.

ii In accordance with *The City of Winnipeg Charter*, the Executive Policy Committee is the body responsible for conducting hearings for proposed amendments to the *OurWinnipeg Plan By-law*, and making reports to Council.

iii An amendment to the OurWinnipeg Plan By-law requires Council approval.

iv After second reading, the proposed amending by-law is forwarded to the appropriate Minister of the Provincial Government where it can be approved, approved subject to conditions, rejected, or referred to the Municipal Board for a public hearing prior to the Minister's decision. Once a decision is made, the Minister gives notice of the decision to the City. If the decision is to approve the proposed amending by-law, Council may then give the by-law third reading. If other applications depend on the amendment to the OurWinnipeg Plan By-law,

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the City will hold off on deciding those applications until the OurWinnipeg Plan By-law decision is received from the Minister.

B. REQUIREMENTS

The following requirements provide additional detail with respect to amendments to the OurWinnipeg Plan By-law.

i A proposed amendment to the OurWinnipeg Plan By-law shall, after first reading and before second reading, be referred for conduct of a public hearing in accordance with *The City of Winnipeg Charter.*

ii The Executive Policy Committee must conduct a public hearing for any application(s) which intends to amend OurWinnipeg Plan By-law in order to hear representations concerning the merits of the proposed amendment of OurWinnipeg Plan By-law, and make a report to Council. The City shall send a summary of the report and its recommendations to the applicant and any person who made submissions at the hearing, in accordance with *The City of Winnipeg Charter*.

iii During the hearing the Executive Policy Committee may ask questions of the Winnipeg Public Service for the purposes of soliciting clarification on matters raised in the hearing, on procedural items, on technical information, and other matters deemed necessary.

C. RECOMMENDATION OF COMMITTEE

i The Executive Policy Committee report and recommendation shall be forwarded to Council.

ii No new information shall be presented to Council after the conclusion of the public hearing unless public representation is re-opened at the original hearing body to consider new information, but nothing in this By-law precludes Council considering additional recommendations from any committee of Council making them in relation to the application.

iii Council may ask questions of the Winnipeg Public Service for the purposes of soliciting clarification on matters raised in the hearing, on procedural items, on technical information, and other matters deemed necessary

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2. COMPLETE COMMUNITIES DIRECTION STRATEGY BY-LAW

A. DESCRIPTION

i The Complete Communities Direction Strategy By-law is an innovative, practical "playbook" that guides land use and development for Winnipeg. Its primary focus is to describe Winnipeg's physical characteristics and lay out a framework for the city's future physical growth and development. It provides new tools and approaches to foster development that establishes Winnipeg as an urban leader in the achievement of unique, sustainable and complete communities and is based on two key pillars: *Complete Communities* and the *Urban Structure*.

ii The *Complete Communities Direction Strategy* has been adopted as a secondary plan by-law by City Council (By-law No. 68/2010). The Complete Communities Direction Strategy By-law is a supporting document to OurWinnipeg Plan By-law and it serves as the City's Land Use and Development Plan.

iii Instances may arise when an amendment to the Complete Communities Direction Strategy By-law is contemplated for policy text or map elements.

iv The Executive Policy Committee, or one of the Standing Policy Committees as designated by Executive Policy Committee, shall serve as the hearing body responsible for hearing the merits of amendments to the Complete Communities Direction Strategy By-law, and making recommendations to Council.

v An amendment to the Complete Communities Direction Strategy By-law requires Council approval.

B. REQUIREMENTS

The following requirements provide additional detail with respect to amendments to the Complete Communities Direction Strategy By-law:

i A proposed amendment to the Complete Communities Direction Strategy By-law shall, after first reading and before second reading, be referred for conduct of a public hearing in accordance with *The City of Winnipeg Charter.*

ii The Executive Policy Committee, or one of the Standing Policy Committees as designated by Executive Policy Committee, shall review any application(s) which intends to amend the Complete Communities Direction Strategy By-law, hear any representations concerning the merits of the proposed amendment, and make a report to Council. The City shall send a summary of the report and its

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recommendations to the applicant and any person who made submissions at the hearing, in accordance with *The City of Winnipeg Charter*.

C. RECOMMENDATION OF COMMITTEE

i The Executive Policy Committee, or one of the Standing Policy Committees as designated by Executive Policy Committee, report and recommendation shall be forwarded to Council;

ii No new information shall be presented to Council after the conclusion of the public hearing unless public representation is re-opened at the original hearing body to consider new information, but nothing in this By-law precludes Council considering additional recommendations from any committee of Council making them in relation to the application.

iii Council may ask questions of the Winnipeg Public Service for the purposes of soliciting clarification on matters raised in the hearing, on procedural items, on technical information, and other matters deemed necessary.

3. SECONDARY PLAN BY-LAW

A. DESCRIPTION

i Secondary plan by-laws take the general policies laid out in a city's development plan and elaborate on them, tailoring them to guide the development or redevelopment of a specific area to be adopted as a by-law by Council. In existing neighbourhoods, secondary plans adopted as a by-law may also be called neighbourhood or area master plans or in future neighbourhoods, area structure plans, neighbourhood area structure plans or precinct plans.

ii Instances may arise when a new secondary plan by-law is proposed for adoption or an amendment to an existing secondary plan by-law is contemplated.

iii A public hearing to consider the merits of a proposed secondary plan by-law, or secondary plan by-law amendment will typically be held by the community committee for the community area in which the land is located.

iv Adoption or amendment of a secondary plan by-law requires Council approval.

B. REQUIREMENTS

The following requirements provide additional detail with respect to secondary plan by-laws.

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i 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 *The City of Winnipeg Charter* as per the following:

a. where the land to which the proposed secondary plan by-law applies is located in one community area and covered by the Winnipeg Zoning By-law, the community committee for that community shall be the public hearing body;

b. where the land is located in two or more communities, the community committee for one of those communities, as designated by resolution of City Council, shall be the public hearing body;

c. where the land is located in two or more communities including one within an area covered by The Downtown Winnipeg Zoning By-law, the public hearing body shall be designated by resolution of City Council;

d. where the land is located entirely or primarily in the area covered by The Downtown Winnipeg Zoning By-law, the public hearing body shall be the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management;

e. but if Council deems it more appropriate, it may by resolution designate either the Executive Policy Committee or a Standing Policy Committee to conduct the public hearing for any secondary plan by-law.

C. RECOMMENDATION OF COMMITTEE

i A Standing Policy Committee that conducts a public hearing to consider a proposed secondary plan by-law shall forward its report and recommendations to the Executive Policy Committee for its consideration.

ii A community committee that conducts a public hearing to consider a proposed secondary plan by-law shall forward its report and recommendation to the Standing Policy Committee on Property and Development for its consideration.

iii A Standing Policy Committee shall:

a. Forward any report and recommendation of the community committee together with its own recommendations or report and recommendations to the Executive Policy Committee for its consideration; or

b. Refer the development applications back to the original hearing body at the community committee to consider new information by re-opening the public hearing.

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iv The Executive Policy Committee shall:

a. Forward any report and recommendation of the community committee and/or the standing policy committee together with its own report and recommendations to Council; or

b. Refer the applications back to the original hearing body at the committee to consider new information by re-opening the public hearing.

v No new information shall be presented to the Standing Policy Committee, the Executive Policy and/or Council after the conclusion of the public hearing unless public representation is re-opened at the original hearing body to consider new information, but nothing in this By-law precludes Council considering additional recommendations from any committee of Council making them in relation to the application.

vi Council or a committee of Council considering the matter may ask questions of the Winnipeg Public Service for the purposes of soliciting clarification on matters raised in the hearing, on procedural items, on technical information, and other matters deemed necessary.

4. ZONING AND SUBDIVISION (DAS)

A. DESCRIPTION

i In a development, a proposed zoning by-law typically refers to a rezoning (DAZ) – the application procedure used when rezoning property without creating new lots or modifying existing lots. A Zoning Agreement Amendment (ZAA) refers to a change to a zoning agreement attached to the land title as a caveat under a previous rezoning application. A Subdivision (DAS) refers to the application procedure used when a proposed plan of subdivision creates new lots and streets or lanes but does not require a zoning change. Finally a subdivision and rezoning (DASZ) refers to the application procedure used when a proposed plan of subdivision creates new lots and requires a zoning change.

ii A public hearing to consider a proposed zoning by-law, zoning agreement amendment and/or plan of subdivision will typically be held by the community committee for the community in which the land is located. When the lands in question are located in the downtown, the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall conduct the public hearing to consider the proposed development and development applications. Please see 'Combined Hearings' for instances where a proposed zoning by-law, zoning agreement amendment and/or application for subdivision approval is being advanced concurrently with another item such as an

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amendment to the OurWinnipeg Plan By-law, an amendment to the Complete Communities Direction Strategy By-law, an amendment to a secondary plan by-law, an application for approval of a variance or a conditional use, and a street opening or street closing application.

iii Amendment of a zoning by-law requires Council approval.

B. REQUIREMENTS

The following requirements provide additional detail with respect to rezoning and subdivision applications.

TEXT AMENDMENTS TO DOWNTOWN ZONING BY-LAW

i The Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall conduct the hearing for a proposed amendment to the Downtown Winnipeg Zoning By-law (including establishing or amending a planned development overlay district) which does not change the zoning classification of any land .

DOWNTOWN REZONING (DAZ), ZONING AGREEMENT AMENDMENTS (ZAA), SUBDIVISION AND REZONING (DASZ), and SUBDIVISION (DAS)

ii The Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall conduct the hearing for a proposed zoning by-law change that changes the zoning classification of land where the land is located entirely or primarily in the area covered by the Downtown Winnipeg Zoning By-law.

iii The Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall conduct the hearing for a proposed zoning agreement amendment affecting any land, where the land is located entirely or primarily in the area covered by the Downtown Winnipeg Zoning By-law.

iv The Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall conduct the hearing for a proposed plan of subdivision that creates new lots and changes the zoning classification of any land, where the land is located entirely or primarily in the area covered by the Downtown Winnipeg Zoning By-law.

v The Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall conduct the hearing for a proposed subdivision approval that creates new lots and streets or lanes but does not require a zoning

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change, where the land is located entirely or primarily in the area covered by the Downtown Winnipeg Zoning By-law.

DOWNTOWN & COMMUNITY AREA REZONING (DAZ), ZONING AGREEMENT AMENDMENTS (ZAA), SUBDIVISION AND REZONING (DASZ), and SUBDIVISION (DAS)

vi The Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall conduct the hearing for a proposed zoning by-law change that changes the zoning classification of any land, where the land is located in two or more communities including one within an area covered by the Downtown Winnipeg Zoning By-law.

vii The Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall conduct the hearing for a proposed zoning agreement amendment affecting any land, where the land is located in two or more communities including one within an area covered by the Downtown Winnipeg Zoning By-law.

viii The Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall conduct the hearing for a proposed plan of subdivision that creates new lots and changes the zoning classification of any land, where the land is located in two or more communities including one within an area covered by the Downtown Winnipeg Zoning By-law.

ix The Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall conduct the hearing for a proposed plan of subdivision that creates new lots and streets or lanes but does not require a zoning change, where the land is located in two or more communities including one within an area covered by the Downtown Winnipeg Zoning By-law.

DOWNTOWN SUBDIVISION BY "SHORT-FORM" (DASSF) OR CONSENT

x An application for

a. approval of a plan of subdivision under clause 256(1)(b) of *The City of Winnipeg Charter*, or

b. a consent under section 260 of *The City of Winnipeg Charter*,

shall be referred to the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management as the authorized committee under those sections, where the matter relates to real property located entirely or primarily in the area covered by The Downtown Winnipeg Zoning By-law.

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The above notwithstanding, the Director may make a decision in respect of the application and may, in accordance with *The City of Winnipeg Charter*, approve it, or approve it with conditions, except a condition that the owner is required to enter into a development agreement or subdivision agreement with the City.

TEXT AMENDMENTS TO WINNIPEG ZONING BY-LAW

xi The Standing Policy Committee on Property and Development, or one of those community committees as designated by the Standing Policy Committee on Property and Development, shall conduct the public hearing for a proposed zoning by-law to enact or amend the text of the Winnipeg Zoning By-law (including establishing or amending a planned development overlay district) without changing the zoning classification of any land, that would affect land in two or more communities.

TEXT AMENDMENTS TO WINNIPEG ZONING BY-LAW, COMMUNITY AREA

xii The community committee for the community in which the land is located shall conduct the public hearing for a proposed zoning by-law to enact or amend the text of the Winnipeg Zoning By-law (including establishing or amending a planned development overlay district) without changing the zoning classification of any land that would affect land in that community only.

COMMUNITY AREA REZONING (DAZ), ZONING AGREEMENT AMENDMENTS (ZAA), SUBDIVISION AND REZONING (DASZ), and SUBDIVISION (DAS*)*

xiii The community committee for the community in which the land is located shall conduct the hearing for a proposed zoning by-law change that changes the zoning classification of any land, where the land is covered by the Winnipeg Zoning By-law.

xiv The community committee for the community in which the land is located shall conduct the hearing for a proposed zoning agreement amendment affecting any land, where the land is covered by the Winnipeg Zoning By-law.

xv The community committee for the community in which the land is located shall conduct the hearing for a proposed plan of subdivision that creates new lots and changes the zoning classification of any land, where the land is covered by the Winnipeg Zoning By-law.

xvi The community committee for the community in which the land is located shall conduct the hearing for a proposed plan of subdivision that creates new lots and

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streets or lanes but does not change the zoning classification of any land, where the land is covered by the Winnipeg Zoning By-law.

MULTIPLE COMMUNITY AREAS REZONING (DAZ) & ZONING AGREEMENT AMENDMENTS (ZAA), SUBDIVISON AND REZONING (DASZ), SUBDIVISON (DAS)

xvii The Standing Policy Committee on Property and Development, or one of those community committees as designated by the Standing Policy Committee on Property and Development, shall conduct the hearing for a proposed zoning by-law change that changes the zoning classification of any land, where the land is located in two or more communities and covered by the Winnipeg Zoning By-law.

xviii The Standing Policy Committee on Property and Development, or one of those community committees as designated by the Standing Policy Committee on Property and Development, shall conduct the hearing for a proposed zoning agreement amendment affecting any land, where the land is located in two or more communities and covered by the Winnipeg Zoning By-law.

xix The Standing Policy Committee on Property and Development, or one of those community committees as designated by the Standing Policy Committee on Property and Development, shall conduct the hearing for a proposed plan of subdivision that creates new lots and changes the zoning classification of any land, where the land is located in two or more communities and covered by the Winnipeg Zoning By-law.

xx The Standing Policy Committee on Property and Development, or one of those community committees as designated by the Standing Policy Committee on Property and Development, shall conduct the hearing for a proposed plan of subdivision that creates new lots and streets or lanes but does not require a zoning change, where the land is located in two or more communities and covered by the Winnipeg Zoning By-law.

COMMUNITY AREA SUBDIVISION BY "SHORT-FORM" (DASSF) OR CONSENT

xxi An application for

a. approval of a plan of subdivision under clause 256(1)(b) of *The City of Winnipeg Charter*, or

b. a consent under section 260 of *The City of Winnipeg Charter*,

shall be referred to the Standing Policy Committee on Property and Development as the authorized committee under those sections, where the matter relates to real property located entirely or primarily in the area covered by the Winnipeg Zoning By-law.

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The above notwithstanding, the Director may make a decision in respect of the application and may, in accordance with *The City of Winnipeg Charter*, approve it, or approve it with conditions, except a condition that the owner is required to enter into a development agreement or subdivision agreement with the City.

C. RECOMMENDATION OF COMMITTEE

i A community committee that conducts a public hearing to consider a proposed zoning by-law, zoning agreement amendment and/or plan of subdivision shall forward its report and recommendation to the Standing Policy Committee on Property and Development for consideration.

ii The Standing Policy Committee on Property and Development shall:

a. Forward any report and recommendation of the community committee together with its own recommendations or report and recommendations to the Executive Policy Committee for its consideration; or

b. Refer the development applications back to the original hearing body at the community committee to consider new information by re-opening the public hearing.

iii The Standing Policy Committee on Downtown Development, Heritage and Riverbank Management, if it conducts a public hearing to consider a proposed zoning by-law, zoning agreement amendment and/or plan of subdivision, shall forward its report and recommendations to the Executive Policy Committee for its consideration.

iv The Standing Policy Committee on Property and Development, if it conducts a public hearing to consider a proposed zoning by-law, zoning agreement amendment and/or plan of subdivision, shall forward its report and recommendations to the Executive Policy Committee for its consideration.

v The Executive Policy Committee shall:

a. Forward any report and recommendation of the community committee and/or the standing policy committee together with its own report and recommendations to City Council; or

b. Refer the applications back to the original hearing body at the committee to consider new information by re-opening the public hearing.

vi No new information shall be presented to the Standing Policy Committee, Executive Policy Committee and/or Council after the conclusion of the public hearing unless public representation is re-opened at the original hearing body to

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consider new information, but nothing in this By-law precludes Council considering additional recommendations from any committee of Council making them in relation to the application.

vii Council or a committee of Council considering the matter may ask questions of the Winnipeg Public Service for the purposes of soliciting clarification on matters raised during the hearing, on procedural items, on technical information, and other matters deemed necessary.

HEARING BODY QUORUM

viii When a hearing body lacks quorum, the members of the hearing body may reschedule the hearing to the soonest possible date at the same committee.

D. COMMMUNITY COMMITTEE RECOMMENDATIONS

DECISION TIME LIMITS

i A community committee conducting a public hearing for a development application(s) and/or considering a submitted Plan Approval, including applications under a Combined Hearing, shall make a decision regarding the development application(s) and Plan Approval by the third regularly scheduled meeting, which includes the public hearing or public meeting when the item is first listed on the community committee agenda as being counted as the 'first meeting'.

a. A community committee may lay over or adjourn a hearing twice, in two successive meetings, but shall make a decision or recommendation (as the case may be) on the application(s) at the third meeting.

b. A community committee may lay over or adjourn a hearing once to the third meeting, skipping the second meeting, but shall make a decision or recommendation (as the case may be) on the application(s) at the third meeting.

c. The community committee shall not lay over or adjourn a hearing to a date later than the third regularly scheduled meeting.

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ii The public hearing may be rescheduled beyond the third regularly scheduled meeting due to:

a. A lack of quorum, as the lack of quorum is distinct from a committee voting to lay over or adjourn a hearing, thus is not counted; or

b. Re-advertisement of the public hearing that is needed to meet notice requirements. An incorrect advertisement regarding the nature of the application or a notification that did not meet the statutory time period, does not allow for the first scheduled public hearing to be opened, in which case the re-advertised public hearing is counted as the first meeting.

iii Should no decision or recommendation (as the case may be) be made on the application(s) by the committee community by the third regularly scheduled meeting, all development application(s) and/or Plan Approvals, including ones in a combined hearing, shall be forwarded to the Standing Policy Committee on Property and Development for consideration and recommendation.

PRIORITY ZONING PROCESS DEVELOPMENT APPLICATIONS, COMMUNITY COMMITTEE

iv A community committee that conducts a public hearing to consider a proposed zoning by-law, zoning agreement amendment and/or plan of subdivision, or a combined public hearing not involving an amendment to a secondary plan by-law, shall forward its report and recommendation to the Executive Policy Committee for consideration when:

a. The community committee concurs, in its recommendation, in all respects with the Director's recommendation, and

b. No person registers in opposition or submits an objection to the development application(s) that is subject to a public hearing.

v The Priority Rezoning Process does not apply to the Standing Policy Committee on Property and Development, the Standing Policy Committee on Downtown, Heritage and Riverbank Management, or Executive Policy Committee.

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5. VARIANCE AND CONDITIONAL USE

A. DESCRIPTION

i A variance (DAV) means the modification of a provision of a zoning by-law. There are four types of Variance applications based on the approval process as outlined in this By-law:

a. 'A' variances are tolerances, which are minor variances of a bulk regulation granted by the Director.

b. 'B' variances are reviewed by the Director and are either approved or rejected. The decision of the Director is posted on the site and anyone can appeal the decision to the Appeal Committee for a public hearing.

c. 'C' variances are reviewed by the Director who makes a recommendation to the Board of Adjustment where a public hearing is held.

d. 'D' variances are reviewed by the Director who makes a recommendation to the community committee where a public hearing is held.

ii A Conditional Use (DCU) means a use of a building or land described as a conditional use in a zoning by-law which may be approved under Part 6 of *The City of Winnipeg Charter*. There are three types of conditional use applications based on the approval process as outlined in this By-law:

a. B' conditional uses are reviewed by the Director and are either approved or rejected. The decision of the Director is posted on the site and anyone can appeal the decision to the Appeal Committee for a public hearing.

b. 'C' conditional uses are reviewed by the Director who makes a recommendation to the Board of Adjustment where a public hearing is held.

c. 'D' conditional uses are reviewed by the Director who makes a recommendation to the community committee where a public hearing is held.

B. REQUIREMENTS

i The following requirements provide additional detail with respect to variance and Conditional Use applications.

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DIRECTOR VARIANCES (DAV ‘A’ and ‘B’)

ii The Director may consider and make decisions in respect of applications for the following types of variances, in accordance with *The City of Winnipeg Charter*:

a. **Zoning tolerances**

1. The grant of any zoning tolerance in any zoning district.

2. Zoning tolerances may be granted by the Director by endorsing on the relevant document or accompanying plans by rubber stamp or other means the phrase "tolerance granted" or any words to the same effect accompanied by a clear indication of the nature of that tolerance by any one or more of words, dimensions and drawings.

b. **Agricultural and Parks districts**

1. In an agricultural district any variance of any yard or bulk rule.

2. In each park district a variance not exceeding 25% of any yard, bulk or density rule.

c. **Residential districts**

1. In the "RR5, "RR2", "R1", "R2", "RMU" and "RMH" Districts any variance of any zoning rule, except lot area for one-family dwellings, single-family dwellings and two-family dwellings.

2. In the districts and for the uses described in clause (c) a variance of lot area not exceeding 10% of the zoning rule set out in the applicable zoning by-law.

3. In each Multiple-Family District and Multiple-Family Dwellings in Commercial or Institutional Districts, but not including "R2", a variance of the zoning rules set out in the applicable zoning by-law:

A. not exceeding 10% of any density rule;
B. not exceeding 25% of any yard or bulk rule;
C. not exceeding 25% of any parking or loading rule;
D. not exceeding 25% of any sign rule; and
E. allowing the temporary development of a parking lot or loading area or both not exceeding one (1) year.

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d. **Commercial and Institutional districts**

1. In each Commercial and Institutional District, excepting multiple-family dwelling requirements, a variance of the zoning rules in the applicable zoning by-law:

A. not exceeding 25% of any yard, bulk or floor area limitation rule;
B. not exceeding 25% of any sign rule;
C. not exceeding 25% of any parking and loading space rule; and
D. allowing the temporary development of a parking or loading area or both not exceeding 1 year.

e. **Manufacturing districts**

1. In each Manufacturing District, a variance of the zoning rules set out on the applicable zoning by-law:

A. not exceeding 25% of any yard, bulk or floor area limitation rule;
B. not exceeding 25% of any sign rule;
C. not exceeding 25% of parking and loading space rules; and
D. allowing the temporary development of a parking or loading area or both not exceeding 1 year.

f. **Accessory structures**

1. Subject to clauses (a) to (j) any variance of the applicable zoning rules for accessory structures in any zoning district.

g. **Downtown**

1. Any variance of the applicable zoning rules in any zoning district contained within the Downtown Winnipeg Zoning By-law.

iii The Director may approve an application for a variance subject to conditions that will ensure that any development to be carried out under the variance meets the criteria set out in *The City of Winnipeg Charter*. The Director shall not make the approval of a variance subject to conditions unless the applicant for the variance has been given a reasonable opportunity to make submissions respecting the variance.

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DIRECTOR CONDITIONAL USES (DCU 'B')

i The Director may consider and make decisions in respect of applications for the following types of conditional uses specified in subsection (2), in accordance with *The City of Winnipeg Charter*:

a. **Home Occupations**

i. A conditional use to allow a home occupation under The Winnipeg Zoning By-law.

b. **Downtown**

i. Any conditional use under The Downtown Winnipeg Zoning By-law.

ii The Director may approve an application for a conditional use subject to conditions that will ensure that such use meets the criteria set out in *The City of Winnipeg Charter*. The Director shall not make the approval of a conditional use subject to conditions unless the applicant for the conditional use has been given a reasonable opportunity to make submissions respecting the conditional use.

BOARD OF ADJUSTMENT VARIANCES / CONDITIONAL USES (DAV 'C' and DCU 'C')

iii Conditional use applications and variance applications, other than those the Director, the community committee, Standing Policy Committee or Executive Policy Committee make an order, shall be referred to the Board of Adjustment established by *The City of Winnipeg Charter,* to be dealt with in accordance with this by-law and The Board of Adjustment By-law.

COMMUNITY COMMITTEE VARIANCES / CONDITIONAL USES (DAV 'D' and DCU 'D')

iv The community committee for the community in which the land is located shall conduct the hearing for a variance and/or a conditional use, if not decided by the Director, on land in a Commercial, Manufacturing, or Residential Multi-Family zoning district if the application(s) are submitted to the City within two years after Council has, after a public hearing held by that community committee, passed a by-law approving either or both of:

a. an amendment to a zoning by-law, or

b. a plan of subdivision

respecting the land.

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TERMINATION OF VARIANCE OR CONDITIONAL USE

iii The Director may terminate an approval of a variance or a conditional use in accordance with *The City of Winnipeg Charter*.

6. DEMOLITION PERMITS

A. DESCRIPTION

i The owner of a residential building wants to demolish the structure and leave a vacant land parcel for a period of time. This requires a public hearing, generally at community committee, before the demolition permit is issued.

B. REQUIREMENTS

The following requirements provide additional detail with respect to demolition permits:

i For the purposes of this By-law the term "residential building" includes every building containing one or more dwelling units, as defined by Winnipeg Zoning By-law applicable to a zoning lot, whether alone or together with other uses in that building.

ii Within all districts zoned by the Winnipeg Zoning By-law to allow residential buildings in The City of Winnipeg, no permit for the demolition of the whole or any part of a residential building shall be issued unless:

a. the applicant for that permit already holds a building permit for construction of:
- a new building; or
- renovation of the existing building; or
- the establishment of some other permitted use on the same zoning lot as the building proposed to be demolished or partly demolished,

which building permit is valid for at least 120 days from the proposed date of issuance of that demolition permit.

iii The new building or renovation work or the establishment of another permitted use as described in the building permit referred to above shall be substantially completed within one (1) year, in the case of a one or two-family dwelling and in other cases two years, from the date of commencement of the demolition authorized by that demolition permit and that demolition permit shall be subject to and shall be endorsed with that condition.

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iv Where the owner of a residential building objects to compliance with subsections 4.6.B.ii and 4.6.B.iii above, he or she may apply to the designated committee for an order exempting that residential building from compliance.

v An application must be in writing, filed with the City Clerk and must include the address of the residential building that is the subject of the application, the applicant's name and the applicant's address.

vi The application for a demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii above shall be referred for conduct of a public hearing in accordance with *The City of Winnipeg Charter* as per the following:

a. where the land to which the proposed demolition permit is located in one community and covered by the Winnipeg Zoning By-law, to the community committee for that community;

b. where the land is located in two or more communities, to a public hearing body designated by resolution of City Council;

c. where the land is located in two or more communities including one within an area covered by the Downtown Winnipeg Zoning By-law, to a public hearing body designated by resolution of City Council;

d. if the demolition permit is in combination with an application to amend the *OurWinnipeg Plan By-law* or the *Complete Communities Direction Strategy By-law* or another secondary plan by-law, the Executive Policy Committee, or one of the Standing Policy Committees as designated by Executive Policy Committee, shall conduct the public hearing.

vii Section 6 of this Part does not apply to:

(a) the area covered by the Downtown Winnipeg Zoning By-law;

(b) a demolition carried out by or on behalf of the City in order to address an emergency situation;

(c) a demolition carried out by the owner or occupant of property in compliance with an order issued by a designated employee pursuant to section 184 of *The City of Winnipeg Charter* which requires the owner or occupant to remedy a deficiency in the structural integrity of a building or another dangerous condition that constitutes a by-law contravention and

(i) specifically identifies demolition to be an option available to the owner or occupant; and

(ii) expressly states that it is not necessary to comply with section 6 of this Part in order to comply with the order;

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(d) a demolition carried out by the City under section 185 of *The City of Winnipeg Charter* to remedy a by-law contravention

(i) identified in an order referred to in clause (c); or

(ii) identified in any other order so long as, prior to determining that demolition is the most appropriate means of remedying the contravention, the designated employee has consulted with the councillor in whose ward the property lies.

C. RECOMMENDATION OF COMMITTEE

i The Committee shall conduct a meeting to receive representations from the applicant and any other interested persons for or against issuance of the demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii.

ii The Committee may ask questions of the Winnipeg Public Service for the purposes of soliciting clarification on matters raised during the hearing, on procedural items, on technical information, and other matters deemed necessary.

iii Upon completion of that public hearing the Committee shall consider the representations received and:

a. if the Committee finds that in its opinion the existence of a vacant lot resulting from issuance of the demolition permit without the endorsement described in subsection 4.6.B.iii:

- would not create, or increase, pressures for approval of a new land use for the building site, not permitted by the existing zoning without rezoning or a zoning variance or a conditional use approval, and
- would not create, or increase, pressures against normal maintenance and use of properties on abutting lands or in the adjacent area for uses permitted under the existing zoning, and
- would not create a visual detriment to the adjoining lands and adjacent area,

the Committee shall by resolution order issuance of the demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii and without the endorsement described in subsection 4.6.B.iii.

iv if the Committee finds that in its opinion one or more of those adverse effects would be caused but they can all be avoided by conditions imposed by the Committee in its order, the Committee shall by resolution order issuance of the demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii and without the endorsement described in subsection 4.6.B.iii, subject to those conditions;

or

v Reject the application.

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7. COMBINED HEARING

A. DESCRIPTION

i A combined hearing occurs where a proposed development requires public hearings on two or more items. In instances where a combined hearing is held, it will typically be held by the community committee for the community in which the land is located and covered by the Winnipeg Zoning By-law. When the lands in question are located in the Downtown, the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall conduct the public hearing. In instances where an amendment to the OurWinnipeg Plan By-law and/or the Complete Communities Direction Strategy By-law is required it will typically be held by the Executive Policy Committee.

B. REQUIREMENTS

ii The Executive Policy Committee may consider all application(s) for a proposed development which proposes an amendment to the OurWinnipeg Plan By-law and one or more of the following:

a. an amendment to the Complete Communities Direction Strategy By-law;
b. an amendment to a secondary plan by-law;
c. an amendment to a zoning by-law
d. an amendment to a zoning agreement;
e. a plan of subdivision;
f. a conditional use, other than those in respect of which the Director decides;
g. a variance, other than those in respect of which the Director decides;
h. to close a street right-of-way;
i. to close and open streets rights-of-way;
j. a demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law.

iii The Executive Policy Committee may consider all application(s) in a combined hearing for a proposed development which proposes an amendment to the Complete Communities Direction Strategy By-law and one or more of the following:

a. an amendment to a secondary plan by-law;
b. an amendment to a zoning by-law
c. an amendment to a zoning agreement;
d. a plan of subdivision
e. a conditional use, other than those in respect of which the Director decides;

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f. a variance, other than those in respect of which the Director decides;
g. to close a street right-of-way;
h. to close and open streets rights-of-way;
i. a non-conforming approach under the Private Access By-law;
j. a demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law.

iv Should the Executive Policy Committee not hear application(s) in a combined hearing for a proposed development which includes an amendment to the Complete Communities Direction Strategy By-law, the development applications shall be heard at the hearing bodies designated in this By-law.

v The Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall consider all application(s) in a combined hearing for a proposed development where the matter relates to real property located entirely or primarily in the area covered by the Downtown Winnipeg Zoning By-law which proposes:

a. an amendment to a secondary plan by-law;
b. an amendment to a zoning by-law
c. an amendment to a zoning agreement; and/or
d. a plan of subdivision;

and/or one or more of the following:

e. a conditional use, other than those in respect of which the Director decides;
f. a variance, other than those in respect of which the Director decides;
g. to close a street right-of-way;
h. to close and open streets rights-of-way;
i. a non-conforming approach under the Private Access By-law.

vi The Standing Policy Committee on Property and Development, or one of those community committees as designated by the Standing Policy Committee on Property and Development, shall consider all application(s) in a combined hearing for a proposed development where the matter relates to real property located in two or more communities covered by the Winnipeg Zoning By-law which proposes:

a. an amendment to a secondary plan by-law;
b. an amendment to a zoning by-law
c. an amendment to a zoning agreement; and/or
d. a plan of subdivision;

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and one or more of the following:

e. a conditional use, other than those in respect of which the Director decides;

f. a variance, other than those in respect of which the Director decides;

g. to close a street right-of-way;

h. to close and open streets rights-of-way; and/or

i. a demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law.

vii The community committee shall consider all application(s) in a combined hearing for a proposed development where the matter relates to real property located entirely or primarily in the area covered by the community committee and the Winnipeg Zoning By-law which proposes:

a. an amendment to a secondary plan by-law;

b. an amendment to a zoning by-law

c. an amendment to a zoning agreement;

d. a plan of subdivision;

and one or more of the following:

e. a conditional use, other than those in respect of which the Director decides;

f. a variance, other than those in respect of which the Director decides;

g. to close a street right-of-way;

h. to close and open streets rights-of-way; and/or

i. a demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law.

PART 4: PUBLIC HEARING PROCESS, NOTICE, APPEALS

1. PUBLIC HEARING PROCESS

A. DESCRIPTION

i Members of the public, including councillors not sitting on the hearing body for an application, may attend a public hearing and make representations regarding a development and development application.

ii Members of the hearing body constitute an impartial body that 'hears' all sides on the merits of the proposal in a public forum before making a recommendation or decision (as the case may be). Contact with members of the public, including the applicant, discussing matters related to the application outside the public hearing is considered inappropriate in this quasi-judicial forum.

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iii The applicant and/or designate should attend the public hearing to speak on the proposal's merits; anyone else may also attend the hearing and may speak for or against the merits of the development, or register for information only.

iv Generally, and unless otherwise directed by the hearing body, the applicant (and/or designate) is heard first, followed by those in support of the application. Next, those registered in opposition are heard, followed by those registered for information. Finally, the applicant may, if he/she so desires, return to speak in rebuttal to address any matters that was raised by the previous speakers. The applicant must not provide new information in the rebuttal unless it addresses a matter raised by the previous speakers.

v A person making a representation may make a presentation using visual aids and/or submit material regarding the development, including petitions, to the hearing body.

vi The hearing body may ask questions of the Winnipeg Public Service for the purposes of soliciting clarification on matters raised during the hearing, on procedural items, on technical information, and other matters deemed necessary.

vii The hearing body hears all the representations concerning the proposed development and application. The committee may then close the public hearing and make a decision or recommendation to approve the application, reject the application, or approve it with conditions. The committee may also decide to adjourn the public hearing to another public meeting at a later date.

viii The City gives notice of the hearing body's decision or recommendation, in accordance with *The City of Winnipeg Charter*.

ix The public hearing is the only opportunity for members of the public and the applicant to voice their opinions to the decision making body on the merits of the proposed development and development applications. No new information may be presented to the decision making body after the conclusion of the public hearing unless public representations are re-opened at the original hearing body to consider new information.

x The decision of the committee including one or more conditions attached to the decision may be appealed to the Appeal Committee for a new public hearing, should the type of development application be appealable.

xi A councillor who has made representations at a public hearing on an application or sat on a body which conducted a public hearing on the application shall not be or remain in the appeal hearing room during an appeal hearing for that application.

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B. REQUIREMENTS

i Unless otherwise directed by the hearing body, the applicant (or appellant, as the case may be) shall make representations first regarding the merits of the development, followed in order by others in support and others opposed and those who registered for information; after which the applicant (or appellant) shall be heard in rebuttal.

ii The hearing body may question persons making representations at a public hearing and shall allow opportunity to reply to the applicant and supporters, and to rebut those responding to the application as provided, but the body shall not allow cross-examination.

iii The hearing body may ask questions of the Winnipeg Public Service for the purposes of soliciting clarification on matters raised during the hearing, on procedural items, on technical information, and other matters deemed necessary.

iv After completion of all representations regarding the merits of the development and development applications, the hearing body shall not receive further representations unless the hearing body re-opens representations on one or more issues to all persons wishing to be heard, applying the process described above as closely as practical, subject to the direction of the hearing body.

2. PUBLIC NOTIFICATION

A. DESCRIPTION

i There are a number of instances when the City must give notice of an upcoming public hearing, or of a decision made by a hearing body or the Director.

ii Public notification of public hearing information including the date, time, location and nature of the development applications is required by *The City of Winnipeg Charter*. Typically this information is posted on a sign, either on a building or parcel of land of the subject property, for variances and conditional use applications. For applications such as a plan of subdivision, a zoning by-law or amendment, an amendment to a zoning agreement, a secondary plan by-law or amendment, or an amendment to the Complete Communities Direction Strategy By-law or the OurWinnipeg Plan By-law, the notification is an ad-cut in two newspapers at least 14 days prior to the date of the public hearing.

iii The Board of Adjustment, Committees or Director must give notice of a decision with respect to a variance or conditional use; and if the decision is appealed, the

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City must give notice of the appeal hearing to the appellant and the applicant and each person who made submissions at the hearing respecting the application.

B. REQUIREMENTS

NOTICE OF HEARING OR DECISION

i Notice of hearings held under Part 6 of *The City of Winnipeg Charter* shall be given in accordance with *The City of Winnipeg Charter*.

ii A decision under this By-law shall be prepared and served in accordance with *The City of Winnipeg Charter*.

NOTICE OF DIRECTOR'S ORDER AND RIGHT TO APPEAL

iii When the Director makes a decision on an application for a variance or a conditional use, the Director shall give notice of the decision in accordance with *The City of Winnipeg Charter*.

iv Where a decision of the Director on an application for a variance or a conditional use is appealed, the City shall give notice of the appeal hearing. The Appeal Committee shall conduct a hearing on the appeal and give its decision on the appeal, in accordance with *The City of Winnipeg Charter*.

v The Director must post on a building or parcel of land subject to an application, and maintain in good condition, notice of a decision for 14 days for variances and conditional uses which are subject to appeal. The notice must be:

a. at least 215.9 mm by 279.4 mm (8.5 inches by 11 inches) in dimension;
b. printed in legible characters of at least 10 point size; and
c. maintained in good condition.

NOTICE OF HEARING - BOARD OF ADJUSTMENT VARIANCES AND CONDITIONAL USES

vi The Director must post on a building or parcel of land subject to an application, and maintain in good condition, a notice of the hearing for 14 days prior to a public hearing for variances and conditional uses which are subject to public hearings. The notice must be:

a. at least 215.9 mm by 279.4 mm (8.5 inches by 11 inches) in dimension; and
b. printed in legible characters of at least 10 point size; and
c. maintained in good condition.

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NOTICE OF HEARING – COMMUNITY COMMITTEE, STANDING POLICY COMMITTEE AND EXECUTIVE POLICY COMMITTEE, VARIANCES, CONDITIONAL USES AND DEMOLITION PERMITS

vii The Director must post on a building or parcel of land subject to an application, and maintain in good condition, a notice of the hearing for 14 days prior to a public hearing for variances, conditional uses and demolition permits which are subject to public hearings. The notice must be:

a. at least 215.9 mm by 279.4 mm (8.5 inches by 11 inches) in dimension;

b. printed in legible characters of at least 10 point size; and

c. maintained in good condition.

NOTICE OF HEARING – COMMUNITY COMMITTEE, STANDING POLICY COMMITTEE AND EXECUTIVE POLICY COMMITTEE, REZONINGS, ZONING AGREEMENT AMENDMENTS, PLANS OF SUBDIVISION, SECONDARY PLAN BY-LAWS

viii The Director must give notice of a public hearing in two newspapers at least 14 days prior to the date of the hearing for development application(s) for a plan of subdivision with new streets, a plan of subdivision with or without new streets and amendment to a zoning by-law, an amendment to a zoning by-law, an amendment to a zoning agreement, and/or a secondary plan by-law or amendment.

ix The Director must post on a building or parcel of land subject to an application, and maintain in good condition, a notice of the hearing for 14 days prior to a public hearing for development application(s) for a plan of subdivision with new streets, a plan of subdivision with or without new streets and amendment to a zoning by-law, an amendment to a zoning by-law, an amendment to a zoning agreement, and/or a secondary plan by-law or amendment. The notice must be:

a. at least 215.9 mm by 279.4 mm (8.5 inches by 11 inches) in dimension;

b. printed in legible characters of at least 10 point size; and

c. maintained in good condition.

NOTICE OF HEARING – EXECUTIVE POLICY COMMITTEE, OUR WINNIPEG PLAN BY-LAW AND COMPLETE COMMUNITIES DIRECTION STRATEGY BY-LAW

x After Council gives first reading to a proposed amendment to the OurWinnipeg Plan By-law, the Director must give notice of a public hearing in two newspapers in two consecutive weeks. The first publication must be at least 14 days before the day when the hearing is to begin. The publications must be at least 6 days apart. The second publication may be less than 14 days before the day when the hearing is to begin.

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xi After Council gives first reading to a proposed amendment to the Complete Communities Direction Strategy By-law, the Director must give notice of a public hearing in two newspapers at least 14 days before the day when the hearing is to begin.

NOTICE OF OURWINNIPEG PLAN BY-LAW PASSAGE

xii Within 14 days after Council passage of an amendment to the OurWinnipeg Plan By-law, the Director must give public notice of the amending by-law in two newspapers.

NOTICE OF MEETING AND NOTICE OF ORDER – DEMOLITION PERMIT

xiii On receipt of an application for a demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law, the hearing body shall cause notice to be given to the applicant and by posting a notice on or near the building site for at least two weeks before the meeting.

xiv The notice shall briefly describe the application and give the date, time and place at which the hearing body shall conduct a meeting to receive representations from the applicant and any other interested persons for or against issuance of the demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law.

xv The order of the hearing body shall be sent in accordance with *The City of Winnipeg Charter* to the applicant and to every person who made representation at the meeting and provided his or her name to the hearing body for service.

NOTICE OF HEARING – APPEAL COMMITTEE

xvi The Director must post on a building or parcel of land subject to an application, and maintain in good condition, notice of a hearing for 14 days prior to an appeal hearing for variances, conditional uses and demolition permits without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law. The notice must be:

a. at least 215.9 mm by 279.4 mm (8.5 inches by 11 inches) in dimension;
b. printed in legible characters of at least 10 point size; and
c. maintained in good condition.

ENHANCED POSTERS

xvii The Standing Policy Committee on Property and Development may identify circumstances in which the manner of posting notice is insufficient or ineffective

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due to the nature of the proposed development or the uniqueness of the subject site and the surrounding lands, and in those circumstances, subject to the discretion of the Director, the applicant must post signage, at the applicant's expense, which meets the specifications set out in Schedule "A".

NOTICE OF COMMITTEE REPORT

xviii Where a hearing body conducts a hearing under Part 6 of *The City of Winnipeg Charter* for the purpose of making a recommendation to Council respecting a proposed by-law or an application, and submits a report to Council, the City shall give notice of the report and the meeting where Council is to consider the report, in accordance with *The City of Winnipeg Charter*.

NOTICE OF ANTICIPATED ADJOURNMENT

xix Where an applicant has requested a further adjournment to a previously adjourned public hearing, notice may be provided by City Clerks to those registered on file of the expected adjournment through ordinary mail to be received at least 96 hours prior to the public hearing.

NOTICE OF COMMITTEE ORDER AND APPEAL

xx Where a community committee, Standing Policy Committee or Executive Policy Committee makes a decision on an application for a variance, a conditional use, or demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law, the clerk of the Committee or his/her delegate shall give notice of the decision by ordinary mail to the applicant and each person who made submissions at the hearing respecting the application, in accordance with *The City of Winnipeg Charter*.

xxi Where a decision of the community committee, Standing Policy Committee or Executive Policy Committee on an application for a variance or a conditional use is appealed, the city shall give notice of the appeal hearing in accordance with *The City of Winnipeg Charter*. The Appeal Committee shall conduct a hearing on the appeal and give its decision on the appeal, in accordance with *The City of Winnipeg Charter*.

xxii Where an order of the community committee, Standing Policy Committee or Executive Policy Committee on an application for a demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law is appealed, notice of the date and time of the appeal shall be provided in accordance with The *City of Winnipeg Charter* by the City Clerk to all persons to whom a copy of the order is required to be sent and to the members of the community committee, Standing Policy Committee or Executive Policy Committee (as the case may be).

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NOTICE OF BOARD OF ADJUSTMENT ORDER AND APPEAL

xxiii Where the Board of Adjustment makes a decision on an application for a variance or a conditional use, the secretary of the Board of Adjustment or his/her delegate shall give notice of the decision by ordinary mail to the applicant and each person who made submissions at the hearing respecting the application, in accordance with *The City of Winnipeg Charter*.

xxiv Where a decision of the Board of Adjustment on an application for a variance or a conditional use is appealed, the city shall give notice of the appeal hearing in accordance with *The City of Winnipeg Charter*. The appeal committee shall conduct a hearing on the appeal and give its decision on the appeal, in accordance with *The City of Winnipeg Charter* ADDRESS FOR SENDING NOTICE

xxv Where an address for sending a decision or notice of hearing is required, one of the following shall be used:

a. if the person to be served is the owner of real property, the address maintained by the tax collector for the purpose of issuing the tax notice for that property;
b. if the person to be served is the occupant of real property, the street address for that property;
c. the address for service provided by the person to be served in an application to the City under this By-law; or
d. if the person to be served has made a representation at a hearing under this By-law, the address for service provided by the person.

NOTICE OF SITE PLAN APPROVAL APPEAL

xxvi Where a community committee, Board of Adjustment, and/or designated employee makes a decision on a Site Plan Approval that is appealed by the applicant, the clerk of the committee or his/her delegate shall give notice of the appeal to the community committee, Board of Adjustment, and/or designated employee who made the original decision.

3. APPEALS

A. DESCRIPTION

i Committee recommendations and Council decisions on rezonings, subdivisions and zoning agreement amendments, secondary plan by-law amendments, and Complete Communities Direction Strategy By-law amendments applications are not subject to appealed to any City body.

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ii Appeal, Variances and Conditional Use: a decision of the designated employee, Board of Adjustment, community committee, Standing Policy Committee or Executive Policy Committee (including one or more conditions attached to the decision) may be appealed to the Appeal Committee - an impartial body that conducts a public hearing on an appeal – for a new public hearing on the development and development application.

a. In accordance with The City of Winnipeg Charter, only the applicant, persons who made submissions at original public hearing and/or an adjacent property owner can file an appeal against a variance or conditional use decision. Any of those persons may appeal the decision within 14 days after the person received or is deemed to received notice of the decision, as the case may be. They appeal by filing with the City Clerk a written notice of appeal which must identify the decision being appealed, show the printed name, mailing address and contact telephone number of the appellant, and should be signed by the appellant.

iii Appellants: Unless otherwise directed by the Appeal Committee, appellants make representations first at the hearing of the appeal, followed by anyone also in opposition to the original decision. Any person opposing the appeal who is in attendance at the Appeal Committee is then allowed to make representations. Only the appellants have the final opportunity to be heard in rebuttal (i.e., to address representations made by persons opposed to the appeal).

OURWINNIPEG PLAN BY-LAW AND COMPLETE COMMUNITIES DIRECTION STRATEGY BY-LAW

iv Appeal, OurWinnipeg Plan By-law and Complete Communities Direction Strategy By-law: applicants have an appeal opportunity under *The City of Winnipeg Charter* to appeal the decision of the designated employee to refuse a development application without a hearing due to the application not conforming with the OurWinnipeg Plan By-law or the Complete Communities Direction Strategy By-law (or both).

v The Winnipeg Public Service may refuse a development application without a hearing on the grounds that the application does not conform with the OurWinnipeg Plan By-law or the Complete Communities Direction Strategy By-law (or both) – this decision can be appealed within one year.

vi The appeal is heard by the Executive Policy Committee.

The Executive Policy Committee will make an interpretation of the policies in the Our Winnipeg Plan By-law and/or the Complete Communities Direction Strategy By-law which affect the development application.

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a. EPC does not review the merits of the proposed development, only makes an interpretation of the applicable policy text and/or mapping element.

b. Any development applications that are required for the proposed development are still required should the Executive Policy Committee decide the development application(s) do conform with the Our Winnipeg Plan By-law and the Complete Communities Direction Strategy By-law.

vii In accordance with subsection 228(2) of *The City of Winnipeg Charter,* after Council gives second reading to a by-law which proposes to amend the OurWinnipeg Plan By-law, the City must give notice by ordinary mail to every person who made submissions at the public hearing for the proposed by-law, stating that, among other things, any person who made submissions at the hearing may file an objection, with stated reasons, with the appropriate Minister of the Government of Manitoba within 14 days after the notice is given. In accordance with section 229 of *The City of Winnipeg Charter,* the Minister may approve or reject the proposed by-law, approve it subject to conditions, or refer it to The Municipal Board for a hearing.

viii The Minister will give the City written notice of the Minister's decision. If the decision is to approve the proposed by-law, Council may then give the by-law third reading. If other applications have been combined and depend on the amendment to the OurWinnipeg Plan By-law, the City will hold off on deciding the other applications until it receives the Minister's decision.

SECONDARY PLAN BY-LAW

ix Appeal, Secondary Plan By-law: applicants have an appeal opportunity under *The City of Winnipeg Charter* to appeal the decision of the designated employee to refuse a development application without a hearing due to the application not conforming with a secondary plan for the area in which the subject property is situated.

x The Winnipeg Public Service may refuse a development application without a hearing on the grounds that the application does not conform with a secondary plan for the area in which the subject property is situated – this decision can be appealed within one year.

xi The appeal is heard by the Standing Policy Committee on Property and Development except where the matter relates to real property located entirely or primarily in the area covered by the Downtown Winnipeg Zoning By-law, in which case the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall hear the appeal.

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a. The Standing Policy Committee will make an interpretation of the policies in the secondary plan which affect the development application.

b. Standing Policy Committee does not review the merits of the proposed development, only makes an interpretation of the applicable policy text and/or mapping element.

c. Any development applications that are required for the proposed development are still required should the Standing Policy Committee decide the development application(s) do conform with the secondary plan.

SITE PLAN APPROVAL

xii Appeals related to Site Plan Approval: only the owner or applicant seeking plan approval may appeal the first-level decision.

xiii The first-level decision maker (whether the Director, community committee, or both) must make a clear and timely decision (approve, approve with conditions, or deny) regarding Site Plan Approval.

xiv The owner or applicant may appeal the first-level decision within one year of the decision.

xv The appeal is heard by the Standing Policy Committee on Property and Development where the matter relates to real property located entirely or primarily in the area covered by the Winnipeg Zoning By-law; and the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management where the matter relates to real property located entirely or primarily in the area covered by the Downtown Winnipeg Zoning By-law.

a. Community committee members involved in the first-level decision cannot participate in hearing the appeal as members of the Standing Policy Committee.

b. The City shall give notice of the appeal hearing in accordance with The City of Winnipeg Charter to the owner or applicant and to the first-level decision-maker(s).

c. The Standing Policy Committee shall conduct a hearing and make a decision on the appeal, which shall be to:

i. approve the site plan as approved at the first level,
ii. approve a different site plan than was approved at the first level, or
iii. substitute and approve a new site plan.

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d. Any development applications that are required for the proposed development are still required after the Standing Policy Committee's decision on the appeal.

DEMOLITION PERMIT

xvi Appeal, Demolition Permit: An appeal from an order of the community committee on an application for a demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law may be made to the Standing Policy Committee on Property and Development in accordance with The *City of Winnipeg Charter* by any person to whom a copy of the order is required to be sent under section 2.B.xiii in Part 4. The City shall give notice of the appeal hearing in accordance with *The City of Winnipeg Charter* to all persons to whom a copy of the order is required to be sent under section 2.B.xiii in Part 4 and to the members of the community committee.

B. REQUIREMENTS

i A majority of the members of the Appeal Committee shall constitute a quorum, but where one or more members are disqualified due to participation in the original hearing or having advised the committee they have a conflict of interest, the majority of councillors remaining, if not fewer than two, shall constitute a quorum.

ii At a hearing, the Appeal Committee must hear any person who may be affected by the result of the hearing and who wishes to make submissions, ask questions or register objections on their own behalf or on behalf of others.

iii If appeals of two or more of

- a variance order,
- a conditional use order, and
- an order of a committee on an application for a demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law

relate to the same proposed development, the Appeal Committee may hear the appeals in a combined hearing.

iv The Appeal Committee may ask questions of the Winnipeg Public Service for the purposes of soliciting clarification on matters raised during the hearing, on procedural items, on technical information, and other matters deemed necessary.

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DIRECTOR DECISION VARIANCES AND CONDITIONAL USES

v Any decision by the Director on a development application for a variance or a conditional use, where the matter relates to real property located entirely or primarily outside the area covered by the Downtown Winnipeg Zoning By-law, may be appealed to the Appeal Committee, in accordance with *The City of Winnipeg Charter*.

a. The Appeal Committee shall be the committee designated to hear appeals in the City Organization By-law.

vi Any decision by the Director on a development application for a variance or a conditional use, where the matter relates to real property located entirely or primarily within the area covered by the Downtown Winnipeg Zoning By-law, may be appealed to the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management, in accordance with *The City of Winnipeg Charter.*

BOARD OF ADJUSTMENT VARIANCES AND CONDITIONAL USES

vii Any decision by the Board of Adjustment after a public hearing on a development application for a variance or a conditional use may be appealed to the Appeal Committee, in accordance with *The City of Winnipeg Charter*.

a. The Appeal Committee shall be the committee designated to hear appeals in the City Organization By-law.

COMMITTEE COMMUNITY VARIANCES AND CONDITIONAL USES

viii Any decision by a community committee after a public hearing on a development application for a variance or a conditional use may be appealed to the Appeal Committee, in accordance with The *City of Winnipeg Charter*.

a. The Appeal Committee shall be the committee designated to hear appeals in the City Organization By-law No. 7100/97,

COMMUNITY COMMITTEE DEMOLITION PERMIT APPEAL

ix An appeal from an order of the community committee on an application for a demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law may be made to the Standing Policy Committee on Property and Development in accordance with The *City of Winnipeg Charter* by any person to whom a copy of the order is required to be sent under section 2.B.xiii in Part 4.

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OURWINNIPEG PLAN BY-LAW AND COMPLETE COMMUNITIES DIRECTION STRATEGY BY-LAW APPEAL

x A decision by the designated employee to refuse a development application without a hearing on the grounds that the application does not conform with the OurWinnipeg Plan By-law or the Complete Communities Direction Strategy By-law may be appealed to the Executive Policy Committee within one year of the date of the decision of the Director.

SECONDARY PLAN BY-LAW APPEAL

xi A decision by the designated employee to refuse a development application without a hearing on the grounds that the application does not conform with a secondary plan for the area in which the subject property is situated may be appealed within one year to the Standing Policy Committee on Property and Development, except where the matter relates to real property located entirely or primarily in the area covered by the Downtown Winnipeg Zoning By-law, in which case the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall hear the appeal.

APPEAL ARISING OUT OF COMBINED HEARING

xii Where an application for a conditional use order, variance order, and/or demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law is included in a combined hearing at Executive Policy Committee:

a. the Standing Policy Committee on Property and Development, shall hear and decide any appeals, in accordance with this By-law and *The City of Winnipeg Charter,* except where the matter relates to real property located entirely or primarily in the area covered by the Downtown Winnipeg Zoning By-law, in which case the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management shall hear and decide any appeals.

xiii Where an application for a conditional use order, variance order, and/or demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law is included in a combined hearing at a Standing Policy Committee:

a. the appeals shall be heard by the committee designated to hear appeals in the City Organization By-law. If the committee so designated is the same committee as conducted the original hearing, the appeals shall be heard by another committee of Council as designated by resolution of Council.

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xiv Where an application for a conditional use order, variance order, and/or demolition permit without compliance with subsections 4.6.B.ii and 4.6.B.iii in Part 3 of this By-law is included in a combined hearing at a community committee:

a. the appeals shall be heard by the committee designated to hear appeals in the City Organization By-law.

PART 5: DEFINITIONS

In this By-law:

"appeal committee" means the Committee of Council to which the conduct of appeal hearings under this By-law has been delegated.

"appellant" means a person who has filed an appeal of a in accordance with The City of Winnipeg Charter.

"application" means a development application.

"bulk" means the size of buildings or structures and their relationships to each other and to open areas and lot lines and includes

(a) height and floor area
(b) the area of the zoning lot on which a building is located and the number of dwelling units or rooms within such building in relation to the area of the zoning lot
(c) the shape of buildings or structures
(d) the location of exterior walls of buildings in relation to lot lines, to other walls of the same building, to legally required windows, and to other buildings
(e) open areas on a zoning lot and the relationship between or among open areas and buildings or structures on the zoning lot.

"conditional use" means a use of a building or land described as a conditional use in a zoning by-law which may be approved under Part 6 of *The City of Winnipeg Charter*.

"conditional use order" means an order in respect of an application for a conditional use.

"community", "communities", "community areas" means, as the case may be, the five (5) subareas of Winnipeg that correspond with the five (5) Community

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Committees namely, Assiniboia, Lord Selkirk–West Kildonan, City Centre, Riel, and East Kildonan–Transcona.

"density" means the number of permitted dwelling units or the allowable floor area of buildings related to the area of the zoning lot on which those dwelling units or floor area are located.

"development" means the construction of a building on, over or under land, a change in the use or intensity of use of a building or land, the removal of soil or vegetation from land, the deposit or stockpiling of soil or material on land, and the excavation of land.

"development application" means an application for

(a) adoption of, or an amendment to, a zoning by-law;

(b) approval of a plan of subdivision, conditional use or variance; or

(c) consent to registration or filing of a conveyance.

"Director" means the Director of Planning, Property and Development and his/her delegates.

"designated employee" when used in a provision of the City of Winnipeg Charter, means an employee designated by Council to carry out

(a) a responsibility under the City of Winnipeg Charter, or

(b) a responsibility in respect of a by-law to which reference is made in that provision;

"draft application" means a development application which is submitted to the City for preliminary review and discussion.

"representations" means information, material or argument presented orally or submitted in writing or other form at a public hearing including representations made in person or on behalf of another person.

"residential building" includes every building containing one or more dwelling units, as defined by the zoning by-law applicable to a zoning lot, whether alone or together with other uses in that building.

"variance" means the modification of a provision of a zoning by-law.

"variance order" means an order in respect of an application for a variance.

"zoning by-law" has the same meaning as in *The City of Winnipeg Charter.*

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"zoning rule" or **"rule"** means any requirement of a zoning by-law.

"zoning tolerance" means

(i) in the case of a variance of any yard or space separation, a variance not exceeding 5% of the requirement set out in the applicable zoning by-law or 0.3 m, whichever is the greater; and

(ii) in any other case, a variance not exceeding 5% of the requirement set out in the applicable zoning by-law.

PART 6: CONSEQUENTIAL AMENDMENTS

1. *The Private Access By-law is amended as follows:*

(a) In section 2, in the definition of "Council Committee"

(i) in (b), "or" *is struck out;*

(ii) in (c), "or" *is added after "located";*

(iii) the following is added after (c):

(d) the Executive Policy Committee,

(b) In subsection 12(1), the following is added after "14"*:*

and the combined hearing provisions in Part 3, section 7 of the Development Procedures By-law

(c) In subsection 12(2), "or the Executive Policy Committee" *is added after* "Committee"*.*

(d) In subsection 13(1), the following is added after "14"*:*

and the combined hearing provisions in Part 3, section 7 of the Development Procedures By-law

*(e) In subsection 13(3), "*Executive Policy Committee," *is added after* "A decision by the".

(f) The following is added after subsection 31(3):

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31(3.1) Subsections (1), (2) and (3) are subject to the combined hearing provisions in Part 3, section 7 of the Development Procedures By-law.

PART 7: REPEAL AND TRANSITIONAL PROVISIONS

1. The Development Procedures By-law No. 5893/92 and the Demolition Permits in Residential Areas By-law No. 4665/87 are repealed.

2. This By-law applies, as much as possible, to applications submitted to the City while the Development Procedures By-law No. 5893/92 was in force.

PART 8: SHORT TITLE

1. This By-law may be referred to as the “Development Procedures By-law”.

DONE AND PASSED this 14th day of December , 2011.

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SCHEDULE "A" TO DEVELOPMENT PROCEDURES BY-LAW

SITE POSTING SPECIFICATIONS

Sign Specifications

1. Materials for a 4 foot X 8 foot sign shall include laminated plywood or other wood by-product board (½ inch thick) or corrugated plastic (10 mil thick).

   Sign shall be affixed to a building wall or free-standing using 4 inch X 4 inch posts or secured to a skid structure and anchored to the ground. Sign installation shall be certified by a qualified, registered professional engineer.
2. Plywood or wood by-product board shall have front and back sides, and all edges shall be painted with white acrylic exterior enamel.
3. All lettering shall be black with fonts and sizes as per attached sample and requirements set out on page 2 of this Schedule.
4. All signs shall be pre-approved by the Director of Planning, Property and Development (or designate) prior to installation and shall be placed on the site in accordance with the approved plan.

Applicant Information Area (located at the bottom of the sign)

1. Applicant area shall be not less than 8 inches and not more than 16 inches from the bottom of the sign.
2. Applicant information may not be used for promoting, selling or advertising a product and/or service.
3. Applicant information area may contain: developer/owner/applicant name(s), address, phone number, email or web site address including a rendering of the proposed building or development.
4. Colour may be used in the applicant information area; however, this area is not intended to detract from the primary purpose of the Public Notice.
5. Applicant information area, including size, colour and content, is subject to the approval of the Director of Planning, Property and Development (or designate).

Site Posting Instructions

1. The site shall be posted no more than 21 days or less than 10 days prior to the date of the first public hearing.
2. If the sign is for a Variance and or Conditional Use application, either in whole or in part, the site shall be posted no more than 21 or less than 14 days prior to the date of the first public hearing.

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3. Sign posting shall be maintained until final disposition of the application(s); that is, until after the decision of the designated Committee is posted on the City's website.
4. Sign shall be removed no sooner than 1 day nor more than 14 days after the final disposition of the application.
5. Bottom edge of the 4' X 8' sign shall be a minimum of 4 feet and a maximum of 8 feet above ground level.
6. Sign shall be located no further than 3 feet from a property line.
7. Applicant may use a sign vendor of their choice.
8. If installing a sign using 4" X 4" posts, applicant must Call Before You Dig (480-1212) - Manitoba Hydro.

SIGN SPECIFICATIONS:
Sign Size - 8 ft. width x 4 ft. height minimum
A = 7.5" black band
B = 5" lettering (Public Notice wording)
C = 2.75" lettering (Type of application/file #)
D = 1.75" lettering (Description of request)(Date/time/location)
E = 2.25" lettering (Public Hearing wording)
F = 1.5" lettering (website info)
G = 8" minimum area for developers information
H = 2 ft. width diagram

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This is Exhibit 5 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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This document is an office consolidation of by-law amendments which has been prepared for the convenience of the user. The City of Winnipeg expressly disclaims any responsibility for errors or omissions.

CONSOLIDATION UPDATE: DECEMBER 11, 2002

THE CITY OF WINNIPEG

SUBDIVISION STANDARDS BY-LAW NO. 7500/99

A By-law of the City of Winnipeg to establish standards, criteria and requirements regarding the subdivision of land in the City of Winnipeg.
amended 8162/2002

THE CITY OF WINNIPEG, in Council assembled, enacts as follows:

Definitions

1. In this By-law:

"City" means, as the case requires,

(a) the corporation known as "The City of Winnipeg", or

(b) the area of the City of Winnipeg as determined under *The City of Winnipeg Charter.*
amended 8162/2002

"**Construction Completion Certificate**" means a document issued by or on behalf of the City to a Developer of land to certify that a particular service or improvement has been completed in accordance with applicable City construction specifications and to recognize commencement of a warranty or maintenance period as stipulated in a Development Agreement.

"**Development Agreement**" means an agreement entered into between the City and a Developer of land pursuant to sections 256(1)(b), 259 or 260(2)(b) of *The City of Winnipeg Charter*.
amended 8162/2002

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"Development approval" means approval of a development by a by-law of City Council or by a resolution of a Committee of Council having jurisdiction under *The City of Winnipeg Charter*.
amended 8162/2002

"Director" means a Director of the City and his/her delegates.
amended 8162/2002

"Final Acceptance Certificate" means a document issued by or on behalf of the City to a developer of land to certify that a particular service or improvement has been accepted by the City.

"Oversize" means more than is necessary to service the needs of the proposed development.

"Required by the City" or "City requires" means required by an officer or employee of the City having jurisdiction subject to direction of the applicable Standing Policy Committee.

"Standing Policy Committee" means a Standing Policy Committee of Council established under Part 3 of The City of Winnipeg Charter and includes any Standing Policy Committee to which Council has delegated the action or the exercise of a power, duty, or decision relevant to this By-law.
amended 8162/2002

"Substantial completion" means completion as certified by the consulting engineer or consulting landscape architect acting under a Development Agreement and in accordance with the provisions of The Builders Liens Act.

Services and Improvements

2. (a) The Development Agreement shall require the Developer to construct and/or install all required services and improvements, as provided for in the Development Agreement Parameters.

(b) Notwithstanding the standard of required services and improvements set forth elsewhere in this By-law, upon the recommendation of the appropriate Standing Policy Committee the Developer may, in specified areas, only be required to install services and improvements to a standard presently in existence in that area of the City.

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(c) The City may approve developments in specified areas which require the Developer to pay the full cost of constructing gravel surface streets for A-5 districts and highway-type asphalt surface streets for RR-2 districts with ditches, culverts, and all other related improvements for both districts, as set forth in the Development Agreement Parameters and to the satisfaction of the applicable Director.

Oversized and Shared Services

3. A Development Agreement may include a provision for the oversizing of certain services, or for the Developer to provide certain services which directly benefit other lands.

Cost Recovery

4. Where the proposed subdivision directly benefits from services already provided by previous developers or by the City, the Development Agreement may provide that the developer shall pay to the City its share of the cost of those services at the then current cost thereof based, where applicable, on the City's current approved rates for the subject services.

5. Where the Developer is required by the City to provide oversized services or services which otherwise directly benefit lands other than those being developed, including but not limited to lands owned by the City, the Development Agreement shall provide that the City will endeavour to collect for the Developer, the portion of the cost of the oversized services and those services benefitting other lands which were provided by the Developer and the payback shall be calculated as provided for in the Development Agreement Parameters.

6. The Development Agreement may require that the Developer pay area charges for specific services and improvements shared by more than one Developer.

7. For any of the required services and improvements where all or a part of the cost of which is paid by the City, the City shall require that the prices reflect competitive tenders and are satisfactory to the City. The City's share of the costs of contracts awarded by the Developer in these circumstances shall be subject to the approval of the City.

8. (a) The Development Agreement shall require the Developer to provide to the City, as provided for in the Development Agreement Parameters, those lands required for:

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(i) all local street rights-of-way required to serve the proposed subdivision, including adequate rights-of-way widths for rural streets requiring ditch drainage, any necessary corner cuts designated by the City, right turn cut-offs, storage lanes and/or corner roundings;

(ii) widening of streets which form all or part of the boundaries of the subdivision and collector streets which provide direct access from the subdivision to the regional street system;

(iii) regional street rights-of-way where the Developer's land is contiguous to one or both sides of the regional street required to serve the proposed subdivision;

(iv) road widening reserves adjacent to regional streets for purposes of sound attenuation;

(v) frontage road rights-of-way required to serve the proposed subdivision;

(vi) lane rights-of-way, including all necessary corner cuts, required to serve the proposed subdivision.

(b) Not withstanding subsection (a), a Director may refer variations of standard rights-of-way, in exceptional circumstances, to Council for approval.

9. Where applicable, the Development Agreement may require the City to pay to the Developer all or part of the cost of:

(a) rights-of-way provided by the Developer as required by the City but which do not directly benefit the subdivision, including land designated by the City as being required to provide access to areas to be developed beyond the subdivision in future; and/or

(b) rights-of-way designated by the City and provided by the Developer as required for future regional streets or future extensions of existing regional streets.

10. Where applicable, the Development Agreement may require the Developer to pay to the City all or part of the cost of:

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(a) street rights-of-way outside the subdivision designated by the City as having been previously acquired by the City to provide access from the subdivision to the regional street system; and/or

(b) street rights-of-way or road widening reserves within the subdivision designated by the City as having been previously acquired by the City, and which the Developer would otherwise have been required to dedicate to the City for those purposes.

11. The Developer shall provide, at no cost to the City and in a form satisfactory to the City Solicitor, easements for the installation of all utilities, together with easements for all necessary City purposes, the width and location of which shall be identified and agreed to between the City and the Developer at the time of execution of the Development Agreement.

12. The Development Agreement shall require the Developer to warranty and maintain services, improvements and survey monuments to the satisfaction of the applicable Director, and arrange for the payment of all operating costs until such time as a Final Acceptance Certificate is issued, unless otherwise specified.

Insurance

13. All contractors performing work on City streets and lanes shall be licenced by the City and insured in an amount and form satisfactory to the City, evidence of which shall be furnished by the Developer to the satisfaction of the City upon request.

Security

14. The Development Agreement shall contain the following security provisions:

(a) the Developer shall pay, or provide security for services which the City or a prior Developer has previously provided, or which the City will provide in future, and which services directly benefit the subdivision;

(b) upon approval by the City of the Developer's construction schedule which may provide for phasing or staging, and in any event prior to the commencement of such construction, the Developer shall provide the City with all necessary securities and/or performance guarantees required by the City as provided for in the Development Agreement Parameters, in a form satisfactory to the City Solicitor and the applicable Director;

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(c) where a security is posted to cover future costs or payments, the security shall be adjusted annually to reflect current values and rates;

(d) securities shall be released and/or reduced by the City from time to time as works are completed and Construction Completion Certificates and Final Acceptance Certificates are issued. The Developer shall continue to be obligated to provide the City with such security as is deemed necessary by the City to secure and guarantee the completion of all outstanding works and conditions under the agreement until such time as Final Acceptance Certificates are issued.

Administration and Consulting Fees

15. Unless otherwise agreed to by the City and the Developer, the Developer shall pay its share of the cost of all professional services required by the City in connection with the development as provided for in the Development Agreement Parameters.

16. In accordance with the terms of the Development Agreement, the Developer shall pay to the City an administrative fee to defray the expenses of preparing and administering the Development Agreement.

Water Courses and Stormwater Impoundment Areas

17. The Development Agreement shall include a condition requiring the Developer to sell lands to the City, at a price to be established by the applicable Standing Policy Committee, to provide for land drainage flow of a natural watercourse and/or water and land components of stormwater impoundment areas.

Public Park Reserves

18. The Development Agreement shall include a condition requiring the Developer to dedicate lands to the City, or provide an equivalent cash payment as determined by the applicable Director, for parks and recreation purposes in accordance with The City of Winnipeg Charter and the Development Agreement Parameters.

School Sites

19. Where it is determined that land may be required in the future for a school site, the Developer shall grant an option to the City or its designate to purchase the required lands in accordance with the Development Agreement Parameters.

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Development Agreement Schedules

20. Where applicable, each Development Agreement shall contain the following schedules, including, but not limited to:

(a) a legal description of the lands involved in the Development Agreement;

(b) a plan showing the lands described in (a);

(c) general conditions and specifications for all utilities and improvements required to fully service the development agreement area;

(d) a master site grading plan;

(d) a general servicing plan prepared by a Consulting Engineer showing the schematic layout of all services required to fully service the development agreement area.

Development Agreement Parameters

21. Council shall approve guidelines for City administrators and Developers to be used in formulating development conditions for consideration by Council and its relevant Committees. These guidelines shall be reviewed by City administrators in consultation with the development industry from time to time.

Administration

22. The Director of Planning, Property and Development is responsible for the administration of this By-law and, for that purpose, has the powers of a designated employee under *The City of Winnipeg Charter*.

amended 8162/2002

23. This By-law shall be referred to as the "Subdivision Standards By-law".

amended 8162/2002

DONE AND PASSED in Council assembled, this 22nd day of September, 1999.

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This is Exhibit 6 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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CITY OF WINNIPEG

DEVELOPMENT AGREEMENT PARAMETERS

ADOPTED BY CITY COUNCIL:

JULY 17, 2002

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PART I – PREFACE

(1) INTRODUCTION

a) These Development Agreement Parameters express the general policy of the City. They are guidelines for the City's Administration and Developers in formulating development conditions for consideration by City Council and its relevant Committees. Each development will be governed by its respective development agreement, not by these guidelines although experience indicates the Development Agreement Parameters will be followed with few exceptions.

The purposes of the Development Agreement Parameters are to ensure that all parties pay their equitable share of the costs of development, that development agreement obligations are consistent for all developments and that development occurs in accordance with current City of Winnipeg construction specifications.

b) Development agreements will deal within the limits of City powers to make cost recoveries for the works provided by the City or by an initial Developer. The City can only make its best efforts within the limits of its powers. Each councillor's duty to vote as they decide cannot legally be restricted by an agreement. For example, where a future cost recovery depends on a majority vote of Council to enact a by-law levying local improvement charges or approving a subdivision and imposing development conditions, including cost recoveries, that majority vote will determine what the City attempts to recover within the upper limit of what lawfully can be recovered. Obviously, only the development agreement signed by a subsequent Developer can impose an obligation for payment, and not these Development Agreement Parameters or the original development agreement with the initial Developer calling for attempted cost recoveries.

1989: Sections 1 and 2

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PART II – ADMINISTRATION AND FINANCE

(2) DEVELOPER REIMBURSEMENT

a) ***Where the land of a third party directly benefits from services installed by a Developer as determined by the City, the City may covenant in the development agreement to endeavour to collect a cost recovery for the Developer being the actual cost of that benefit, as determined by the City;***

b) ***Except where it would be inequitable to do so or beyond the powers of the City, interest will be added to that cost (compounded annually) from the first anniversary date of substantial completion of those services to the date of payment at a rate equal to the City's capital borrowing rate, being the effective rate payable by the City on its debenture issue immediately preceding the date of substantial completion;***

c) ***In circumstances where application of such interest would be inequitable or beyond the power of the City the cost recovery may be at the relevant local improvement rates applicable during the year of recovery or whatever amount is recoverable within the City's powers;***

d) ***Where the Developer, the City, and the third party so agree the cost recovery may be calculated as above provided or in any other manner agreed to and either paid by the third party directly to the Developer or though the City;***

e) ***A development agreement may provide that where the land of a third party directly benefits from services installed by the Developer, as determined by the City, the City shall in accordance with these parameters pay to the Developer the cost and interest as described in clause a) and b) of this paragraph subject to and upon capital funding being approved for that payment.***

1989: Section 3

(3) LAND VALUE

The cost or value of land will be determined by the City annually upon the appraised market value of raw acreage that has imminent development potential.

1989: Section 5

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(4) SERVICES FRONTING ON PRIVATELY OWNED LANDS

a) A development agreement may provide for advertising as a local improvement, at the Developer's written request, of services and improvements proposed to be installed by the Developer fronting and directly benefiting private lands and if before that work is commenced that local improvement is approved as such under the required statutory and City procedures then upon approval of funds in the City capital budget and enactment of the required by-law the City will pay to the Developer the lesser of the Developer's cost or the applicable local improvement cost. Where no local improvement by-law is enacted, the City will endeavour to recover with future development agreements.

b) Whenever applying for subdivision approval, the Developer should endeavour to avoid the need for attempted cost recoveries by avoiding servicing of boundary roads. When Council cannot or will not enact a local improvement by-law except subject to deferment of local improvement levies Council may do so subject to the Developer funding all costs of deferral.

1989: Section 23

(5) INSTALLATION OF SERVICES BENEFITTING OTHER THAN THE DEVELOPER

Where the City requires installation of oversize services to or through a subdivision, or where private property owners successfully petition against the installation of services, the Development Agreement may require the Developer to install them at his own expense and shall require the City to endeavour to recover for the Developer all or a portion of its additional costs as follows:

a) from future Developer's their proportionate share of the oversize service cost when the said services are extended;

b) from private owners, insofar as it may legally do so, prior to connection to or use of the installed services; and repayment shall be in accordance with Section 2.

1989: Section 24

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(6) BRIDGE FINANCING OF SERVICES

Where the installation of oversized wastewater and land drainage sewers, watermains, stormwater impoundments, trunk sewers, water feedermains, pumping stations, street pavements and other municipal services are required to serve a proposed development, and where City capital funding cannot be provided for the cost of the oversizing, the Council of the City of Winnipeg may approve bridge financing by the Developer in accordance with the following conditions:

a) The Developer shall pay the full cost to construct the required services.

b) The proposed development must be located within areas of acceptable urban expansion.

c) The services to be installed will be as agreed upon between the Developer and the City to serve the ultimate service area.

d) The City may agree in a development agreement on a repayment schedule based upon approved capital funding in the future from City budgets and collection of funds from future development areas. Such repayment shall be in accordance with the DEVELOPER REIMBURSEMENT section

1989: Section 24-A

(7) DEVELOPMENT CONTROL STRIPS

Where a requested local improvement by-law is not enacted or a local improvement by-law is otherwise not an appropriate mechanism to attempt cost recovery from benefiting private lands, the City may require that a development control strip otherwise created on a plan with title in the name of the City; to function as notification to the City of a development agreement covenant by the City to endeavor to make future cost recoveries from the subsequent developers for services installed by an initial Developer.

1989: Section 24-C

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(8) INSURANCE
The development agreement shall require that Developer employed contractors performing work on City streets and lanes, be licensed by the City annually and file with the City annually, at the time of purchase of a license, a Contractor's Liability Insurance policy to provide coverage in an amount and form satisfactory to the City. The Developer shall provide such evidence to the City for each Contractor employed. *1989: Section 25 a)*
(9) SECURITY
a) The development agreement shall require that the Developer will provide and maintain security in forms and amounts satisfactory to the City to guarantee performance and completion of all conditions and requirements included in the development agreement. While the development agreement is in force and effect, the City will review the security requirements on a regular basis and request/authorize an adjustment to amounts as warranted and the release of securities when appropriate. b) The Developer, upon request to the City, may be allowed to provide one overall performance security which would provide coverage for more than a single development agreement. The form and amount shall be as agreed to from year to year by the Developer and the City. c) The development agreement shall require that the Developer will provide and maintain security in forms and amounts satisfactory to the City in respect of builders liens, such security to be promptly released by the City upon expiry of lien periods. *1989: Section 25*

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(10) CONSULTANTS AND ADMINISTRATION FEES

a) The development agreement shall provide that the Developer shall pay the cost for consulting services to the consultant(s) in connection with the servicing of the development including design and site services. Although during the design phase the consultants are ostensibly working for the Developer, during the provision of the site services the consultant is required to ensure that all of the City's requirements and standards are being met. The Developer's assignment of the consultant services shall be satisfactory to the City.

b) The Developer shall pay to the City, prior to the release of subdivision mylars, an Administration fee of $1,200.00 per gross acre to defray administrative costs of the Development Agreement.

1989: Section 26

(11) TENDERS FOR CITY / DEVELOPER COST SHARED SERVICES

For any of the required services and improvements where all or a part of the cost of which is paid by the City, the City shall require that the prices reflect competitive tenders and are satisfactory to the City. The City's share of the costs of contracts awarded by the Developer in these circumstances shall be subject to the approval of the City.

1989: Section 27

(12) SUBSTANTIAL COMPLETION AND CONSTRUCTION COMPLETION CERTIFICATION

a) "Substantial Completion" means completion as certified by a consulting engineer and/or landscape architect acting in accordance with a development agreement and thereafter approved by the City in accordance with the following criteria: Works required to be constructed by a Developer, as stipulated in a development agreement will be separately certified in the categories of (1) underground, (2) pavement and (3) other above-ground services. Works shall be deemed substantially completed when they, or a substantial and independently usable part thereof, are being used or are ready for use for their intended purpose and outstanding work to fully complete or rectify and deficiencies will not cost more than:

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i. 3% of the first $250,000 of the contract cost
ii. 2% of the next $250,000 and
iii. 1% of the balance thereof.

b) "Construction Completion" means 100% completion as certified by a consulting engineer and/or landscape architect acting in accordance with a development agreement and thereafter approved by the City.

c) The development agreement shall provide for Warranty/Maintenance periods as outlined in the WARRANTY AND MAINTENANCE section, to commence on the "Date of Substantial Completion" or the "Date of Construction Completion", whichever is appropriate.

These dates, as previously defined, shall be the dates on which the Consulting Engineer and/or Landscape Architect responsible for providing the certification delivers the appropriate Completion Certificates to the City as "Owner" of public rights of way and public reserves. It is understood that the completion status is to be confirmed by formal inspection arranged by the consultant and attended by the appropriate representatives of the city to ensure that the works are satisfactory.

1989: Sections 4 and 28

(13) FINAL ACCEPTANCE CERTIFICATES

Generally, "Final Acceptance" of any individual improvement, obligation or responsibility requires that the item has been completed satisfactorily and any warranty/maintenance period has expired and any deficiencies noted during the end of warranty inspection have been rectified to the satisfaction of the City. "Final Acceptance" of any improvement, obligation or responsibility stipulated in a development agreement shall be formally acknowledged by the release of the security in place guaranteeing that specific item. Final Acceptance of the entire development agreement shall be acknowledged by the final release of all securities and by separate formal Final Acceptance Certification for (1) Underground, (2) Above Ground and (3) Boulevard and Tree Works.

1989: Section 29

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(14) PERMITS AND APPROVALS
The Developer shall take all necessary steps to obtain all required permits and approval from the City, Province and Federal governments to expediently fulfil the requirements of a development agreement. *1989: Section 32*
(15) PLAN REQUIREMENTS
When applicable, each development agreement shall include the following plans: a) Legal plan demarcating the Planned Area b) Master site grading plan c) General servicing plan(s) prepared by a consulting engineer showing schematically the layout of all improvements required to fully service the Planned Area and any special plans as required to enhance the understanding(s) of the development agreement. *1989: Section 37*

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(16) LIMITED URBAN DEVELOPMENT SUBDIVISIONS

a) The Developer shall file with the City a letter of credit in the amount of 50 percent of the estimated costs of constructing and installing all works required to serve the subdivision in a form and in an amount satisfactory to the City.

b) The Developer, for itself, its successors and assigns shall be required to covenant with the City not to apply for or request a further division of any lot within the subdivision, or to request the City to extend the City waste water sewer or City watermains to the subdivision, which covenant shall be registered in the Winnipeg Land Titles Office by caveat against each lot within the subdivision.

c) The Developer, for itself, its successors and assigns shall be required to covenant with the City to cut and maintain all areas within the landscaped street right-of-way adjacent to each lot between the traveled road surface and the property line to the satisfaction of the City, which covenant shall be registered in the Winnipeg Land Titles Office by caveat against each lot within the subdivision.

d) The development agreement shall contain a clause whereby the Developer covenants and agrees that sewage disposal facilities shall be private and in accordance with the last edition of the City Sewer By-Law and amendments thereto and water supply facilities shall be private and the City shall not be charged with any duties or responsibilities related to any aspect thereof.

1989: Section 40

PART III – LAND ACQUISITION AND DEDICATION

(17) WALKWAYS

The minimum right-of-way width for walkways shall be specified by the City and agreed to in the Development Agreement and in any case the width of the right-of-way shall be sufficient to enable the removal of snow.

1989: Section 13

(18) STREET RIGHTS-OF-WAY

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a) The development agreement shall require the Developer to dedicate to the City, at no cost, street rights-of-way within and necessary to serve the subdivision, together with all necessary corner cuts as designated by the City; including adequate right-of-way widths for streets that require ditch drainage or rural street cross sections.

b) The development agreement may require the Developer to dedicate lands designated by the City as required, for widening of streets which form part or all of the boundary of the subdivision and/or for widening collector streets providing direct access from the subdivision to the regional street system, together with right-of-way widenings for right-turn cut-offs, storage lanes and/or corner roundings necessary in the opinion of the City to serve the subdivision. Where the lands required for rights-of-way are owned by the Developer but will not benefit the Developer's immediate subdivision, the City shall buy the subject lands at a price in accordance with the LAND VALUE Section

c) The development agreement may require the Developer to pay some or all of the cost of acquisition of street rights-of-way outside the subdivision designated by the City as having been acquired and/or as required to provide access from the subdivision to the regional street system, The cost of the land shall be in accordance with the LAND VALUE section.

d) Over and above the dedication requirement of the previous clauses or in cases where access from the development to the regional street is unnecessary; the development agreement may require the Developer to provide in the plan of subdivision for rights-of-way designated by the City as required for future regional streets or for future extensions of existing regional streets, and to sell such land to the City. The cost of the land shall be in accordance with the LAND VALUE section.

e) The development agreement may require the Developer to provide in the plan of subdivision for street rights-of-way of such width as may be designated by the City as required to provide access to areas which will in future be developed beyond the subdivision, in which case the development agreement shall then provide for the acquisition by the City of such additional rights-of-way and the cost of the land shall be in accordance with the LAND VALUE section.

f) The development agreement may require the Developer to contribute some or all of the cost of right-of-way or road widening reserve purchased previously by the City within the subdivision area which the Developer would have been required to dedicate under the terms of these Development Agreement Parameters had not

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the City purchased the land from the Developer or from a previous owner or owners. The cost of the land to be in accordance with the LAND VALUE section.

g) The development agreement may require the Developer to create and/or dedicate a reserve adjacent to an arterial road or expressway for sound attenuation purposes. These shall be so designated at the time the development agreement is executed.

h) The City shall endeavor to make a cost recovery to the initial Developer for fronting rights-of-way benefiting other lands which rights-of-way have been dedicated by the Developer. The value of those lands shall be as described in the LAND VALUE section.

1989: Section 18

(19) FRONTAGE ROADS

The development agreement shall require the Developer to dedicate to the City at no cost frontage road rights-of-way wherever required by the City in the subdivision in accordance with the City's Transportation Standards Manual.

1989: Section 19 a)

(20) LANE RIGHTS-OF-WAY

The development agreement shall require the Developer to dedicate to the City, at no cost, lane rights-of-way wherever required by the City within the subdivision in accordance with the Transportation Standards Manual. The schedules of a development agreement shall indicate where all lanes are required in the subdivision.

1989: Section 19 b)

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(21) EASEMENTS
The development agreement shall require the Developer, at no cost to the City, to provide easements where necessary through private lands for the installation of utilities including natural gas, hydro and telephone lines and for the installation of municipal works such as water, swales, sewer and roads. The width and location of such easements shall be identified on the construction drawings and agreed to between the City and the Developer at the time the development agreement is executed. These easements shall be registered in the Land Titles Office as caveats against the affected lands. The easements shall be in a form satisfactory to the City. *1989: Section 21*
(22) RIVERS AND CREEKS
Where a development agreement area features a river or creek, the development agreement may require that the Developer transfer to the City all those lands required for land drainage flow at a price as negotiated with the City. *1989: Section 33 a)*
(23) STORMWATER RETENTION BASINS: PUBLIC MAINTENANCE AREA
The Developer shall provide land for public maintenance purposes, at locations to be determined by the City, for any development with a stormwater retention basin. *1989: Section 33 c) i)*
(24) PUBLIC PARK RESERVES
a) The Developer shall dedicate a minimum of 8% of the net area* for public park purposes and pay the remaining 2% in cash. ****Net area is defined as all land within the Development Application excluding property acquired by the City for impoundment areas, regional street road allowances (including any widening reserves) and land drainage flow conveyances.***

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b) ***If land is not dedicated for public purposes, the Developer shall provide a cash payment representing 10% of the appraised value of the Development Application, as determined by the City and prior to the release of subdivision mylars by the City.***

1989: Section 34 a)

PART IV – SERVICES AND IMPROVEMENTS

(25) WASTE WATER SEWERS

a) The development agreement may provide that the Developer shall construct and install all wastewater sewers complete with manholes and appurtenances, thereto, including pumping stations, as required, to serve the subdivision, and including services and facilities in adjacent lands for the conveyance of wastewater from the subdivision to the existing wastewater collection system, if necessary. When the services benefit any adjacent lands, the City shall repay the Developer in accordance with the Developer Reimbursement section.

b) Where the City requires wastewater sewers to be larger than necessary to serve the subdivision, the necessary calculations shall be made to the satisfaction of the City to determine the costs of additional capacities to be provided by the Developer. Such oversized wastewater sewers shall be designated at the time of approval of plans by the City, or earlier, and the City shall make no payment for oversize unless the sewer has been established as oversize at that time. The costs of additional capacity agreed to in the agreement shall be adjusted to actual costs once construction and costing thereof is completed and repayment shall be in accordance with the DEVELOPER REIMURSEMENT section.

c) The City shall in no case be liable for additional capacity costs of wastewater sewers that are 300 mm (12 inches) internal diameter or less.

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d) The development agreement may require that the Developer pay for services that the City and/or a third party has previously constructed, or that are to be constructed in the future, and which directly benefit the proposed subdivision. The costs shall be determined by the Director of Water and Waste and shall be specified in the development agreement at the time that the agreement is to be executed by the Developer, or earlier. A security may be posted in lieu of immediate payment for future services that are to be constructed by the City and/or a third party. If a security is posted in lieu of payment both the payment due and the security will be adjusted annually to reflect current dollar value. It is understood that interceptor sewers are the responsibility of the City.

1989: Section 6 a)

(26) LATERAL LOCAL LAND DRAINAGE SEWERS

The development agreement may provide that the Developer shall construct and install all lateral local land drainage sewers complete with manholes and appurtenances thereto, required to serve the subdivision, and including services and facilities in adjacent lands for the conveyance of land drainage runoff from the subdivision to the existing land drainage collection system, if necessary. When the services benefit any adjacent lands, the City shall repay the Developer in accordance with the Developer Reimbursement section.

1989: Section 7

(27) REGIONAL LAND DRAINAGE TRUNK FACILITIES

a) The development agreement may provide that the Developer shall construct and install the regional land drainage trunk facilities and appurtenances thereto, including stormwater retention basins, interconnection pipes, outfalls and linear waterways to serve the subdivision, and including services and facilities in adjacent lands for the conveyance of land drainage runoff from the subdivision to the existing regional land drainage system, if necessary.

The Agreement may provide that the Developer shall recover the agreed oversizing costs. The additional costs agreed to in the agreement shall be adjusted to actual costs once construction and costing thereof is completed and repayment shall be in accordance with the DEVELOPER REIMBURSEMENT section.

b) Where the City requires the Developer to construct the regional land drainage trunk facilities to serve the subdivision and other benefiting third party lands, the

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necessary calculations shall be made to the satisfaction of the City to determine the Trunk Service Rate (TSR). The TSR is a uniform per acre charge which is calculated by adding together all the costs for the regional land drainage system (including construction, engineering and land acquisition) and dividing it by the total drainage area it serves. The TSR shall be used to determine the Developer's net benefit (share) of the regional land drainage trunk facilities. The Developer's share is calculated by multiplying the TSR by the land area of the proposed development. If the Developer's costs for constructing the facilities are higher than their share, then the City shall endeavour to recover the difference from benefitting third-party lands. If the Developer's costs for constructing the facilities are lower than their share, then the Developer shall pay the difference to the City. The costs of the regional land drainage trunk facilities shall be adjusted to actual costs once construction and costing thereof is completed and repayment shall be in accordance with the Developer Reimbursement section.

c) The development agreement may require that the Developer pay the TSR for services that the City and/or a third party has previously constructed, or that are to be constructed in the future, and which directly benefit the proposed subdivision. The costs shall be determined by the City and shall be specified in the development agreement at the time that the agreement is to be executed by the Developer, or earlier. A security may be posted in lieu of immediate payment for future services that are to be constructed by the City and/or a third party. If a security is posted in lieu of payment both the payment due and security will be adjusted annually to reflect current dollar values.

1989: Section 7

(28) FLOODPROOFING

Notwithstanding applicable floodproofing regulations pursuant to the City of Winnipeg Act as concerns proposed developments within the designated Floodway Fringe and Floodway Areas, the development agreement shall specify whether flood protection shall consist of the floodproofing of individual units, or of the construction of a primary dike system, as directed by and to the satisfaction of the City.

1989: Section 7-A

(29) WATER

a) The development agreement may provide that the Developer shall construct and install all watermains and appurtenances thereto, required to serve the

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subdivision, and including services and facilities in adjacent lands for the connection from the subdivision to the existing water distribution system, if necessary. When the services benefit any adjacent lands, the City shall repay the Developer in accordance with the Developer Reimbursement section.

b) Where the City requires a watermain to be larger than necessary to serve the subdivision, the necessary calculations shall be made to the satisfaction of the City to determine the cost of additional capacities to be provided by the Developer. Such oversized watermains shall be designated at the time of approval of plans by the City, or earlier, and the City shall make no payment for oversize unless the watermain has been established as oversize at that time. The costs of additional capacity agreed to in the agreement shall be adjusted to actual costs once construction and costing thereof is completed and repayment shall be in accordance with the DEVELOPER REIMBURSEMENT section.

c) The city shall in no case be liable for additional capacity costs of watermains that are 250 mm (10 inches) internal diameter or less.

d) The development agreement may require that the Developer pay for services that the City and/or a third party has previously constructed, or that are to be constructed in the future, and which directly benefit the proposed subdivision. The costs shall be determined by the City and shall be specified in the development agreement at the time that the agreement is to be executed by the Developer, or earlier. A security may be posted in lieu of immediate payment for future services that are to be constructed by the City and/or a third party. If a security is posted in lieu of payment both the payment due and the security will be adjusted annually to reflect current dollar values.

1989: Section 8

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(30) LOT LINE CONNECTIONS

The development agreement shall require the Developer to construct and install required wastewater sewer and domestic water services from the main to the lot line to all single-family and two-family residential sites within the subdivision, with an internal diameter and materials to be approved by the City. Water boxes shall be required on all domestic water services, but shall be the responsibility of the homebuilder and not the Developer. Joint water and sewer connections may be permitted by the City where party wall agreements are in place to the properties being served.

1989: Section 9

(31) STREET PAVEMENTS

a) The development agreement may require the Developer to construct in all street rights-of-way within the subdivision, pavements of such width, thickness and materials overlaying a base course and sub-base of such materials, width, depths and densities as the City may designate in the development agreement to service the subdivision in accordance with the City Standard Construction Specifications.

b) Where pavements of greater width and depth than necessary to serve the subdivision are required by the City to serve other areas, the development agreement shall require the City to pay the cost of such additional width and depth at prices estimated by the City and agreed to by the Developer before the signing of the development agreement. The estimated costs agreed to in the agreement shall be adjusted to reflect actual costs once construction and costing thereof is completed and repayment shall be in accordance with the Developer Reimbursement section.

c) The development agreement may require the Developer to construct and pay for designated access roads and/or modifications to existing streets outside the subdivision boundaries, where it is agreed these works serve the subdivision. In addition, the development agreement may require the Developer to finance and construct street pavements within the subdivision of such materials, width and depth, as required to by the City to service other areas outside the subdivision. Cost recoveries to the Developer shall be in accordance with the DEVELOPER REIMBURSEMENT section.

d) Excepting where area charges are in effect, where a development borders on an arterial road, the Developer shall pay the cost of constructing one lane of

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concrete pavement 4 metres in width together with a share of the land drainage, sidewalks, landscaping, street lighting, and intersection improvements and modifications as determined by the City which requirements and geometrics thereof shall be defined at the time the development agreement is executed.

e) Where regional street improvements constructed by the initial Developer benefit other lands, the appropriate cost sharing formula shall be agreed upon at the time the development agreement is signed. Any repayment from these other benefiting lands collected by the City through subsequent development agreements shall be paid to the initial Developer when collected in accordance with the DEVELOPER REIMBURSEMENT section.

f) Where regional street improvements constructed by the Developer benefit the City, the appropriate cost sharing formula shall be determined and agreed upon at the time the development agreement is signed and repayment to the Developer shall be in accordance with the DEVELOPER REIMBURSEMENT section.

g) Area charges may be imposed in lieu of frontage charges where the costs of required improvements are to be shared by more than one Developer. The area charges shall be in accordance with an established formula and the monies so collected are to be used solely for the specific improvements in the area.

h) The development agreement may require the Developer to pay a share of the cost of previously constructed access roads to serve the subdivision.

1989: Section 10

(32) TRAFFIC CONTROL DEVICES AND TRAFFIC SIGNS

a) The Developer shall pay for modifications to existing and/or installation of new traffic control devices such as traffic signals, railway crossing protection, overhead signs and other traffic signs required within the development agreement area.

b) Where traffic control devices provided by the initial Developer benefit other areas, the appropriate cost sharing formula shall be agreed upon at the time the development agreement is signed. Any repayment from these other benefiting lands collected by the City through subsequent development agreements shall be paid to the initial Developer when collected in accordance with the DEVELOPER REIMBURSEMENT section.

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c) Where traffic control devices provided by the Developer benefit the City, the appropriate cost sharing formula shall be determined and agreed upon at the time the development agreement is signed and repayment shall be in accordance with the DEVELOPER REIMBURSEMENT section.

1989: Section 11

(33) LANES

a) The development agreement may require the Developer to construct pavements of such width, thickness and material that the City and the Developer agree upon at the time the development agreement is executed. The construction of lane pavements shall be in accordance with accepted standards for width, depth, material, subgrade and base course density that the City adopts from time to time, but which will be agreed upon at the time of execution of the development agreement.

b) Where lane pavements are constructed by the initial Developer that benefit lands outside the Developer owned Planned Area, the development agreement may require the City to reimburse the Developer some portion of these costs when the City collects monies from the owner(s) of said benefiting lands through local improvement levies or subsequent development agreement(s). Repayment shall be in accordance with the DEVELOPER REIMBURSEMENT section.

1989: Section 12

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(34) WALKWAYS

The development agreement may require the Developer to construct the following improvements within public walkways in the subdivision: sidewalks of such width as the City may require, appropriate fencing along the street frontage of the walkway, ornamental lighting and appropriate landscaping between the sidewalk and private property lines.

1989: Section 13

(35) SIDEWALKS

a) The development agreement may require the Developer to construct and install sidewalks of such width, thickness and materials overlaying base course and sub-base of such materials, depth, width and density along street rights-of-way as the City may designate and which will be shown on schedules to the development agreement at the time of execution. As a general rule, sidewalks are not required on bays, crescents and cul-de-sacs.

b) The development agreement may require the Developer to consent to the registration of a caveat against all parcels of property which will have frontage or flankage along a sidewalk, which caveat will serve to inform future potential property purchasers and their solicitors that a sidewalk will be constructed abutting the property.

1989: Section 14

(36) BOULEVARDS

a) The Developer shall install pavement, unit paving stones or sod, including grading and levelling, and plant trees in all road allowance boulevards, cul-de-sac islands, and medians including those between a collector street and a service/frontage road leading to or within the subdivision in accordance with the plans and specifications approved by the City.

1989: Sections 15 and 34 d)

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(37) STREET NAME SIGNS

The development agreement shall require the Developer to erect City approved permanent standard reflectorized street name signs at each intersection in the development area, bearing street names approved by City Council.

1989: Section 16

(38) UNDERGROUND SERVICES

The development agreement shall require the Developer to provide and arrange for the installation of all electrical, telephone and cable television services to be installed underground except where the respective utility and the City determine that it is unreasonable to do so.

1989: Section 17

(39) STREET AND LANE LIGHTING

The Developer shall pay the capital cost of installing ornamental lights to City accepted standards, on all streets and lanes within the subdivision. Where the utility and the City deem the provision of ornamental lighting to be unreasonable, other forms of acceptable lighting will be permitted.

1989: Section 31

(40) STORMWATER RETENTION BASINS: PUBLIC MAINTENANCE AREA

a) ***For every 4 acres of water surface within an impoundment area, the Developer shall provide 1 acre of land for public access purposes at locations to be determined by the City;***

b) ***The Developer shall grade, level and sod the public land component in accordance with plans and specifications approved by the City;***

c) ***The Developer shall install all services in road allowances located adjacent to the public land component;***

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d) ***The Developer shall install chain link fencing to demarcate the public land component of the impoundment from the private land component as determined by and to the satisfaction of the City.***

1989: Section 33 c)

(41) PUBLIC PARK RESERVES: SERVICES

a) ***The Developer shall install services in road allowances located adjacent to public park reserves in accordance with the following formula: 100 feet of serviced frontage for each acre of dedicated parkland***

b ***If land is not dedicated for public park purposes, the Developer shall provide a cash payment, prior to the release of subdivision mylars by the City, in accordance with the following procedures:***

- ***the potential amount of public park dedication would be determined (i.e. 8% of the net area of the Development Application);***

- ***relative to the potential amount of public park dedication determined in the procedure above, the potential amount of street frontage would be calculated based upon the "100 feet of frontage for each acre of dedicated parkland" formula;***

- ***the potential amount of street frontage calculated in the procedure above, would be multiplied by the City's annual Local Improvements By-law rates for construction of services. The resulting figure would represent the Developer's cash payment.***

1989: Section 34 b)

(42) PUBLIC PARK RESERVES: IMPROVEMENTS

a) ***The Developer shall grade, level and sod the public park reserve and install irrigation equipment and land drainage systems including connection to mains in accordance with plans and specifications approved by the City.***

b) ***If the land is not dedicated for public park purposes, the Developer shall provide a cash payment, prior to the release of subdivision mylars by the City, in accordance with the following procedures:***

- ***the potential amount of public park dedication would be determined (i.e. 8% of the net area of the Development Application;***

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- ***the potential amount of public park dedication determined in the procedure above would be multiplied by the City's annual rates for installation of sodding, irrigation equipment and land drainage systems; as determined by the City. The resulting figure would represent the Developer's cash payment.***

1989: Section 34 c)

(43) LIMITED URBAN DEVELOPMENT SUBDIVISIONS

The City may, in certain designated areas, approve subdivisions requiring the Developer to pay the full cost of constructing and installing gravel streets for A-5 Districts and rural/highway type asphalt surface streets for RR2-Districts together with ditches, culverts and all other related works for both districts as may be required by the City to serve the subdivision subject to the following conditions:

a) All road beds shall be constructed with a minimum traveling surface width of 7.5 metres, with a minimum shoulder width of 1.5 metres on either side of the traveled roadway, the construction which shall be to the satisfaction of the City.

b) In A-5 District, the roadway shall be surfaced with a 150 millimetre thick application of aggregate overlaying a minimum 300 millimetre thick compacted sub-base which sub-base shall be of a material, width, depth and density as determined by the City.

c) In RR-2 Districts, the roadway shall be surfaced as follows over a period of 3 years.

Year 1- The earth grade portion of the roadway shall be constructed and surfaced with a 225 millimetre thick application of stabilized base course to a width, depth and density as determined by the City and the surface treated with a dust inhibitor, the frequency of which shall be as determined by the City.

Year 2- The roadway shall be surfaced with a base course of a 50 millimetre application of aggregate and the surface treated with a dust inhibitor as required by the City.

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Year 3- A 50 millimetre application of aggregate base shall be compacted on the roadway and the roadway surface shall be constructed to a width of 7.5 metres with a 75 millimetre in thickness application of asphalt together with shoulder treatments as required by the City.

d) All ditches including the construction of drainage ditches, outflows to other streams and existing ditches, rip-rap and related works shall be constructed by the Developer. The minimum grade of all ditches shall be 0.10 percent with a minimum depth of 0.6 metre and side slopes not greater than 3:1 on the roadway side. The ditch grade depth, and side slopes in addition to the diameter, length and type of culverts to be used shall be to the satisfaction of the City.

e) The Developer shall seed with grass all non-surfaced areas within the road right-of-way including ditch side slopes, to the satisfaction of the City.

f) The Developer shall install all electrical services to the subdivision with overhead electric lines including pole-mounted street lights located to the satisfaction of the City.

g) The following conditions shall apply in "RR-2" Districts in cases where a development fronts only on an existing improved graveled boundary road:

i The Developer shall pay to the City in cash its share of the cost of upgrading/maintaining the roadway to an "oiled gravel surface" as determined by the City.

ii The rate of payment shall be determined annually by the City but shall generally be equal to 1/3 of the local improvement rate for an asphalt payment.

1989: Section 40

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PART V – MAINTENANCE AND COMPLIANCE

(44) MAINTENANCE

The development agreement shall require the Developer to maintain the following improvements to the satisfaction of the City for the periods below listed, from the date of issuance of relevant Substantial or Construction Completion Certificates:

Watermains

1 year

Land Drainage Systems including pumping stations, wells and fountains but excluding impoundments

1 year

Stormwater Impoundments

(Retention Ponds)

Until occupancy of 75% of the dwellings on lots immediately abutting the impoundment as determined by and to the satisfaction of the City.

Waste Water Sewer Systems including pumping stations

1 year

Street and Lane Pavements

1 year

Sidewalks and Walkways

1 year

Building Services

1 year following turn-on for domestic purpose

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Structures

1 year

Sodding of Publicly and Privately-owned Lands

The Developer shall be responsible for maintaining, for one year, the sodding of boulevards, dedicated parks and publicly-owned land components of impoundment areas to the satisfaction of the City in accordance with the City's Sodding Maintenance Guidelines.

The Developer shall be responsible for sodding and maintaining sodding on the privately-owned lots abutting the impoundment areas until a dwelling is constructed and occupied on the relevant private lot.

1989: Section 22

(45) SURVEY: STORMWATER RETENTION BASINS

a) The development agreement shall require the Developer to stake and grade the corners of the rear yards of the lots contiguous to a stormwater retention basin in order to facilitate inspection for construction completion and as a condition for issuance of a Construction Completion Certificate.

b) The development agreement shall require that prior to the issuing of a Final Acceptance Certificate for any stormwater retention basin, the Developer shall provide an appropriate legal survey complete with legal monuments at appropriate offsets from the lot corners contiguous to the stormwater retention basin and a plan identifying horizontal and vertical extents of said monuments, which work is to be performed by a licensed Manitoba Land Surveyor, demonstrating that the rear yard legal property limits of all private lots contiguous to the retention basin correspond to the appropriate elevation of the retention basin impoundment design relative to normal water level.

1989: Sections 7 and 29

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(46) SURVEY MONUMENTS

The Developer shall maintain at its own cost all survey monuments within the development area, to the satisfaction of the City, and in cases where the survey monuments have been disturbed, moved, covered or mutilated in any way, or destroyed, the Developer shall cause the monuments to be replaced at his expense by a Manitoba Land Surveyor to the satisfaction of the City.

1989: Section 30

(47) HAUL ROADS AND THE DEPOSIT OF FOREIGN MATERIALS

During the construction of services and improvements as well as the housing/building construction period, the Developer shall direct all traffic to and from the development agreement area on haul roads designated by the City, and the Developer shall ensure that all vehicles hauling to and from the site do not deposit foreign materials on the surface of the public streets, lanes, boulevards and walks. The Developer shall pay for the removal of all foreign materials in the rights-of-way emanating from construction vehicles traveling to and from the development agreement area.

1989: Section 36 h)

(48) LIMITED URBAN DEVELOPMENT SUBDIVISIONS

a) The Developer shall cut and maintain the said seeded area until the growth of grass has been well established and until the house on which the grassed areas fronts has been occupied by a purchaser, provided that after such occupation the Developer has made any repairs necessitated by inadequate growth of grass or maintenance, all of which shall be to the satisfaction of the City.

b) <u>Maintenance</u>

The Developer shall, at no cost to the City, maintain all works to be constructed or installed under the Development Agreement including additional applications of dust inhibitors to the satisfaction of the City during constructing and for a period of three years following the issuance of a Completion Certificate by the City of Winnipeg, in the case of A-5 districts

and for a period of one year after the issuance of a Completion Certificate in

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the case of RR-2 districts.

1989: Section 40

(49) SIGNAGE

Prior to the issuance of any building permits in the Planned Area, the Developer, at no expense to the City, shall install signs at the entrances to the subdivision upon which is displayed a plan of the area showing thereon the locations of all proposed sidewalks, public walkways, park locations, prospective school sites, zoning information and future regional and collector street rights-of-way. The said signs shall be sized and maintained to the satisfaction of the City. The signs shall also advise that the location of all appurtenances such as fire hydrants, sewer manholes and street lights can be obtained from the City.

1989: Sections 14 and 41 b)

(50) ACCESS ROADS

The development agreement may require the Developer to construct and maintain temporary access roads into the development agreement area during the course of construction; to the satisfaction of the City.

1989: Section 10

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This is Exhibit 7 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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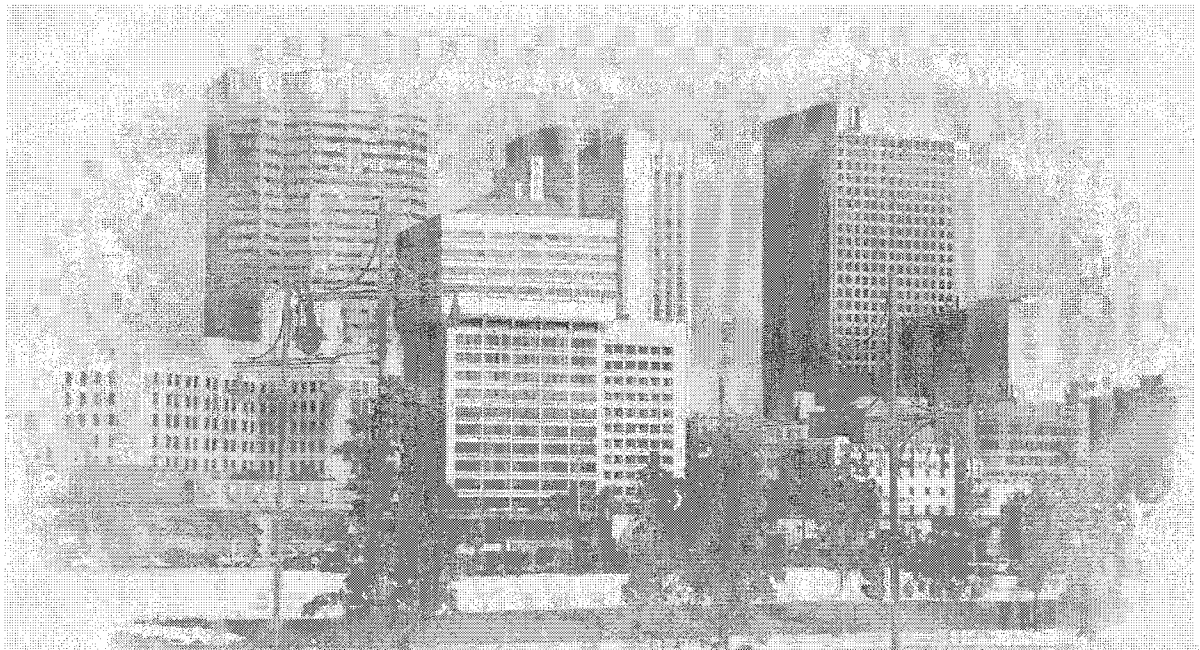
Winnipeg



A Guide to Understanding the Development Agreement Parameters

January 1, 2006

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A Guide to Understanding the Development Agreement Parameters

This document has been prepared for the convenience of the user and is intended only as a guide to the City of Winnipeg's 2002 Development Agreement Parameters. The 2002 Development Agreement Parameters, adopted by City Council on July 17, 2002, should be consulted for all purposes. The City of Winnipeg expressly disclaims any responsibility for errors or omissions. The contents of this guide may be amended or updated without notice. For a copy of the 2002 Development Agreement Parameters, please contact:

City Clerks Office
Council Bldg, 510 Main Street
PH: (204) 986-2171
Fax: (204) 947-3452

www.winnipeg.ca/clkdmis

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1-PREFACE

1. Introduction – Development Agreement Parameters

What: The Development Agreement Parameters serve as guidelines for the City administration and the development industry in setting conditions for development for consideration by the City Council. These parameters convey the general policy of the City toward new and infill development.

Why: The main purpose of the Development Agreement Parameters is to ensure that:

- All Developers pay for their equitable share of costs associated with development
- Development agreement obligations are consistent across all developments
- Development complies with City of Winnipeg's construction specifications

How: The adoption/amendment of Development Agreement Parameters is determined by a majority vote of the Council. Only an enactment of a by-law by the Council or a development agreement signed by a Developer would impose an obligation for payment or reimbursement to a previous Developer.

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II - ADMINISTRATION AND FINANCE

There are certain administrative and financial requirements that the Developer and the City need to follow. This section provides information with respect to incorporation of over-sizing, cost sharing, cost recovery, and reimbursement parameters into the agreements. There are additional parameters, which the Developer must follow when contracting out the works and providing securities, to guarantee her/his obligations, as well as a stipulation as to what plans must be included in the development agreement document.

2. Developer Reimbursement

When the City determines that land of a third party directly benefits from the services installed by a Developer, the City may enter into an agreement to recover the costs of a future benefit for the Developer. In other cases, the timing and amount of cost recovery may be calculated on the basis of annual compound interest rate[1] or local improvement rates.[2]

A development agreement may provide that the City, in accordance with these parameters, pay to the Developer the cost and interest subject to and upon capital funding being approved for that payment.

3. Land Value

In cases where the City acquires land for its use, the value of such land will be determined annually by the City on the basis of appraised market value of raw acreage that has imminent development potential.

4. Services Fronting on Privately Owned Lands

When the Developer installs services and improvements that front and directly benefit private lands (see figure 1)., a local improvement[3] by-law may be enacted Such a local improvement by-law must, under the required statute, be enacted before the construction work commences. Upon enactment of the required by-law (and approval of funds in the City's capital budget), the City will pay to the Developer the lesser of:

a) The Developer's cost; or
b) The applicable local improvement cost.

---

[1] The interest rate would be equal to the City's capital borrowing rate.

[2] Applicable during the year of recovery

[3] Local Improvement means a project intended to be paid for wholly or partly by local improvement taxes imposed on benefiting property, and includes a project carried out in a local improvement district.

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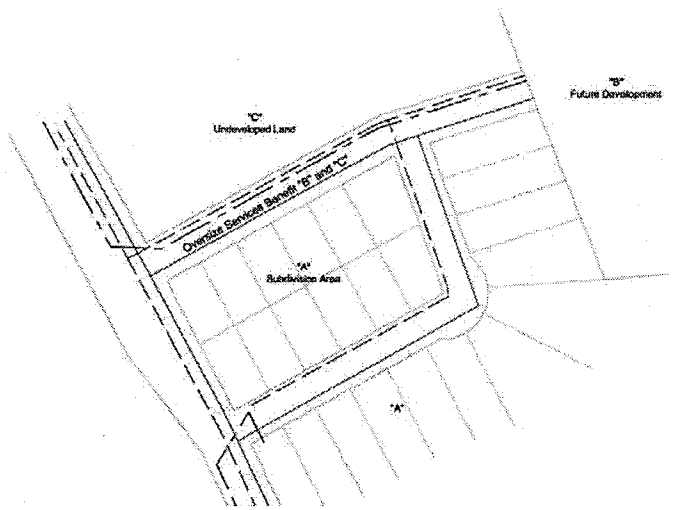
5. Installation of Services Benefiting Other than the Developer

In certain cases the City requires the Developer to install oversize services[4] to, or through, a subdivision (see figure 1). Where local improvements cannot be enacted, the City will endeavour to collect, for the Developer, all or a portion of additional costs of oversizing as follows:

a) A proportionate share of oversize service cost from future Developers, when the said services are extended; and/or
b) From private owners, insofar as it may legally permit, prior to connection to or use of the installed services.

FIGURE 1: (Oversize) Services and Improvements



[4] Wastewater and land drainage sewers, watermains, stormwater impoundments, trunk sewers, water feedermains, pumping stations, street pavements, and other municipal services.

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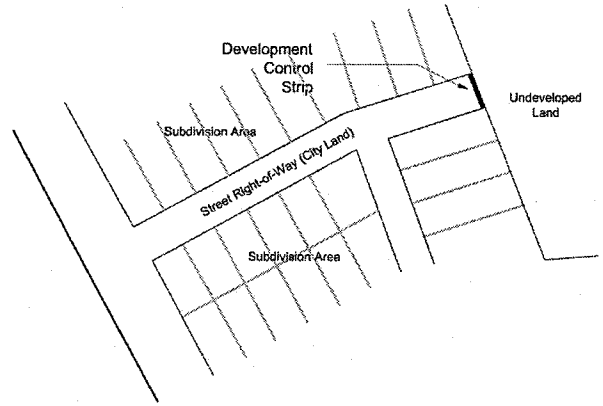
6. Bridge Financing of Services

Where the installation of oversize services is required to serve a proposed development, and where the City's capital funding cannot immediately be provided for the cost of oversizing, the Council may approve "bridge financing"[5] by the Developer.

FIGURE 2: Development Control Strips



7. Development Control Strips

In cases where a requested local improvement by-law is not enacted, or a local improvement by-law is otherwise not an appropriate mechanism to attempt cost recovery from the benefiting private lands, the City may include a 1-2 feet parcel of land on a plan of subdivision to act as a control strip to prevent premature development of adjacent lands without the appropriate costs being paid (see figure 2).

8. Insurance

The Developer shall only employ contractors that are licensed by the City and covered by the Contractor's Liability Insurance. The Developer is required to provide such evidence to the City for each contractor employed.

[5] Interim financing to bridge between the construction of the works and the subsequent repayment by the City through recoveries from other developers or capital funding

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9. Security[6]

The Developer shall provide and maintain security, in forms and amounts satisfactory to the City, to guarantee performance and completion of all conditions and requirements included in the development agreement. While the development agreement is in effect, the City will review the security requirements on a regular basis and request/authorize an adjustment to amounts as reasonable.

10. Consultants and Administration Fees

The development agreement shall provide that the Developer pay for consulting services associated with the servicing of the development including design and site services. The consultants, although working for the Developer during the design phase, are required to ensure that all of the City's requirements and standards are being met during the provision of site services.

To defray the administrative costs of the development agreement, the Developer shall pay to the City an administration fee prior to the release of subdivision mylars (currently $1,200 per gross acre).

11. Tenders for City/Developer Cost-Shared Services

For the services and improvements where the City shares the cost with the Developer, the City will require that the prices reflect competitive tenders and are satisfactory to the City.

12. Substantial Completion and Construction Completion Certification

- "Substantial Completion" means completion certified by a consulting engineer and/or landscape architect, which is then approved by the City in accordance with the definition for subdivision completion, as included in the pertinent legislation.
- "Construction Completion" means 100 percent completion as certified by a consulting engineer and/or landscape architect, which is thereafter approved by the City.
- The development agreement shall provide for Warranty/Maintenance[7] periods to commence on the "Date of Substantial Completion" or the "Date of Construction Completion," whichever is appropriate.

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[6] Normally includes letters of credit, performance bonds, or cash deposits with the City but other forms of security may be acceptable under certain circumstances.

[7] Outlined in the MAINTENANCE AND COMPLIANCE section

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On these dates the responsible Consulting Engineer and/or Landscape Architect shall provide appropriate Completion Certificates to the City as "owner" of public rights-of-way and public reserves. The completion status would be confirmed by a formal inspection arranged by the consultant and attended by appropriate representatives of the City.

13. Final Acceptance Certificates

In general, "Final Acceptance" of any individual improvement, obligation, or responsibility requires that:

- The item has been completed satisfactorily;
- Any warranty/maintenance period has expired; and
- Any deficiencies noted during the end of warranty inspection have been rectified to the satisfaction of the City.

Final Acceptance of any such item shall be formally acknowledged by the release of the security corresponding to that item. Final Acceptance of the entire development is acknowledged by the final release of all securities and by separate formal Final Acceptance Certification for i) Underground, ii) Above Ground, and iii) Boulevard and Tree Works.

14. Permits and Approvals

The Developer/Contractor is required to comply with all applicable Municipal, Provincial, and Federal legislations and obtain all necessary permits and approvals.

15. Plan Requirements

When applicable, each development agreement shall include the following plans:

a) Legal Plan outlining the Planned Area;
b) Master site grading plan; and
c) General servicing plan(s), prepared by a consulting engineer, showing a schematic layout of all the improvements required to fully service the Planned Area and any special plans required to enhance the understanding of the development agreement.

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16. Limited Urban Development Subdivisions

The City may approve large-lot subdivisions in certain semi-rural areas, for example Wilkes South and Transcona South, based on the following conditions:

- The Developer shall apply for a letter of credit in the amount equal to 50 percent of the estimated cost of installation and construction of all works required to serve the subdivision.
- The Developer, its successors, and assignees shall be required to enter into an agreement with the City to not apply for or request a further subdivision of any parcel within the proposed subdivision, or to request the City to extend its waste water sewer or watermains to the subdivision. Under the agreement the Developer would also be responsible for maintenance of all areas of the street rights-of-way between the traveled road surface and the property line. Such an agreement is registered in the Winnipeg Land Titles Office as a caveat against each lot within that subdivision.
- The Developer shall agree that sewer and water supply services shall be private.

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III - LAND ACQUISITION AND DEDICATION

Developers are required to transfer land to the City for various purposes to ensure an orderly development. This section outlines such requirements for street rights-of-way, easements, waterways, retention ponds, and park reserves. (For rights-of-way, see figures 3 and 4).

17. Walkways

The minimum right-of-way width for walkways shall be specified by the City and agreed to in the development agreement; in any case the width of the right-of-way shall be sufficient to enable the removal of snow.

18. Street Rights-of-Way

- The Developer shall provide to the City at no cost street rights-of-way required to serve the subdivision including right-of-way widths for streets that require ditch drainage or rural street cross sections. The Developer may also be required to provide land to the City at no extra cost for the purposes of widening of streets and/or widening collector streets serving the subdivision.
- The Developer may be required to pay a share of the cost to acquire required street rights-of-way outside the subdivision that are:
  - Designated by the City as having been acquired; and/or
  - Required to provide access from the subdivision to the regional street system.
- In addition to such requirements the Developer may be required to provide or accommodate, in the subdivision plan, for street rights-of-way designated by the City for future access or regional streets requirements. The City would either purchase or acquire such lands from the Developer.
- The development agreement may require the Developer to create and/or dedicate a reserve adjacent to an arterial road or expressway for the purposes of sound attenuation.

Note: The cost of land, in all of the above cases, shall be in accordance with the LAND VALUE parameter (see page 2).

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FIGURE 3: Cross Section – Residential Street

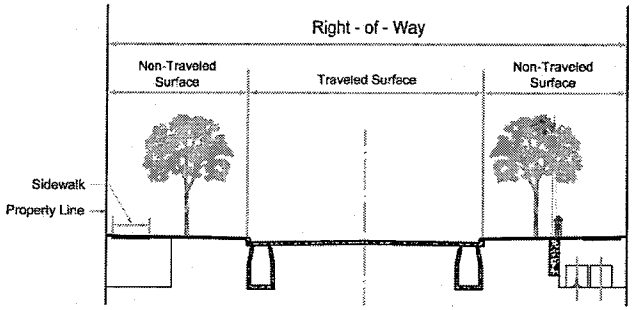
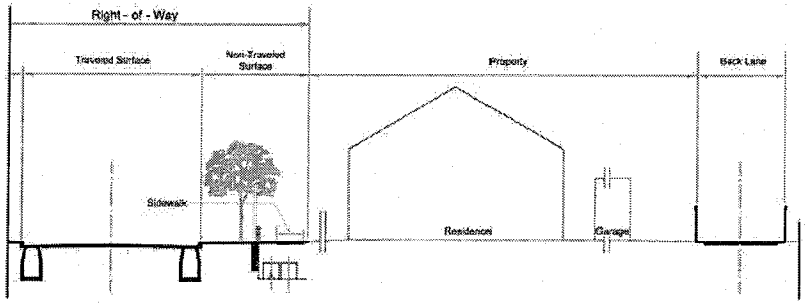


FIGURE 4: Cross Section – Residential Street and Back Lane



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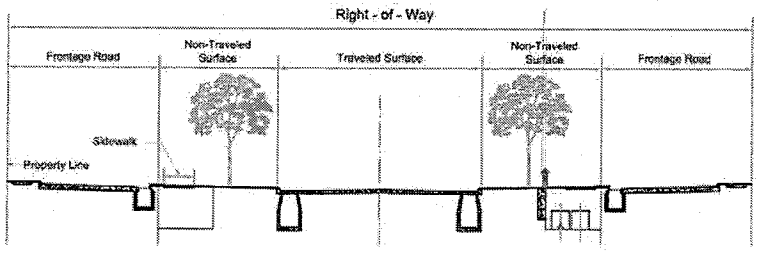
19. Frontage Roads

The development agreement shall require the Developer to provide at no cost to the City frontage road rights-of-way in the subdivision wherever required by the City, in accordance with the City's Transportation Standards Manual (see figure 5).

FIGURE 5: Cross Section – Residential Collector with Frontage Roads



20. Lane Rights-of-Way

The development agreement will require the Developer to provide, at no cost, lane rights-of-way wherever required by the City in the subdivision. Such dedications should comply with the City's Transportation Standards Manual.

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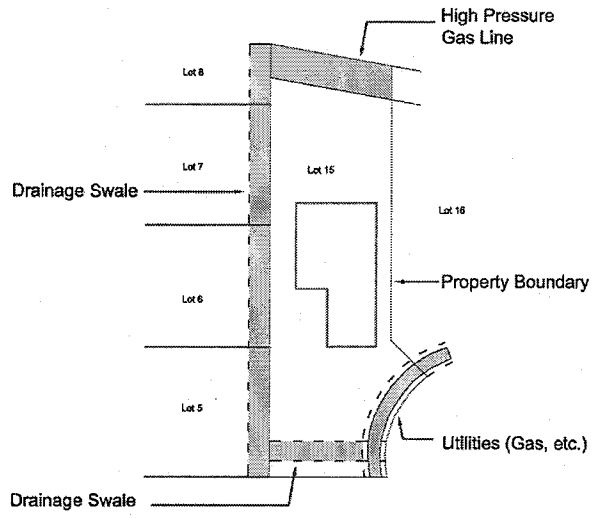
FIGURE 6: Easements



21. Easements

The Developer is required to provide easements (see figure 6), where necessary, for the installation and maintenance of various utilities (i.e. natural gas, hydro, and telephone lines) and municipal works (i.e. water, swales, sewer, and roads). These easements will be registered in the Winnipeg Land Titles Office as caveats attached to the affected parcels.

22. Rivers and Creeks

If a river or a creek exists within a development area, additional lands may be required for land drainage flow. In such cases the Developer would be required to transfer such lands to the City at a price as negotiated with the City.

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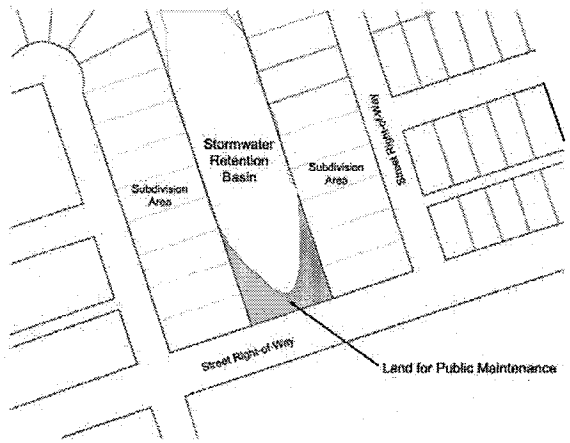
23. Stormwater Retention Basins: Public Maintenance Area

For any development with stormwater retention basins, the Developer needs to provide an appropriate amount of land for access to the retention pond for public maintenance purposes at specified locations (see figure 7).

FIGURE 7: Public Maintenance Area to Stormwater Retention Basin



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24. Public Park Reserves

Generally Developers are required to dedicate an equivalent of 10 percent of the development area to the City for use as active and/or passive parks.

a) The Developer should dedicate at least 8 percent of the net subdivision area[8] in land for the purposes of public park, and pay the remaining 2 percent in an equivalent cash amount.

b) In cases where land is not dedicated for public purposes, the Developer is required to make a full cash payment equivalent to 10 percent of the appraised value[9] of the Development Application prior to the release of subdivision mylars by the City

FIGURE 8: Public Reserve

[8] Net area = (Gross area of subdivision) – (land acquired by the City for impoundment areas, regional street road allowances, and land drainage flow)

[9] Appraised value is determined by the City according to the LAND VALUE parameter.

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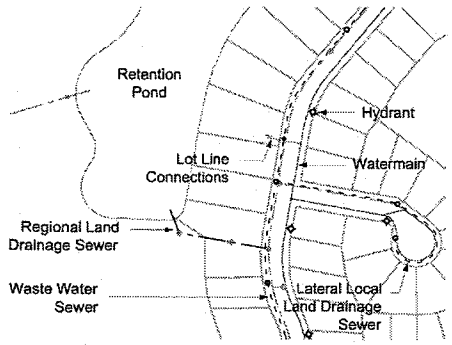
IV - SERVICES AND IMPROVEMENTS

Developers are required to construct various types of municipal services that subsequently become part of the City's infrastructure. This section outlines these services and provides some guidelines pertaining to oversizing and cost sharing.

FIGURE 9: Underground Services



25. Waste Water Sewers

a) The Developer shall construct all required wastewater sewers to service the subdivision. This could also require the Developer to service adjacent lands in order to convey wastewater from the subdivision to the existing wastewater collection system.

b) In cases where the City requires oversize sewers to serve the subdivision, necessary calculations would be carried out to determine the additional costs associated with oversizing; such calculations should be satisfactory to the City.

c) In cases where the internal diameter of wastewater sewers is 300 millimeters (12 inches) or less, the City would not be liable for the additional capacity costs.

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d) The development agreement may require the Developer to pay for existing services or services planned to be constructed in the future that directly benefit the proposed subdivision. Such costs are determined by the Director of Water and Waste of the City of Winnipeg, and specified before or during the development agreement.

Note: Any repayment shall comply with the DEVELOPER REIMBURSEMENT parameter (see page 2). The costs agreed upon in the development agreement will be adjusted to actual costs.

26. Lateral Local Land Drainage Services

The Developer may be required to construct all required lateral local land drainage sewers to service the subdivision. And if necessary, the Developer may also be required to provide services and facilities in adjacent lands in order to convey wastewater from the subdivision to the existing land drainage. When such services benefit adjacent lands, the City will repay the Developer.

Note: Any repayment shall comply with the DEVELOPER REIMBURSEMENT parameter (see page 2).

27. Regional Land Drainage Trunk Facilities

a) The Developer may be required to construct all required regional land drainage trunk facilities[10] to serve the subdivision. This may also require the Developer to construct services and facilities in adjacent lands for the conveyance of land drainage runoff from the subdivision to the existing land drainage system. In such cases, the Developer may be allowed to recover the agreed oversizing costs.

b) In cases where the City requires the Developer to construct regional land drainage trunk facilities to serve the subdivision, the necessary calculations to determine cost sharing shall be based on Trunk Service Rate (TSR).[11]

The Developer's payment calculated on the basis of TSR shall be adjusted to take into account the cost of the works that she/he was required to construct under her/his agreement.

c) The development agreement may require the Developer to pay the TSR for existing services or services planned for in the future that would benefit the proposed subdivision. In cases

[10] Stormwater retention basins, interconnection pipes, outfalls, and linear waterways

[11] TSR is a uniform per acre charge, which is calculated by adding together all the costs for the regional land drainage system (including construction, engineering, and land acquisition) and dividing it by the total drainage area it serves.

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where services are to be constructed in the future, the City may accept a security in return for immediate payment.

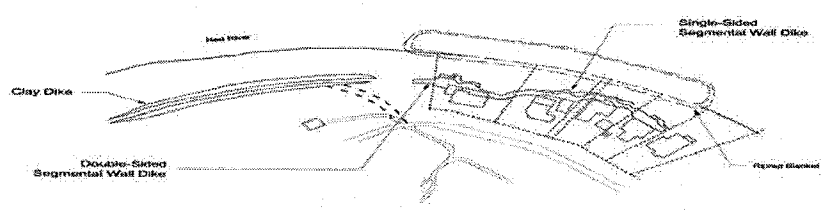
Note: In all of the above cases, all the costs in the development agreement would be adjusted to current dollar values.

28. Floodproofing

The development shall specify an appropriate flood protection method:[12]

a) Floodproofing of individual units; or
b) Construction of a primary dike system (see figure 10).

FIGURE 10: Dike System



29. Water

- The Developer shall construct all required watermains to serve the subdivision. This could also require the Developer to construct services in adjacent lands for connection from the subdivision to the existing water distribution system.
- In cases where the City requires oversize watermains to serve the subdivision, necessary calculations would be carried out to determine the additional costs associated with oversizing; such calculations should be satisfactory to the City.
- In cases where the internal diameter of watermains is 250 millimeters (10 inches) or less, the City would not be liable for additional capacity costs.
- The development agreement may require the Developer to pay for existing services, or services planned to be constructed in the future, that directly benefit the proposed

[12] Notwithstanding other applicable floodproofing regulations in accordance with the City of Winnipeg Charter

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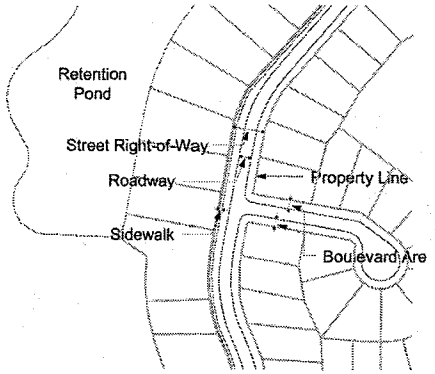
subdivision. Such costs are determined by the City, and specified before or during the development agreement.

Note: Any repayment shall be in accordance with the DEVELOPER REIMBURSEMENT parameter (see page 2).

30. Lot Line Connections

The Developer shall construct all required wastewater sewer and domestic water services from the main lines to the individual (single-family and two-family) lots in accordance with the City's specifications.

FIGURE 11: Above-ground Services



31. Street Pavements & Lanes

- The Developer shall construct, in all street rights-of-way within the subdivision, pavements in accordance with the City's Standard Construction Specifications. The Developer may also, in certain cases, be required to construct designated access roads and/or modifications to existing streets outside the subdivision boundaries.

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- The City may require the Developer to construct pavements of greater width and depth to serve additional areas. In such cases, the City shall reimburse the Developer for the costs associated with additional width and depth. Such costs will be estimated by the City.
- Where a development borders on an arterial road, the Developer shall pay the cost of constructing one lane of concrete pavement and a share of the land drainage, sidewalks, landscaping, street lighting, and intersection improvements and modifications as determined by the City.[13]
- Where regional street improvements constructed by an initial Developer benefit other lands or the City, an appropriate cost sharing formula shall be determined and agreed upon in the development agreement.
- Area charges may be applied in lieu of frontage charges where more than one Developer shares the improvement costs.
- The Developer may be required to pay a share of the cost of previously constructed access roads that serve the subdivision.

Note: Any repayment shall comply with the DEVELOPER REIMBURSEMENT parameter (see page 2).

32. Traffic Control Devices and Traffic Signs

- The Developer shall pay for modifications to existing and/or installation of required new traffic control devices[14] within the development area.
- Where traffic control devices constructed by an initial Developer benefit other areas, or where traffic devices installed by the Developer benefit the City, an appropriate cost sharing formula shall be determined and agreed upon at the time the development agreement is signed.

33. Lanes

(See parameter no. 31)

[13] Not applicable to subdivisions where area charges are in effect.

[14] Traffic signals, railway crossing protection, overhead signs, and other traffic signs

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34. Walkways

The Developer may be required to construct the following improvements with public walkways in the subdivision:

- Sidewalks – as specified by the City
- Appropriate fencing along the street frontage of the walkway
- Ornamental lighting and landscaping between the sidewalk and the property lines

35. Sidewalks

The Developer may be required to construct sidewalks along street rights-of-way as specified and designated by the City – generally including all collector roads and streets adjacent or leading to schools or parks. In such cases a caveat, that a sidewalk will be constructed abutting the property, will be registered against all parcels fronting or flanking along a sidewalk.

36. Boulevards

The Developer shall, in accordance with the City's specifications, be responsible for the installation of pavement, unit paving stones or sod, and plantation of trees in all non-traveled surfaces of boulevards, cul-de-sac islands, and medians.

37. Street Name Signs

The Developer shall pay for the cost of installation of street name signs at each intersection in the development area bearing street names approved by City Council.

38. Underground Services

The Developer shall be responsible for the installation of all underground electrical, telephone, and cable television services.[15]

39. Street and Lane Lighting

The Developer shall, in accordance with the City's accepted standards, install ornamental lights on all streets and lanes within the subdivision. Where the use of ornamental lighting is unreasonable – other forms of acceptable lighting will be permitted.

[15] Except in cases where the respective utility and the City determine it to be unreasonable.

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40. Stormwater Retention Basins: Public Maintenance Area

For every 4 acres of water surface within an impoundment area, the Developer shall provide 1 acre of land for public access purposes at locations determined by the City. In accordance with the City's plans and specifications, the Developer shall:

- Grade, level, and sod the public land component;
- Install all services in road allowances located adjacent to the public land component; and
- Install chain link fencing to demarcate the public land component.

41. Public Park Reserves: Services

The Developer shall install services in road allowances located adjacent to public park reserves based on the formula: 100 feet of serviced frontage for each acre of dedicated parkland. In a cash-in-lieu situation, the potential length of street frontage would be multiplied by the City's annual Local Improvements By-Law rates for construction of services, which would yield the Developer's cash payment for the component.

42. Public Park Reserves: Improvements

The Developer shall grade, level, and sod the public park reserve; install irrigation equipment, and land drainage systems. In a cash-in-lieu situation, the amount of park dedication would be multiplied by the City's respective annual rates, which would yield the Developer's cash payment for the component.

43. Limited Urban Development Subdivisions

The City may approve subdivisions in certain designated semi-rural areas (RR-2[16] and A-5[17] districts); in such cases the Developer is required to construct gravel streets for A-5 Districts; or construct rural-highway type asphalt surface streets for RR-2 Districts.[18] The Developer must, in accordance with the City's specifications, fulfill the following conditions for approval:

General Requirements:

- Minimum width of travelling surface shall be 7.5 metres with a minimum shoulder width of 1.5 metres

[16] Rural Residential 2-Acre lots

[17] Agriculture 5-Acre lots

[18] Construction of streets – inclusive of ditches, culverts, and other related works

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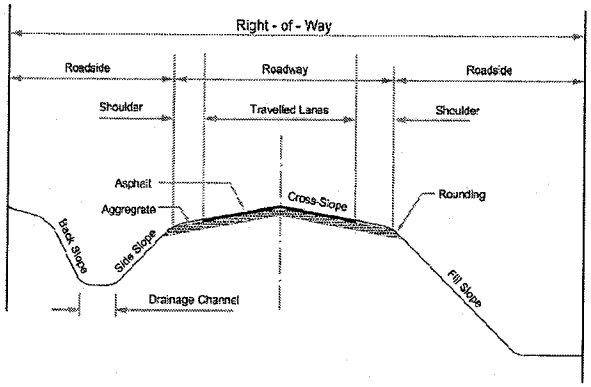
- The Developer shall construct all ditches[19]
- The Developer shall seed all non-surfaced areas within the road rights-of-way
- The Developer shall install all overhead electrical services to the subdivision

FIGURE 12: Cross Section - Rural Street Right-of-Way



In addition to this the Developer shall also meet other specific requirements of districts.

A-5 District

- The roadway shall be surfaced with a 150 mm thick layer of aggregate on top of a sub-base ≥ 300 mm

RR-2 District:

- The roadway shall be surfaced over a period of 3 years: application of stabilized base course in the 1st year; base course treated with a dust inhibitor in the 2nd year; and application of compacted aggregate, asphalt, and shoulder treatments in the 3rd year.
- Where a development fronts on an existing improved gravelled boundary road:
  - The Developer shall pay (in cash) to the City its share to upgrade/maintain the roadway to an "oiled gravel surface"
  - The rate of payment shall generally be equal to 1/3rd of the local improvement rate for an asphalt payment

[19] Construction of ditches – inclusive of drainage ditches, outflows, rip-rap, and related works

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V-MAINTENANCE AND COMPLIANCE

Once the services have been installed, the Developer is responsible for the maintenance/warranty of the works for a specified length of time to ensure that they meet the City's specifications before they become the responsibility of the City. The obligation covers the construction and materials; however, it does not include such maintenance items as snow clearing. This section outlines the length of time that the warranty extends for the main types of services.

44. Maintenance

The Developer is responsible for the maintenance/warranty of the following infrastructure from the date of Substantial or Construction Completion for the periods as specified below:

Infrastructure	Period
Watermains	- 1 year
Land Drainage Systems (including pumping stations, wells, and fountains)	- 1 year
Stormwater Impoundments (Retention Ponds)	- Until 75 percent of the lots immediately abutting the impoundment are occupied
Wastewater Sewer Systems (including pumping stations)	- 1 year
Street and Lane Pavements	- 1 year
Sidewalks and Walkways	- 1 year
Lot Line Connections	- 1 year following turn-on for domestic purpose
Structures	- 1 year
Sodding of Public- and Private-owned Lands (Including sodding of boulevards, dedicated parks, and public lands of impoundment areas)	- 1 year

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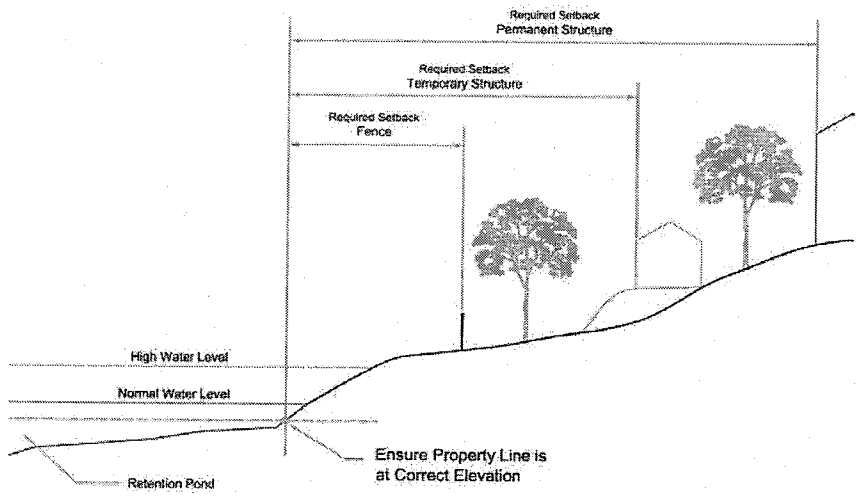
45. Survey: Stormwater Retention Basins

The Developer shall be required to stake and grade rear yards of the lots adjoining a stormwater retention basin as a condition for issuance of a Construction Completion Certificate. Prior to the issuing of the certificate the Developer shall provide a legal survey demonstrating that the rear yard property lines of all private lots adjacent to the stormwater retention basin correspond to the appropriate elevation of the retention basin's impoundment design relative to normal water level.

FIGURE 13: Survey - Stormwater Retention Basins



46. Survey Monuments

The Developer is responsible for the maintenance/replacement of all survey monuments within the subdivision area to the satisfaction of the City.

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47. Haul Roads and the Deposit of Foreign Materials

The Developer shall direct all traffic to and from the subdivision area on haul roads designated by the City during the construction period. The Developer should ensure that the haul vehicles do not drop "foreign" materials on the streets. If the vehicles do drop such foreign materials, then the Developer shall pay for the removal of such materials.

48. Limited Urban Development Subdivisions

The Developer shall maintain the seeded area, to the satisfaction of the City, until grass growth is well established and until the houses fronting such grassed areas are occupied. The Developer is also responsible for the maintenance of all works to be constructed under the development agreement during the construction period *and* for the following periods from the date of substantial completion:

- 3 years in case of A-5 districts
- 1 year in case of RR-2 districts

49. Signage

The Developer shall install signs at the entrances to the subdivision, which display the layout plan of the area. This plan should indicate the locations of all proposed sidewalks, public walkways, parks, prospective school sites, zoning information, and future regional and collector street rights-of-way. The signs shall also indicate the location of fire hydrants, sewer manholes, and streetlights.

50. Access Roads

The Developer may be required to construct and maintain temporary access roads into the subdivision area during the period of construction.

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City of Winnipeg
Planning, Property and Development Deparment
65 Garry Street
Winnipeg, Manitoba

www.winnipeg.ca/ppd

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This is Exhibit 8 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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Moved by Councillor Gerbasi

That Rule 9.3 of the Procedure By-law be suspended in order that the following item, which was received too late to be placed on the regular agenda, may also be considered by Committee at this time.

Carried

REPORTS

273. From the Clerk, Ad Hoc Committee to Review Development Standards
Item 1 - Ad Hoc to Review Development Standards - 2002/07/09

Proposed 2002 Development Agreement Parameters
File EP-2 (Vol. 29)

Recommending that the Schedule "A" document entitled "Proposed 2002 Development Agreement Parameters" be adopted by Council.

Moved by Councillor Angus,

That the recommendation be concurred in and forwarded to Council.

Carried

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Re: Proposed 2002 Development Agreement Parameters

For submission to: **EPC Ad Hoc Committee To Review Development Standards**

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

Report date: June 19, 2002

In camera item: **No**

Recommendation(s): That the attached Schedule "A" document entitled "Proposed 2002 Development Agreement Parameters" be adopted by Council.

REPORT SUMMARY

KEY ISSUES:

- The current Development Agreement Parameters were approved by Council in 1989 and need to be updated to reflect changing economic conditions.
- The "Proposed 2002 Development Agreement Parameters" document reflects a consensus that was reached by both the City and the Urban Development Institute.
- The "Proposed 2002 Development Agreement Parameters" document also identifies those Parameters that require further consideration by both the City and Urban Development Institute.

IMPLICATIONS

General implications

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

Comment: •

Policy implications

	No (*There are no policy implications if the report is asking for a one-time decision.)*
X	Yes *(There are policy implications if the recommendation(s) is/are asking for a decision that will be used to guide decisions over time.)*

Comment: •

Financial implications

	Within approved current and/or capital budget

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	Current and/or capital budget adjustment required
X	No financial implications (long term implications of changes to development agreement parameters cannot be determined.)

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REPORT

RECOMMENDATION(S):

That the attached Schedule "A" document entitled "Proposed 2002 Development Agreement Parameters" be adopted by Council.

REASON FOR THE REPORT:

Any proposed amendments to the existing Development Agreement Parameters can only occur with the approval of Executive Policy Committee and Council.

HISTORY:

On June 21, 1989, Council considered a report of Executive Policy Committee dated June 14, 1989 and adopted a number of recommended amendments to the existing Development Agreement Parameters.

On January 12, 2000, Executive Policy Committee approved the establishment of an Ad Hoc Committee To Review Development Standards; comprised of the Chairpersons of the Standing Committees on Fiscal Issues, Public Works and Property and Development.

On February 10, 2000, Meeting No. 1 of the Ad Hoc Committee was held and terms of reference for a Clause By Clause Review of the existing Development Agreement Parameters were determined.

On June 11, 2002, at Meeting No. 16 of the Ad Hoc Committee; the Committee considered a document entitled "Proposed 2002 Development Agreement Parameters" and recommended as follows:

"That the administration be requested to submit to the next meeting of the Ad Hoc Committee (July 2, 2002) a report presenting the proposed 2002 Development Agreement Parameters, including therein reference to the specific sections of the Parameters that are still under review."

DISCUSSION:

The existing Development Agreement Parameters were approved by Council on June 21, 1989 and have been utilized by the Administration to form the basis for all development agreements that have been executed between the City and land developers since 1989.

After ten years of utilizing the 1989 Development Agreement Parameters, it was apparent to both the City and representatives of the land development industry that amendments were necessary. Accordingly, on January 12, 2000, Executive Policy Committee approved the establishment of an Ad Hoc Committee To Review Development Standards. The objectives of the Committee were as follows:

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1. To re-examine the standards that affect Development Agreements;
2. To consult with the private sector thereon; and
3. To work with the Administration to update the standards.

Between February 10, 2000 and June 11, 2002, the Ad Hoc Committee To Review Development Standards held sixteen meetings with representatives of the Urban Development Institute-Manitoba Division (UDI) and Administration to address the aforementioned three objectives.

One of the major projects undertaken by the Ad Hoc Committee, in conjunction with the UDI and Administration, was a "clause by clause" review of the existing 1989 Development Agreement Parameters.

The attached Schedule "A" outlines the "Proposed 2002 Development Agreement Parameters" which are being submitted by the Administration and the UDI for consideration by Council.

The Parameters in Schedule "A" have been discussed at length and for the majority of the clauses there is consensus between the Administration and the UDI as to the proposed revised wording.

However, there are a number of Parameters that require further discussion over the next year. In order to complete this document, it was agreed that for those clauses still under review that the current Parameters from the 1989 version would be used. Therefore, those clauses were only modified slightly to reflect format and organizational changes. For clarification, those specific clauses have been highlighted with ***bold and italics***.

As a cross reference to the existing Parameters, at the end of each proposed Parameter in Schedule "A", there is a reference to its related 1989 Parameter.

In conducting the clause by clause review project, it was apparent that a number of the 1989 Parameters were either obsolete or not applicable for inclusion in the Parameters. The attached Schedule "B" document entitled "1989 Development Agreement Parameters: To Be Deleted" outlines all the various existing Parameters that are recommended for deletion with accompanying rationale.

Schedule "A" represents the culmination of many meetings involving members of the Ad Hoc Committee, Urban Development Institute and the Administration. Although there are still issues that must be discussed further, these revised Parameters are a significant improvement to the current 1989 version in that they have been re-organized in a more logical format as well as updated to reflect the reality of today's economic climate. It is anticipated that adoption of the Schedule "A" document will improve relations between the City and representatives of the land development industry and, as well, will ensure that land developers will continue to contribute their fair share of the costs of City services and infrastructure.

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Financial Impact Statement

Date: June 21, 2002

Project Name:

Proposed 2002 Development Agreement Parameters

First Year of Program 2002

	2002	2003	2004	2005	2006
Capital					
Capital Expenditures Required	$ -	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ -	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	-	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments:

It cannot be determined whether there will be any long-term financial implications to the City resulting from changes to development agreement parameters.

Gord Courage, Manager
Support Services Division

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

The Land Development Branch consulted with various departments when preparing the initial administrative draft of the Parameters in 2001. The Departments consulted included Public Works, Water and Waste, Transit, Corporate Finance, Winnipeg Hydro, and Corporate Services.

THIS REPORT SUBMITTED BY:

Planning, Property and Development Department
Division: Development and Inspections
Prepared by: C.D. Torpey and S. Duncan
PPD File #: Development Agreement Parameters

Document name: o:\reports directive\development and inspections\land development\parameters-2002.doc

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SCHEDULE "A"

PROPOSED 2002 DEVELOPMENT AGREEMENT PARAMETERS

PART I – PREFACE

(1) INTRODUCTION

a) These Development Agreement Parameters express the general policy of the City. They are guidelines for the City's Administration and Developers in formulating development conditions for consideration by City Council and its relevant Committees. Each development will be governed by its respective development agreement, not by these guidelines although experience indicates the Development Agreement Parameters will be followed with few exceptions.

The purposes of the Development Agreement Parameters are to ensure that all parties pay their equitable share of the costs of development, that development agreement obligations are consistent for all developments and that development occurs in accordance with current City of Winnipeg construction specifications.

b) Development agreements will deal within the limits of City powers to make cost recoveries for the works provided by the City or by an initial Developer. The City can only make its best efforts within the limits of its powers. Each councillor's duty to vote as they decide cannot legally be restricted by an agreement. For example, where a future cost recovery depends on a majority vote of Council to enact a by-law levying local improvement charges or approving a subdivision and imposing development conditions, including cost recoveries, that majority vote will determine what the City attempts to recover within the upper limit of what lawfully can be recovered. Obviously, only the development agreement signed by a subsequent Developer can impose an obligation for payment, and not these Development Agreement Parameters or the original development agreement with the initial Developer calling for attempted cost recoveries.

1989: Sections 1 and 2

PART II – ADMINISTRATION AND FINANCE

(2) DEVELOPER REIMBURSEMENT

a) Where the land of a third party directly benefits from services installed by a Developer as determined by the City, the City may covenant in the development agreement to endeavour to collect a cost recovery for the Developer being the actual cost of that

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benefit, as determined by the City;

b) ***Except where it would be inequitable to do so or beyond the powers of the City, interest will be added to that cost (compounded annually) from the first anniversary date of substantial completion of those services to the date of payment at a rate equal to the City's capital borrowing rate, being the effective rate payable by the City on its debenture issue immediately preceding the date of substantial completion;***

c) ***In circumstances where application of such interest would be inequitable or beyond the power of the City the cost recovery may be at the relevant local improvement rates applicable during the year of recovery or whatever amount is recoverable within the City's powers;***

d) ***Where the Developer, the City, and the third party so agree the cost recovery may be calculated as above provided or in any other manner agreed to and either paid by the third party directly to the Developer or though the City;***

e) ***A development agreement may provide that where the land of a third party directly benefits from services installed by the Developer, as determined by the City, the City shall in accordance with these parameters pay to the Developer the cost and interest as described in clause a) and b) of this paragraph subject to and upon capital funding being approved for that payment.***

1989: Section 3

(3) LAND VALUE

The cost or value of land will be determined by the City annually upon the appraised market value of raw acreage that has imminent development potential.

1989: Section 5

(4) SERVICES FRONTING ON PRIVATELY OWNED LANDS

a) A development agreement may provide for advertising as a local improvement, at the Developer's written request, of services and improvements proposed to be installed by the Developer fronting and directly benefiting private lands and if before that work is commenced that local improvement is approved as such under the required statutory and City procedures then upon approval of funds in the City capital budget and enactment of the required by-law the City will pay to the Developer the lesser of the Developer's cost or the applicable local improvement cost. Where no local improvement by-law is enacted, the City will endeavour to recover with future development agreements.

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b) Whenever applying for subdivision approval, the Developer should endeavour to avoid the need for attempted cost recoveries by avoiding servicing of boundary roads. When Council cannot or will not enact a local improvement by-law except subject to deferment of local improvement levies Council may do so subject to the Developer funding all costs of deferral.

1989: Section 23

(5) INSTALLATION OF SERVICES BENEFITTING OTHER THAN THE DEVELOPER

Where the City requires installation of oversize services to or through a subdivision, or where private property owners successfully petition against the installation of services, the Development Agreement may require the Developer to install them at his own expense and shall require the City to endeavour to recover for the Developer all or a portion of its additional costs as follows:

a) from future Developer's their proportionate share of the oversize service cost when the said services are extended;

b) from private owners, insofar as it may legally do so, prior to connection to or use of the installed services; and repayment shall be in accordance with Section 2.

1989: Section 24

(6) BRIDGE FINANCING OF SERVICES

Where the installation of oversized wastewater and land drainage sewers, watermains, stormwater impoundments, trunk sewers, water feedermains, pumping stations, street pavements and other municipal services are required to serve a proposed development, and where City capital funding cannot be provided for the cost of the oversizing, the Council of the City of Winnipeg may approve bridge financing by the Developer in accordance with the following conditions:

a) The Developer shall pay the full cost to construct the required services.

b) The proposed development must be located within areas of acceptable urban expansion.

c) The services to be installed will be as agreed upon between the Developer and the City to serve the ultimate service area.

d) The City may agree in a development agreement on a repayment schedule based upon approved capital funding in the future from City budgets and collection of funds from

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future development areas. Such repayment shall be in accordance with the DEVELOPER REIMBURSEMENT section

1989: Section 24-A

(7) DEVELOPMENT CONTROL STRIPS

Where a requested local improvement by-law is not enacted or a local improvement by-law is otherwise not an appropriate mechanism to attempt cost recovery from benefiting private lands, the City may require that a development control strip otherwise created on a plan with title in the name of the City; to function as notification to the City of a development agreement covenant by the City to endeavor to make future cost recoveries from the subsequent developers for services installed by an initial Developer.

1989: Section 24-C

(8) INSURANCE

The development agreement shall require that Developer employed contractors performing work on City streets and lanes, be licensed by the City annually and file with the City annually, at the time of purchase of a license, a Contractor's Liability Insurance policy to provide coverage in an amount and form satisfactory to the City. The Developer shall provide such evidence to the City for each Contractor employed.

1989: Section 25 a)

(9) SECURITY

a) The development agreement shall require that the Developer will provide and maintain security in forms and amounts satisfactory to the City to guarantee performance and completion of all conditions and requirements included in the development agreement. While the development agreement is in force and effect, the City will review the security requirements on a regular basis and request/authorize an adjustment to amounts as warranted and the release of securities when appropriate.

b) The Developer, upon request to the City, may be allowed to provide one overall performance security which would provide coverage for more than a single development agreement. The form and amount shall be as agreed to from year to year by the Developer and the City.

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c) The development agreement shall require that the Developer will provide and maintain security in forms and amounts satisfactory to the City in respect of builders liens, such security to be promptly released by the City upon expiry of lien periods.

1989: Section 25

(10) CONSULTANTS AND ADMINISTRATION FEES

a) The development agreement shall provide that the Developer shall pay the cost for consulting services to the consultant(s) in connection with the servicing of the development including design and site services. Although during the design phase the consultants are ostensibly working for the Developer, during the provision of the site services the consultant is required to ensure that all of the City's requirements and standards are being met. The Developer's assignment of the consultant services shall be satisfactory to the City.

b) The Developer shall pay to the City, prior to the release of subdivision mylars, an Administration fee of $1,200.00 per gross acre to defray administrative costs of the Development Agreement.

1989: Section 26

(11) TENDERS FOR CITY / DEVELOPER COST SHARED SERVICES

For any of the required services and improvements where all or a part of the cost of which is paid by the City, the City shall require that the prices reflect competitive tenders and are satisfactory to the City. The City's share of the costs of contracts awarded by the Developer in these circumstances shall be subject to the approval of the City.

1989: Section 27

(12) SUBSTANTIAL COMPLETION AND CONSTRUCTION COMPLETION CERTIFICATION

a) "Substantial Completion" means completion as certified by a consulting engineer and/or landscape architect acting in accordance with a development agreement and thereafter approved by the City in accordance with the following criteria: Works required to be constructed by a Developer, as stipulated in a development agreement will be separately certified in the categories of (1) underground, (2) pavement and (3) other above-ground

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services. Works shall be deemed substantially completed when they, or a substantial and independently usable part thereof, are being used or are ready for use for their intended purpose and outstanding work to fully complete or rectify and deficiencies will not cost more than:

i. 3% of the first $250,000 of the contract cost
ii. 2% of the next $250,000 and
iii. 1% of the balance thereof.

b) "Construction Completion" means 100% completion as certified by a consulting engineer and/or landscape architect acting in accordance with a development agreement and thereafter approved by the City.

c) The development agreement shall provide for Warranty/Maintenance periods as outlined in the WARRANTY AND MAINTENANCE section, to commence on the "Date of Substantial Completion" or the "Date of Construction Completion", whichever is appropriate.

These dates, as previously defined, shall be the dates on which the Consulting Engineer and/or Landscape Architect responsible for providing the certification delivers the appropriate Completion Certificates to the City as "Owner" of public rights of way and public reserves. It is understood that the completion status is to be confirmed by formal inspection arranged by the consultant and attended by the appropriate representatives of the city to ensure that the works are satisfactory.

1989: Sections 4 and 28

(13) FINAL ACCEPTANCE CERTIFICATES

Generally, "Final Acceptance" of any individual improvement, obligation or responsibility requires that the item has been completed satisfactorily and any warranty/maintenance period has expired and any deficiencies noted during the end of warranty inspection have been rectified to the satisfaction of the City. "Final Acceptance" of any improvement, obligation or responsibility stipulated in a development agreement shall be formally acknowledged by the release of the security in place guaranteeing that specific item. Final Acceptance of the entire development agreement shall be acknowledged by the final release of all securities and by separate formal Final Acceptance Certification for (1) Underground, (2) Above Ground and (3) Boulevard and Tree Works.

1989: Section 29

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(14) PERMITS AND APPROVALS

The Developer shall take all necessary steps to obtain all required permits and approval from the City, Province and Federal governments to expediently fulfil the requirements of a development agreement.

1989: Section 32

(15) PLAN REQUIREMENTS

When applicable, each development agreement shall include the following plans:

a) Legal plan demarcating the Planned Area

b) Master site grading plan

c) General servicing plan(s) prepared by a consulting engineer showing schematically the layout of all improvements required to fully service the Planned Area and any special plans as required to enhance the understanding(s) of the development agreement.

1989: Section 37

(16) LIMITED URBAN DEVELOPMENT SUBDIVISIONS

a) The Developer shall file with the City a letter of credit in the amount of 50 percent of the estimated costs of constructing and installing all works required to serve the subdivision in a form and in an amount satisfactory to the City.

b) The Developer, for itself, its successors and assigns shall be required to covenant with the City not to apply for or request a further division of any lot within the subdivision, or to request the City to extend the City waste water sewer or City watermains to the subdivision, which covenant shall be registered in the Winnipeg Land Titles Office by caveat against each lot within the subdivision.

c) The Developer, for itself, its successors and assigns shall be required to covenant with the City to cut and maintain all areas within the landscaped street right-of-way adjacent to each lot between the traveled road surface and the property line to the satisfaction of the City, which covenant shall be registered in the Winnipeg Land Titles Office by caveat against each lot within the subdivision.

d) The development agreement shall contain a clause whereby the Developer covenants and

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agrees that sewage disposal facilities shall be private and in accordance with the last edition of the City Sewer By-Law and amendments thereto and water supply facilities shall be private and the City shall not be charged with any duties or responsibilities related to any aspect thereof.

1989: Section 40

PART III – LAND ACQUISITION AND DEDICATION

(17) WALKWAYS

The minimum right-of-way width for walkways shall be specified by the City and agreed to in the Development Agreement and in any case the width of the right-of-way shall be sufficient to enable the removal of snow.

1989: Section 13

(18) STREET RIGHTS-OF-WAY

a) The development agreement shall require the Developer to dedicate to the City, at no cost, street rights-of-way within and necessary to serve the subdivision, together with all necessary corner cuts as designated by the City; including adequate right-of-way widths for streets that require ditch drainage or rural street cross sections.

b) The development agreement may require the Developer to dedicate lands designated by the City as required, for widening of streets which form part or all of the boundary of the subdivision and/or for widening collector streets providing direct access from the subdivision to the regional street system, together with right-of-way widenings for right-turn cut-offs, storage lanes and/or corner roundings necessary in the opinion of the City to serve the subdivision. Where the lands required for rights-of-way are owned by the

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Developer but will not benefit the Developer's immediate subdivision, the City shall buy the subject lands at a price in accordance with the LAND VALUE Section

c) The development agreement may require the Developer to pay some or all of the cost of acquisition of street rights-of-way outside the subdivision designated by the City as having been acquired and/or as required to provide access from the subdivision to the regional street system, The cost of the land shall be in accordance with the LAND VALUE section.

d) Over and above the dedication requirement of the previous clauses or in cases where access from the development to the regional street is unnecessary; the development agreement may require the Developer to provide in the plan of subdivision for rights-of-way designated by the City as required for future regional streets or for future extensions of existing regional streets, and to sell such land to the City. The cost of the land shall be in accordance with the LAND VALUE section.

e) The development agreement may require the Developer to provide in the plan of subdivision for street rights-of-way of such width as may be designated by the City as required to provide access to areas which will in future be developed beyond the subdivision, in which case the development agreement shall then provide for the acquisition by the City of such additional rights-of-way and the cost of the land shall be in accordance with the LAND VALUE section.

f) The development agreement may require the Developer to contribute some or all of the cost of right-of-way or road widening reserve purchased previously by the City within the subdivision area which the Developer would have been required to dedicate under the terms of these Development Agreement Parameters had not the City purchased the land from the Developer or from a previous owner or owners. The cost of the land to be in accordance with the LAND VALUE section.

g) The development agreement may require the Developer to create and/or dedicate a reserve adjacent to an arterial road or expressway for sound attenuation purposes. These shall be so designated at the time the development agreement is executed.

h) The City shall endeavor to make a cost recovery to the initial Developer for fronting rights-of-way benefiting other lands which rights-of-way have been dedicated by the Developer. The value of those lands shall be as described in the LAND VALUE section.

1989: Section 18

(19) FRONTAGE ROADS

The development agreement shall require the Developer to dedicate to the City at no cost frontage road rights-of-way wherever required by the City in the subdivision in accordance with the City's Transportation Standards Manual.

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1989: Section 19 a)

(20) LANE RIGHTS-OF-WAY

The development agreement shall require the Developer to dedicate to the City, at no cost, lane rights-of-way wherever required by the City within the subdivision in accordance with the Transportation Standards Manual. The schedules of a development agreement shall indicate where all lanes are required in the subdivision.

1989: Section 19 b)

(21) EASEMENTS

The development agreement shall require the Developer, at no cost to the City, to provide easements where necessary through private lands for the installation of utilities including natural gas, hydro and telephone lines and for the installation of municipal works such as water, swales, sewer and roads. The width and location of such easements shall be identified on the construction drawings and agreed to between the City and the Developer at the time the development agreement is executed. These easements shall be registered in the Land Titles Office as caveats against the affected lands. The easements shall be in a form satisfactory to the City.

1989: Section 21

(22) RIVERS AND CREEKS

Where a development agreement area features a river or creek, the development agreement may require that the Developer transfer to the City all those lands required for land drainage flow at a price as negotiated with the City.

1989: Section 33 a)

(23) STORMWATER RETENTION BASINS: PUBLIC MAINTENANCE AREA

The Developer shall provide land for public maintenance purposes, at locations to be determined by the City, for any development with a stormwater retention basin.

1989: Section 33 c) i)

(24) PUBLIC PARK RESERVES

a) The Developer shall dedicate a minimum of 8% of the net area* for public park

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purposes and pay the remaining 2% in cash.

****Net area is defined as all land within the Development Application excluding property acquired by the City for impoundment areas, regional street road allowances (including any widening reserves) and land drainage flow conveyances.***

b) If land is not dedicated for public purposes, the Developer shall provide a cash payment representing 10% of the appraised value of the Development Application, as determined by the City and prior to the release of subdivision mylars by the City.

1989: Section 34 a)

PART IV – SERVICES AND IMPROVEMENTS

(25) WASTE WATER SEWERS

a) The development agreement may provide that the Developer shall construct and install all wastewater sewers complete with manholes and appurtenances, thereto, including pumping stations, as required, to serve the subdivision, and including services and facilities in adjacent lands for the conveyance of wastewater from the subdivision to the existing wastewater collection system, if necessary. When the services benefit any adjacent lands, the City shall repay the Developer in accordance with the Developer Reimbursement section.

b) Where the City requires wastewater sewers to be larger than necessary to serve the subdivision, the necessary calculations shall be made to the satisfaction of the City to determine the costs of additional capacities to be provided by the Developer. Such oversized wastewater sewers shall be designated at the time of approval of plans by the City, or earlier, and the City shall make no payment for oversize unless the sewer has been established as oversize at that time. The costs of additional capacity agreed to in the agreement shall be adjusted to actual costs once construction and costing thereof is completed and repayment shall be in accordance with the DEVELOPER REIMURSEMENT section.

c) The City shall in no case be liable for additional capacity costs of wastewater sewers that are 300 mm (12 inches) internal diameter or less.

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d) The development agreement may require that the Developer pay for services that the City and/or a third party has previously constructed, or that are to be constructed in the future, and which directly benefit the proposed subdivision. The costs shall be determined by the Director of Water and Waste and shall be specified in the development agreement at the time that the agreement is to be executed by the Developer, or earlier. A security may be posted in lieu of immediate payment for future services that are to be constructed by the City and/or a third party. If a security is posted in lieu of payment both the payment due and the security will be adjusted annually to reflect current dollar value. It is understood that interceptor sewers are the responsibility of the City.

1989: Section 6 a)

(26) LATERAL LOCAL LAND DRAINAGE SEWERS

The development agreement may provide that the Developer shall construct and install all lateral local land drainage sewers complete with manholes and appurtenances thereto, required to serve the subdivision, and including services and facilities in adjacent lands for the conveyance of land drainage runoff from the subdivision to the existing land drainage collection system, if necessary. When the services benefit any adjacent lands, the City shall repay the Developer in accordance with the Developer Reimbursement section.

1989: Section 7

(27) REGIONAL LAND DRAINAGE TRUNK FACILITIES

a) The development agreement may provide that the Developer shall construct and install the regional land drainage trunk facilities and appurtenances thereto, including stormwater retention basins, interconnection pipes, outfalls and linear waterways to serve the subdivision, and including services and facilities in adjacent lands for the conveyance of land drainage runoff from the subdivision to the existing regional land drainage system, if necessary.

The Agreement may provide that the Developer shall recover the agreed oversizing costs. The additional costs agreed to in the agreement shall be adjusted to actual costs once construction and costing thereof is completed and repayment shall be in accordance with the DEVELOPER REIMBURSEMENT section.

b) Where the City requires the Developer to construct the regional land drainage trunk facilities to serve the subdivision and other benefiting third party lands, the necessary calculations shall be made to the satisfaction of the City to determine the Trunk Service Rate (TSR). The TSR is a uniform per acre charge which is calculated by adding together all the costs for the regional land drainage system (including construction, engineering and land acquisition) and dividing it by the total drainage area it serves. The TSR shall be used to determine the Developer's net benefit (share) of the regional land drainage trunk

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facilities. The Developer's share is calculated by multiplying the TSR by the land area of the proposed development. If the Developer's costs for constructing the facilities are higher than their share, then the City shall endeavour to recover the difference from benefitting third-party lands. If the Developer's costs for constructing the facilities are lower than their share, then the Developer shall pay the difference to the City. The costs of the regional land drainage trunk facilities shall be adjusted to actual costs once construction and costing thereof is completed and repayment shall be in accordance with the Developer Reimbursement section.

c) The development agreement may require that the Developer pay the TSR for services that the City and/or a third party has previously constructed, or that are to be constructed in the future, and which directly benefit the proposed subdivision. The costs shall be determined by the City and shall be specified in the development agreement at the time that the agreement is to be executed by the Developer, or earlier. A security may be posted in lieu of immediate payment for future services that are to be constructed by the City and/or a third party. If a security is posted in lieu of payment both the payment due and security will be adjusted annually to reflect current dollar values.

1989: Section 7

(28) FLOODPROOFING

Notwithstanding applicable floodproofing regulations pursuant to the City of Winnipeg Act as concerns proposed developments within the designated Floodway Fringe and Floodway Areas, the development agreement shall specify whether flood protection shall consist of the floodproofing of individual units, or of the construction of a primary dike system, as directed by and to the satisfaction of the City.

1989: Section 7-A

(29) WATER

a) The development agreement may provide that the Developer shall construct and install all watermains and appurtenances thereto, required to serve the subdivision, and including services and facilities in adjacent lands for the connection from the subdivision to the existing water distribution system, if necessary. When the services benefit any adjacent lands, the City shall repay the Developer in accordance with the Developer Reimbursement section.

b) Where the City requires a watermain to be larger than necessary to serve the subdivision, the necessary calculations shall be made to the satisfaction of the City to determine the cost of additional capacities to be provided by the Developer. Such oversized watermains shall

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be designated at the time of approval of plans by the City, or earlier, and the City shall make no payment for oversize unless the watermain has been established as oversize at that time. The costs of additional capacity agreed to in the agreement shall be adjusted to actual costs once construction and costing thereof is completed and repayment shall be in accordance with the DEVELOPER REIMBURSEMENT section.

c) The city shall in no case be liable for additional capacity costs of watermains that are 250 mm (10 inches) internal diameter or less.

d) The development agreement may require that the Developer pay for services that the City and/or a third party has previously constructed, or that are to be constructed in the future, and which directly benefit the proposed subdivision. The costs shall be determined by the City and shall be specified in the development agreement at the time that the agreement is to be executed by the Developer, or earlier. A security may be posted in lieu of immediate payment for future services that are to be constructed by the City and/or a third party. If a security is posted in lieu of payment both the payment due and the security will be adjusted annually to reflect current dollar values.

1989: Section 8

(30) LOT LINE CONNECTIONS

The development agreement shall require the Developer to construct and install required wastewater sewer and domestic water services from the main to the lot line to all single-family and two-family residential sites within the subdivision, with an internal diameter and materials to be approved by the City. Water boxes shall be required on all domestic water services, but shall be the responsibility of the homebuilder and not the Developer. Joint water and sewer connections may be permitted by the City where party wall agreements are in place to the properties being served.

1989: Section 9

(31) STREET PAVEMENTS

a) The development agreement may require the Developer to construct in all street rights-of-way within the subdivision, pavements of such width, thickness and materials overlaying a base course and sub-base of such materials, width, depths and densities as the City may designate in the development agreement to service the subdivision in accordance with the City Standard Construction Specifications.

b) Where pavements of greater width and depth than necessary to serve the subdivision are required by the City to serve other areas, the development agreement shall require the City to pay the cost of such additional width and depth at prices estimated by the City and agreed

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to by the Developer before the signing of the development agreement. The estimated costs agreed to in the agreement shall be adjusted to reflect actual costs once construction and costing thereof is completed and repayment shall be in accordance with the Developer Reimbursement section.

c) The development agreement may require the Developer to construct and pay for designated access roads and/or modifications to existing streets outside the subdivision boundaries, where it is agreed these works serve the subdivision. In addition, the development agreement may require the Developer to finance and construct street pavements within the subdivision of such materials, width and depth, as required to by the City to service other areas outside the subdivision. Cost recoveries to the Developer shall be in accordance with the DEVELOPER REIMBURSEMENT section.

d) Excepting where area charges are in effect, where a development borders on an arterial road, the Developer shall pay the cost of constructing one lane of concrete pavement 4 metres in width together with a share of the land drainage, sidewalks, landscaping, street lighting, and intersection improvements and modifications as determined by the City which requirements and geometrics thereof shall be defined at the time the development agreement is executed.

e) Where regional street improvements constructed by the initial Developer benefit other lands, the appropriate cost sharing formula shall be agreed upon at the time the development agreement is signed. Any repayment from these other benefiting lands collected by the City through subsequent development agreements shall be paid to the initial Developer when collected in accordance with the DEVELOPER REIMBURSEMENT section.

f) Where regional street improvements constructed by the Developer benefit the City, the appropriate cost sharing formula shall be determined and agreed upon at the time the development agreement is signed and repayment to the Developer shall be in accordance with the DEVELOPER REIMBURSEMENT section.

g) Area charges may be imposed in lieu of frontage charges where the costs of required improvements are to be shared by more than one Developer. The area charges shall be in accordance with an established formula and the monies so collected are to be used solely for the specific improvements in the area.

h) The development agreement may require the Developer to pay a share of the cost of previously constructed access roads to serve the subdivision.

1989: Section 10

(32) TRAFFIC CONTROL DEVICES AND TRAFFIC SIGNS

a) The Developer shall pay for modifications to existing and/or installation of new traffic

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control devices such as traffic signals, railway crossing protection, overhead signs and other traffic signs required within the development agreement area.

b) Where traffic control devices provided by the initial Developer benefit other areas, the appropriate cost sharing formula shall be agreed upon at the time the development agreement is signed. Any repayment from these other benefiting lands collected by the City through subsequent development agreements shall be paid to the initial Developer when collected in accordance with the DEVELOPER REIMBURSEMENT section.

c) Where traffic control devices provided by the Developer benefit the City, the appropriate cost sharing formula shall be determined and agreed upon at the time the development agreement is signed and repayment shall be in accordance with the DEVELOPER REIMBURSEMENT section.

1989: Section 11

(33) LANES

a) The development agreement may require the Developer to construct pavements of such width, thickness and material that the City and the Developer agree upon at the time the development agreement is executed. The construction of lane pavements shall be in accordance with accepted standards for width, depth, material, subgrade and base course density that the City adopts from time to time, but which will be agreed upon at the time of execution of the development agreement.

b) Where lane pavements are constructed by the initial Developer that benefit lands outside the Developer owned Planned Area, the development agreement may require the City to reimburse the Developer some portion of these costs when the City collects monies from the owner(s) of said benefiting lands through local improvement levies or subsequent development agreement(s). Repayment shall be in accordance with the DEVELOPER REIMBURSEMENT section.

1989: Section 12

(34) WALKWAYS

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The development agreement may require the Developer to construct the following improvements within public walkways in the subdivision: sidewalks of such width as the City may require, appropriate fencing along the street frontage of the walkway, ornamental lighting and appropriate landscaping between the sidewalk and private property lines.

1989: Section 13

(35) SIDEWALKS

a) The development agreement may require the Developer to construct and install sidewalks of such width, thickness and materials overlaying base course and sub-base of such materials, depth, width and density along street rights-of-way as the City may designate and which will be shown on schedules to the development agreement at the time of execution. As a general rule, sidewalks are not required on bays, crescents and cul-de-sacs.

b) The development agreement may require the Developer to consent to the registration of a caveat against all parcels of property which will have frontage or flankage along a sidewalk, which caveat will serve to inform future potential property purchasers and their solicitors that a sidewalk will be constructed abutting the property.

1989: Section 14

(36) BOULEVARDS

a) The Developer shall install pavement, unit paving stones or sod, including grading and leveling, and plant trees in all road allowance boulevards, cul-de-sac islands, and medians including those between a collector street and a service/frontage road leading to or within the subdivision in accordance with the plans and specifications approved by the City.

1989: Sections 15 and 34 d)

(37) STREET NAME SIGNS

The development agreement shall require the Developer to erect City approved permanent

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standard reflectorized street name signs at each intersection in the development area, bearing street names approved by City Council.

1989: Section 16

(38) UNDERGROUND SERVICES

The development agreement shall require the Developer to provide and arrange for the installation of all electrical, telephone and cable television services to be installed underground except where the respective utility and the City determine that it is unreasonable to do so.

1989: Section 17

(39) STREET AND LANE LIGHTING

The Developer shall pay the capital cost of installing ornamental lights to City accepted standards, on all streets and lanes within the subdivision. Where the utility and the City deem the provision of ornamental lighting to be unreasonable, other forms of acceptable lighting will be permitted.

1989: Section 31

(40) STORMWATER RETENTION BASINS: PUBLIC MAINTENANCE AREA

a) ***For every 4 acres of water surface within an impoundment area, the Developer shall provide 1 acre of land for public access purposes at locations to be determined by the City;***

b) ***The Developer shall grade, level and sod the public land component in accordance with plans and specifications approved by the City;***

c) ***The Developer shall install all services in road allowances located adjacent to the public land component;***

d) ***The Developer shall install chain link fencing to demarcate the public land component of the impoundment from the private land component as determined by and to the satisfaction of the City.***

1989: Section 33 c)

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(41) PUBLIC PARK RESERVES: SERVICES

a) ***The Developer shall install services in road allowances located adjacent to public park reserves in accordance with the following formula: 100 feet of serviced frontage for each acre of dedicated parkland***

b) ***If land is <u>not</u> dedicated for public park purposes, the Developer shall provide a cash payment, prior to the release of subdivision mylars by the City, in accordance with the following procedures:***

- ***the potential amount of public park dedication would be determined (i.e. 8% of the net area of the Development Application);***

- ***relative to the <u>potential</u> amount of public park dedication determined in the procedure above, the <u>potential</u> amount of street frontage would be calculated based upon the "100 feet of frontage for each acre of dedicated parkland" formula;***

- ***the <u>potential</u> amount of street frontage calculated in the procedure above, would be multiplied by the City's annual Local Improvements By-law rates for construction of services. The resulting figure would represent the Developer's cash payment.***

1989: Section 34 b)

(42) PUBLIC PARK RESERVES: IMPROVEMENTS

a) ***The Developer shall grade, level and sod the public park reserve and install irrigation equipment and land drainage systems including connection to mains in accordance with plans and specifications approved by the City.***

b) ***If the land is <u>not</u> dedicated for public park purposes, the Developer shall provide a cash payment, prior to the release of subdivision mylars by the City, in accordance with the following procedures:***

- ***the <u>potential</u> amount of public park dedication would be determined (i.e. 8% of the net area of the Development Application;***

- ***the <u>potential</u> amount of public park dedication determined in the procedure above would be multiplied by the City's annual rates for installation of sodding, irrigation equipment and land drainage systems; as determined by the City. The resulting figure would represent the Developer's cash payment.***

1989: Section 34 c)

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(43) LIMITED URBAN DEVELOPMENT SUBDIVISIONS

The City may, in certain designated areas, approve subdivisions requiring the Developer to pay the full cost of constructing and installing gravel streets for A-5 Districts and rural/highway type asphalt surface streets for RR2-Districts together with ditches, culverts and all other related works for both districts as may be required by the City to serve the subdivision subject to the following conditions:

a) All road beds shall be constructed with a minimum traveling surface width of 7.5 metres, with a minimum shoulder width of 1.5 metres on either side of the traveled roadway, the construction which shall be to the satisfaction of the City.

b) In A-5 District, the roadway shall be surfaced with a 150 millimetre thick application of aggregate overlaying a minimum 300 millimetre thick compacted sub-base which sub-base shall be of a material, width, depth and density as determined by the City.

c) In RR-2 Districts, the roadway shall be surfaced as follows over a period of 3 years.

Year 1- The earth grade portion of the roadway shall be constructed and surfaced with a 225 millimetre thick application of stabilized base course to a width, depth and density as determined by the City and the surface treated with a dust inhibitor, the frequency of which shall be as determined by the City.

Year 2- The roadway shall be surfaced with a base course of a 50 millimetre application of aggregate and the surface treated with a dust inhibitor as required by the City.

Year 3- A 50 millimetre application of aggregate base shall be compacted on the roadway and the roadway surface shall be constructed to a width of 7.5 metres with a 75 millimetre in thickness application of asphalt together with shoulder treatments as required by the City.

d) All ditches including the construction of drainage ditches, outflows to other streams and existing ditches, rip-rap and related works shall be constructed by the Developer. The minimum grade of all ditches shall be 0.10 percent with a minimum depth of 0.6 metre and side slopes not greater than 3:1 on the roadway side. The ditch grade depth, and side slopes in addition to the diameter, length and type of culverts to be used shall be to the satisfaction of the City.

e) The Developer shall seed with grass all non-surfaced areas within the road right-of-way including ditch side slopes, to the satisfaction of the City.

f) The Developer shall install all electrical services to the subdivision with overhead electric lines including pole-mounted street lights located to the satisfaction of the City.

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g) The following conditions shall apply in "RR-2" Districts in cases where a development fronts only on an existing improved graveled boundary road:

i The Developer shall pay to the City in cash its share of the cost of upgrading/maintaining the roadway to an "oiled gravel surface" as determined by the City.

ii The rate of payment shall be determined annually by the City but shall generally be equal to 1/3 of the local improvement rate for an asphalt payment.

1989: Section 40

PART V – MAINTENANCE AND COMPLIANCE

(44) MAINTENANCE

The development agreement shall require the Developer to maintain the following improvements to the satisfaction of the City for the periods below listed, from the date of issuance of relevant Substantial or Construction Completion Certificates:

Watermains

1 year

Land Drainage Systems including pumping stations, wells and fountains but excluding impoundments

1 year

Stormwater Impoundments

(Retention Ponds)

Until occupancy of 75% of the dwellings on lots immediately abutting the impoundment as determined by and to the satisfaction of the City.

Waste Water Sewer Systems including pumping stations

1 year

Street and Lane Pavements

1 year

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Sidewalks and Walkways

1 year

Building Services

1 year following turn-on for domestic purpose

Structures

1 year

Sodding of Publicly and Privately-owned Lands

The Developer shall be responsible for maintaining, for one year, the sodding of boulevards, dedicated parks and publicly-owned land components of impoundment areas to the satisfaction of the City in accordance with the City's Sodding Maintenance Guidelines.

The Developer shall be responsible for sodding and maintaining sodding on the privately-owned lots abutting the impoundment areas until a dwelling is constructed and occupied on the relevant private lot.

1989: Section 22

(45) SURVEY: STORMWATER RETENTION BASINS

a) The development agreement shall require the Developer to stake and grade the corners of the rear yards of the lots contiguous to a stormwater retention basin in order to facilitate inspection for construction completion and as a condition for issuance of a Construction Completion Certificate.

b) The development agreement shall require that prior to the issuing of a Final Acceptance Certificate for any stormwater retention basin, the Developer shall provide an appropriate legal survey complete with legal monuments at appropriate offsets from the lot corners contiguous to the stormwater retention basin and a plan identifying horizontal and vertical extents of said monuments, which work is to be performed by a licensed Manitoba Land Surveyor, demonstrating that the rear yard legal property limits of all private lots contiguous to the retention basin correspond to the appropriate elevation of the retention basin impoundment design relative to normal water level.

1989: Sections 7 and 29

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(46) SURVEY MONUMENTS

The Developer shall maintain at its own cost all survey monuments within the development area, to the satisfaction of the City, and in cases where the survey monuments have been disturbed, moved, covered or mutilated in any way, or destroyed, the Developer shall cause the monuments to be replaced at his expense by a Manitoba Land Surveyor to the satisfaction of the City.

1989: Section 30

(47) HAUL ROADS AND THE DEPOSIT OF FOREIGN MATERIALS

During the construction of services and improvements as well as the housing/building construction period, the Developer shall direct all traffic to and from the development agreement area on haul roads designated by the City, and the Developer shall ensure that all vehicles hauling to and from the site do not deposit foreign materials on the surface of the public streets, lanes, boulevards and walks. The Developer shall pay for the removal of all foreign materials in the rights-of-way emanating from construction vehicles traveling to and from the development agreement area.

1989: Section 36 h)

(48) LIMITED URBAN DEVELOPMENT SUBDIVISIONS

a) The Developer shall cut and maintain the said seeded area until the growth of grass has been well established and until the house on which the grassed areas fronts has been occupied by a purchaser, provided that after such occupation the Developer has made any repairs necessitated by inadequate growth of grass or maintenance, all of which shall be to the satisfaction of the City.

b) <u>Maintenance</u>

The Developer shall, at no cost to the City, maintain all works to be constructed or installed under the Development Agreement including additional applications of dust inhibitors to the satisfaction of the City during constructing and for a period of three years following the issuance of a Completion Certificate by the City of Winnipeg, in the case of A-5 districts and for a period of one year after the issuance of a Completion Certificate in the case of RR-2 districts.

1989: Section 40

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(49) SIGNAGE
Prior to the issuance of any building permits in the Planned Area, the Developer, at no expense to the City, shall install signs at the entrances to the subdivision upon which is displayed a plan of the area showing thereon the locations of all proposed sidewalks, public walkways, park locations, prospective school sites, zoning information and future regional and collector street rights-of-way. The said signs shall be sized and maintained to the satisfaction of the City. The signs shall also advise that the location of all appurtenances such as fire hydrants, sewer manholes and street lights can be obtained from the City. *1989: Sections 14 and 41 b)*
(50) ACCESS ROADS
The development agreement may require the Developer to construct and maintain temporary access roads into the development agreement area during the course of construction; to the satisfaction of the City. *1989: Section 10*

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SCHEDULE "B"

1989 DEVELOPMENT AGREEMENT PARAMETERS: TO BE DELETED

6 b) SUMP PUMPS AND PITS

In certain designated areas the City shall require all weeping tile and building drains be directed into a sump pit separated from the sanitary sewer system with storm water to be discharged by a sump pump onto the landscaped surface outside the building. This method of storm water disposal is dependent upon a number of prerequisites which are:

i) that the sump pit and pumping device be provided at the time the construction of the building occurs; and
ii) that the pumping device remains in place and operational at all time through property maintenance.

Section b) shall remain in effect until such time as the appropriate amendment to the Building By-law receives third reading by City Council which will provide for the mandatory installation of sump pits and pumps in all structures with basements whereby all weeping tile waters will be discharged at grade.

RATIONALE: Currently enforced as a requirement of the Building Code and not applicable to the Development Agreement Parameters.

20. PRIVATE APPROACHES

Delete from Development Agreement Parameters – be it sufficient to say that where they are required to serve a property they shall be paved and require a permit.

RATIONALE: Currently administered through the Building Permit application review process and not applicable to the Development Agreement Parameters.

22-A. OPERATING COSTS

The Development Agreement shall require the Developer to pay in full all utility costs, including but not limited to hydro, telephone and gas, until acceptance of the works for operation and maintenance by the City takes place.

RATIONALE: A separate parameter for Operating Costs is not necessary as the subject requirement is included in the Maintenance section.

33. NATURAL WATER COURSES AND IMPOUNDMENT AREAS

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b) Land Acquisition for Impoundment Purposes

Where lands are required for land drainage retention pond sites, the Development agreement may require that the Developer shall sell to the City lands at a purchase price (determined by the Committee on Finance and Administration on an annual basis based upon the appraised market value of raw acreage trading for imminent development) which price shall apply to all lands required for land drainage retention purposes up to 5% of the gross area owned by the Developer within the relevant land drainage district. The cost of the land acquisition may be offset against the Trunk Service Rate payable by the Developer. In cases where additional lands required for oversized land drainage retention ponds are greater than 5%, the Developer may be required to sell the additional land area greater than 5% to the City at current market value for unserviced lands as determined by the Committee on Finance and Administration.

RATIONALE: A separate parameter for Land Acquisition for Impoundment Purposes is not necessary as the subject requirement is covered by the Land Value section.

35. LAND ACQUISITION FOR SCHOOL SITES

In cases where a local school division or the Department of Education of Manitoba has determined that a future elementary school site, junior high school site or senior high school site is required, then the Developer shall, in addition to the required dedicated open space, grant an option to the City to purchase the necessary property, which option shall be fully assignable to the appropriate school division. The option shall contain the following terms and conditions:

i) The City Solicitor shall assign the option to the school division upon registration of the Plan of Subdivision;

ii) The option shall be for no more than five (5) years unless otherwise agreed to at the time of the Development Agreement;

iii) The purchase price shall be the price as described in paragraph 5 and the cost of installing all required improvements fronting or abutting the school site at the uniform or pooled rate for the year in which construction takes place or the actual cost of the construction, whichever is lesser;

iv) Taxes shall be adjusted to the date of Plan registration;

v) Possession date shall be coincidental with the date of the exercising of the option by the local school board;

vi) The site shall be zoned to a land use compatible with adjacent lands at the time the subdivision and zoning by-laws are given three readings;

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vii) The option will terminate upon its expiry or any earlier passing of a resolution by the local school board stating that the site is not required for school purposes, and the school division will have thirty (30) days to remove its caveat;

viii) When it has been determined that the school site is not required for school purposes, the title free of all caveats by the school division will stay with the Developer.

RATIONALE: This is a matter for negotiation between Developers and School Divisions and is not applicable to the City of Winnipeg (and the Development Agreement Parameters).

(Note: All School Divisions in Winnipeg would be notified of this prospective amendment prior to approval.)

36. ADDITIONAL REQUIREMENTS FOR DRAFTING MULTIPLE HOUSING AND COMMERCIAL DEVELOPMENT AGREEMENTS

a) Refuse Disposal

The Developer shall be required to provide containers of minimum 2 cubic yards capacity to permit refuse pickup at a location satisfactory to the Commissioner of Works and Operations, for all multiple residential developments consisting of 15 or more residential units and all commercial developments all in accordance with the requirements of the Refuse Collection By-law.

b) Servicing

The Developer shall install 2 water services to each multiple residential development consisting of 15 or more units, separated by a valve in the domestic watermain to ensure a continuous supply of water in case of main breaks.

c) Capacity of Watermains and Land Drainage Sewers

In cases where the zoning density has been increased to permit multiple development and the watermain and land drainage sewer are of insufficient size and capacity to provide the servicing facilities, then the Developer shall pay the cost incurred in providing additional capacities.

d) Paved Parking Areas

The Developer shall pave all parking areas and access roads, where parking facilities are required for three or more cars in a multiple residential, commercial or industrial use, to the satisfaction of the Commissioner of Environment.

e) Area Lighting

The Developer shall ensure that all exterior lighting is subdued in such a manner as not to

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illuminate the adjacent properties.

f) Snow Removal

The Developer shall haul away all snow from the parking areas to a designated snow dump and in no instance shall stock piling of snow be permitted in parking areas or public boulevards.

g) Demolition

The Developer shall be required to pay the cost of cutting the domestic water service at the watermain and blocking of the waste water sewer in cases where buildings are demolished and shall further cause all debris to be removed from the site and all basements to be filled and levelled to the satisfaction of the Commissioner of Works and Operations.

RATIONALE: Currently administered through the Building Permit application review process and preparation of Zoning Agreements and is not applicable to the Development Agreement Parameters.

38. REDUCED IMPROVEMENT REQUIREMENTS

Notwithstanding the standard of services as detailed heretofore, it is recognized that certain communities in the City of Winnipeg may require the Developer to install only waste water sewer, watermains, gravel streets and surface drainage to the standard presently in existence in those areas, and this standard may be permitted or further amended with the recommendation of the Community Committee concerned and the Commissioner of Works and Operations.

RATIONALE: This parameter is redundant and is not required in the Development Agreement Parameters.

39. STREET AND LANE OPENINGS AND CLOSINGS

In order to permit the Developer to register a plan or plans of subdivision, the City may enact by-laws to open streets or lanes across property owned by other than the Developer, and such matters may be considered by the City according to their circumstances as they occur.

RATIONALE: This is a matter for negotiation between the City of Winnipeg and property owners and is not applicable to the Development Agreement Parameters.

41. COMMUNITY MAIL BOXES

a) The location of the community mail boxes shall be approved by the Developer, Canada Post, and the Committee on Planning and Community Services on recommendations from the respective Community Committee.

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RATIONALE: Currently administered through the Underground Structures Committee plan review process and is not applicable to the Development Agreement Parameters.

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This is Exhibit 8A to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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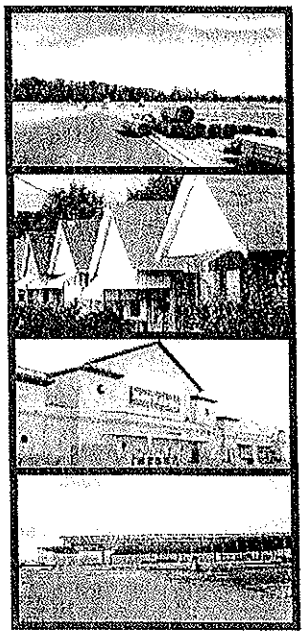
FINANCING INFRASTRUCTURE RELATED TO LAND DEVELOPMENT



Prepared for the City of Winnipeg

Winnipeg

By Hemson Consulting Ltd.

October 2005

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Appendix 3 - Survey of Infrastructure Charges In Municipalities Surrounding the City of Winnipeg

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I INTRODUCTION

Population and employment growth creates increased demand for municipal services. This in turn requires new infrastructure to service the growth. The City of Winnipeg has entered a period of comparatively strong growth and needs to make significant investments in infrastructure.

Historically, the City has paid for infrastructure through property taxes and utility rates. Recently, the Executive Policy Committee instructed staff to examine how infrastructure required to service new growth is currently financed by the City and to explore alternative options that could be employed. In order to assist in this task, Hemson Consulting Ltd. was retained to carry out an analysis of the issues involved.

This report provides the results of this analysis. It is divided into seven sections which:

- Review the growth projections;
- Estimate capital and operating costs attributable to new growth;
- Analyse the financial impact of growth costs under existing and alternative funding options;
- Evaluate financing options;
- Discuss implementation issues.

The timetable for analysis has been short in relation to the scale of issues that are being considered. Meaningful examination of funding options requires reasonably detailed projections of growth together with estimates of the capital and operating cost requirements that will be created by growth. Since, for quite some time, the City's need for this type of long-range forecasting has been limited because of slow growth and constrained capital spending, much of the analysis and research for this study has had to be carried out from scratch. Of necessity, many of the estimates have had to be of an "order of magnitude" nature. With this in mind, the numbers provided in this report should be treated with caution. They are approximate estimates and should not be used as the basis for any final decisions.

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II INCREASED GROWTH IS FORECAST FOR WINNIPEG

After more than a decade of slow growth, Winnipeg is currently experiencing steady increases in population and employment. This is coupled with an especially buoyant market for new housing.

A. POPULATION FORECAST

Exhibit 1 on the following page shows the historic population levels for Winnipeg and projected numbers out to 2026. The forecast was prepared by the Conference Board of Canada. According to the forecast, Winnipeg's population should increase from a current level of about 652,000 people to almost 724,000 by 2021 and then to 750,000 people by 2026. While in the next 16 years (to 2021) Winnipeg is expected to grow by 72,000 people, in the previous 16 years it grew by only 12,000 people. Full details of the forecast are shown in Appendix 1, Table 1.

B. HOUSING DEMAND FORECAST

In response to the needs of this study, the City's Planning and Land Use Division prepared a projection of the demand for new housing units based on the Conference Board's population forecast. This forecast estimates that by 2021, there will be a demand for nearly 13,400 new units by 2011 and for almost 28,800 units by 2021. The breakdown of this demand by the City's quadrants is shown below.

HOUSING DEMAND FORECAST (UNITS)			
	2005 to 2011	2012 to 2021	Total
North West	3,308	1,705	5,013
North East	2,778	1,924	4,702
South East	3,690	5,889	9,579
South West	3,723	9,422	13,145
Total	**13,499**	**18,1940**	**32,439**

Source: City of Winnipeg Planning & Land Division

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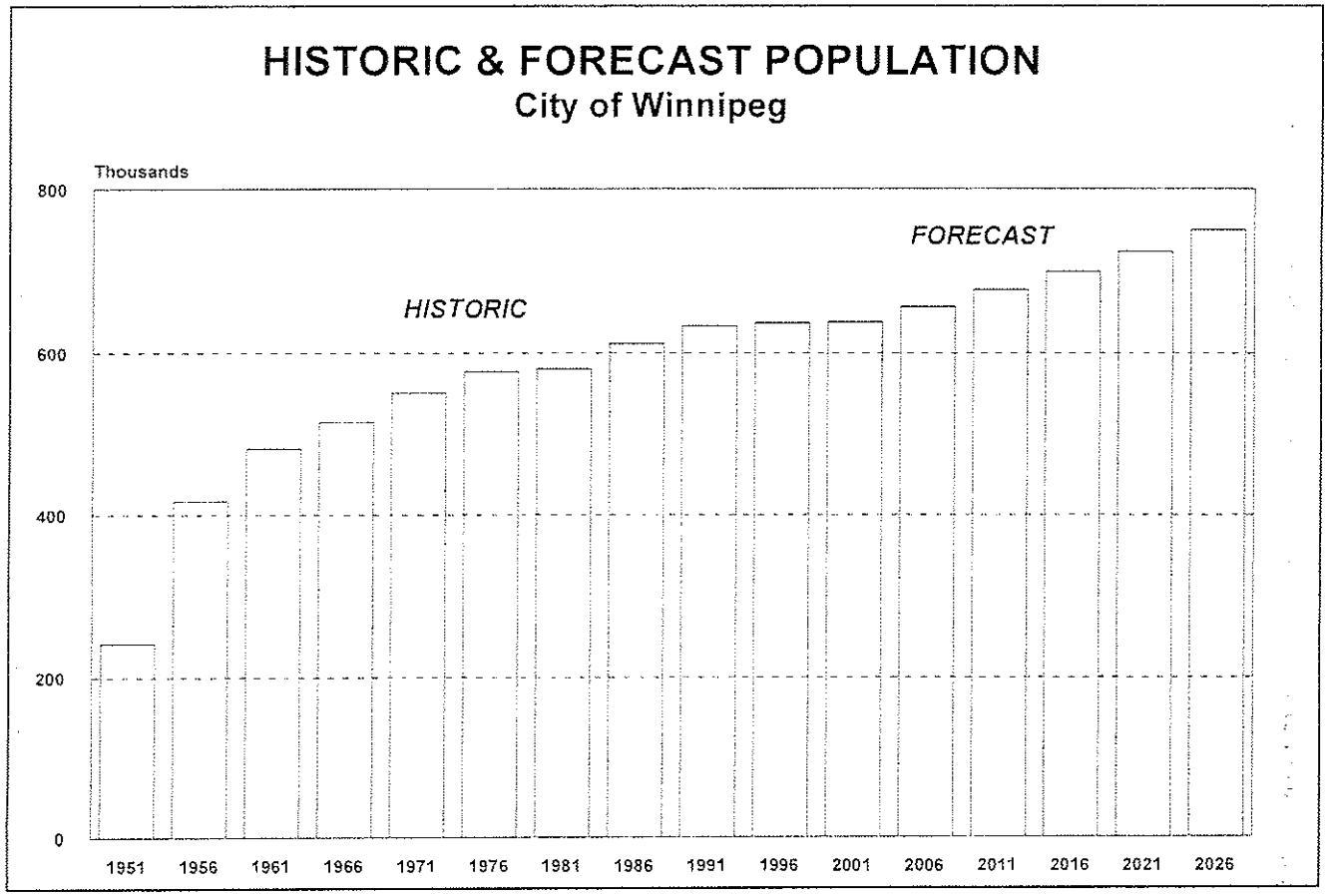
EXHIBIT 1



Source: Historic figures based upon Statistics Canada Census data. Forecast based upon data from the Conference Board of Canada and the City of Winnipeg
Note: Population figures include the census undercount

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Of the total number of new units, it is anticipated that 75% will be single family units. The balance of the units will be made up of a combination of freehold, semi-detached, freehold and condominium townhouses and condominium and rental apartments.

C. EMPLOYMENT FORECAST

There are currently approximately 352,000 employees in Winnipeg; as with the City's population, this number is expected to grow steadily over the coming years. As the City does not have a recent long range employment forecast, it was necessary to develop one for the purpose of this study. The forecast has taken as a starting point a shorter term employment forecast prepared by the Conference Board. It also makes use of the long term population forecasts. Using these sources, a projection to 2026 was prepared (Exhibit 2 and Appendix 1, Table 1). For the period to 2021, it is estimated that employment will increase by almost 70,000 to just over 422,000 employees. By 2026 a further 12,000 employees are forecast to be added.

The forecast was allocated between the various employment categories and then between types of non-residential space (industrial, retail, major office and others). The difference by type between the shares of employment and the shares of projected space relate to the differences in space per employees that are characteristic of the uses involved (industrial: 75 m^2, retail: 40 m^2, office: 28 m^2, other non-residential uses: 60 m^2). The shares of total employment growth and space by type of building are as follows.

FORECAST OF DEMAND FOR NON-RESIDENTIAL SPACE		
	Employment %	**Space %**
Industrial	36.3	52.3
Retail	31.6	24.3
Major Office	22.3	12.0
Other Non-Residential	9.8	11.4

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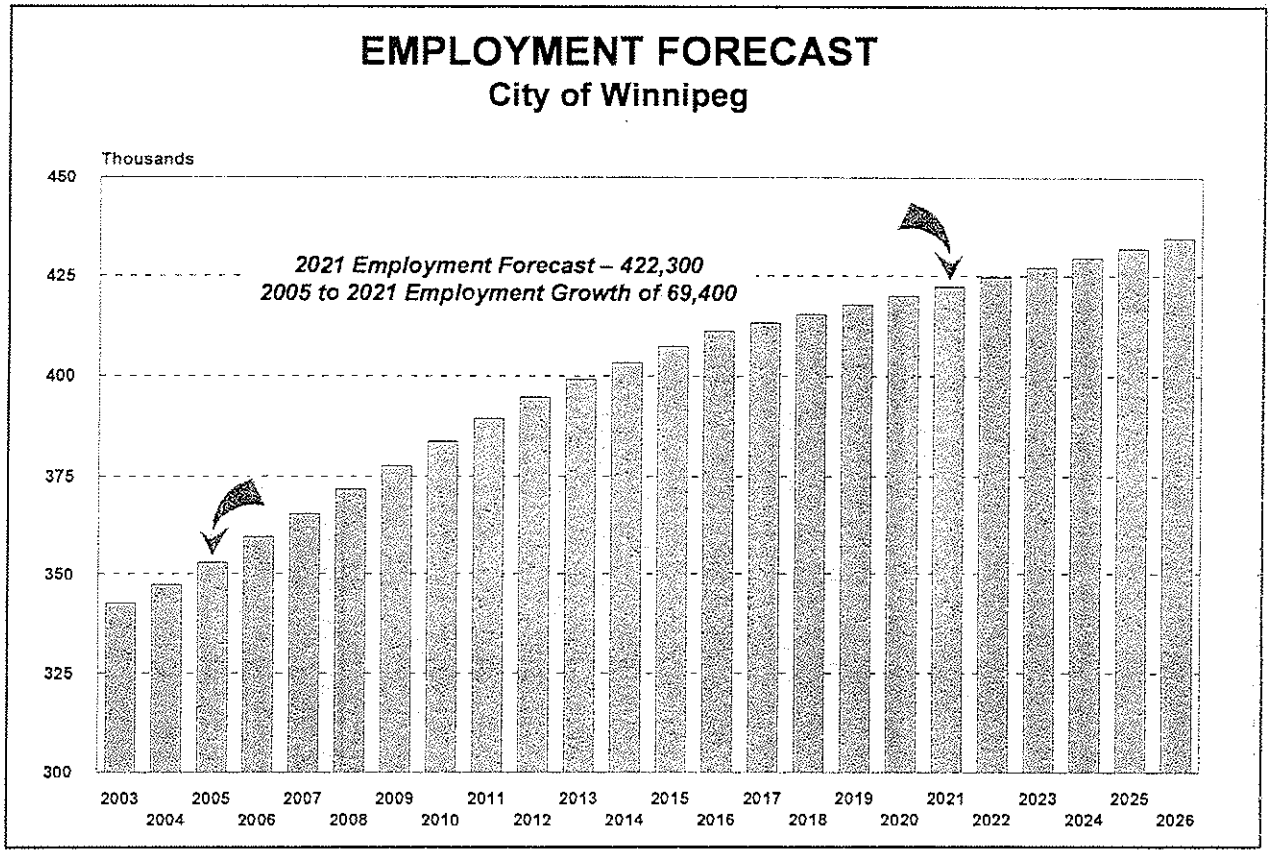
EXHIBIT 2



Source: 2003-2009, Conference Board of Canada Metropolitan Outlook, Spring 2005
2010-2026, City of Winnipeg estimates

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Overall, it is estimated that by 2021, approximately 40 million square feet of additional space would be required to accommodate the additional employment. It should be noted that this estimate does not account for changes that may occur over the forecast period in either the mix of employment by type or in the amount of space per employee.

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III GROWTH-RELATED CAPITAL & OPERATING COSTS PROJECTIONS

The second key task undertaken in this study is an estimate of the type, amount, and cost of new infrastructure that would be required to service the new growth. As well, an estimate of additional net operating costs that would arise through an expansion of services has been prepared. Estimates of this type involve very complex analysis and usually take many months to complete. Therefore, given the short time frame available for the study, a simplified approach was employed. Expenditures were spread out over the projection period (2005 to 2021) but without detailed matching of the timing of new infrastructure relative to projected development activity. The estimates of infrastructure spending needs have not been linked to the City's approved capital budget. Nor do the projections of increased operating costs reflect approved staffing or other increases. In light of these caveats, particular caution should be exercised in regard to estimates for individual years.

A. ESTIMATES OF CAPITAL INFRASTRUCTURE REQUIREMENTS

Cost estimates for new capital infrastructure to service the projected growth were prepared by (or with the assistance of) representatives from the relevant departments. All estimates were prepared based on a constant 2005 dollar basis. A variety of approaches were used. For roads, water and wastewater and for community services, quadrant by quadrant estimates were made based on specific assessments of future needs in relation to the growth forecast. For fire and police services, the projection was based on per capita estimates derived from data on existing infrastructure. For transit, the projection was based on the cost of additional buses and associated infrastructure required to deliver the existing level of service.

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In summary, the capital needs to service new growth for the period 2005 to 2021 are as follows.

PROJECTED COST OF INFRASTRUCTURE ($MILLIONS)	
Roads	294.3
Transit	108.7
Fire/Paramedic	10.7
Police	15.6
Community Services	42.2
Water & Waste Water	175.3
Total	**646.8**

A crucial point to note is that the above estimates only include the cost of those components of the projects which are related to growth. These costs of non-growth-related projects are likely to be significant and especially so in the case of roads.

More details of these estimates are shown in Appendix 1, Table 2.

B. ESTIMATES OF OPERATING COSTS ARISING FROM NEW GROWTH

The most complex element of the financial analysis is the estimate of additional costs that are likely to arise from servicing new growth. For some services, costs clearly increase as new development occurs. For example, when new roads are built or widened, the costs of winter snow clearance rise. Also, additional households require solid waste collection which increases costs. However, for other services, particularly those that are corporate or administrative in nature, the extent to which new growth will add to the City's costs is less apparent. The addition of 70,000 to 100,000 residents and of 70,000 or more employees will not affect the number of Council members in the City. It will, however, add to the demands placed on the many less visible services that are required to keep the City working such as the city clerk's department, the legal staff and human resources.

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The City's approved 2005 departmental budgets were used as the data source for estimating the additional net operating costs of providing services to new growth. A series of analytical steps were followed:

1. Principle and interest were removed from operating costs. This was also done in order to better reflect pure operating costs.

2. Net operating costs were allocated between the residential and non-residential sectors based on a series of factors relating to the relative demand by each sector for each type of service. For example, roads and transit costs were assigned based on trip destination numbers by sector. Since more trips involve non-residential destinations, the non-residential sector was assigned a 59% share of road costs. In comparison, community services, which are overwhelmingly oriented towards serving residents, were fully assigned to the residential sector.

3. Incremental cost ratios were applied to reflect the estimated costs of new growth. Since services are not affected equally by new growth, variable cost ratios were applied. In the case of services where it is judged that marginal costs are heavily affected by new growth, a high ratio was applied (e.g. 90% for roads). Conversely for services that would be less affected, lower ratios were applied (e.g. 50% for city clerk's department).

Details of the analysis summarised above are contained in Appendix 1, Tables 3 to 8.

Overall it is estimated that, on average, it currently costs approximately $1,197 per unit to provide City services to existing residential units. This amount includes the cost of interest and principle payments. Using the analysis described above, it is estimated that the marginal cost to service each new household would be $708 per year before taking account of the costs of new infrastructure.

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IV ANALYSIS OF FINANCIAL IMPACT OF GROWTH-RELATED COSTS UNDER EXISTING & ALTERNATIVE FUNDING SCENARIOS

The third component of the financial analysis has examined the impact on existing and new taxpayers of funding new infrastructure under the current infrastructure funding practice and under alternative scenarios.

A. FUNDING SCENARIOS

1. Current Practice

Under the City's current infrastructure financing practice, the cost of new infrastructure would be paid for in two ways. Infrastructure related to tax supported services would be shared amongst taxpayers on the basis of taxable assessed values (plus business taxes in the case of properties subject to business assessment). Services paid for in this way include roads, fire, police, community services and indirectly, transit. The cost of water and wastewater infrastructure would be shared amongst consumers through the City's utility rates in relation to the consumption of water.

2. Alternative Scenarios

The alternative funding scenarios examined involve charges of some sort being applied against new development. They could take the form either of a one time upfront charge or of one charge spread over a number of years much like a local improvement charge. Either of these two arrangements removes the cost of funding from existing taxpayers. A development cost charge could involve either a city wide rate or a rate calculated to recover the costs of infrastructure in a defined area of the city. A combination city wide and area specific charge related to specific services could also be used.

As well, and for the purpose of this analysis, charges could be varied according to the number of services included. While the use of development cost charges to recover the costs of infrastructure related to "hard services" (transportation and water and wastewater systems)is widespread in Canada and the U.S., charges for "soft services" infrastructure (community services, social housing and, fire and police) are less common except in Ontario.

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For this analysis two alternative infrastructure funding scenarios were considered:

- Scenario 1 was based on recovering the cost of all growth-related infrastructure from new development on a city wide basis.
- Scenario 2 was based on recovering the cost of growth-related capital for hard services (transportation, roads & transit and, water and wastewater).

B. ANALYTICAL APPROACH

The analysis was restricted to the effect on tax supported services and resultant tax rates. Further work would be required in order to assess the impact on utility rates and users of development cost charges to pay for waste and wastewater infrastructure. The analysis of the impact on taxes and taxpayers involved six steps.

1. An annual estimate of assessment growth from new development was made.

2. An annual estimate was made of additional operating costs that would arise from new development. This was based on the marginal operating cost estimates discussed in the previous section.

3. An estimate was made of the additional business taxes per year that would be generated from new non-residential growth.

4. The projected annual net tax levy requirement was calculated by adding the estimated additional operating costs and the relevant share of growth-related capital costs according to each funding scenario. The estimated business taxes were subtracted from this amount to determine the annual net municipal tax levy requirements.

5. The required mill rates to raise the estimated net levy were then calculated by dividing the net annual levy requirements by the sum of existing taxable assessment plus the amount of taxable assessment from new growth added each year.

6. Tax projections for a typical existing residential unit and for a typical new unit were calculated using a current mill rate (adjusted to 2006 assessment basis) and three mill rates projected according to the various scenarios. In the case of new units, the

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projected amounts of a development cost charge were also calculated based on the funding options.

C. RESULTS OF THE ANALYSIS

The detailed results of the analysis are contained in Appendix 1, Tables 9 to 13. Tables 11, 12 and 13 display the projected results on an annual basis for the period 2005 to 2021. Overall, all three scenarios show positive results with the added assessment from new development more than making up for additional operating expenses and for initial capital expenditures on growth-related infrastructure. As a result, the mill rate required to raise the projected municipal tax requirements would be less than the current rate (adjusted for 2006 assessment base). The annual results steadily improve over time as the amount of new growth relative to the existing base increases.

Exhibit 3 shows the comparative results for the three scenarios (current practice plus the two alternative approaches). It shows the results in relation to taxes based on the current mill rate.

From the point of view of existing residents, funding infrastructure using either of the alternative scenarios would be preferable to the current arrangement. For new residents, the situation is less clear cut. While property taxes would be lower under the alternative scenarios, a new development cost charge could increase the price of a unit if it were passed onto purchasers. Even if spread over a ten year period , the new charge would not be fully offset by lower taxes.

It is important to reinforce the point made earlier in the report concerning the impact on municipal taxes of the potential costs of non-growth-related infrastructure costs. Although no analysis of this issue has been undertaken in preparing the infrastructure cost estimates of the growth-related components, it is evident that there are likely to be very substantial costs for the non-growth-related components. The scale of these costs may well exceed the City's current capital spending levels. This would place additional pressure on the City's budget, particularly if the current funding practice for growth-related infrastructure is maintained. As well, the analysis has taken no account of other potential changes in the City's operating budget that will inevitably arise over the coming years.

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EXHIBIT #3

CITY OF WINNIPEG
INFRASTRUCTURE FINANCING ANALYSIS

COMPARATIVE IMPACT ANALYSIS (PER TYPICAL HOUSING UNIT)

			New Infrastructure Financing Options [4]			
	Assessment	Curent Tax Level [3]	Tax Funded	Full New Infrastructure Charge		Roads & Transit Charge	
Existing [1]	$ 85,540	$ 962	$ 905		$ 845		$ 854
New [2]	$ 186,900	$ 2,102	$ 1,977	Taxes	$ 1,846	Taxes	$ 1,865
				New Infrastructure Charge (One Time)	$ 6,929	Road & Transit Charge (One Time)	$ 5,095

[1] Average residential assessment based on 2006 roll.
[2] Average assessment = total residential assessment / 28,798 units
[3] Mill Rate = 24.991 (2005 rate restated using 2006 assessment base)
[4] Mill rates baed on 2005 - 2021 average projected rate

Tax Funded Option	23.503
New Infrastructure Option	21.953
Roads & Transit	22.179

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V INFRASTRUCTURE FINANCING PRACTICES IN CANADIAN MUNICIPALITIES

This section compares infrastructure financing practices currently being used in large Canadian municipalities.

A. THE IMPORTANT DISTINCTION BETWEEN INTERNAL AND EXTERNAL SERVICES

In order to understand the infrastructure financing practices of municipalities in Canada, it is important to first draw the distinction between internal and external services.

1. Internal Services

Internal services are those services predominantly consumed by occupants of a subdivision and typically consist of hard service infrastructure – water, sewer, land drainage, roads and local parks. Facilities serving the wider community can also be located within the subdivision.

In most municipalities across the country, developers are required to provide and pay for services internal to a subdivision. The standards for internal services, which developers are required to meet, may vary from place to place. For example, they may vary by the amount of parkland to be provided or the materials and dimensions of roads. In Winnipeg, developers are responsible for internal servicing that is set out in development agreements that are based on the City's Development Parameters. The Development Parameters include a requirement for developers to pay a portion of the cost of boundary roads, noise attenuation and adjacent intersection improvement costs.

2. External Services

External services are those periodically consumed by all residents and businesses and include the full range of municipal "hard" and "soft" services. Typically, the municipality is responsible for providing the infrastructure required for external services. Funding of the infrastructure may come from the municipality or through cost sharing arrangements with developers. There are a range of potential financing sources for external services including property taxes, user charges, infrastructure charges and senior government grants.

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B. MOST LARGE CANADIAN MUNICIPALITIES HAVE INFRASTRUCTURE CHARGES FOR NEW DEVELOPMENT

A survey of large Canadian municipalities was undertaken to identify financing methods that are used to pay for external services (see Appendix 2). Legislation allowing infrastructure charges exists in most provinces. Most of the municipalities surveyed have some form of infrastructure charge on new development. However, there is a wide variation in the range of services that charges are used to pay for. The most widespread use of charges is for the costs of hard service infrastructure (water, sewer, drainage, roads). The inclusion of soft services such as recreation, transit and protection services in infrastructure charges occurs mainly in Ontario and BC. In Winnipeg, a charge is applied to new development for land drainage on an area-specific basis. Developers must also pay for part of the cost of boundary roads which may be considered as an external service. Exhibit 4 summarizes the range of services included in the various infrastructure charges by municipality.

The quantum of infrastructure charges varies substantially between municipalities in relation to the costs of infrastructure service and most importantly, the number of services covered. The total amount of a charge does not necessarily provide a clear indication of the services included. However, municipalities with charges that include the full range of hard and soft services tend to have substantially higher charges. Charges also vary within cities as many municipalities have chosen to implement charges on an area-specific basis. In addition, some cities provide infrastructure charge exemptions and/or discounts to encourage new development (especially non-residential development).

Infrastructure charges tend to be more prevalent in the newer, fast-growing municipalities than the older municipalities that traditionally relied on the property tax base for infrastructure financing. However, several of the larger and older municipalities surveyed including Toronto, Vancouver and Halifax have only recently adopted infrastructure charges. Montreal continues to finance external services through the tax base.

It is also worth noting that, like Winnipeg, many of the municipalities surveyed, especially older cities, are facing an infrastructure deficit problem. In response to this problem, a number of cities have implemented capital asset replacement programs which are financed through the property tax base.

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Exhibit 4

Spectrum of Services Included in Infrastructure Charges For External Services										
	Toronto	Vancouver	Surrey	Saskatoon	Calgary	Edmonton	Halifax	Winnipeg	Laval	Montreal
Water	✔	✔	✔	✔			✔			
Sewer	✔	✔	✔	✔		✔	✔			
Drainage	✔	✔	✔	✔	✔	✔	✔	✔		
Roads										
City-wide	✔	✔	✔	✔	✔	✔	✔			
Boundary*	✔	✔	✔	✔	✔	✔	✔	✔		
Recreation	✔			✔	✔					
Parks	✔	✔	✔	✔	✔					
Transit	✔						✔			
Protection	✔									
Library	✔									
Childcare	✔	✔								
Housing	✔	✔								
Other	✔									
Education	✔									

Source: Interviews with municipal finance and planning officials

Note: Development charges in Ontario also formerly included municipal administration facilities and hospitals.

* In the City of Winnipeg, developers are required to finance the development of one lane of arterial boundary roads.

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C. INFRASTRUCTURE CHARGES IN MUNICIPALITIES SURROUNDING WINNIPEG

All of the Rural Municipalities surrounding Winnipeg levy some form of capital lot levy for new residential development on full urban services. In general, the levies are set to recover growth-related capital costs for hard infrastructure services and also, in many cases, for other municipal services. The levies range from $1,000 per lot in Selkirk and Cartier to nearly $10,000 per lot in MacDonald. Among the 15 municipalities, the average levy is currently about $3,000 per lot. Springfield and East St. Paul are currently reviewing their charges and are likely to increase them in the near future in order to recover a greater share of actual costs.

Appendix 3 summarizes the charges and also provides a brief commentary on the growth context and future servicing requirements for each municipality. The information in the appendix is based on telephone interviews with representatives from each municipality and on the results of an informal survey by City of Winnipeg staff. For most of the municipalities, the projected future population are informal estimates of the long term growth potential. In most instances, significant servicing infrastructure expansions and upgrades as well as expansions to the existing designated residential areas would be required in order to accommodate the projected population growth.

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VI INFRASTRUCTURE FINANCING OPTIONS

In this section, four widely used infrastructure financing methods are described and evaluated under established taxation principles. They reasonably represent the range of options that the City would be evaluating in its financing methods.

A. FOUR FUNDING METHODS FOR EXTERNAL SERVICES

There are four main methods which are used by municipalities to finance the costs of growth-related infrastructure. The key features of each method are described below:

1. Property Taxes

- An annual levy that is raised by applying a tax or mill rate to assessed values.
- Infrastructure costs are included in the annual levy.
- The contribution by individual taxpayers towards infrastructure financing is not fixed. It varies with:
  - Changes in assessed values;
  - Cost of future infrastructure; and,
  - Amount of growth which affects the tax base among which the costs are apportioned.
- Over time, users of the infrastructure (the taxpayers) will finance existing, new and future infrastructure. The amount that they pay will have no direct relationship to the cost of new infrastructure built in response to their service demands.

2. User Fees

- Takes the form of rates paid by service users. Most commonly used for water and wastewater services through utility rates.
- Infrastructure costs are included in the rate calculation and are shared amongst users based on consumption.
- The user fees can be tied directly to infrastructure financing requirements.

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- Contributions by individual consumers will vary over time based on:
  - Level of service consumption;
  - Cost of infrastructure; and,
  - Changes in the number of customers over which the costs are being financed.
- As with property taxes, there is not necessarily a direct link between the cost of providing the initial infrastructure for individual properties and the user fees that are paid over time.

3. **Local Improvement Charges**

- Local improvement charges are added to the existing property tax on properties to pay for new or upgraded infrastructure. They are normally levied against property owners in a particular benefiting area but in theory could be used at a city-wide level for all new development.
- The amount of the charge is based on the capital cost of specific projects and tends to be a fixed amount. The costs are usually spread over a number of years but often can be paid as a lump sum.
- This financing method is often used to finance small hard infrastructure projects that largely benefit specific areas. Abutting properties are levied shares of the infrastructure costs, often on the basis of a linear frontage rate.

4. **New Infrastructure or Development Charges**

- Infrastructure or development cost charges are an up-front charge on new development, normally consisting of a single per unit or per lot payment.
- Charges are fixed over a specific period (not including indexing for inflation) and only pay for the initial capital infrastructure requirements associated with new development.
- Municipalities in Ontario have been using various forms of infrastructure charges for the past 30 years. In BC, charges have been used over the last 20 years. Charges are a relatively more recent financing method for municipalities in other provinces.
- Charges can be levied on a municipality-wide or area-specific basis and are usually set on a per unit, per square metre or per hectare basis.
- The range of services for which charges are used varies across municipalities. Most infrastructure charges include at least the components of hard service infrastructure. Others, especially in Ontario, are more comprehensive and include the full range

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of hard and soft services as permitted under the provincial legislation (*Development Charges Act, 1997*).

B. TAXATION PRINCIPLES FOR EVALUATING FINANCING METHODS

The following are the taxation principles that can be used to evaluate infrastructure financing methods.

Equity

- The equity principle is based on the concept that taxpayers should pay their relative "fair share" of the cost of new infrastructure. There are two alternative principles used to define "fair share":

  - Benefits Principle. States that the amount paid should equal the benefits received. Under this principle, inter-generational inequity should be minimized in order to avoid the situation where one generation contributes to costs while another enjoys the benefits.

  - Ability to Pay Principle. Based on the taxpayer's ability to pay and on social equity principles. Under this principle, two types of equity should be achieved:
    - Horizontal equity – people in similar economic situations should pay similar amounts.
    - Vertical equity – people should pay according to their economic situation.

Efficiency

- The principle of efficiency refers to the ability of the financing method to support the efficient allocation of resources relative to the City's objectives. Under this principle, the financing method should encourage infrastructure investment that supports the City's long term plans and minimizes unwanted investment.

- As much as possible, an efficient financing method should consider all growth-related costs of the service and if the cost of providing the service varies by area, then the fee, tax or charge should also vary.

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Ease of Administration

- This principle considers the ease of collection and administration associated with the financing method.

Transparency

- Under this principle, the process for determining the amount of a fee, charge or tax should be clear and understandable by all stakeholders. There should also be certainty in the amount of fee, charge or tax. Thirdly, there should be a clear linkage between the source of funding and the expenditure.

Reliability

- Measures the extent to which the financing method is capable of providing predictable and adequate funds to finance the required infrastructure costs.

C. EVALUATION OF THE FINANCING METHODS

1. Property Taxes

Equity
Although somewhat regressive, property taxes partially meet the fair share test for ability to pay since the tax is based on the capital value of property which tends to vary in relation to ability to pay. It does not, however, meet the benefits principles as there is no linkage between those who benefit from investment in a particular project or service and those who pay. Costs and benefits are spread across the entire tax base.

Efficiency
There is no clear answer in terms of the efficient allocation of resources since specific impacts are difficult to identify. Taxes do not vary by location according to the cost of providing service, so from this point of view, financing through the property tax base may not be efficient.

Ease of Administration
Property taxes are easy to collect and administer.

Transparency
There is transparency in the process of setting tax rates although less so for assessed values. However, there is no transparency in matching costs with benefits.

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Reliability
Property taxes are a very reliable revenue source. They are raised across a large tax base that is not subject to unexpected variations.

2. **User Fees**

Equity
User fees are relatively consistent with the benefits principle in that those who pay for the service are those who benefit. They do not, however, address horizontal or vertical equity. The amounts charged are based on consumption, not ability to pay. In respect of the component of fees used to pay for infrastructure costs, there is a weakness in the benefits principle since there are inter-generational issues concerning those who pay and those who benefit from investment.

Efficiency
The efficiency of user fees depends partially on the quantum of the charge. For example, fees that are too high could have a marginally detrimental impact on economic development. Conversely, when fees are low, they could result in the inefficient allocation of resources. Also, user fees do not generally vary according to location and therefore do not reflect spatial variances in the costs of service provision.

Ease of Administration
User fees are relatively straight forward to implement for services such as utility-based services (water and sewer) where the user and the amount of service consumption can be easily identified. For other services, such as roads, user fees (e.g. road tolls) are more difficult and costly to administer.

Transparency
The process for setting user fee rates is transparent and so is the matching of costs (with the exception of infrastructure) with the users of the service.

Reliability
For many services, user fees provide a reliable source of revenue so long as rates do not significantly affect levels of service consumption. Transit is an example where fare increases do tend to reduce ridership.

3. **Local Improvement Charges**

Equity
Local improvement charges are consistent with the benefits principle as those who benefit from the infrastructure investment pay the charge. They do not, however, address social equity (vertical or horizontal equity) since the amount of the charge does not directly vary according to property value or to household income.

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Efficiency

This financing method is efficient if the funds collected match the expenditure requirements. Charges usually reflect location specific infrastructure costs and therefore are efficient from this perspective.

Ease of Administration

Local improvement charges are a relatively well-established and straight forward financing method. The charge is added onto the property owner's tax bill.

Transparency

The process for determining the local improvement charge is understandable and traceable. There is also a clear linkage between the charge and the cost of the infrastructure project.

Reliability

Local improvement charges provide a known potential revenue stream but there may be variances in timing depending upon the options property owners have for participating in the benefit.

4. New Development or Infrastructure Charges

Equity

Development or infrastructure charges meet the benefits principle and minimize inter-generational inequity; new development pays for the infrastructure that it requires. It does not fully address social equity issues but can do in part if charges varied according to the type and size of the residential unit which tend to be related to ability to pay.

Efficiency

The potential to use area-specific charges is consistent with efficiency criteria in terms of matching location specific costs and benefits.

Ease of Administration

The calculation of charges can rely on well-established practices that have been developed by many municipalities across Canada. With appropriately clear policies, collection and ongoing administration of charges has similar demands as other development related fees.

Transparency

The establishment of charges can be well-documented through background studies.

Reliability

Infrastructure charges provide a reliable revenue source since they are linked to development which triggers the need for infrastructure. For large infrastructure

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projects, revenues and expenditures may not always align because of timing differences between when development occurs and when infrastructure is constructed.

The following table summarizes the performance of the funding options under the taxation principles criteria. In considering all five main criteria, there is no option which clearly rates significantly higher than the others. Depending on the individual criteria, each option has its strengths and weaknesses.

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Summary of Evaluation of Financing Options Under Taxation Principles								
	Property Taxes		User Fees		Local Improvement Charges		Infrastructure Charges	
	Rating	Rationale	Rating	Rationale	Rating	Rationale	Rating	Rationale
Equity Benefit	Low	No linkage between benefits received and paid taxes.	High	Matches benefits received with user fees paid.	High	Matches benefits received with charges paid.	High	Charge estimated on basis on benefits received.
Social	High	Taxes paid are a function of property value.	Low	Amount paid is based on consumption only.	Medium	Matches benefits received with charges paid.	Medium	If charge varies according to size of property.
Efficiency	Medium	Difficult to determine if efficient allocation of resources.	Medium	Do not reflect area specific costs.	High	Can reflect location specific costs.	High / Medium	Depends on extent to which charge reflects locational costs.
Ease of Administration	High	Well-established method.	High / Medium	Easy for utility-based services, others are more difficult.	High	Well-established method.	High	Well-established method.
Transparency	Medium	Transparent method for determining taxes but not for matching costs with benefits.	High	Transparent process for setting user fee rates.	High	Traceable process, clear linkage between charge and cost.	High	Process is traceable through background studies.
Reliability	High	Raised across large dependable tax base.	High / Medium	Reliable source of revenue so long as rates do not affect levels of consumption.	Medium	Provide known revenue stream if development occurs as projected.	Medium	Provide known revenue stream if development occurs as projected.

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VII PRACTICAL AND IMPLEMENTATION ISSUES

In following the more theoretical taxation principles used to evaluate the four funding methods described in the previous section, this part of the report examines practical issues associated with each method. In particular, the following issues are assessed:

1. Impact on the municipal finance situation of the City of Winnipeg.

2. Impacts on stakeholder groups:
   - Development and house-building industry;
   - Existing ratepayers; and,
   - New home purchasers.

3. Implementation issues:
   - Planning and Cost & Charge analysis;
   - Policy analysis.

A. INFRASTRUCTURE FUNDING THROUGH PROPERTY TAXES (Existing Method For Funding Most Infrastructure)

1. Municipal Finance

- There would be no relative change since the property tax is already used to finance infrastructure. However, there will be a need for significant increases in expenditures to pay for new infrastructure to support both the new growth and existing City.

2. Impacts on Stakeholder Groups

- Method is strongly supported by the development and house-building industry.

- Existing ratepayers tend to be indifferent, given that it is the existing practice. If, however, they were aware that taxes could be lower if other options were used, they would likely favour an alternative.

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- For new house buyers, there would be no impact as a continuation of financing infrastructure through the property tax base would have no direct impact on house prices.

3. Implementation Issues

- None, as it is a continuation of the status quo.

B. USER FEES (Existing Approach For Funding Water And Wastewater Infrastructure)

1. Municipal Finance

- This approach is really only practical for utility-based services (i.e. water and wastewater) that lend themselves to the measurement of consumption. Since infrastructure related to these services are already funded through utility rates, there would be no change for the City.

- Because of the above noted limitation, this method cannot be practically used for financing of other growth-related infrastructure.

2. Impacts on Stakeholder Groups

- The development industry supports the current use of this approach as it does not affect development costs or the demand for new housing.

- Ratepayers are likely content with the current arrangement but would probably favour a change if user rates would decline or increase less if an alternative method of financing growth-related projects was adopted.

- New home buyers would support this approach as it does not affect the price of new housing.

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3. Implementation Issues

- This method is well suited to utility-type services where consumption can be tracked. However it would be more difficult, if not entirely impractical, for other services (e.g. road tolls to cover growth-related transportation costs).

C. LOCAL IMPROVEMENT CHARGES

1. Municipal Finance

- Use of this method to fund infrastructure would take a burden off the tax rate and/or utility rates, thus providing the City with additional tax room. However, if charges were levied over a number of years, it would not represent a significant change from the current situation. The City would still be recovering costs over an extended period of time (similar to financing through the property tax base).

2. Impacts on Stakeholder Groups

- Since new home buyers, rather than developers or homebuilders, would be paying the charge, the development industry would be less opposed to this method than a development cost charge. However they are still unlikely to support this option above the existing tax based method.

- Ratepayers would likely support this approach as it would lower the infrastructure funding burden that is currently borne by the property tax base.

- New home buyers would oppose this approach since they would be directly responsible for paying the charge. They would have only limited flexibility in how to pay for the charge since the City would likely set fixed annual payments to be made over a relatively limited period. In contrast, if a development charge were passed onto purchasers, they would have the option to, in a higher house price, finance it in a number of different ways.

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3. Implementation Issues

- If the City were to implement more local improvement charges as a way of financing infrastructure for new growth, there could be a need to decide among other items:
  - The benefiting area – whether charges should be applied on the basis of costs attributable to a specific area or against new infrastructure costs across the entire City. Secondly, there would be a need for a detailed study to determine the services to be covered and the charges to apply.
  - The time over which projects should be paid for and how the City should finance the cash flow would also need study.

D. DEVELOPMENT COST CHARGE

1. Municipal Finance

- Increasing the scope of charges beyond the costs of the land drainage would reduce the burden on the tax levy that infrastructure costs related to new growth currently impose. This would provide the City with additional tax room assuming charges are levied as up-front, lump sum payments.

- The additional tax room could be used to help finance other infrastructure projects particularly the non-growth shares of new infrastructure.

2. Impacts on Stakeholder Groups

- Charges are strenuously opposed by developers and the house-building industry on the basis that they add to the cost of development and may not be fully recoverable from purchasers. Development cost charges are also seen as a drain on the volumes and in turn on the profitability of development.

- Development cost charges would likely be supported by existing ratepayers since it would alleviate some of the costs of infrastructure currently being paid for through property taxes.

- Purchasers of new homes would likely be faced with somewhat higher house prices if a development cost charge were implemented. Inherently, there is no reason why they would be in favour of charge since they would not be fully offset by reductions

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in property taxes. However, purchasers would not necessarily be aware of the charge since, if experience elsewhere is any guide, the impacts become absorbed as part of the price in the same way that existing charges already have been.

- If development cost charges were to be applied to non-residential development, the effect on potential tenants is unlikely to be very significant since the small effect of the charges would be hidden within rents. For owner-occupiers, charges would be more evident and therefore unpopular.

3. Implementation Issues

Depending upon the provisions of the Winnipeg Charter, the City may be able to expand the use of development cost charges without legislative changes. The City would, however, need to undertake a comprehensive study to establish the appropriate amount for the charge. The following key factors would need to be considered:

a. Scope of Charges

The first major consideration would be to decide which services are to be paid for through the charge. In most municipalities across Canada, hard services (water, sewer, stormwater management, roads) are the basis for development charges. However, the full range of municipal services (including recreation, protection services, and transit) could be included.

b. Calculation of Charges

For each service to be included in a charge, careful estimates are required both of the total project costs and of the growth-related components. This involves an analysis of the capital forecasts for each service and examination of historic service levels to assist in determining appropriate growth-related shares. The extent to which there may be non-growth components of infrastructure projects is important since the City would have to develop a funding plan to pay for the balance.

The growth-related capital costs then need to be assigned between the residential and non-residential sectors based on the characteristics of the service. For example, for parks and recreation projects, it is usual to assess costs almost all to the residential sector since residents are the majority of the consumers of this service.

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Population and housing, as well as employment and non-residential space forecasts are also required for calculating development cost charges. Assuming that charges are to be differentiated by unit type and, in the case of non-residential development employment use, a housing forecast by unit type and an employment forecast by type are also needed.

c. Estimates of Cost Offsets

Any potential offsets in the form of grants from federal or provincial sources or from the use of existing reserve funds have been identified. Among the offsets could be allowances for future tax payments attributable to the cost of outstanding debts for past infrastructure investments.

d. Exemptions, Discounts & Phase-Ins

The potential for using discounts, phase-in, exemption policies also would need to be examined. Discounts and exemptions can be applied to specific types of land use or locations to reduce development costs and to encourage development or in the case of downtown areas, redevelopment. A phase-in policy could also help alleviate the initial impact of a charge.

Some municipalities have extensive discount and/or exemption policies that are tied to broader municipal objectives. The following are examples:

- Residential
  While in most cases residential properties are not subject to discounts or exemptions, social housing projects are sometimes given such treatment.

- Non-residential
  Discounts and exemptions are widely applied to non-residential development. This is especially true for manufacturing facilities which are regarded as "foot loose" and therefore more difficult to attract and keep. Conversely, retail development which is more closely dependent upon population tends to get fewer discounts. Expansion of existing buildings may also be granted favourable treatment.

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- Area-specific
  A very common practice is to provide discounts or exemptions to development (residential or non-residential) in areas in which municipalities wish to encourage development activity. Older downtown areas are prime examples. "Brownfield" sites are also often included in such policies.

e. Collection Policies and Other Implementation Issues

i. Basis For Calculating Residential and Non-Residential Charges

The basis for calculating development cost charges must be established. The most common bases are per unit, per hectare, or per square metre rates.

- For residential uses, charges are often differentiated on the size and type of dwelling units. The variance in charges is often tied to the projected numbers of persons that the various unit types attract.
- For non-residential uses, charges are generally based on the gross floor area of the proposed development. Charges may be differentiated by use according to the projected floor space per worker rates.
- Charges may also be levied on a per hectare basis. This approach is more common for engineered services that have area-specific service costs such as stormwater management.

ii. Area For Levying the Charge

Development cost charges can either be levied across the entire city and at individual rates for specific areas. Area-specific charges would vary according to differences in infrastructure costs for each area. It is quite common to have a combination of city-wide and area-specific charges.

iii. Timing of the Charge

Most charges in other jurisdictions are payable either at the building permit issuance stage or at the time of subdivision approval.

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iv. Credits

In most jurisdictions, credits are provided in exchange for relevant infrastructure work. As well credits are often provided for building demolitions when replaced with new buildings with similar uses.

v. Establishment of Dedicated Reserve Funds

Funds from development cost charges are usually maintained in a separate reserve fund. This is done in order to provide assurance to those paying the charges that the funds are used for the purposes for which they are collected. As well, any funds that remain unspent at the point when charges are reexamined can be brought into the calculation as an offset.

vi. Legal Implementation

Following the completion of necessary studies and an appropriate public consultation process, most municipalities implement charges by passing a by-law. A by-law should, at the least, contain a description of the basis for calculating the charge, the timing of payments, method for indexing and identification of any exemptions and/or discounts.

The City of Winnipeg could continue to use property taxes and utility rates to pay for the cost of growth related infrastructure projects. We estimate that the costs of growth related infrastructure and the additional operating cost associated with projected growth could be more than covered by the additional assessment from new development. However, not all new infrastructure costs are attributable to new growth. Significant portions of the infrastructure will be needed to serve the expanding needs of the existing City. This is particularly true in the case of road projects which are especially costly. For this reason, even as infrastructure for new development is being built, the City will also be faced with a growing cost for infrastructure which is not growth related. The City will also have to address the investment "deficit" related to existing infrastructure that has been accumulating for a number of years.

With Winnipeg now returning to a pattern of sustained growth, it is an opportune time for the City to examine its infrastructure financing methods. While current methods have worked well in the past, they are out of step with the approach being taken in many

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Canadian municipalities. Elsewhere, development cost charges are used extensively to fund infrastructure, especially for hard services. The use of charges has been a long standing practice in newer suburban municipalities but in the past few years, they have had increasingly been adopted by large, older cities such as Toronto, Halifax and Vancouver as well as by many other smaller cities.

Should the City decide to modify the way it finances growth-related infrastructure by placing a greater emphasis on development cost charges, they would be best implemented within the context of a comprehensive growth management plan. As was identified at the beginning of the report, the City does not currently have the range of information and analysis that is required to effectively manage the amount of growth that is anticipated in the coming years. The City requires more detailed land use planning estimates of future needs. These land need estimates should form the basis for detailed infrastructure project planning (in which cost estimates are a key part). Equally important as the examination of land requirement is the need for a long range analysis of the fiscal implications for the City. This analysis would form the basis for a long range financial plan that would provide projections of both operating and capital costs. These results would also provide a clear picture of the City's long range financing requirements and the impacts that they are likely to have on mill rates and utility rates.

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APPENDIX 1

GROWTH AND FINANCIAL PROJECTION TABLES

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CITY OF WINNIPEG
INFRASTRUCTURE FINANCING ANALYSIS
(2004 - 2021)

POPULATION, HOUSING & EMPLOYMENT FORECAST

		2004	2005	2006	2007	2008	2009	2010	2011	*Sub-Total (2004 - 2011)*	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	*Sub-Total (2012 - 2021)*	Total (2004 - 2021)
POPULATION																						
Total Population		648,297	652,156	656,187	660,220	664,185	668,243	672,370	676,595		680,901	685,302	689,799	694,390	699,047	703,807	708,642	713,576	718,585	723,648		
Annual Growth (#)			3,859	4,032	4,033	3,965	4,058	4,127	4,225	*26,298*	4,306	4,401	4,490	4,591	4,657	4,760	4,835	4,934	5,009	5,063	*47,050*	**75,351**
Annual Growth (%)			0.60%	0.62%	0.61%	0.60%	0.61%	0.62%	0.63%	*4.18%*	0.64%	0.65%	0.66%	0.67%	0.67%	0.68%	0.69%	0.70%	0.70%	0.70%	*6.50%*	**10.41%**
HOUSING																						
New Housing Units - Cumulative																						
- Singles		197,250	197,479	198,440	199,946	201,836	203,719	205,562	207,374		209,597	211,582	213,388	214,886	216,410	217,723	218,842	219,929	220,867	221,579		
- Semis / Townhouses		15,750	15,798	15,875	15,996	16,147	16,295	16,445	16,590		16,768	16,927	17,071	17,191	17,313	17,416	17,507	17,594	17,669	17,726		
- Condominiums Apartments		34,190	34,230	34,396	34,657	34,985	35,311	35,631	35,945		36,330	36,676	36,987	37,247	37,511	37,739	37,933	38,121	38,284	38,407		
- Rental Units		15,750	15,798	15,875	15,996	16,147	16,295	16,445	16,590		16,768	16,927	17,071	17,191	17,313	17,416	17,507	17,594	17,669	17,726		
Total		263,000	263,305	264,586	266,595	268,117	271,625	274,082	276,499		279,463	282,122	284,517	286,515	288,547	290,297	291,789	293,239	294,489	295,439		
Annual Growth (#)	**Growth Shares**																					
- Singles	75.0%		229	961	1,507	1,892	1,881	1,843	1,813	*10,124*	2,223	1,994	1,795	1,499	1,524	1,313	1,119	1,088	938	713	*14,205*	**24,329**
- Semis / Townhouses	6.0%		18	77	121	151	150	147	145	*810*	178	160	144	120	122	105	90	87	75	57	*1,136*	**1,946**
- Condominiums Apartments	13.0%		40	167	261	325	326	319	314	*1,755*	385	346	311	260	264	228	194	189	163	124	*2,462*	**4,217**
- Rental Units	6.0%		18	77	121	151	150	147	145	*810*	178	160	144	120	122	105	90	87	75	57	*1,136*	**1,946**
Total			**305**	**1,281**	**2,009**	**2,522**	**2,508**	**2,457**	**2,417**	***13,499***	**2,964**	**2,659**	**2,395**	**1,998**	**2,032**	**1,750**	**1,492**	**1,450**	**1,250**	**950**	***18,940***	**32,439**
EMPLOYMENT																						
Employment	**Growth Shares**																					
- Industrial	26.3%	126,074	128,116	130,504	132,730	134,950	137,094	139,337	141,373		143,291	144,908	146,386	147,902	149,238	150,002	150,784	151,639	152,458	153,299		
- Retail	31.6%	109,751	111,528	113,607	115,544	117,477	119,344	121,296	123,068		124,738	126,146	127,434	128,752	129,915	130,580	131,261	132,005	132,718	133,451		
- Major Office	22.3%	77,451	78,705	80,172	81,539	82,903	84,221	85,595	86,849		88,027	89,020	89,930	90,860	91,681	92,150	92,630	93,155	93,659	94,176		
- Additional Non-Residential	5.8%	34,037	34,588	35,233	35,833	36,433	37,012	37,617	38,167		38,685	39,121	39,521	39,930	40,290	40,496	40,708	40,936	41,159	41,387		
Total		347,312	352,937	359,516	365,646	371,763	377,670	383,846	389,456		394,742	399,195	403,273	407,444	411,125	413,229	415,383	417,737	419,994	422,312		
Annual Growth (#)																						
- Industrial			2,042	2,388	2,225	2,221	2,144	2,243	2,036	*15,298*	1,919	1,616	1,480	1,514	1,336	764	782	855	819	842	*11,927*	**27,225**
- Retail			1,777	2,079	1,937	1,933	1,867	1,952	1,772	*12,317*	1,670	1,407	1,289	1,318	1,163	665	681	744	713	733	*10,383*	**23,700**
- Major Office			1,254	1,467	1,367	1,364	1,317	1,378	1,251	*9,398*	1,179	993	909	930	821	469	480	525	503	517	*7,327*	**16,725**
- Additional Non-Residential			551	645	601	599	579	605	550	*4,130*	518	435	400	409	361	206	211	231	221	227	*3,220*	**7,350**
Total			**5,625**	**6,579**	**6,130**	**6,117**	**5,907**	**6,178**	**5,608**	***42,144***	**5,286**	**4,453**	**4,078**	**4,171**	**3,681**	**2,104**	**2,154**	**2,354**	**2,256**	**2,319**	***32,856***	**75,000**
Annual Growth (%)			1.62%	1.86%	1.71%	1.67%	1.59%	1.64%	1.46%	*10.82%*	1.36%	1.13%	1.02%	1.03%	0.90%	0.51%	0.52%	0.57%	0.54%	0.55%	*7.76%*	**17.76%**
NON-RESIDENTIAL SPACE																						
Non-Residential Space - rentable sq.ft. (000's)	**sq.ft./employee**																					
- Industrial	791.1	99,732	101,347	103,236	104,996	106,753	108,449	110,223	111,834		113,351	114,630	115,801	116,999	118,056	118,660	119,279	119,955	120,603	121,268		
- Retail	409.1	44,896	45,623	46,473	47,266	48,056	48,820	49,619	50,343		51,027	51,602	52,130	52,669	53,145	53,417	53,695	53,999	54,291	54,591		
- Major Office	271.3	21,009	21,350	21,747	22,116	22,488	22,846	23,219	23,559		23,878	24,148	24,394	24,647	24,869	24,997	25,127	25,269	25,406	25,546		
- Additional Non-Residential	581.2	19,783	20,103	20,478	20,827	21,175	21,512	21,864	22,183		22,484	22,738	22,970	23,208	23,417	23,537	23,660	23,794	23,925	24,055		
Total		185,420	188,423	191,935	195,207	198,473	201,627	204,925	207,919		210,741	213,118	215,295	217,522	219,487	220,611	221,761	223,017	224,222	225,460		
Non-Residential Space - rentable sq.ft. (000's)																						
- Industrial			1,615	3,504	5,265	7,021	8,717	10,491	12,102		13,620	14,898	16,069	17,267	18,324	18,928	19,547	20,223	20,871	21,537		
- Retail			727	1,578	2,370	3,161	3,924	4,723	5,448		6,131	6,707	7,234	7,773	8,249	8,521	8,799	9,104	9,395	9,695		
- Major Office			340	738	1,109	1,479	1,836	2,210	2,549		2,869	3,138	3,385	3,637	3,860	3,987	4,118	4,260	4,397	4,537		
- Additional Non-Residential			320	695	1,044	1,393	1,729	2,081	2,400		2,702	2,955	3,188	3,425	3,635	3,755	3,877	4,011	4,140	4,272		
Total			3,003	6,515	9,788	13,054	16,207	19,506	22,499		25,321	27,699	29,876	32,103	34,068	35,191	36,341	37,598	38,802	40,040		
Annual Growth - sq.ft. (000's)																						
- Industrial			1,615	1,889	1,760	1,757	1,696	1,774	1,610	*12,102*	1,518	1,278	1,171	1,198	1,057	604	619	676	648	666	*9,435*	**21,537**
- Retail			727	850	792	791	764	799	725	*5,448*	683	576	527	539	476	272	278	304	292	300	*4,247*	**9,695**
- Major Office			340	398	371	370	357	374	339	*2,549*	320	269	247	252	223	127	130	142	136	140	*1,988*	**4,537**
- Additional Non-Residential			320	375	349	348	336	352	319	*2,400*	301	254	232	238	210	120	123	134	129	132	*1,871*	**4,272**
Total			3,003	3,512	3,273	3,266	3,154	3,298	2,994	***22,499***	2,822	2,377	2,177	2,227	1,965	1,123	1,150	1,257	1,205	1,238	***17,541***	**40,040**

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CITY OF WINNIPEG
INFRASTRUCTURE FINANCING ANALYSIS
(2006 - 2021)

GROWTH RELATED CAPITAL FORECAST

TAX SUPPORTED	2006	2007	2008	2009	2010	2011	Sub-Total (2006 - 2011)	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Sub-Total (2012 - 2021)	Total (2006 - 2021)
Roads	18,399	18,399	18,399	18,399	18,399	18,399	110,396	18,399	18,399	18,399	18,399	18,399	18,399	18,399	18,399	18,399	18,399	183,994	294,390
- Transit																			
Buses	3,257	5,123	6,431	6,395	6,265	6,163	33,645	7,558	6,780	6,107	5,095	5,182	4,463	3,805	3,698	3,186	2,423	48,297	81,942
Stops	11	17	21	21	20	20	110	25	22	20	17	17	15	12	12	10	8	157	267
Shelters	21	34	42	42	41	40	220	49	44	40	33	34	29	25	24	21	16	316	537
Centres, Terminals, Loops	128	201	252	251	246	242	1,319	295	266	240	200	203	175	149	145	125	95	1,894	3,213
Garage Facilities	907	1,423	1,786	1,776	1,740	1,712	9,345	2,099	1,883	1,696	1,415	1,439	1,240	1,057	1,027	885	673	13,415	22,761
Total Transit	4,334	6,797	8,533	8,485	8,313	8,177	44,639	10,028	8,996	8,103	6,760	6,875	5,921	5,048	4,905	4,229	3,214	64,080	108,719
- Fire Paramedic Services																			
Buildings	330	330	325	332	338	346	2,000	352	361	368	376	381	390	396	404	410	414	3,851	5,852
Land	26	26	26	26	27	27	159	28	29	29	30	30	31	31	32	33	33	305	464
Vehicles	237	237	233	239	243	249	1,439	253	260	264	270	274	280	285	290	295	298	2,770	4,209
Furniture and Equipment	8	8	8	8	9	9	51	9	9	9	10	10	10	10	10	10	11	98	149
Total Fire Paramedic Services	602	602	592	606	616	631	3,649	643	658	670	685	695	711	722	737	748	755	7,025	10,674
- Police Services																			
Buildings	702	702	690	706	718	735	4,253	749	767	781	799	810	828	841	859	872	881	8,188	12,441
Land	28	28	27	28	28	29	167	29	30	31	31	32	33	33	34	34	35	322	490
Vehicles	68	68	67	69	70	71	414	73	75	76	78	79	81	82	83	85	86	796	1,210
Furniture and Equipment	80	80	79	81	82	84	488	86	88	90	92	93	95	97	98	100	101	939	1,427
Total Police Services	878	878	863	884	899	920	5,322	938	960	978	1,000	1,014	1,036	1,053	1,074	1,091	1,102	10,245	15,567
- Community Services																			
Arenas																			
Pools	225	225	325	225	225	225	1,350	225	225	225	225	225	225	225	225	225	225	2,250	3,600
Community Centres					3,667	3,667	7,333	3,667										3,667	11,000
Libraries			1,750	1,750			3,500												3,500
Parks & Recreation	1,509	1,509	1,509	1,509	1,509	1,509	9,054	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,509	15,090	24,144
Total Community Services	1,734	1,734	3,484	3,484	5,401	5,401	21,237	5,401	1,734	1,734	1,734	1,734	1,734	1,734	1,734	1,734	1,734	21,007	42,244
Total	**25,947**	**28,411**	**31,871**	**31,858**	**33,628**	**33,528**	**185,243**	**35,409**	**30,748**	**29,885**	**28,578**	**28,717**	**27,801**	**26,956**	**26,850**	**26,201**	**25,206**	**286,351**	**471,594**
UTILITY RATE SUPPORTED																			
- Water	1,350			2,500		4,150	8,000										5,900	5,900	13,900
- Waste Water																			
Trunks/Interceptors						55,193	55,193										44,623	44,623	99,816
Treatment Plant						32,150	32,150										29,463	29,463	61,613
Total Waste Water						87,343											74,086		161,429
- Solid Waste																			
Total	**1,350**			**2,500**		**91,493**											**79,986**		**175,329**
TAX AND UTILITY SUPPORTED TOTAL	27,297	28,411	31,871	34,358	33,628	125,021	185,243	35,409	30,748	29,885	28,578	28,717	27,801	26,956	26,850	26,201	105,192	286,351	646,923

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CITY OF WINNIPEG
INFRASTRUCTURE FINANCING ANALYSIS
(2006 - 2021)

GROWTH RELATED CAPITAL FORECAST
ALLOCATION BY LAND USE

	Projected Capital Total ($000) (2006 - 2021)	Allocation By Land Use					
		Residential			Non-Residential		
TAX SUPPORTED		(%)	($000)	($/unit)	(%)	($000)	($/sq.ft.)
- Roads	294,390						
Total Roads	294,390	41%	120,700	3,721	59%	173,690	4.34
- Transit							
Buses	81,942						
Stops	267						
Shelters	537						
Centres, Terminals, Loops	3,213						
Garage Facilities	22,761						
Total Transit	108,719	41%	44,575	1,374	59%	64,144	1.60
- Fire Paramedic Services							
Buildings	5,852						
Land	464						
Vehicles	4,209						
Furniture and Equipment	149						
Total Fire Paramedic Services	10,674	66%	7,017	216	34%	3,657	0.09
- Police Services							
Buildings	12,441						
Land	490						
Vehicles	1,210						
Furniture and Equipment	1,427						
Total Police Services	15,567	66%	10,234	315	34%	5,334	0.13
- Community Services							
Arenas							
Pools	3,600						
Community Centres	11,000						
Libraries	3,500						
Parks & Recreation	24,144						
Total Community Services	42,244	100%	42,244	1,302			
Total	471,594		224,769	6,929		246,825	6.16
UTILITY RATE SUPPORTED							
- Water	13,900						
Total Water	13,900	66%	9,138	282	34%	4,762	0.12
- Waste Water							
Trunks/Interceptors	99,816						
Treatment Plant	61,613						
Total Waste Water	161,429	66%	106,120	3,271	34%	55,309	1.38
- Solid Waste							
Total Solid Waste							
Total	175,329		115,258	3,553		60,071	1.50
TAX AND UTILITY SUPPORTED TOTAL	$ 646,922.84		$ 340,026.73	$ 10,482.04		$ 306,896.10	$ 7.66

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CITY OF WINNIPEG
INFRASTRUCTURE FINANCING ANALYSIS
(2004 - 2021)

RESIDENTIAL / NON-RESIDENTIAL NET BUDGET ALLOCATION
(DEBT CHARGES INCLUDED)

	Net Budget	Residential		Non-Residential		Allocation
	($000)	($000)	(%)	($000)	(%)	Code
LINE DEPARTMENTS						
PUBLIC WORKS						
Streets Maintenance	77,120	31,619	41%	45,501	59%	G
Parks and Open Space	49,557	49,557	100%			A
Transportation	9,145	3,750	41%	5,396	59%	G
Engineering Services	7,897	3,238	41%	4,659	59%	G
River Flood	6	4	67%	2	33%	F
Sub-Total	**143,726**	**88,168**		**55,558**		
POLICE SERVICES						
Chief of Police	5,457	3,587	66%	1,870	34%	D
General Patrol	61,570	40,475	66%	21,095	34%	D
Support Services	24,741	16,264	66%	8,477	34%	D
Administration	29,423	19,342	66%	10,081	34%	D
Sub-Total	**121,191**	**79,669**		**41,523**		
FIRE PARAMEDIC SERVICES						
Executive	1,199	788	66%	411	34%	D
Operations	80,277	52,773	66%	27,505	34%	D
Support Services	11,914	7,832	66%	4,082	34%	D
Emergency Medical Services	-17,181	-11,294	66%	-5,886	34%	D
Administration	2,689	1,768	66%	921	34%	D
General	2,700	1,775	66%	925	34%	D
Sub-Total	**81,599**	**53,642**		**27,957**		
COMMUNITY SERVICES						
Community Development and Recreation	31,093	31,093	100%			A
Libraries	18,495	18,495	100%			A
Community Resource, Protection and Safety	5,778	5,778	100%			A
Assiniboine Park Enterprise	4,779	4,779	100%			A
Strategic and Information Systems Services	2,706	2,706	100%			A
Finance and Administration	1,005	1,005	100%			A
Human Resources	1,035	1,035	100%			A
Corporate	671	671	100%			A
Sub-Total	**65,563**	**65,563**				
PLANNING, PROPERTY AND DEVELOPMENT						
Office of the Director	1,547	1,017	66%	530	34%	D
Real Estate	966	635	66%	331	34%	D
Development and Inspections	2,347	1,543	66%	804	34%	D
Planning and Land Use	3,448	2,267	66%	1,181	34%	D
Housing and Homelessness Initiative	544	357	66%	186	34%	D
Civic Accommodations	1,679	1,104	66%	575	34%	D
Property and Information Systems	1,774	1,166	66%	608	34%	D
Support Services	399	262	66%	137	34%	D
General	4,877	3,206	66%	1,671	34%	D
Corporate	1,972	1,296	66%	676	34%	D
Sub-Total	**19,552**	**12,853**		**6,699**		
WATER AND WASTE						
Land Drainage	13,196	8,824	67%	4,372	33%	F
Solid Waste Collection	14,049	14,049	100%			A
Water			---		---	
Engineering Services	-127	-85	67%	-42	33%	F
Sub-Total	**27,118**	**22,788**		**4,330**		

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	Net Budget ($000)	Residential ($000)	Residential (%)	Non-Residential ($000)	Non-Residential (%)	Allocation Code
STREET LIGHTING						
Street Lighting	9,522	3,904	41%	5,618	59%	G
Sub-Total	**9,522**	**3,904**		**5,618**		
PROPERTY ASSESSMENT						
Assessment	12,341	8,252	67%	4,089	33%	F
Sub-Total	**12,341**	**8,252**		**4,089**		
MUSEUMS						
St. Boniface Museum	371	371	100%			A
Transcona Museum	131	131	100%			A
Seven Oaks House Museum	22	22	100%			A
Ross House Museum	24	24	100%			A
St. James-Assiniboia Museum	72	72	100%			A
Grant's Old Mill Museum	12	12	100%			A
Fire Fighter's Historical Museum	83	83	100%			A
Barber House	3	3	100%			A
Sub-Total	**719**	**719**				
TOTAL LINE DEPARTMENTS	**481,332**	**335,558**	**70%**	**145,774**	**30%**	
CORPORATE DEPARTMENTS						
CORPORATE INFORMATION TECHNOLOGY						
Information Technology	7,924	5,524	70%	2,400	30%	E
Information Systems and Development	7,519	5,242	70%	2,277	30%	E
Departmental IT and Asset Management	993	692	70%	301	30%	E
Sub-Total	**16,435**	**11,458**		**4,977**		
CORPORATE FINANCE						
Chief Financial Officer	288	201	70%	87	30%	E
Financial Services	-4,590	-3,200	70%	-1,390	30%	E
Taxation and Revenue	-165,447	-115,341	70%	-50,106	30%	E
Financial Planning and Review	1,033	720	70%	313	30%	E
Payroll	695	484	70%	210	30%	E
Risk Management	1,320	920	70%	400	30%	E
Materials Management	1,582	1,103	70%	479	30%	E
Controllership	3,362	2,344	70%	1,018	30%	E
Connexus			70%		30%	E
Sub-Total	**-161,757**	**-112,768**		**-48,989**		
CORPORATE SERVICES						
Human Resource Development	2,224	1,550	70%	673	30%	E
Human Resources Planning and Services	2,153	1,501	70%	652	30%	E
Labour Relations and Compensation	958	668	70%	290	30%	E
Legal Services	2,240	1,562	70%	678	30%	E
Research and Internal Services	927	646	70%	281	30%	E
Financial Services	781	544	70%	236	30%	E
Departmental Human Resources			70%		30%	E
Corporate	1,000	697	70%	303	30%	E
Sub-Total	**10,282**	**7,168**		**3,114**		
CORPORATE						
Corporate Debt and Finance Charges	10,473	7,301	70%	3,172	30%	E
Taxes	6,282	4,379	70%	1,903	30%	E
Insurance and Damage Claims	3,672	2,560	70%	1,112	30%	E
Corporate Employee Benefits	3,228	2,250	70%	978	30%	E
Contribution to Transit	33,831	23,585	70%	10,246	30%	E
Grants	453	316	70%	137	30%	E
Payments to Other Authorities	6,624	4,618	70%	2,006	30%	E
Other	1,666	1,162	70%	505	30%	E
Sub-Total	**66,229**	**46,171**		**20,058**		

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	Net Budget ($000)	Residential ($000)	Residential (%)	Non-Residential ($000)	Non-Residential (%)	Allocation Code
CHIEF ADMINISTRATIVE OFFICER SECRETARIAT						
Chief Administrative Officer Secretariat	2,942	2,051	70%	891	30%	E
Sub-Total	**2,942**	**2,051**		**891**		
AUDIT						
Audit	1,032	719	70%	312	30%	E
Sub-Total	**1,032**	**719**		**312**		
CITY CLERKS						
Archives and Records Control	528	368	70%	160	30%	E
Election	386	269	70%	117	30%	E
Board of Adjustment	198	138	70%	60	30%	E
Board of Revision	933	650	70%	282	30%	E
Hansard Branch	68	48	70%	21	30%	E
Central	3,585	2,499	70%	1,086	30%	E
Corporate	5,622	3,920	70%	1,703	30%	E
Sub-Total	**11,320**	**7,892**		**3,428**		
TOTAL CORPORATE DEPARTMENTS	**-53,517**	**-37,309**		**-16,208**		
GOVERNANCE						
COUNCIL						
Council	2,639	1,785	68%	854	32%	H
Sub-Total	**2,639**	**1,785**		**854**		
MAYOR'S OFFICE						
Mayor's Office	505	342	68%	164	32%	H
Sub-Total	**505**	**342**		**164**		
EXECUTIVE POLICY COMMITTEE SECRETARIAT						
Executive Policy Committee Secretariat	1,558	1,054	68%	504	32%	H
Sub-Total	**1,558**	**1,054**		**504**		
TOTAL OTHER	**4,703**	**3,181**		**1,522**		
TRANSIT						
Operations	45,621	18,705	41%	26,916	59%	G
Handi Transit	7,441	3,051	41%	4,390	59%	G
Plant and Equipment	30,814	12,634	41%	18,180	59%	G
Planning and Schedules	1,025	420	41%	605	59%	G
Marketing	2,225	912	41%	1,313	59%	G
Information Systems	1,099	450	41%	648	59%	G
Finance and Administration	2,821	1,156	41%	1,664	59%	G
Human Resources	504	206	41%	297	59%	G
Corporate	-58,168	-23,849	41%	-34,319	59%	G
TOTAL TRANSIT	**33,381**	**13,686**		**19,695**		
UTILITIES						
SEWAGE DISPOSAL						
Waste Water	22,192		---		---	
Engineering Services	3,182		---		---	
Laboratory Services	-393		---		---	
Customer Services	2,703		---		---	
Finance and Administration	2,045		---		---	
Corporate	49,614		---		---	
Sub-Total	**79,343**					

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	Net Budget ($000)	Residential ($000)	Residential (%)	Non-Residential ($000)	Non-Residential (%)	Allocation Code
SOLID WASTE DISPOSAL						
Solid Waste	-1,091		---		---	
Corporate	2,703		---		---	
Sub-Total	**1,612**					
WATERWORKS						
Water	25,919		---		---	
Engineering Services	2,828		---		---	
Laboratory Services	505		---		---	
Customer Services	600		---		---	
Information Systems	842		---		---	
Finance and Administration	2,637		---		---	
Human Resources	517		---		---	
Corporate	31,414		---		---	
Sub-Total	**65,262**					
TOTAL UTILITIES	**146,216**					
SUMMARY						
TOTAL (excl. Transit & Utilities)	432,518	301,430	70%	131,088	30%	
TOTAL (excl. Utilities)	465,899	315,116	68%	150,783	32%	
TOTAL ALL DEPARTMENTS	612,115	315,116	51%	150,783	49%	

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CITY OF WINNIPEG
INFRASTRUCTURE FINANCING ANALYSIS
(2004 - 2021)

RESIDENTIAL / NON-RESIDENTIAL NET BUDGET ALLOCATION
(DEBT CHARGES EXCLUDED)

	Net Budget	Residential		Non-Residential		Allocation
	($000)	($000)	(%)	($000)	(%)	Code
LINE DEPARTMENTS						
PUBLIC WORKS						
Streets Maintenance	44,275	18,153	41%	26,122	59%	G
Parks and Open Space	28,451	28,451	100%			A
Transportation	5,250	2,153	41%	3,098	59%	G
Engineering Services	4,534	1,859	41%	2,675	59%	G
River Flood	3	2	67%	1	33%	F
Sub-Total	**82,514**	**50,617**		**31,896**		
POLICE SERVICES						
Chief of Police	5,325	3,501	66%	1,824	34%	D
General Patrol	60,078	39,494	66%	20,584	34%	D
Support Services	24,141	15,870	66%	8,271	34%	D
Administration	28,710	18,874	66%	9,837	34%	D
Sub-Total	**118,254**	**77,738**		**40,516**		
FIRE PARAMEDIC SERVICES						
Executive	1,160	762	66%	397	34%	D
Operations	77,626	51,030	66%	26,596	34%	D
Support Services	11,521	7,574	66%	3,947	34%	D
Emergency Medical Services	-16,613	-10,921	66%	-5,692	34%	D
Administration	2,600	1,709	66%	891	34%	D
General	2,611	1,716	66%	894	34%	D
Sub-Total	**78,905**	**51,870**		**27,034**		
COMMUNITY SERVICES						
Community Development and Recreation	29,487	29,487	100%			A
Libraries	17,540	17,540	100%			A
Community Resource, Protection and Safety	5,480	5,480	100%			A
Assiniboine Park Enterprise	4,532	4,532	100%			A
Strategic and Information Systems Services	2,566	2,566	100%			A
Finance and Administration	953	953	100%			A
Human Resources	981	981	100%			A
Corporate	637	637	100%			A
Sub-Total	**62,177**	**62,177**				
PLANNING, PROPERTY AND DEVELOPMENT						
Office of the Director	1,095	720	66%	375	34%	D
Real Estate	683	449	66%	234	34%	D
Development and Inspections	1,660	1,091	66%	569	34%	D
Planning and Land Use	2,440	1,604	66%	836	34%	D
Housing and Homelessness Initiative	385	253	66%	132	34%	D
Civic Accommodations	1,188	781	66%	407	34%	D
Property and Information Systems	1,255	825	66%	430	34%	D
Support Services	282	185	66%	97	34%	D
General	3,450	2,268	66%	1,182	34%	D
Corporate	1,395	917	66%	478	34%	D
Sub-Total	**13,833**	**9,093**		**4,739**		
WATER AND WASTE						
Land Drainage	6,788	4,539	67%	2,249	33%	F
Solid Waste Collection	7,227	7,227	100%			A
Water			---		---	
Engineering Services	-65	-44	67%	-22	33%	F
Sub-Total	**13,949**	**11,722**		**2,227**		
STREET LIGHTING						
Street Lighting	9,518	3,902	41%	5,616	59%	G
Sub-Total	**9,518**	**3,902**		**5,616**		

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	Net Budget ($000)	Residential ($000)	Residential (%)	Non-Residential ($000)	Non-Residential (%)	Allocation Code
PROPERTY ASSESSMENT						
Assessment	11,611	7,764	67%	3,847	33%	F
Sub-Total	**11,611**	**7,764**		**3,847**		
MUSEUMS						
St. Boniface Museum	371	371	100%			A
Transcona Museum	131	131	100%			A
Seven Oaks House Museum	22	22	100%			A
Ross House Museum	24	24	100%			A
St. James-Assiniboia Museum	72	72	100%			A
Grant's Old Mill Museum	12	12	100%			A
Fire Fighter's Historical Museum	83	83	100%			A
Barber House	3	3	100%			A
Sub-Total	**719**	**719**				
TOTAL LINE DEPARTMENTS	**391,480**	**275,604**	**70%**	**115,876**	**30%**	
CORPORATE DEPARTMENTS						
CORPORATE INFORMATION TECHNOLOGY						
Information Technology	6,026	4,201	70%	1,825	30%	E
Information Systems and Development	5,718	3,986	70%	1,732	30%	E
Departmental IT and Asset Management	755	526	70%	229	30%	E
Sub-Total	**12,498**	**8,713**		**3,785**		
CORPORATE FINANCE						
Chief Financial Officer	293	204	70%	89	30%	E
Financial Services	-4,663	-3,251	70%	-1,412	30%	E
Taxation and Revenue	-168,100	-117,190	70%	-50,910	30%	E
Financial Planning and Review	1,050	732	70%	318	30%	E
Payroll	706	492	70%	214	30%	E
Risk Management	1,341	935	70%	406	30%	E
Materials Management	1,608	1,121	70%	487	30%	E
Controllership	3,416	2,381	70%	1,035	30%	E
Connexus			70%		30%	E
Sub-Total	**-164,351**	**-114,577**		**-49,774**		
CORPORATE SERVICES						
Human Resource Development	2,224	1,550	70%	673	30%	E
Human Resources Planning and Services	2,153	1,501	70%	652	30%	E
Labour Relations and Compensation	958	668	70%	290	30%	E
Legal Services	2,240	1,562	70%	678	30%	E
Research and Internal Services	927	646	70%	281	30%	E
Financial Services	781	544	70%	236	30%	E
Departmental Human Resources			70%		30%	E
Corporate	1,000	697	70%	303	30%	E
Sub-Total	**10,282**	**7,168**		**3,114**		
CORPORATE						
Corporate Debt and Finance Charges	8,787	6,126	70%	2,661	30%	E
Taxes	5,271	3,675	70%	1,596	30%	E
Insurance and Damage Claims	3,081	2,148	70%	933	30%	E
Corporate Employee Benefits	2,708	1,888	70%	820	30%	E
Contribution to Transit	28,387	19,790	70%	8,597	30%	E
Grants	380	265	70%	115	30%	E
Payments to Other Authorities	5,558	3,875	70%	1,683	30%	E
Other	1,398	975	70%	423	30%	E
Sub-Total	**55,571**	**38,741**		**16,830**		
CHIEF ADMINISTRATIVE OFFICER SECRETARIAT						
Chief Administrative Officer Secretariat	2,942	2,051	70%	891	30%	E
Sub-Total	**2,942**	**2,051**		**891**		

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	Net Budget ($000)	Residential ($000)	Residential (%)	Non-Residential ($000)	Non-Residential (%)	Allocation Code
AUDIT						
Audit	1,032	719	70%	312	30%	E
Sub-Total	**1,032**	**719**		**312**		
CITY CLERKS						
Archives and Records Control	512	357	70%	155	30%	E
Election	374	261	70%	113	30%	E
Board of Adjustment	192	134	70%	58	30%	E
Board of Revision	906	631	70%	274	30%	E
Hansard Branch	66	46	70%	20	30%	E
Central	3,481	2,427	70%	1,054	30%	E
Corporate	5,459	3,806	70%	1,653	30%	E
Sub-Total	**10,991**	**7,663**		**3,329**		
TOTAL CORPORATE DEPARTMENTS	**-71,035**	**-49,522**		**-21,513**		
GOVERNANCE						
COUNCIL						
Council	2,639	1,785	68%	854	32%	H
Sub-Total	**2,639**	**1,785**		**854**		
MAYOR'S OFFICE						
Mayor's Office	505	342	68%	164	32%	H
Sub-Total	**505**	**342**		**164**		
EXECUTIVE POLICY COMMITTEE SECRETARIAT						
Executive Policy Committee Secretariat	1,558	1,054	68%	504	32%	H
Sub-Total	**1,558**	**1,054**		**504**		
TOTAL OTHER	**4,703**	**3,181**		**1,522**		
TRANSIT						
Operations	37,874	15,528	41%	22,346	59%	G
Handi Transit	6,177	2,533	41%	3,645	59%	G
Plant and Equipment	25,582	10,489	41%	15,093	59%	G
Planning and Schedules	851	349	41%	502	59%	G
Marketing	1,848	757	41%	1,090	59%	G
Information Systems	912	374	41%	538	59%	G
Finance and Administration	2,342	960	41%	1,382	59%	G
Human Resources	418	171	41%	247	59%	G
Corporate	-48,291	-19,799	41%	-28,492	59%	G
TOTAL TRANSIT	**27,713**	**11,362**		**16,350**		
UTILITIES						
SEWAGE DISPOSAL						
Waste Water	16,870		---		---	
Engineering Services	2,419		---		---	
Laboratory Services	-298		---		---	
Customer Services	2,054		---		---	
Finance and Administration	1,555		---		---	
Corporate	37,716		---		---	
Sub-Total	**60,315**					
SOLID WASTE DISPOSAL						
Solid Waste	-592		---		---	
Corporate	1,466		---		---	
Sub-Total	**874**					

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	Net Budget ($000)	Residential ($000)	Residential (%)	Non-Residential ($000)	Non-Residential (%)	Allocation Code
WATERWORKS						
Water	22,332		---		---	
Engineering Services	2,436		---		---	
Laboratory Services	435		---		---	
Customer Services	517		---		---	
Information Systems	725		---		---	
Finance and Administration	2,272		---		---	
Human Resources	446		---		---	
Corporate	27,066		---		---	
Sub-Total	**56,230**					
TOTAL UTILITIES	**117,419**					
SUMMARY						
TOTAL (excl. Transit & Utilities)	325,148	229,263	71%	95,884	29%	
TOTAL (excl. Utilities)	352,861	240,626	68%	112,235	32%	
TOTAL ALL DEPARTMENTS	470,280	240,626	51%	112,235	49%	

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CITY OF WINNIPEG
INFRASTRUCTURE FINANCING ANALYSIS
(2004 - 2021)

REVENUE AND EXPENSE ALLOCATIONS

RESIDENTIAL / NON-RESIDENTIAL

		% Shares	
Code	**Basis of Allocation**	**Res.**	**Non-Res.**
A	Full Residential Allocation	100%	0%
B	Minor Non-Residential Allocation	95%	5%
C	Full Non-Residential Allocation	0%	100%
D	Population:Employment Ratio and Residential:Non-Residential Ratio	66%	34%
E	Shares of Line Department Net Budgets	70%	30%
F	Shares of Assessment	67%	33%
G	Shares of Total Annual Non-Transit Trips	41%	59%
H	Shares of City Costs and Transit	68%	32%
N	Estimated Shares of Total Annual Transit Trips[1]	41%	59%

(1) Estimate based on NCHRP Analysis and Toronto T.T.C. data

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CITY OF WINNIPEG
INFRASTRUCTURE FINANCING ANALYSIS
(2004 - 2021)

BUDGET ALLOCATION; RESIDENTIAL
(EXISTING & NEW DEVELOPMENT)

	Net Budget Existing		Net Budget Less Debt Charges			
			Existing		New Development	
LINE DEPARTMENTS	Total ($000)	Per Unit ($)	Total ($000)	Per Unit ($)	Factor	Per Unit ($)
PUBLIC WORKS						
Streets Maintenance	31,619	120.09	18,153	68.94	0.90	62.05
Parks and Open Space	49,557	188.21	28,451	108.05	0.90	97.25
Transportation	3,750	14.24	2,153	8.18	0.90	7.36
Engineering Services	3,238	12.30	1,859	7.06	0.90	6.35
River Flood	4	0.02	2	0.01	0.90	0.01
Sub-Total	88,168	334.85	50,617	192.24		173.01
POLICE SERVICES						
Chief of Police	3,587	13.62	3,501	13.29	0.10	1.33
General Patrol	40,475	153.72	39,494	149.99	1.00	149.99
Support Services	16,264	61.77	15,870	60.27	0.90	54.24
Administration	19,342	73.46	18,874	71.68	0.70	50.18
Sub-Total	79,669	302.57	77,738	295.24		255.74
FIRE PARAMEDIC SERVICES						
Executive	788	2.99	762	2.90	0.10	0.29
Operations	52,773	200.42	51,030	193.81	1.00	193.81
Support Services	7,832	29.75	7,574	28.76	0.90	25.89
Emergency Medical Services	-11,294	-42.89	-10,921	-41.48	1.00	-41.48
Administration	1,768	6.71	1,709	6.49	0.70	4.54
General	1,775	6.74	1,716	6.52	0.70	4.56
Sub-Total	53,642	203.72	51,870	197.00		187.61
COMMUNITY SERVICES						
Community Development and Recreation	31,093	118.09	29,487	111.99	0.70	78.39
Libraries	18,495	70.24	17,540	66.61	0.70	46.63
Community Resource, Protection and Safety	5,778	21.95	5,480	20.81	0.60	12.49
Assiniboine Park Enterprise	4,779	18.15	4,532	17.21	0.10	1.72
Strategic and Information Systems Services	2,706	10.28	2,566	9.75	0.60	5.85
Finance and Administration	1,005	3.82	953	3.62	0.60	2.17
Human Resources	1,035	3.93	981	3.73	0.60	2.24
Corporate	671	2.55	637	2.42	0.60	1.45
Sub-Total	65,563	249.00	62,177	236.14		150.94
PLANNING, PROPERTY AND DEVELOPMENT						
Office of the Director	1,017	3.86	720	2.73	0.70	1.91
Real Estate	635	2.41	449	1.71	1.00	1.71
Development and Inspections	1,543	5.86	1,091	4.14	1.00	4.14
Planning and Land Use	2,267	8.61	1,604	6.09	1.00	6.09
Housing and Homelessness Initiative	357	1.36	253	0.96	1.00	0.96
Civic Accommodations	1,104	4.19	781	2.97	1.00	2.97
Property and Information Systems	1,166	4.43	825	3.13	1.00	3.13
Support Services	262	0.99	185	0.70	0.70	0.49
General	3,206	12.18	2,268	8.61	0.70	6.03
Corporate	1,296	4.92	917	3.48	0.70	2.44
Sub-Total	12,853	48.81	9,093	34.54		29.88
WATER AND WASTE						
Land Drainage	8,824	33.51	4,539	17.24	1.00	17.24
Solid Waste Collection	14,049	53.36	7,227	27.45	0.90	24.70
Water	0	0.00	0	0.00	0.00	0.00
Engineering Services	-85	-0.32	-44	-0.17	0.90	-0.15
Sub-Total	22,788	86.55	11,722	44.52		41.79
STREET LIGHTING						
Street Lighting	3,904	14.83	3,902	14.82	1.00	14.82
Sub-Total	3,904	14.83	3,902	14.82		14.82
PROPERTY ASSESSMENT						
Assessment	8,252	31.34	7,764	29.49	0.90	26.54
Sub-Total	8,252	31.34	7,764	29.49		26.54

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	Net Budget Existing		Net Budget Less Debt Charges			
			Existing		New Development	
	Total ($000)	Per Unit ($)	Total ($000)	Per Unit ($)	Factor	Per Unit ($)
MUSEUMS						
St. Boniface Museum	371	1.41	371	1.41	0.10	0.14
Transcona Museum	131	0.50	131	0.50	0.10	0.05
Seven Oaks House Museum	22	0.08	22	0.08	0.10	0.01
Ross House Museum	24	0.09	24	0.09	0.10	0.01
St. James-Assiniboia Museum	72	0.28	72	0.28	0.10	0.03
Grant's Old Mill Museum	12	0.05	12	0.05	0.10	0.00
Fire Fighter's Historical Museum	83	0.31	83	0.31	0.10	0.03
Barber House	3	0.01	3	0.01	0.10	0.00
Sub-Total	719	2.73	719	2.73		0.27
TOTAL LINE DEPARTMENTS	**335,558**	**1,274.41**	**275,604**	**1,046.71**		**880.61**
CORPORATE DEPARTMENTS						
CORPORATE INFORMATION TECHNOLOGY						
Information Technology	5,524	20.98	4,201	15.95	1.00	15.95
Information Systems and Development	5,242	19.91	3,986	15.14	1.00	15.14
Departmental IT and Asset Management	692	2.63	526	2.00	1.00	2.00
Sub-Total	11,458	43.51	8,713	33.09		33.09
CORPORATE FINANCE						
Chief Financial Officer	201	0.76	204	0.77	0.10	0.08
Financial Services	-3,200	-12.15	-3,251	-12.35	0.50	-6.17
Taxation and Revenue	-115,341	-438.05	-117,190	-445.07	0.90	-400.57
Financial Planning and Review	720	2.74	732	2.78	0.50	1.39
Payroll	484	1.84	492	1.87	0.50	0.93
Risk Management	920	3.49	935	3.55	0.50	1.78
Materials Management	1,103	4.19	1,121	4.26	0.50	2.13
Controllership	2,344	8.90	2,381	9.04	0.50	4.52
Connexus	0	0.00	0	0.00	0.50	0.00
Sub-Total	-112,768	-428.28	-114,577	-435.15		-395.91
CORPORATE SERVICES						
Human Resource Development	1,550	5.89	1,550	5.89	0.50	2.94
Human Resources Planning and Services	1,501	5.70	1,501	5.70	0.50	2.85
Labour Relations and Compensation	668	2.54	668	2.54	0.50	1.27
Legal Services	1,562	5.93	1,562	5.93	0.50	2.97
Research and Internal Services	646	2.45	646	2.45	0.50	1.23
Financial Services	544	2.07	544	2.07	0.50	1.03
Departmental Human Resources	0	0.00	0	0.00	0.50	0.00
Corporate	697	2.65	697	2.65	0.50	1.32
Sub-Total	7,168	27.22	7,168	27.22		13.61
CORPORATE						
Corporate Debt and Finance Charges	7,301	27.73	6,126	23.27	0.00	0.00
Taxes	4,379	16.63	3,675	13.96	0.90	12.56
Insurance and Damage Claims	2,560	9.72	2,148	8.16	0.90	7.34
Corporate Employee Benefits	2,250	8.55	1,888	7.17	0.90	6.45
Contribution to Transit	23,585	89.57	19,790	75.16	1.00	75.16
Grants	316	1.20	265	1.01	1.00	1.01
Payments to Other Authorities	4,618	17.54	3,875	14.72	1.00	14.72
Other	1,162	4.41	975	3.70	1.00	3.70
Sub-Total	46,171	175.35	38,741	147.13		120.94
CHIEF ADMINISTRATIVE OFFICER SECRETARIAT						
Chief Administrative Officer Secretariat	2,051	7.79	2,051	7.79	0.50	3.89
Sub-Total	2,051	7.79	2,051	7.79		3.89
AUDIT						
Audit	719	2.73	719	2.73	0.50	1.37
Sub-Total	719	2.73	719	2.73		1.37
CITY CLERKS						
Archives and Records Control	368	1.40	357	1.36	0.50	0.68
Election	269	1.02	261	0.99	0.50	0.50
Board of Adjustment	138	0.52	134	0.51	0.50	0.25
Board of Revision	650	2.47	631	2.40	0.50	1.20
Hansard Branch	48	0.18	46	0.18	0.50	0.09
Central	2,499	9.49	2,427	9.22	0.50	4.61
Corporate	3,920	14.89	3,806	14.45	0.50	7.23
Sub-Total	7,892	29.97	7,663	29.10		14.55
TOTAL CORPORATE DEPARTMENTS	-37,309	-141.70	-49,522	-188.08		-208.46

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	Net Budget Existing		Net Budget Less Debt Charges			
			Existing		New Development	
	Total ($000)	Per Unit ($)	Total ($000)	Per Unit ($)	Factor	Per Unit ($)
GOVERNANCE						
COUNCIL						
Council	1,785	6.78	1,785	6.78	0.10	0.68
Sub-Total	1,785	6.78	1,785	6.78		0.68
MAYOR'S OFFICE						
Mayor's Office	342	1.30	342	1.30	0.10	0.13
Sub-Total	342	1.30	342	1.30		0.13
EXECUTIVE POLICY COMMITTEE SECRETARIAT						
Executive Policy Committee Secretariat	1,054	4.00	1,054	4.00	0.10	0.40
Sub-Total	1,054	4.00	1,054	4.00		0.40
TOTAL OTHER	3,181	12.08	3,181	12.08		1.21
TRANSIT						
Operations	18,705	71.04	15,528	58.97	1.00	58.97
Handi Transit	3,051	11.59	2,533	9.62	1.00	9.62
Plant and Equipment	12,634	47.98	10,489	39.83	0.90	35.85
Planning and Schedules	420	1.60	349	1.33	0.50	0.66
Marketing	912	3.47	757	2.88	0.50	1.44
Information Systems	450	1.71	374	1.42	0.50	0.71
Finance and Administration	1,156	4.39	960	3.65	0.50	1.82
Human Resources	206	0.78	171	0.65	0.50	0.33
Corporate	-23,849	-90.58	-19,799	-75.20	1.00	-75.20
TOTAL TRANSIT	13,686	51.98	11,362	43.15		34.21
SUMMARY						
Total (excl. Transit)	301,430	1,144.79	229,263	870.71		673.35
Total (incl. Transit)	315,116	1,196.77	240,626	913.87		707.56

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CITY OF WINNIPEG
INFRASTRUCTURE FINANCING ANALYSIS
(2004 - 2021)

BUDGET ALLOCATION; NON-RESIDENTIAL
(EXISTING & NEW DEVELOPMENT)

	Net Budget		Net Budget Less Debt Charges			
	Existing		Existing		New Development	
LINE DEPARTMENTS	Total ($000)	Per Employee ($)	Total ($000)	Per Employee ($)	Factor	Per Employee ($)
PUBLIC WORKS						
Streets Maintenance	45,501	128.92	26,122	74.01	0.90	66.61
Parks and Open Space	0	0.00	0	0.00	0.90	0.00
Transportation	5,396	15.29	3,098	8.78	0.90	7.90
Engineering Services	4,659	13.20	2,675	7.58	0.90	6.82
River Flood	2	0.01	1	0.00	0.90	0.00
Sub-Total	55,558	157.42	31,896	90.37		81.34
POLICE SERVICES						
Chief of Police	1,870	5.30	1,824	5.17	0.10	0.52
General Patrol	21,095	59.77	20,584	58.32	1.00	58.32
Support Services	8,477	24.02	8,271	23.44	0.90	21.09
Administration	10,081	28.56	9,837	27.87	0.70	19.51
Sub-Total	41,523	117.65	40,516	114.80		99.44
FIRE PARAMEDIC SERVICES						
Executive	411	1.16	397	1.13	0.10	0.11
Operations	27,505	77.93	26,596	75.36	1.00	75.36
Support Services	4,082	11.57	3,947	11.18	0.90	10.07
Emergency Medical Services	-5,886	-16.68	-5,692	-16.13	1.00	-16.13
Administration	921	2.61	891	2.52	0.70	1.77
General	925	2.62	894	2.53	0.70	1.77
Sub-Total	27,957	79.21	27,034	76.60		72.95
COMMUNITY SERVICES						
Community Development and Recreation	0	0.00	0	0.00	0.70	0.00
Libraries	0	0.00	0	0.00	0.70	0.00
Community Resource, Protection and Safety	0	0.00	0	0.00	0.60	0.00
Assiniboine Park Enterprise	0	0.00	0	0.00	0.10	0.00
Strategic and Information Systems Services	0	0.00	0	0.00	0.60	0.00
Finance and Administration	0	0.00	0	0.00	0.60	0.00
Human Resources	0	0.00	0	0.00	0.60	0.00
Corporate	0	0.00	0	0.00	0.60	0.00
Sub-Total	0	0.00	0	0.00		0.00
PLANNING, PROPERTY AND DEVELOPMENT						
Office of the Director	530	1.50	375	1.06	0.70	0.74
Real Estate	331	0.94	234	0.66	1.00	0.66
Development and Inspections	804	2.28	569	1.61	1.00	1.61
Planning and Land Use	1,181	3.35	836	2.37	1.00	2.37
Housing and Homelessness Initiative	186	0.53	132	0.37	1.00	0.37
Civic Accommodations	575	1.63	407	1.15	1.00	1.15
Property and Information Systems	608	1.72	430	1.22	1.00	1.22
Support Services	137	0.39	97	0.27	0.70	0.19
General	1,671	4.73	1,182	3.35	0.70	2.34
Corporate	676	1.91	478	1.35	0.70	0.95
Sub-Total	6,699	18.98	4,739	13.43		11.62
WATER AND WASTE						
Land Drainage	4,372	12.39	2,249	6.37	1.00	6.37
Solid Waste Collection	0	0.00	0	0.00	0.90	0.00
Water	0	0.00	0	0.00	0.00	0.00
Engineering Services	-42	-0.12	-22	-0.06	0.90	-0.06
Sub-Total	4,330	12.27	2,227	6.31		6.32
STREET LIGHTING						
Street Lighting	5,618	15.92	5,616	15.91	1.00	15.91
Sub-Total	5,618	15.92	5,616	15.91		15.91
PROPERTY ASSESSMENT						
Assessment	4,089	11.58	3,847	10.90	0.90	9.81
Sub-Total	4,089	11.58	3,847	10.90		9.81

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	Net Budget		Net Budget Less Debt Charges			
	Existing		Existing		New Development	
	Total ($000)	Per Employee ($)	Total ($000)	Per Employee ($)	Factor	Per Employee ($)
MUSEUMS						
St. Boniface Museum	0	0.00	0	0.00	0.10	0.00
Transcona Museum	0	0.00	0	0.00	0.10	0.00
Seven Oaks House Museum	0	0.00	0	0.00	0.10	0.00
Ross House Museum	0	0.00	0	0.00	0.10	0.00
St. James-Assiniboia Museum	0	0.00	0	0.00	0.10	0.00
Grant's Old Mill Museum	0	0.00	0	0.00	0.10	0.00
Fire Fighter's Historical Museum	0	0.00	0	0.00	0.10	0.00
Barber House	0	0.00	0	0.00	0.10	0.00
Sub-Total	0	0.00	0	0.00		0.00
TOTAL LINE DEPARTMENTS	145,774	413.03	115,876	328.32		297.38
CORPORATE DEPARTMENTS						
CORPORATE INFORMATION TECHNOLOGY						
Information Technology	2,400	6.80	1,825	5.17	1.00	5.17
Information Systems and Development	2,277	6.45	1,732	4.91	1.00	4.91
Departmental IT and Asset Management	301	0.85	229	0.65	1.00	0.65
Sub-Total	4,977	14.10	3,785	10.72		10.72
CORPORATE FINANCE						
Chief Financial Officer	87	0.25	89	0.25	0.10	0.03
Financial Services	-1,390	-3.94	-1,412	-4.00	0.50	-2.00
Taxation and Revenue	-50,106	-141.97	-50,910	-144.25	0.90	-129.82
Financial Planning and Review	313	0.89	318	0.90	0.50	0.45
Payroll	210	0.60	214	0.61	0.50	0.30
Risk Management	400	1.13	406	1.15	0.50	0.58
Materials Management	479	1.36	487	1.38	0.50	0.69
Controllership	1,018	2.88	1,035	2.93	0.50	1.47
Connexus	0	0.00	0	0.00	0.50	0.00
Sub-Total	-48,989	-138.80	-49,774	-141.03		-128.31
CORPORATE SERVICES						
Human Resource Development	673	1.91	673	1.91	0.50	0.95
Human Resources Planning and Services	652	1.85	652	1.85	0.50	0.92
Labour Relations and Compensation	290	0.82	290	0.82	0.50	0.41
Legal Services	678	1.92	678	1.92	0.50	0.96
Research and Internal Services	281	0.80	281	0.80	0.50	0.40
Financial Services	236	0.67	236	0.67	0.50	0.33
Departmental Human Resources	0	0.00	0	0.00	0.50	0.00
Corporate	303	0.86	303	0.86	0.50	0.43
Sub-Total	3,114	8.82	3,114	8.82		4.41
CORPORATE						
Corporate Debt and Finance Charges	3,172	8.99	2,661	7.54	0.00	0.00
Taxes	1,903	5.39	1,596	4.52	0.90	4.07
Insurance and Damage Claims	1,112	3.15	933	2.64	0.90	2.38
Corporate Employee Benefits	978	2.77	820	2.32	0.90	2.09
Contribution to Transit	10,246	29.03	8,597	24.36	1.00	24.36
Grants	137	0.39	115	0.33	1.00	0.33
Payments to Other Authorities	2,006	5.68	1,683	4.77	1.00	4.77
Other	505	1.43	423	1.20	1.00	1.20
Sub-Total	20,058	56.83	16,830	47.69		39.20
CHIEF ADMINISTRATIVE OFFICER SECRETARIAT						
Chief Administrative Officer Secretariat	891	2.52	891	2.52	0.50	1.26
Sub-Total	891	2.52	891	2.52		1.26
AUDIT						
Audit	312	0.89	312	0.89	0.50	0.44
Sub-Total	312	0.89	312	0.89		0.44
CITY CLERKS						
Archives and Records Control	160	0.45	155	0.44	0.50	0.22
Election	117	0.33	113	0.32	0.50	0.16
Board of Adjustment	60	0.17	58	0.17	0.50	0.08
Board of Revision	282	0.80	274	0.78	0.50	0.39
Hansard Branch	21	0.06	20	0.06	0.50	0.03
Central	1,086	3.08	1,054	2.99	0.50	1.49
Corporate	1,703	4.82	1,653	4.68	0.50	2.34
Sub-Total	3,428	9.71	3,329	9.43		4.72
TOTAL CORPORATE DEPARTMENTS	-16,208	-45.92	-21,513	-60.96		-67.56

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	Net Budget		Net Budget Less Debt Charges			
	Existing		Existing		New Development	
	Total ($000)	Per Employee ($)	Total ($000)	Per Employee ($)	Factor	Per Employee ($)
GOVERNANCE						
COUNCIL						
Council	854	2.42	854	2.42	0.10	0.24
Sub-Total	854	2.42	854	2.42		0.24
MAYOR'S OFFICE						
Mayor's Office	164	0.46	164	0.46	0.10	0.05
Sub-Total	164	0.46	164	0.46		0.05
EXECUTIVE POLICY COMMITTEE SECRETARIAT						
Executive Policy Committee Secretariat	504	1.43	504	1.43	0.10	0.14
Sub-Total	504	1.43	504	1.43		0.14
TOTAL OTHER	1,522	4.31	1,522	4.31		0.43
TRANSIT						
Operations	26,916	76.26	22,346	63.31	1.00	63.31
Handi Transit	4,390	12.44	3,645	10.33	1.00	10.33
Plant and Equipment	18,180	51.51	15,093	42.76	0.90	38.49
Planning and Schedules	605	1.71	502	1.42	0.50	0.71
Marketing	1,313	3.72	1,090	3.09	0.50	1.54
Information Systems	648	1.84	538	1.52	0.50	0.76
Finance and Administration	1,664	4.72	1,382	3.91	0.50	1.96
Human Resources	297	0.84	247	0.70	0.50	0.35
Corporate	-34,319	-97.24	-28,492	-80.73	1.00	-80.73
TOTAL TRANSIT	19,695	55.80	16,350	46.33		36.73
SUMMARY						
Total (excl. Transit)	131,088	371.42	95,884	271.68		230.25
Total (incl. Transit)	150,783	427.22	112,235	318.00		266.97

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CITY OF WINNIPEG
INFRASTRUCTURE FINANCING ANALYSIS
(2004 - 2021)

FORECAST OF TAXABLE ASSESSMENT

	Existing	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total (2004 - 2021)
RESIDENTIAL																			
Annual Growth (Units)																			
- Singles		229	961	1,507	1,892	1,881	1,843	1,613	2,223	1,994	1,795	1,499	1,524	1,313	1,119	1,088	938	713	24,329
- Semis / Townhouses		18	77	121	151	150	147	145	178	160	144	120	122	105	90	87	75	57	1,946
- Condominiums Apartments		40	167	261	326	326	319	314	385	346	311	260	264	226	194	189	163	124	4,217
- Rental Units		18	77	121	151	150	147	145	178	160	144	120	122	105	90	87	75	57	1,946
Total		**305**	**1,281**	**2,009**	**2,522**	**2,508**	**2,457**	**2,417**	**2,964**	**2,659**	**2,395**	**1,998**	**2,032**	**1,750**	**1,492**	**1,450**	**1,250**	**950**	**32,439**
Annual Growth[1] ($000)																			
- Singles		45,750	192,150	301,350	378,300	376,200	368,550	362,550	444,600	398,550	358,250	299,700	304,800	262,500	223,800	217,500	187,500	142,500	4,865,850
- Semis / Townhouses		3,294	13,835	21,697	27,238	27,086	26,536	26,104	32,011	28,717	25,866	21,578	21,946	18,900	16,114	15,660	13,500	10,250	350,341
- Condominiums Apartments		5,946	24,980	39,176	49,179	48,905	47,912	47,132	57,798	51,851	46,703	38,981	39,624	34,125	29,094	28,275	24,375	18,525	632,561
- Rental Units		2,013	8,455	13,259	16,645	16,553	16,216	15,952	19,552	17,549	15,807	13,187	13,411	11,550	9,847	9,570	8,250	6,270	214,097
Total		**57,005**	**239,419**	**375,482**	**471,362**	**468,745**	**459,213**	**451,737**	**553,972**	**496,967**	**447,626**	**373,426**	**379,781**	**327,075**	**278,855**	**271,005**	**233,625**	**177,555**	**6,062,849**
Residential ($000)																			
Total	22,497,129	22,554,133	22,793,552	23,169,034	23,640,396	24,109,141	24,568,355	25,020,092	25,574,064	26,071,031	26,518,656	26,892,082	27,271,863	27,598,938	27,877,793	28,148,798	28,382,423	28,559,978	
NON-RESIDENTIAL																			
Annual Growth (000's rentable sq.ft.)																			
- Industrial		1,615	1,689	1,760	1,757	1,696	1,774	1,610	1,518	1,279	1,171	1,198	1,057	604	619	676	648	666	21,537
- Retail		727	850	792	791	764	799	725	663	595	527	539	475	272	276	304	292	300	9,695
- Major Office		340	398	371	370	357	374	339	320	269	247	252	223	127	130	142	136	140	4,537
- Additional Non-Residential		320	375	349	346	336	352	319	301	254	232	236	210	120	123	134	129	132	4,272
Total		**3,003**	**3,512**	**3,273**	**3,266**	**3,154**	**3,298**	**2,994**	**2,822**	**2,377**	**2,177**	**2,227**	**1,965**	**1,123**	**1,150**	**1,257**	**1,205**	**1,238**	**40,040**
Annual Growth ($000)																			
- Industrial		80,761	94,453	88,016	87,827	84,815	88,700	80,513	75,889	63,936	58,557	59,884	52,649	30,209	30,927	33,800	32,396	33,289	1,076,825
- Retail		94,525	110,551	103,016	102,796	99,270	103,817	94,234	88,822	74,833	68,537	70,090	61,855	35,358	36,198	39,560	37,919	38,952	1,260,345
- Major Office		34,026	39,795	37,083	37,003	35,734	37,371	33,921	31,973	26,937	24,671	25,230	22,266	12,728	13,030	14,240	13,650	14,025	453,682
- Additional Non-Residential		8,670	10,140	9,449	9,426	9,105	9,522	8,643	8,147	6,864	6,286	6,429	5,673	3,243	3,320	3,628	3,476	3,574	115,599
Total		**217,983**	**254,939**	**237,564**	**237,054**	**228,925**	**239,410**	**217,311**	**204,831**	**172,570**	**158,051**	**161,633**	**142,643**	**81,538**	**83,476**	**91,228**	**87,445**	**89,850**	**2,906,452**
Non-Residential ($000)																			
Total	8,317,054	8,535,037	8,789,976	9,027,539	9,264,594	9,493,519	9,732,929	9,950,241	10,155,072	10,327,642	10,485,692	10,647,326	10,789,969	10,871,507	10,954,983	11,046,211	11,133,656	11,223,506	
TOTAL RESIDENTIAL / NON-RESIDENTIAL																			
Residential & Non-Residential ($000)																			
- Annual Growth		274,987	494,357	613,046	708,415	697,671	698,624	669,048	758,803	669,537	605,676	535,060	522,424	408,613	362,331	362,233	321,070	267,405	8,969,301
- Cumulative Total	30,814,183	31,089,170	31,583,528	32,196,574	32,904,990	33,602,660	34,301,284	34,970,332	35,729,135	36,398,672	37,004,349	37,539,408	38,061,832	38,470,445	38,832,776	39,195,009	39,516,079	39,783,484	

(1) Residential Unit Assessment Values

	$ / Unit
- Singles	200,000
- Semis / Townhouses	180,000
- Condominiums Apartments	150,000
- Rental Units	110,000

(2) Non-Residential Assessment Values

	$ / sq.ft.
- Industrial	50.00
- Retail	130.00
- Major Office	100.00
- Additional Non-Residential	110.00

(3) Additional non-residential excludes taxable institutional assessments

(4) Does not account for vacant land, redevelopment assessments

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CITY OF WINNIPEG
INFRASTRUCTURE FINANCING ANALYSIS
(2004 - 2021)

FORECAST OF PORTIONED TAXABLE ASSESSMENT

RESIDENTIAL	Existing	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total (2004 - 2021)
Annual Growth (Units)																			
- Singles		229	951	1,507	1,892	1,881	1,843	1,813	2,223	1,994	1,796	1,499	1,524	1,313	1,119	1,066	938	713	**24,329**
- Semis / Townhouses		18	77	121	151	150	147	145	178	160	144	120	122	105	90	87	75	57	**1,946**
- Condominiums Apartments		40	157	261	328	326	315	314	386	346	311	260	264	228	194	189	163	124	**4,217**
- Rental Units		18	77	121	151	150	147	145	178	160	144	120	122	105	90	87	75	57	**1,946**
Total		**305**	**1,281**	**2,009**	**2,522**	**2,508**	**2,457**	**2,417**	**2,964**	**2,659**	**2,395**	**1,998**	**2,032**	**1,750**	**1,492**	**1,450**	**1,250**	**950**	**32,439**
Annual Growth ($000)																			
- Singles		20,588	86,468	135,608	170,235	169,290	165,848	163,146	200,070	179,483	161,663	134,865	137,160	118,125	100,710	97,675	84,375	64,125	**2,189,633**
- Semis / Townhouses		1,482	6,226	9,764	12,257	12,189	11,941	11,747	14,405	12,923	11,640	9,710	9,876	8,505	7,291	7,047	6,075	4,617	**157,654**
- Condominiums Apartments		2,676	11,241	17,629	22,131	22,008	21,560	21,209	26,009	23,333	21,016	17,532	17,831	15,356	13,092	12,724	10,969	8,336	**284,652**
- Rental Units		906	3,805	5,967	7,490	7,449	7,257	7,176	8,803	7,897	7,113	5,934	6,035	5,198	4,431	4,307	3,713	2,822	**96,344**
Total		**25,652**	**107,739**	**168,967**	**212,113**	**210,935**	**206,646**	**203,282**	**249,287**	**223,635**	**201,431**	**168,042**	**170,901**	**147,184**	**125,485**	**121,952**	**105,131**	**79,900**	**2,728,282**
Residential ($000)																			
Total	10,123,708	10,149,360	10,257,098	10,426,065	10,638,178	10,849,114	11,055,760	11,259,041	11,508,329	11,731,964	11,933,395	12,101,437	12,272,338	12,419,522	12,545,007	12,666,959	12,772,090	12,851,990	
NON-RESIDENTIAL																			
Annual Growth (000's rentable sq.ft.)																			
- Industrial		1,615	1,669	1,760	1,757	1,696	1,774	1,610	1,518	1,279	1,171	1,198	1,057	604	619	575	648	666	**21,537**
- Retail		727	850	792	791	764	799	725	683	575	527	539	476	272	278	304	292	300	**9,695**
- Major Office		340	396	371	370	357	374	339	320	269	247	252	223	127	130	142	136	140	**4,537**
- Additional Non-Residential		320	375	349	348	336	352	319	301	254	232	238	210	120	123	134	129	132	**4,272**
Total		**3,003**	**3,512**	**3,273**	**3,266**	**3,154**	**3,298**	**2,994**	**2,822**	**2,377**	**2,177**	**2,227**	**1,965**	**1,123**	**1,150**	**1,257**	**1,205**	**1,238**	**40,040**
Annual Growth ($000)																			
- Industrial		52,495	61,095	57,210	57,088	55,130	57,655	52,333	49,328	41,559	38,062	38,925	34,352	19,636	20,103	21,970	21,059	21,638	**699,936**
- Retail		61,441	71,858	66,951	66,817	64,526	67,481	61,252	57,735	48,641	44,549	45,559	40,206	22,983	23,529	25,714	24,648	25,325	**819,224**
- Major Office		22,117	25,857	24,104	24,052	23,227	24,291	22,049	20,783	17,509	16,036	16,400	14,473	8,273	8,470	9,256	8,872	9,116	**294,894**
- Additional Non-Residential		5,635	6,591	6,142	6,128	5,918	6,189	5,616	5,295	4,461	4,086	4,179	3,688	2,108	2,158	2,358	2,261	2,323	**75,140**
Total		**141,689**	**165,710**	**154,416**	**154,085**	**148,801**	**155,617**	**141,252**	**133,140**	**112,171**	**102,733**	**105,062**	**92,718**	**53,000**	**54,259**	**59,298**	**56,839**	**58,403**	**1,889,194**
Non-Residential ($000)																			
Total	5,097,447	5,239,136	5,404,946	5,559,262	5,713,348	5,862,149	6,017,766	6,159,018	6,292,158	6,404,329	6,507,062	6,612,123	6,704,841	6,757,841	6,812,100	6,871,389	6,928,238	6,986,641	
TOTAL RESIDENTIAL / NON-RESIDENTIAL																			
Residential & Non-Residential ($000)																			
- Annual Growth		167,341	273,449	323,383	366,198	359,737	362,263	344,534	382,427	335,806	304,164	273,103	263,619	200,183	179,744	181,251	161,971	138,302	**4,617,476**
- Cumulative Total	15,221,155	15,388,496	15,661,944	15,985,326	16,351,526	16,711,263	17,073,525	17,418,059	17,800,487	18,136,293	18,440,457	18,713,560	18,977,180	19,177,363	19,357,107	19,538,358	19,700,328	19,838,631	

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CITY OF WINNIPEG
INFRASTRUCTURE FINANCING ANALYSIS
(2005 - 2021)

BASE CASE; ALL NEW INFRASTRUCTURE FUNDED BY PROPERTY TAXES

PROJECTION OF NET MUNICIPAL TAX REQUIREMENTS
AND MILL RATE

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EXISTING TAXES ($000)	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753
- Municipal & Business																	
ADDITIONAL NET OPERATING COSTS ($000)																	
- Residential	216	1,122	2,544	4,328	6,103	7,841	9,551	11,649	13,530	15,225	16,636	18,076	19,314	20,370	21,396	22,280	22,953
- Non-Residential	1,502	3,258	4,895	6,528	8,105	9,754	11,251	12,662	13,851	14,940	16,054	17,036	17,598	18,173	18,802	19,404	20,023
NEW INFRASTRUCTURE ($000)	0	25,947	28,411	31,871	31,888	33,628	33,528	35,409	30,748	29,885	28,578	28,717	27,801	25,956	26,850	26,201	25,206
TOTAL NET REVENUE REQUIREMENT ($000)	442,471	471,081	476,602	483,481	486,819	491,976	495,084	500,473	498,882	500,802	502,023	504,583	505,467	506,252	507,801	508,639	508,935
LESS BUSINESS TAX ($000)																	
- Existing	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364
- Growth Related	1,750	3,796	5,703	7,606	9,444	11,366	13,110	14,755	16,140	17,409	18,706	19,851	20,506	21,176	21,908	22,610	23,332
TOTAL PROJECTED BUSINESS TAX	62,114	64,161	66,068	67,971	69,808	71,730	73,475	75,119	76,504	77,773	79,070	80,215	80,870	81,540	82,272	82,974	83,696
PROJECTED NET MUNICIPAL TAX REQUIREMENT ($000)	380,357	406,920	410,534	415,510	417,011	420,246	421,610	425,354	422,378	423,030	422,953	424,368	424,597	424,712	425,529	425,664	425,239
MILL RATE																	
- Projected	24.717	25.981	25.682	25.411	24.954	24.614	24.205	23.896	23.289	22.940	22.601	22.362	22.141	21.941	21.779	21.607	21.435
- Existing	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991
- Difference (Mills)	-0.274	0.990	0.691	0.420	-0.037	-0.377	-0.786	-1.095	-1.702	-2.051	-2.390	-2.629	-2.850	-3.050	-3.212	-3.384	-3.556
- Difference (%)	-1.1%	4.0%	2.8%	1.7%	-0.1%	-1.5%	-3.1%	-4.4%	-6.8%	-8.2%	-9.6%	-10.5%	-11.4%	-12.2%	-12.9%	-13.5%	-14.2%

(1) Calculated using 2005 net tax requirement and 2006 preliminary assessment roll
(2) Mill rate calculated by dividing projected net municipal tax requirement by projected taxable assessment (from Appendix 1, Table 10)

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CITY OF WINNIPEG
INFRASTRUCTURE FINANCING ANALYSIS
(2005 - 2021)

OPTION 1; ALL NEW INFRASTRUCTURE FUNDED THROUGH NEW DEVELOPMENT CHARGE

PROJECTION OF NET MUNICIPAL TAX REQUIREMENTS
AND MILL RATE

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EXISTING TAXES ($000)	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753
- Municipal & Business																	
ADDITIONAL NET OPERATING COSTS ($000)																	
- Residential	216	1,122	2,544	4,328	6,103	7,841	9,551	11,649	13,530	15,225	16,638	18,076	19,314	20,370	21,396	22,260	22,953
- Non-Residential	1,502	3,258	4,895	6,528	8,105	9,754	11,251	12,662	13,851	14,940	16,054	17,036	17,598	18,173	18,802	19,404	20,023
NEW INFRASTRUCTURE ($000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL NET REVENUE REQUIREMENT ($000)	442,471	445,133	448,191	451,609	454,961	458,348	461,556	465,064	468,134	470,918	473,445	475,866	477,666	479,296	480,951	482,438	483,729
LESS BUSINESS TAX ($000)																	
- Existing	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364
- Growth Related	1,750	3,796	5,703	7,606	9,444	11,366	13,110	14,755	16,140	17,409	18,706	19,851	20,506	21,176	21,908	22,610	23,332
TOTAL PROJECTED BUSINESS TAX	62,114	64,161	66,068	67,971	69,808	71,730	73,475	75,119	76,504	77,773	79,070	80,215	80,870	81,540	82,272	82,974	83,696
PROJECTED NET MUNICIPAL TAX REQUIREMENT ($000)	380,357	380,973	382,124	383,639	385,153	386,618	388,081	389,945	391,630	393,145	394,375	395,650	396,796	397,756	398,678	399,463	400,033
MILL RATE																	
- Projected	24.717	24.325	23.905	23.462	23.047	22.644	22.260	21.906	21.594	21.320	21.074	20.849	20.691	20.548	20.405	20.277	20.164
- Existing	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991
- Difference (Mills)	-0.274	-0.666	-1.086	-1.529	-1.944	-2.347	-2.711	-3.085	-3.397	-3.671	-3.917	-4.142	-4.300	-4.443	-4.586	-4.714	-4.827
- Difference (%)	-1.1%	-2.7%	-4.3%	-6.1%	-7.8%	-9.4%	-10.8%	-12.3%	-13.6%	-14.7%	-15.7%	-16.6%	-17.2%	-17.8%	-18.4%	-18.9%	-19.3%

(1) Calculated using 2005 net tax requirement and 2006 preliminary assessment roll
(2) Mill rate calculated by dividing projected net municipal tax requirement by projected taxable assessment (from Appendix 1, Table 10)

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CITY OF WINNIPEG
INFRASTRUCTURE FINANCING ANALYSIS
(2005 - 2021)

OPTION 2; NEW ROADS & TRANSIT INFRASTRUCTURE FUNDED THROUGH NEW DEVELOPMENT CHARGE

PROJECTION OF NET MUNICIPAL TAX REQUIREMENTS
AND MILL RATE

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
EXISTING TAXES ($000)	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753	440,753
- Municipal & Business																	
ADDITIONAL NET OPERATING COSTS ($000)																	
- Residential	216	1,122	2,544	4,328	6,103	7,841	9,551	11,649	13,530	15,225	16,638	18,076	19,314	20,370	21,396	22,280	22,953
- Non-Residential	1,502	3,258	4,895	6,528	8,105	9,754	11,251	12,662	13,851	14,940	16,054	17,036	17,598	18,173	18,802	19,404	20,023
NEW INFRASTRUCTURE ($000)	0	3,214	3,214	4,939	4,973	6,915	6,952	6,981	3,352	3,382	3,419	3,443	3,481	3,509	3,545	3,573	3,592
TOTAL NET REVENUE REQUIREMENT ($000)	442,471	448,347	451,406	456,548	459,934	465,264	468,507	472,045	471,486	474,300	476,864	479,309	481,147	482,805	484,496	486,010	487,321
LESS BUSINESS TAX ($000)																	
- Existing	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364	60,364
- Growth Related	1,750	3,796	5,703	7,606	9,444	11,366	13,110	14,755	16,140	17,409	18,706	19,851	20,506	21,176	21,908	22,610	23,332
TOTAL PROJECTED BUSINESS TAX	62,114	64,161	66,068	67,971	69,808	71,730	73,475	75,119	76,504	77,773	79,070	80,215	80,870	81,540	82,272	82,974	83,695
PROJECTED NET MUNICIPAL TAX REQUIREMENT ($000)	380,357	384,187	385,338	388,578	390,126	393,534	395,033	396,926	394,982	396,527	397,794	399,093	400,277	401,265	402,223	403,036	403,625
MILL RATE																	
- Projected	24.717	24.530	24.106	23.764	23.345	23.049	22.680	22.299	21.779	21.503	21.257	21.030	20.872	20.730	20.586	20.458	20.345
- Existing	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991	24.991
- Difference (Mills)	-0.274	-0.461	-0.885	-1.227	-1.646	-1.942	-2.311	-2.692	-3.212	-3.488	-3.734	-3.961	-4.119	-4.261	-4.405	-4.533	-4.646
- Difference (%)	-1.1%	-1.8%	-3.5%	-4.9%	-6.6%	-7.8%	-9.2%	-10.8%	-12.9%	-14.0%	-14.9%	-15.8%	-16.5%	-17.1%	-17.6%	-18.1%	-18.5%

(1) Calculated using 2005 net tax requirement and 2006 preliminary assessment roll
(2) Mill rate calculated by dividing projected net municipal tax requirement by projected taxable assessment (from Appendix 1, Table 10)

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APPENDIX 2

SURVEY OF INFRASTRUCTURE CHARGES IN OTHER CANADIAN MUNICIPALITIES

HEMSON

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INFRASTRUCTURE CHARGES IN CANADIAN MUNICIPALITIES

A. LEGISLATIVE CONTEXT FOR LEVYING INFRASTRUCTURE CHARGES

Most provinces have legislation enabling municipalities to levy infrastructure charges for external services; the exceptions are Quebec, Prince Edward Island and Newfoundland. In all of the provinces, the developer is responsible for the financing and in most cases, the installation of services internal to the subdivision. There is a wide variation in the range of services included in infrastructure charges in municipalities in different parts of the country.

- Ontario has the most comprehensive provincial legislation allowing municipalities to charge for a wide range of growth-related capital costs. Parks, libraries, recreation facilities and transit capital expenditures are subject to a 10 percent discount. In addition, municipalities cannot levy charges for cultural and entertainment facilities, tourism facilities, parkland acquisition, hospitals, waste management services and administration facilities. Development in Ontario municipalities can also be subject to development charges levied by public and/or separate school boards for school site acquisition costs.

- In other provinces, infrastructure charges are largely limited to hard services: water, sanitary sewer, storm sewer, roads along with transit and parks. In BC, Vancouver is subject to a separate charter which allows the City to charge for replacement housing and childcare in addition to hard service infrastructure costs.

- The City of Winnipeg currently only levies a charge for costs associated with land drainage infrastructure.

- Many of the larger cities in Atlantic Canada choose not to levy infrastructure charges. Halifax recently implemented a capital cost contribution charge.

- In Quebec, municipalities can finance external infrastructure in three ways:
  - General taxes;
  - Local improvement taxes; and
  - Development agreements.

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B. SURVEY OF FINANCING PRACTICES IN CANADIAN CITIES

A survey of Canadian cities was undertaken to provide comparative examples of how infrastructure financing is undertaken in other parts of the country. A sample of cities were selected for analysis which consisted of large cities with populations of at least 100,000 and that included representation from all geographic regions of Canada. The cities include examples of both fast and slow growing municipalities and those part of a larger urban region as well as large stand alone regional centres. The survey is based on telephone discussions with municipal representatives from each city, demographic and economic data from Statistics Canada and CMHC as well as a review of previous comparative studies including the CMHC Research Report on *Levies, Fees, Charges and Taxes on New Housing: 2002*.

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VANCOUVER, BC

Demographic and Economic Statistics	
Key Characteristics	Large central city, part of larger urban region. Most growth is through redevelopment
Population (2001 Census)	545,700
Population Growth Rate (1996-2001)	1.2% average annual growth rate
Employment Growth Rate (CMA)	2.2% average annual growth rate
Average New House Selling Price (2003)	$485,697
Average House Price (2005)	$402,856
Average Household Income (CMA) (2002)	$67,322

Infrastructure Charge: Development Cost Levy (DCL)

Applicable Services:
Water
Sanitary Sewer
Drainage
Roads
Parks Acquisition and Development
Daycare
Replacement Housing (replacement of affordable rental units resulting from redevelopment)

Amount of Charge: Approximately $11,700 (assuming 1,800 sq.ft. residential unit subject to Vancouver DCL and GVRD sewerage charge)

Timing of Charge: Payable at building permit stage

Implementation: City has 3 types of DCL Districts:

1. Vancouver DCL applies to most of the City
2. Area-specific DCL districts (exempt from Vancouver DCL)
3. Layered DCL Districts (subject to both Vancouver DCL and area-specific DCL)

Levies collected within a DCL district must be spent within the district with the exception of replacement housing projects which can be located outside of the district.

Residential charge is levied on a per square metre basis and is grouped with commercial and other uses.

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City also collects a sewerage charge on behalf of the Greater Vancouver Regional District.

Comments:

The City operates under the Vancouver Charter which sets out the eligible services for DCLs.

Vancouver has had DCL's since the early 1990s. Prior to this, the City used the re-zoning process to negotiate developer contributions for infrastructure.

Development cost levies cover about 80% of the full cost of growth; currently at the limit of the market's ability to bear the charge.

Vancouver Charter was recently amended so that developments with less than four residential units would be subject to DCL's.

City also levies Community Amenity Contributions as part of the re-zoning process which can be a cash contribution or an amenity in-kind. The contribution is levied on the increase in the amount of floor space resulting from the re-zoning. For areas classified for standard re-zonings, the charge is $3 per square foot of additional space. For non-standard re-zoning areas, which applies to most of the Downtown area, the contribution is negotiated with the developer. The specific amenity to be provided must be approved by Council and is determined by examining the adequacy of existing City amenities in the area, community input, City policies and other factors.

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SURREY, BC

Demographic and Economic Statistics	
Key Characteristics	Fast growing suburban municipality, part of larger urban region
Population (2001 Census)	347,800
Population Growth Rate (1996-2001)	2.7% average annual growth rate
Employment Growth Rate (CMA)	2.2% average annual growth rate
Average New House Selling Price (2003)	$485,697
Average House Price (2005)	$402,856
Average Household Income (CMA) (2002)	$67,322

Infrastructure Charge: Development Cost Charges (DCC)

Applicable Services:
Water
Sanitary Sewer
Drainage
Roads
Parks

Amount of Charge: $18,600 per single detached lot (assumes that 5% park dedication is provided and includes GVRD sewer charge)

Timing of Charge: Payable at time of building permit issuance or by installments.

Implementation: DCC varies according to land use zoning category and density of development. Development is also subject to education charge for the acquisition of school sites.

Comments: Services included in the DCC are consistent with those permitted under the Provincial legislation. City has had DCC's in place since the 1980s.

As development occurs, City also levies an amenity charge for police, fire, library, recreation services and cultural facilities (amounts to about $500 to$600 per lot).

A Municipal Assist Factor is used to reduce the amount of the calculated charge (on average, about 5% is used for all of the services included in the charge).

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CALGARY, ALBERTA

Demographic and Economic Statistics	
Key Characteristics	Fast growing large city, major regional centre
Population (2001 Census)	878,900
Population Growth Rate (1996-2001)	2.7% average annual growth rate
Employment Growth Rate (CMA)	3.6% average annual growth rate
Average New House Selling Price (2003)	$261,800
Average House Price (2005)	$247,167
Average Household Income (CMA) (2002)	$75,162

Infrastructure Charge: Development Levy

Applicable Services:
Storm Sewer
Roads
Parks
Recreation (small levy)

Amount of Charge: About $5,800 per single detached lot based on mid-range of storm sewer assessment rates.

Timing of Charge: As part of development agreement.

Implementation: Have area-specific charges for storm sewers, rates vary by catchment area; city-wide charges for transportation, parks and recreation.

Sanitary sewer and water infrastructure costs are rolled into the rate base.

Comments: City administers Developer Funded Infrastructure Stabilization Fund for Utilities (for oversize of water, sanitary and storm facilities), Major Roads and Parks.

Other fees include Inspection fee of $2,208 per ha, Subdivision Traffic Signage and Road Markings Levy of $556 per ha.

The City recently undertook a study examining different options for financing growth. Study recommends that capital costs of new community infrastructure, except waste and recycling, be funded through negotiated levies. Waste and recycling should be funded through a new user pay system. City is considering the study results.

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EDMONTON, ALBERTA

Demographic and Economic Statistics	
Key Characteristics	Large city, growing at moderate rate
Population (2001 Census)	666,100
Population Growth Rate (1996-2001)	1.6% average annual growth rate
Employment Growth Rate (CMA)	2.9% average annual growth rate
Average New House Selling Price (2003)	$217,737
Average House Price (2005)	$190,276
Average Household Income (CMA) (2002)	$63,448

Infrastructure Charge: Permanent Area Contributions (PAC) (storm and sanitary sewer), Arterial Roadway Assessment (ARA), Inspection Fees and Sanitary Sewer Trunk Charge

Applicable Services:
Storm sewer
Sanitary sewer
Roads

Amount of Charge: Approximately $5,200 per single detached lot, based on weighted average of PAC and ARA charges.

Timing of Charge: At subdivision approval

Implementation: PAC's and ARA's are methods of cost sharing among developers. The first developer in a new area front-ends the infrastructure costs and then gets paid back as other areas develop.

City acts as an administrator of this cost-sharing system.

Cost of storm and sanitary sewers trunks varies according to drainage basins; cost is based on the area of the subdivision.

ARA's are used to pay for the first of an arterial roadway located within a catchment area. ARA's are payable under the provisions of a servicing agreement.

Sanitary sewer trunk charge is charged to builders.

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Comments:

City has had a form of PAC's since the 1970s; ARA's and Sanitary Sewer Trunk charges are more recent, starting about five years ago.

In the early 1980s, City included additional services in the infrastructure charges; there was policy shift in the mid 1980s which resulted in the City charging for sanitary and storm sewer and roads only.

City has an agreement with a private company for water provision, developers can apply for credits following the construction of water mains.

For upgrading infrastructure in a particular area, residents can make a request to the City; if sufficient number of property owners agree, City can levy a Local Improvement Charge on the tax bill.

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SASKATOON, SASKATCHEWAN

Demographic and Economic Statistics	
Key Characteristics	Medium-sized city, growing at slow rate
Population (2001 Census)	196,800
Population Growth Rate (1996-2001)	0.3% average annual growth rate
Employment Growth Rate (CMA)	1.7% average annual growth rate
Average New House Selling Price (2003)	$179,966
Average House Price (2005)	$142,219
Average Household Income (CMA) (2002)	N.A.

Infrastructure Charge: Offsite Services Charge

Applicable Services:
Water
Sanitary sewers
Arterial Roads
Parks

Amount of Charge: About $8,000 per unit (assuming single detached unit with 35 foot frontage)

Implementation: Charge levied on a per front metre basis

Service costs estimated based on large catchment areas

Comments: For subdivisions on city-owned land, city installs internal services and charges cost back to the builder.

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REGINA, SASKATCHEWAN

Demographic and Economic Statistics	
Key Characteristics	Medium-sized, slow growing city
Population (2001 Census)	178,225
Population Growth Rate (1996-2001)	-0.2% average annual growth rate
Employment Growth Rate (CMA)	1.3% average annual growth rate
Average New House Selling Price (2003)	$184,409
Average House Price	$119,352
Average Household Income (CMA) (2002)	$N.A.

Infrastructure Charge: Development Levies

Applicable Services:
Water
Sanitary Sewers
Storm Sewers
Arterial Roadways
Parks and Recreational Facilities
Administrative Services

Amount of Charge: Approximately $2,600 per single detached unit

Timing of Charge: As part of development agreement.

Implementation: Per hectare charge, determined through the terms of the development agreement.

Do not apply to some already developed parts of the City.

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WINDSOR, ONTARIO

Demographic and Economic Statistics	
Key Characteristics	Medium-sized city growing at moderate rate
Population (2001 Census)	208,402
Population Growth Rate (1996-2001)	1.1% average annual growth rate
Employment Growth Rate (CMA)	2.0% average annual growth rate
Average New House Selling Price (2003)	N.A.
Average House Price	$161,592
Average Household Income (CMA) (2002)	$70,881

Infrastructure Charge: Development Charges

Applicable Services:

- Water
- Sanitary Sewers
- Storm sewers
- Roads
- Recreation
- Public works yards and city fleet
- Library
- Transit
- Police
- Fire
- Growth-related studies

Amount of Charge: $9,006 per single detached unit

Timing of Charge: At building permit issuance

Implementation: City-wide charge

Comments: Has had development charges since 1991. Before 1991, had capital contributions for water and sewer services.

City is currently considering implementing an area-specific charge for a recently annexed area. Servicing this annexed area will be costly.

Industrial development is exempt from development charges.

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TORONTO, ONTARIO

Demographic and Economic Statistics	
Key Characteristics	Large central city, part of larger urban region
Population (2001 Census)	2,481,494
Population Growth Rate (1996-2001)	0.8% average annual growth rate
Employment Growth Rate (CMA)	3.0% average annual growth rate
Average New House Selling Price (2003)	$351,236
Average House Price (2005)	$334,016
Average Household Income (CMA) (2002)	$77,678

Infrastructure Charge: Development Charges

Applicable Services:

Water	Childcare
Sanitary Sewers	Shelters/Housing
Stormwater management	Urban Development Services
Roads	Development Related Studies
Parks and Recreation	Library
Transit	Police
Fire	Emergency Medical Services

Amount of Charge: $9,477 per single detached unit (includes $402 per unit education development charge)

Timing of Charge: At building permit issuance

Implementation: Industrial, office and institutional uses are exempt from development charges

All charges are city wide.

Also subject to education development charges

Comments: Current charges are recently adopted and have been phased in over the last year.

According to the City's 10 Year Capital Program, development charges only cover about 22% of the growth-related capital costs.

Charges were previously much lower (about 50% lower).

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MISSISSAUGA, ONTARIO

Demographic and Economic Statistics	
Key Characteristics	Large suburban municipality, part of larger urban region
Population (2001 Census)	612,925
Population Growth Rate (1996-2001)	2.4% average annual growth rate
Employment Growth Rate (CMA)	3.0% average annual growth rate
Average New House Selling Price (2003)	$351,236 (Toronto)
Average House Price	$334,016 (Toronto)
Average Household Income (CMA) (2002)	$77,678 (Toronto)

Infrastructure Charge: Development Charges

Applicable Services:
Public Works (building and fleet)
Stormwater Management
City-wide engineering
Recreation
Library
Transit
Fire
General Government
Living Arts Centre (debt for ineligible services)

Amount of Charge: About $20,800 per unit for City, Region, GO Transit and education development charges.

Timing of Charge: City-wide charges payable at building permit stage, per ha charges are paid upon signing of the development agreement.

Implementation: Residential charges vary according to size of unit, stormwater management charge is levied on a per net hectare basis.

All charges are city wide.

Also subject to charges from Region of Peel, GO Transit (regional transit service) and two school boards

Comments: City has long history of having infrastructure charge; prior to development charges, City had lot levies.

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HAMILTON, ONTARIO

Demographic and Economic Statistics	
Key Characteristics	Large slower growing city
Population (2001 Census)	490,268
Population Growth Rate (1996-2001)	0.9% average annual growth rate
Employment Growth Rate (CMA)	2.6% average annual growth rate
Average New House Selling Price (2003)	$254,274
Average House Price (2005)	$223,969
Average Household Income (CMA) (2002)	$71,806

Iofrastructure Charge: Development Charges

Applicable Services:

Water	Transit
Wastewater	Police
Stormwater management	Ambulance
Roads	Fire
Recreation	Growth Management
Libraries	Special Area Charges

Amount of Charge: $13,729 per single detached unit (City and education charge)

Timing of Charge: Payable at building permit stage or may be deferred.

Implementation: Special Area Charges levied for projects such as water treatment plant expansions, all other components of the charge are city-wide.

New development is also subject to education development charges.

Comments: Industrial development charge is being phased in; previously, the City did not have a charge for industrial development.

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OTTAWA, ONTARIO

Demographic and Economic Statistics	
Key Characteristics	Large central city, growing at moderate rate
Population (2001 Census)	774,072
Population Growth Rate (1996-2001)	1.4% average annual growth rate
Employment Growth Rate (CMA)	2.8% average annual growth rate
Average New House Selling Price (2003)	$280,801
Average House Price (2005)	$245,649
Average Household Income (CMA) (2002)	$74,542

Infrastructure Charge: Development Charges

Applicable Services:

Water	Fire
Sewers	EMS
Stormwater management	Library
Roads	Child Care
Transit	Public Works
Recreation	Related Studies
Police	

Amount of Charge: $10,170 per single detached unit (inside the Greenbelt) (City and education charge)

Timing of Charge: Payable at building permit issuance.

Implementation: Have differential charges for inside and outside of the Greenbelt to account for the differential costs in providing servicing to these areas

Have additional area-specific charges for stormwater management

Comments: Also have separate charges for rural serviced and unserviced areas.

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LONDON, ONTARIO

Demographic and Economic Statistics	
Key Characteristics	Large central city, growing at modest rate
Population (2001 Census)	336,539
Population Growth Rate (1996-2001)	0.7% average annual growth rate
Employment Growth Rate (CMA)	2.4% average annual growth rate
Average New House Selling Price (2003)	N.A.
Average House Price (2005)	$176,251
Average Household Income (CMA) (2002)	$64,164

Infrastructure Charge: Development Charges

Applicable Services: To be provided

Amount of Charge: $12,784 per single detached unit (City and education charges)

Timing of Charge: At the time of building permit issuance

Implementation: Different charge rates for development inside and outside the Urban Growth Area

Comments: Industrial development is exempt from development charges.

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MONTREAL, QUEBEC

Demographic and Economic Statistics	
Key Characteristics	Large stable suburban municipality, part of larger Montreal urban region
Population (2001 Census)	1,039,534
Population Growth Rate (1996-2001)	0.5% average annual growth rate
Employment Growth Rate (CMA)	2.3% average annual growth rate
Average New House Selling Price (2003)	$216,896
Average House Price (2005)	$196,826
Average Household Income (CMA) (2002)	$59,672

Infrastructure Charge: None

Comments: External infrastructure is largely financed through the tax base, however, developers may be asked to contribute to specific infrastructure projects.

Developers must enter into a development agreement with the City prior to the subdivision of land. The agreement can include infrastructure and facilities internal and external to the subdivision.

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LAVAL, QUEBEC

Demographic and Economic Statistics	
Key Characteristics	Large suburban municipality, part of larger Montreal urban region
Population (2001 Census)	343,005
Population Growth Rate (1996-2001)	0.8% average annual growth rate
Employment Growth Rate (CMA)	2.3% average annual growth rate
Average New House Selling Price (2003)	N.A.
Average House Price (2005)	$196,826 (Montreal)
Average Household Income (CMA) (2002)	$59,672

Infrastructure Charge: None for external services, municipality may install internal subdivision services if developer chooses this option, costs get charged back to the developer.

Comments: City negotiates contributions from developers through development agreements for the oversizing of hard infrastructure services (water, wastewater, stormwater management and roads).

$400 per lot for water connection, $50 charge per linear foot is levied for parks.

Other external service costs are financed through the tax base.

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HALIFAX

Demographic and Economic Statistics	
Municipality Type	Large city growing at moderate rate
Population (2001 Census)	359,111
Population Growth Rate (1996-2001)	0.9% average annual growth rate
Employment Growth Rate (CMA)	2.5% average annual growth rate
Average New House Selling Price (2003)	$242,779
Average House Price (2005)	$185,062
Average Household Income (CMA) (2002)	$57,766

Infrastructure Charge: Capital Cost Contributions

Applicable Services:
Water
Sewer
Stormwater
Roads
Intersections and traffic signals
Transit (bus bays only)

Amount of Charge: $3,000 per single detached unit for Bedford South / Wentworth Estates area

Timing of Charge: As part of development agreement

Implementation: Applied on a per hectare basis and apportioned on the basis of population density for specific areas.

Bedford South is the only charge area that the City currently has in place. Charges for other areas are being developed.

Comments: Recently implemented in 2002; program is based on allocating costs for infrastructure to those who would benefit. Based on user pay principle. Subdivision developer pays for local and community level services and the municipality pays for regional services. This approach was used by the Provincial power utility to fund extensions.

Have not taken full advantage of the provisions in the provincial legislation, wanted to start off slowly. With high HST, there is little room for having high charges, would make the price of housing too high.

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APPENDIX 3

SURVEY OF INFRASTRUCTURE CHARGES IN MUNICIPALITIES SURROUNDING THE CITY OF WINNIPEG

HEMSON

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SPRINGFIELD

Growth Context	
1996 Population	12,162
2001 Population	12,602
2005 Population Estimate	Not available
Pace of Growth	Modest, averaged about 60 to 70 new housing units per year over last 15 years

Development Capacity: Estimate of current vacant supply of about 667 acres with potential 2030 supply of approximately 1,400 acres.

Servicing Requirements: Regional lagoon was recently completed and is designed for a 20 year life span at an assumed two percent rate of growth. Facility was located to accommodate potential future expansion.

Municipal water supply serving Dugald and more recent development in Oakbank is nearing capacity limits. Other settlement areas are served by wells.

Infrastructure Levies: In total, at least $7,100; an additional $550 per lot if in Oakbank

- $6,500 capital water and sewer contribution levy
- $450 capital lot levy for emergency services, transportation, health and recreation
- $150 administration fee
- $550 per lot for an additional capital contribution levy for streetlighting, sidewalks and drainage if the subdivision is located in the Oakbank area

Other Charges/Fees: Land Dedication Fee of 3.5% of the assessed value of one acre of land

Additional legal fees for entering into development and servicing agreements.

Timing: Payment required at time of subdivision approval.

Comments: Currently in the process of reviewing the above fees and will likely increase the amount of the lot levies to better reflect actual costs.

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STONEWALL

Growth Context	
1996 Population	3,689
2001 Population	4,012
2005 Population Estimate	4,450
Pace of Growth	Moderate

Development Capacity:	Population of about 7,200 by 2030 Current estimate of about 363 acres of vacant residential land Anticipate that there will no available vacant lands in 2030
Servicing Requirements:	Require servicing upgrades to accommodate anticipated population growth including a new distribution pumphouse, water main expansion and upgrades, wastewater treatment facility expansion. Also require expansion of recreation complex and new fire hall.
Infrastructure Levies:	Developers are required to enter into a development agreement for the payment of capital lot levies and for park development. The current capital lot levy rate is $2,500 per residential lot which is used to cover the full range of hard and soft infrastructure costs - hard services as well as recreation, administration and others.
Other Charges/Fees:	There are additional area-specific levies if specific service upgrades are required. These rates are as follows: • $300 to $650 per lot for roads; • $250 to $400 per lot for surface water drainage; and, • $300 per lot for water mains.
Timing:	For the capital lot levies, payment is required as part of the development agreement; payment in conjunction with phases of development is a common practice. For specific service upgrades, 100 percent of the funds are require up-front.
Comments:	Currently there is a lot shortage, only about 40 lots available.

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SELKIRK

Growth Context	
1996 Population	9,881
2001 Population	9,752
2005 Population Estimate	10,000
Pace of Growth	Slow

Development Capacity:	Estimate that City could potentially accommodate about another 10,000 population to 2030 provided additional lands are designated.
Servicing Requirements:	Require servicing upgrades to accommodate anticipated population growth including an upgrade and expansion of the water treatment plant and an expansion of sanitary/storm sewer capacity.
Infrastructure Levies:	Connection fee of $1,000 per lot is charged for storm sewer, sanitary sewer, water, curbs and sidewalk infrastructure.
Other Charges/Fees:	If major infrastructure project is required for a new development such as liftstation or watermain, the developer pays upfront for all of the costs and then get reimbursed over time as other new developments connect up to the new infrastructure. Local improvements that are determined to benefit the entire community are charged back to all of the property owners through the tax bill. Other local improvements such as street improvements that mainly benefit a specific area are charged back to individual property owners based on frontage. Parkland dedication fee
Timing:	Up-front or in phases as subdivision builds out, subject to negotiation.
Comments:	Have very few available serviced lots (about 10 to 12). There is the potential for significantly more but this would require land use re-designation (process of at least 1 to 2 years, involving public input, full planning process).

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HEADINGLEY

Growth Context	
1996 Population	1,587
2001 Population	1,907
2005 Population Estimate	2,300
Pace of Growth	Moderate, averaged about 34 housing starts per year over the last five years

Development Capacity:	The municipality's water and sewer system cannot accommodate more than five percent annual growth for the next 25 years. Could potentially grow to a population of about 4,400 by 2030
Servicing Requirements:	Require servicing upgrades to accommodate anticipated population growth including watermain upgrade and sewage treatment plant expansion. Also require road maintenance, new recreation facilities and library upgrade.
Infrastructure Levy:	Utility levy of $4,500 per lot for sewage treatment and water Capital lot levy fee of $2,500 for other municipal services including roads, fire, recreation and others.
Other Charges/Fees:	Parkland Dedication per Manitoba Municipal Act
Timing:	Required up-front or by development stage if phased development.
Comments:	Currently have about only 40 available residential lots. There are about 1,000 acres in the development plan that could be designated for residential uses but the gross density would be no more than one unit per acre.

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RITCHOT

Growth Context	
1996 Population	5,248
2001 Population	4,958
2005 Population Estimate	Not available
Pace of Growth	Slow, slight decline

Development Capacity:	No estimate of ultimate population capacity
Servicing Requirements:	Require servicing upgrades including water distribution system and treatment plant expansion.
Infrastructure Levy:	Capital contribution in the urban areas of $500 per lot for capital development reserve for full range of municipal services. $1,000 charge per lot for utilities (water and sewer) In rural areas, $500 capital development dedication fee for full range of municipal services.
Other Charges/Fees:	Land dedication as required under the Manitoba Planning Act
Timing:	If small application, then funds would be required in advance of approval, otherwise it could be phased.
Comments:	There are currently under 100 available serviced lots

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CARTIER

Growth Context	
1996 Population	3,009
2001 Population	3,120
2005 Population Estimate	Not available
Pace of Growth	Slow, average about 10 new housing units per year

Development Capacity:	No information available on ultimate population or servicing capacity.
Servicing Requirements:	Not available
Infrastructure Levy:	Capital contribution charge of $500 per lot for general maintenance roads, fleet and other municipal services
Other Charges/Fees:	Connection fees: $500 per lot for water and $500 per lot for sewer for the villages. For the rural areas, the water connection fee is $700 per lot.
Timing:	Payment required as condition of subdivision approval.
Comments:	Do not require parkland dedication.

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ST. FRANCOIS XAVIER

Growth Context	
1996 Population	992
2001 Population	1,024
2005 Population Estimate	Not available
Pace of Growth	Slow

Development Capacity:	Little potential for additional residential development, very few available lots.
Servicing Requirements:	Not available
Infrastructure Levy:	Capital contribution charge of $1,250 per lot for whole range of municipal services
Other Charges/Fees:	If new development is located outside the local improvement district, then pay an additional $500 capital levy if connecting to municipal water/sewer system.
Timing:	Up-front, as a condition of subdivision approval.
Comments:	Currently in the process of creating a new development plan which could potentially result in increased growth potential.

Original Court Copy

MACDONALD

Growth Context	
1996 Population	4,900
2001 Population	5,320
2005 Population Estimate	Not available
Pace of Growth	Moderate, have averaged about 30 new housing unit per year over last 4 years

Development Capacity:	Estimate that population could potentially grow to about 9,150
Servicing Requirements:	Water treatment plant expansion, new line distribution and lagoon expansion for urbanized settlements. Also require new roads and a new arena
Infrastructure Levy:	$2,000 per lot capital reserve for range of capital costs $6,500 per lot for water infrastructure Variable area-specific charge for sewer lot fees - ranges from $1,000 to $3,800 per lot depending on the area
Other Charges/Fees:	Land dedication as required under the Manitoba Planning Act
Timing:	Part up-front, rest can be phased over the course of the development of the subdivision
Comments:	Rates were recently increased, likely not to be increased for at least another year or two. Currently, there are very few available lots in the municipality's three communities.

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TACHE

Growth Context	
1996 Population	8,273
2001 Population	8,578
2005 Population Estimate	10,000
Pace of Growth	Moderate, average population growth of about 100 people per year over the last few years

Development Capacity:	Potential to grow to 16,700 population by 2030
Servicing Requirements:	Water utility upgrade, lagoon expansion for Lorette and Landmark Also, new solid waste management facility, fire hall retrofit and expanded municipal offices required
Infrastructure Levy:	Capital Levy for Lorette: $1,500 for unserviced residential lots, $2,500 for serviced lots. For Landmark, capital levy of $800 per lot. Settlement Centres of Linden, Dufresne, Ste. Genevieve and Ross, capital levy of $600 per lot. Levies are to offset services required by the municipality in examining and approving the subdivision application. For Village of Lorette and Landmark, capital cost levies also include the cost of water meters, cost of installing water meters, installation of water hydrants and cost of sewer system future improvements.
Other Charges/Fees:	Fees for water hook-ups ranging from $500 to $3,000 in Lorette per lot
Timing:	Payable at time of building permit or transfer of title to new owner, whatever comes first
Comments:	Fees can be altered for any development agreement on a case by case basis.

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ROSSER

Growth Context	
1996 Population	1,349
2001 Population	1,412
2005 Population Estimate	Not available
Pace of Growth	Slow, average of about one to three houses per year

Development Capacity:	Limited, no land available for larger subdivisions (over 30 units)
Servicing Requirements:	New water/waste distribution and collection system, lagoon development (currently, most houses are on individual systems) Also require road upgrades on major roads adjacent to City of Winnipeg
Infrastructure Levy:	Capital Levy of $1,000 per lot Levy is used to fund range of services including lagoons, roads, parks, sewage and ambulance.
Other Charges/Fees:	Land dedication under Manitoba Planning Act. Provisions that allow for additional charges or land dedication considered on a per application basis.
Timing:	At time of finalization of development agreement
Comments:	Municipality has not considered the possibility of accommodating larger sub-divisions, mainly because the municipality is dominated by agriculture, including considerable livestock operations which limit potential nearby development (Federal Government standards on distance between livestock operations and houses).

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ROCKWOOD

Growth Context	
1996 Population	7,504
2001 Population	7,654
2005 Population Estimate	Not available
Pace of Growth	Slow, in the past, have averaged about 2 to 3 units per year; in more recent years, pace of growth has been about 20 units per year

Development Capacity:	Estimate that Rockwood could grow to about 8,250 by 2030
	Currently, about 80 acres of potential residential land.
Servicing Requirements:	New water/waste distribution and collection system
	Water treatment plant expansion
	Lagoon expansion
Infrastructure Levy:	Capital levy of $1,000 per lot; $750 to fund immediate service needs; $250 goes into a reserve fund
	Finances range of municipal services including parks, playgrounds, waste disposal
Other Charges/Fees:	$2,000 connection fee per lot for sewage and water
	$100 per lot for green space fee, lot grade and crossing permit fees
Timing:	Payment is due upon signing of development agreement
Comments:	Some of the communities in the area have very few available lots.

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ST. CLEMENTS

Growth Context	
1996 Population	8,516
2001 Population	9,115
2005 Population Estimate	Not available
Pace of Growth	Averaging about 60 new housing units per year from 2000 to 2004; municipality anticipates that the pace of growth will increase

Development Capacity:	Estimate that there is a current supply of about 75 to 100 lots
	No estimates of ultimate development capacity
Servicing Requirements:	Water distribution system expansion
	Wastewater treatment plant (potentially in partnership with other municipalities)
Infrastructure Levy:	Dedication fee of $2,500 per lot for range of capital costs (roads, fire, environment)
Other Charges/Fees:	Subdivision application fee of $750, lot fee of $150 per lot for every new lot created
Timing:	At time of development agreement
Comments:	Areas in the municipality are designated rural residential, agricultural rural and seasonal residential, municipality does not have any designated urban areas.

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WEST ST. PAUL

Growth Context	
1996 Population	3,720
2001 Population	4,085
2005 Population Estimate	4,470
Pace of Growth	Moderate, about 20 units per year

Development Capacity:	Estimate that population could grow to about 6,900 by 2030
	Currently, about 460 acres of vacant land
	Growth to 2030 would require 775 acres
Servicing Requirements:	New water/waste distribution system
Infrastructure Levy:	Capital Levy of $3,000 per lot
	For range of municipal services including sewage lagoon, sewage collection system, water treatment and distribution, police, fire, roads, public work buildings and equipment , parks and recreation, waste collection and other capital works.
Other Charges/Fees:	$750 per lot green space dedication fee
Timing:	At the time of subdivision approval
Comments:	Located in relatively close proximity to the City.

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ST. ANDREWS

Growth Context	
1996 Population	10,144
2001 Population	10,695
2005 Population Estimate	11,000
Pace of Growth	Moderate

Development Capacity:	No estimate of potential development capacity
Servicing Requirements:	No information provided on servicing requirements
Infrastructure Levy:	Capital Levy of $2,000 per lot For range of municipal services including drainage system, water treatment and distribution system, ambulance, police, fire, roads, public work buildings and equipment , parks and recreation, waste collection and other capital works.
Other Charges/Fees:	Planning permits & and other specific costs can be charged, decided upon in the development agreement, and on a case by case basis.
Timing:	Payment required upon subdivision approval.
Comments:	Capital levy of $2,000 per industrial or commercial lot

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EAST ST. PAUL

Growth Context	
1996 Population	6,437
2001 Population	7,677
2005 Population Estimate	8,500
Pace of Growth	Moderate, about 90 to 100 houses per year

Development Capacity:	Potential population of about 12,500 in 2030 Estimated current vacant residential supply of about 640 acres
Servicing Requirements:	Require three additional wells and a new treatment plant as well as reservoir and line upgrades Would also require waste treatment plant expansion
Infrastructure Levy:	Capital Levy of $4,000 per lot goes into reserve fund (road maintenance, waste disposal) Capital Levy of $2,500 without services
Other Charges/Fees:	Contribution to Future Road/Drainage Reserve: $500 per lot Traffic Signalization: $200 per lot Connection to sewer and water system: $2,500 per lot Other charges can be added in the development plan that are specific to each application/development.
Timing:	Upon the signing of development agreement, if a large subdivision, payment can be phased
Comments:	Currently reviewing fees, will likely increase.

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This is Exhibit 9 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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November 4, 2013

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Related links:

- Recreation & Leisure Services

City of Winnipeg exploring a new method to fund growth-related infrastructure

Growth Development Charge: a one-time fee may be the way to secure sustainable, equitable funding to support new development

Released: 2:45 p.m.

Winnipeg, MB -

The City of Winnipeg is exploring the introduction of a tool used by many other municipal governments in Canada and around the world to finance new infrastructure that is related to growth and new development.

Today, members of City Council heard a presentation from the Public Service on this type of funding tool.

Winnipeg is a city experiencing moderate growth, and is expected to be home to 200,000 more people, which represents growth of 27 per cent, over the next 20 years. A mix of new residential types and commercial development will provide the homes and employment premises for these new people to live, work and play in our city.

Charging development a one-time fee enables a city to continue building growth-related infrastructure that is needed to add capacity to existing infrastructure. The philosophy behind a Growth Development Charge (GDC) is that growth should pay for its share of providing growth-related infrastructure. Without growth being present, this cost would not arise.

Most major cities across Canada are charging some form of GDC (more generally called development cost charge) to fund their costs of growth. Our neighbouring rural municipalities are using powers under *The Planning Act* (Manitoba) to charge for growth. This legislation does not apply to Winnipeg, therefore, amendments to provincial legislation would be required in order to implement a GDC. Internationally, there is also a variety of practice that seeks to charge the cost of growth to development. In the United States, it is commonly known as Impact Fees; in Australia and New Zealand, it is commonly known as Development Contributions or Financial Contributions.

Where there are no other funding sources, property tax currently pays for both the renewal of existing infrastructure and the additional capacity needed for growth. To ensure the provision of growth-enabling infrastructure (such as rapid transit, regional roads, bridges, and recreational facilities), a specifically dedicated funding tool is required. This would preserve property tax funds for the renewal of existing infrastructure.

In a GDC model, restricted reserve funds would be set up to hold the revenue received through GDCs. This way of holding specifically dedicated funds is similar to the Local Street Renewal Reserve, set up by City Council in 2013, which dedicates a portion of property taxes directly and solely to the renewal of existing streets, back lanes, and sidewalks.

Growth Development Charges may be the way to provide a sustainable and more equitable funding arrangement to have necessary growth-related infrastructure, without compromising the funds needed to maintain our existing infrastructure.

A majority of Councillors agreed that the Public Service should approach the Province to amend legislation to enable the use of Growth Development Charges.

Last update: 04.11.2013

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This is Exhibit 9A to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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Council Chamber
Winnipeg, November 20, 2013

Council met this day at 9:35 a.m.

The Speaker called the meeting to order.

Opening Prayer read by Councillor Havixbeck.

Present: The Speaker Councillor Sharma, His Worship Mayor Katz, Councillors Browaty, Eadie, Fielding, Gerbasi, Havixbeck, Mayes, Nordman, Orlikow, Pagtakhan, Smith, Steen, Swandel, Vandal and Wyatt.

In attendance: Mr. R. Kachur, City Clerk, Mr. M. Lemoine, Deputy City Clerk, Ms J. Marques, Senior Committee Clerk, and Mr. M. Ruta, Interim Acting Chief Administrative Officer.

INTRODUCTION AND WELCOME OF GUESTS AND ANNOUNCEMENTS

Minute No. 6
The Speaker recognized in the Gallery Sheri Thompson, Recruitment, Training and Coaching Coordinator, together with Amy McGuinness, Team Lead, and 311 employees.

Minute No. 7
The Speaker recognized His Worship Mayor Katz who made presentations of Outstanding Achievement Awards related to the Canada Summer Games, to Hannah Guttormson, Stephanie Lowrie, Breanne Siwicki, Julia Zrinyi, and recognized the coaches, specifically Jerome Seremak, Tom Hainey and Andy Tough.

Minute No. 8
The Speaker recognized His Worship Mayor Katz who acknowledged Universal Children's Day.

Minute No. 9
The Speaker recognized His Worship Mayor Katz who read a statement regarding Typhoon Haiyan, followed by Councillor Pagtakhan who also addressed Council on this matter.

Minute No. 10
The Speaker recognized Councillor Nordman who congratulated His Worship Mayor Katz on his induction into the Manitoba Baseball Hall of Fame.

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Minute No. 11
The Speaker recognized His Worship Mayor Katz who read a statement regarding the treatment of Japanese Canadians during World War II, followed by Councillor Mayes who acknowledged Art Miki, former president of the National Association of Japanese Canadians in the crowd.

MOTIONS

Minute No. 12
Moved by His Worship Mayor Katz,
Seconded by Councillor Nordman,
THAT Council place on record its profound sorrow at the death of Karen Ruta, wife of Mike Ruta, Chief Financial Officer, which occurred on October 13, 2013.

This Council extends to Mike Ruta and his family, its deepest sympathy and condolences in their bereavement.

Carried by Silent Standing Vote

Minute No. 13
Moved by His Worship Mayor Katz,
Seconded by Councillor Swandel,
THAT Council place on record its profound sorrow at the death of Romesh Joshi, father of Deepak Joshi, Interim Acting Chief Administrative Officer, which occurred on November 17, 2013.

This Council extends to Deepak Joshi and his family, its deepest sympathy and condolences in their bereavement.

Carried by Silent Standing Vote

MINUTES

Councillor Steen moved that the minutes of the meetings held on October 22, October 23, and November 6, 2013, be taken as read and confirmed, which motion was carried.

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Shane Warnez, Cisco
Robert Linsdell and Dee Gillies, Telecommunications Employees Association of Manitoba (TEAM)
Dave Sauer, Winnipeg Labour Council
David Sanders

REPORT OF THE EXECUTIVE POLICY COMMITTEE DATED OCTOBER 2, 2013
1. Precinct Plan 'T' – North Inkster Industrial Neighbourhood
2. Complete Communities Amendment – Jefferson Avenue and King Edward Street - SPA 1/2013
3. Subdivision and Rezoning – Southwest corner of Jefferson Avenue and King Edward Street, North of Commercial Avenue - DASZ 30/2013

REPORT OF THE EXECUTIVE POLICY COMMITTEE DATED NOVEMBER 13, 2013
1. Establishment of City of Winnipeg Code of Conduct Committee and Disclosure Process
2. Manitoba-Winnipeg Infrastructure Agreement (MWIA)
3. Rezoning – 800 Burrows Avenue (former 798 and 796 Burrows Avenue) – DAZ 226/2013
4. Rezoning – 20 Maralbo Avenue West – DAZ 220/2013
5. Opening – South side of Murray Avenue between McPhillips and McGregor Streets – DAO 6/2013
6. Award of Contract for the Provision of Telephone System Infrastructure, Related Equipment and Systems, and Cellular Wireless Services – Bid Opportunity 695-2012

EXECUTIVE POLICY COMMITTEE – MOTIONS

EXECUTIVE POLICY COMMITTEE – CONSIDERATION OF BY-LAWS – 2ND AND 3RD READINGS
By-law No. 86/2013, to amend the Complete Communities Direction Strategy By-law No. 68/2010 - SPA 1/2013

EXECUTIVE POLICY COMMITTEE CONSIDERATION OF BY-LAWS
By-law No. 123/2013, to amend Winnipeg Zoning By-law No. 200/2006 to rezone land located on the south side of Tu-Pelo Avenue, west of Molson Street in the East Kildonan-Transcona Community – DAZ 237/2012
By-law No. 124/2013, to approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at 522 River Avenue and 99 Norquay Street in the City Centre Community – DASZ 20/2013
By-law No. 125/2013, to approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at 2400 McPhillips Street in the Lord Selkirk-West Kildonan Community – DASZ 23/2013
By-law No. 126/2013, to approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located north of Jefferson Avenue and east and west of Dr. Jose Rizal Way in the Lord Selkirk-West Kildonan Community – DASZ 27/2013
By-law No. 127/2013, to approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at the southwest corner of Jefferson Avenue and Dr. Jose Rizal Way in the Lord Selkirk-West Kildonan Community – DASZ 28/2013

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1. Proposed "No Parking" Notification for the Fall and Spring Street Cleaning Schedule
2. Amendment to the City of Winnipeg Traffic By-law No. 1573/77 - Schedule 11
3. Granular Roadway Policy

STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS – MOTIONS

STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS – CONSIDERATION OF BY-LAWS

By-law No. 129/2013, to amend Schedule 11 of the Traffic By-law

STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS – MOTIONS – QUESTION PERIOD

REPORT OF THE STANDING POLICY COMMITTEE ON FINANCE DATED NOVEMBER 7, 2013

1. Cross Jurisdictional Review – Delegated Financial Authority

STANDING POLICY COMMITTEE ON FINANCE – QUESTION PERIOD

STANDING POLICY COMMITTEE ON DOWNTOWN DEVELOPMENT, HERITAGE AND RIVERBANK MANAGEMENT – NO REPORT

STANDING POLICY COMMITTEE ON DOWNTOWN DEVELOPMENT, HERITAGE AND RIVERBANK MANAGEMENT COMMITTEE – CONSIDERATION OF BY-LAWS

By-law No. 119/2013, to amend the Downtown Residential Development Grant Program By-law No. 77/2010

By-law No. 122/2013, to change the names of certain highways in The City of Winnipeg (Changing to Israel Asper Way)

STANDING POLICY COMMITTEE ON DOWNTOWN DEVELOPMENT, HERITAGE AND RIVERBANK MANAGEMENT COMMITTEE – QUESTION PERIOD

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2. Rezoning – Court Avenue (Lot 1, Plan 52503) (Old Kildonan Ward) - DAZ 203/2013
3. Subdivision and Rezoning – Lot 35 Day Street and Lot 23 Valde Avenue – DASZ 34/2013
4. Zoning Agreement Amendment – 1555 Regent Avenue West - ZAA 7/2013
5. Secondary Plan Amendment to the North Henderson Highway Secondary Plan (By-law 1300/76) – First Reading - SPA 6/2013
6. Extension of Time – Subdivision and Rezoning - South Side of Ridgecrest Avenue between Main Street and the Red River - DASZ 13/2012
7. Extension of Time – Subdivision and Rezoning - 765 Keewatin Street - DASZ 32/2010
8. Amendment to the Development Procedures By-law 160/2011 – Decision Time Limits
9. Amendment to the Central Park Redevelopment Capital Project Budget
10. Amendment to the Transcona Centennial Square Capital Project Budget

STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT – CONSIDERATION OF BY-LAWS – FIRST READING ONLY

By-law No. 99/2013, to amend the North Henderson Highway Secondary Plan By-law No. 1300/1976

STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT – CONSIDERATION OF BY-LAWS

By-law No. 128/2013, to approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at 1505 Molson Street in the East Kildonan-Transcona Community – DASZ 6/2013

By-law No. 132/2013, to close part of Shore Street, Chateau Avenue and Public Lane Plan 1991 and repeal By-law No. 7265/98 – DAC 25/1997

By-law No. 133/2013, to close the Public Lane adjoining 881 and 885 Lyon Street – DAC 6/2010

By-law No. 134/2013, to close part of Sparling Avenue and the Public Lane west of Harrow Street – DAC 4/2013

By-law No. 135/2013, to close part of Angela Street and all of Nelson Avenue (Government Road Allowances) – DAC 5/2013

REPORT OF THE GOVERNANCE COMMITTEE OF COUNCIL DATED OCTOBER 3, 2013

2. Procedure By-law Amendment

GOVERNANCE COMMITTEE OF COUNCIL – CONSIDERATION OF BY-LAWS

By-law No. 131/2013, to amend the Procedure By-law

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CITY CLERK'S DEPARTMENT

DISPOSITION OF ITEMS

COUNCIL MEETING

WEDNESDAY, NOVEMBER 20, 2013

MEMBERS PRESENT:	**His Worship Mayor Katz** **The Speaker Councillor Sharma** **Deputy Speaker Councillor Steen** **Councillor Browaty** **Councillor Eadie** **Councillor Fielding** **Councillor Gerbasi** **Councillor Havixbeck** **Councillor Mayes** **Councillor Nordman** **Councillor Orlikow** **Councillor Pagtakhan** **Councillor Smith** **Councillor Swandel** **Councillor Vandal** **Councillor Wyatt**
WINNIPEG PUBLIC SERVICE:	**Mr. R. Kachur, City Clerk** **Mr. M. Lemoine, Deputy City Clerk** **Ms J. Marques, Senior Committee Clerk** **Mr. M. Ruta, Interim Acting Chief Administrative Officer**

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COUNCIL MEETING – NOVEMBER 20, 2013
DISPOSITION OF ITEMS

REPORT OF THE EXECUTIVE POLICY COMMITTEE dated October 2, 2013

1. Precinct Plan 'T' – North Inkster Industrial Neighbourhood .....ADOPTED
2. Complete Communities Amendment – Jefferson Avenue and King Edward Street - SPA 1/2013 .....ADOPTED
3. Subdivision and Rezoning – Southwest corner of Jefferson Avenue and King Edward Street, North of Commercial Avenue - DASZ 30/2013 .....ADOPTED

REPORT OF THE EXECUTIVE POLICY COMMITTEE dated November 13, 2013

1. Establishment of City of Winnipeg Code of Conduct Committee and Disclosure Process .....ADOPTED
2. Manitoba-Winnipeg Infrastructure Agreement (MWIA) .....ADOPTED
3. Rezoning – 800 Burrows Avenue (former 798 and 796 Burrows Avenue) – DAZ 226/2013.....ADOPTED
4. Rezoning – 20 Maralbo Avenue West – DAZ 220/2013.....ADOPTED
5. Opening – South side of Murray Avenue between McPhillips and McGregor Streets – DAO 6/2013.....ADOPTED
6. Award of Contract for the Provision of Telephone System Infrastructure, Related Equipment and Systems, and Cellular Wireless Services – Bid Opportunity 695-2012.....ADOPTED

REPORT OF THE STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS dated October 29, 2013

1. Proposed "No Parking" Notification for the Fall and Spring Street Cleaning Schedule .....REFERRED TO THE PUBLIC SERVICE FOR REPORT BACK
2. Amendment to the City of Winnipeg Traffic By-law No. 1573/77 - Schedule 11 .....ADOPTED
3. Granular Roadway Policy.....AMENDED BY EXECUTIVE POLICY COMMITTEE RECOMMENDATION AND ADOPTED

REPORT OF THE STANDING POLICY COMMITTEE ON FINANCE dated November 7, 2013

1. Cross Jurisdictional Review – Delegated Financial Authority .....ADOPTED

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Disposition of Items – Council Meeting – November 20, 2013

REPORT OF THE STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT dated November 5, 2013

1. Opening of the Southwest corner of Bishop Grandin Boulevard and St. Anne's Road - DAO 5/2013.....ADOPTED
2. Rezoning – Court Avenue (Lot 1, Plan 52503) (Old Kildonan Ward) - DAZ 203/2013.....ADOPTED
3. Subdivision and Rezoning – Lot 35 Day Street and Lot 23 Valde Avenue – DASZ 34/2013 .....APPLICATION REJECTED
4. Zoning Agreement Amendment – 1555 Regent Avenue West - ZAA 7/2013 .....ADOPTED
5. Secondary Plan Amendment to the North Henderson Highway Secondary Plan (By-law 1300/76) – First Reading - SPA 6/2013.....ADOPTED
6. Extension of Time – Subdivision and Rezoning - South Side of Ridgecrest Avenue between Main Street and the Red River - DASZ 13/2012 .....ADOPTED
7. Extension of Time – Subdivision and Rezoning - 765 Keewatin Street - DASZ 32/2010 .....ADOPTED
8. Amendment to the Development Procedures By-law 160/2011 – Decision Time Limits.....ADOPTED
9. Amendment to the Central Park Redevelopment Capital Project Budget .....ADOPTED
10. Amendment to the Transcona Centennial Square Capital Project Budget.....REFERRED BACK TO THE STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT

REPORT OF THE GOVERNANCE COMMITTEE OF COUNCIL dated October 3, 2013

2. Procedure By-law Amendment.....ADOPTED

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Disposition of Items – Council Meeting – November 20, 2013

COUNCIL MOTIONS			
MOTION	**MOVER & SECONDER**	**SUBJECT**	**DISPOSITION**
Condolence	Katz / Wyatt	That Council place on record its profound sorrow at the death of Karen Ruta, wife of Mike Ruta, Chief Financial Officer, which occurred on October 13, 2013. This Council extends to Mike Ruta and his family, its deepest sympathy and condolences in their bereavement.	CARRIED BY SILENT STANDING VOTE
Condolence	Katz / Swandel	That Council place on record its profound sorrow at the death of Romesh Joshi, father of Deepak Joshi, Interim Acting Chief Administrative Officer, which occurred on November 17, 2013. This Council extends to Deepak Joshi and his family, its deepest sympathy and condolences in their bereavement	CARRIED BY SILENT STANDING VOTE
1	Havixbeck / Gerbasi	That an independent audit of the entire Winnipeg Police Service Headquarters construction project be undertaken by an independent company; That all members of the Public Service who had any decision making and all elected officials both now and dating back to when the project began be interviewed in this process; That this report be available to City Council by May 1, 2014.	LOST
2	Gerbasi / Katz	That Council endorses the FCM housing campaign and urges the Minister of Employment and Social Development and Minister for Multiculturalism to develop a long-term plan for housing that puts core investments on solid ground, increases predictability, protects Canadians from the planned expiry of $1.7 billion in social housing agreements and ensures a healthy stock of affordable rental housing for Canadians; That a copy of this resolution be sent to the minister noted above, to the Honourable Kevin Chief, Minister Responsible for the City of Winnipeg, the Honourable Shelly Glover, Minister of Canadian Heritage and Official Languages, to the Federation of Canadian Municipalities and to the Association of Manitoba Municipalities.	CARRIED
3	Havixbeck / Smith	That the Public Service provide all members of Council with a list of the members of the (police headquarters) project steering committee, their meeting dates and the minutes for the respective meetings for the last five years.	AUTOMATIC REFERRAL TO THE EXECUTIVE POLICY COMMITTEE
4	Havixbeck / Fielding	That Recommendation 1 of Item 1 of the Report of the Standing Policy Committee on Finance regarding the proposed reduction of the delegated authority from $10 million to $5 million be further reduced to $1 million until such a time as a permanent CAO is recruited.	LOST
5	Wyatt / Gerbasi	1. That Council request the Province of Manitoba to amend The City of Winnipeg Charter to provide legal authority to permit the City to impose growth development charges by by-law on development/building permit and subdivision applicants for various types of growth related capital infrastructure, such as but not limited to, regional streets, bridges, rapid transit and recreation and leisure facilities; 2. That Council request the Province of Manitoba to amend the	AMENDED BY MOTION 6 AND CARRIED

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		City of Winnipeg Charter to permit the City to require an owner to enter into a development agreement as a condition of approval of any of the following: i. a variance, ii. a conditional use, iii. a development permit, and iv. a building permit, to provide the same authority to the City of Winnipeg as other Manitoba municipalities have under the Planning Act (i and ii) and additional authorities (iii and iv). (Note: Presently the City can require a developer to enter into a development agreement as a condition of approval of a subdivision or re-zoning only. The City would like the ability to require a development agreement at other points in the development approval process, in order to have the developer install/ pay/ partially pay for needed infrastructure relating to the developer's proposal.); 3. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.	
6	Wyatt / Gerbasi	That Motion 5 moved by Councillor Wyatt and Councillor Gerbasi be amended by adding a further resolve which reads: "3. That the Proper Officers of the City of Winnipeg consult with the industry on this matter.", and renumbering the remaining recommendation accordingly.	CARRIED
7	Havixbeck / Orlikow	That the Administration release immediately, the Stantec traffic study to the new fire hall on Portage Avenue and any other administrative analysis on the same subject in their entirety.	AUTOMATIC REFERRAL TO THE STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS

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Disposition of Items – Council Meeting – November 20, 2013

BY-LAWS RECEIVING FIRST READING ONLY		
BY-LAW NO.	**SUBJECT**	**DISPOSITION**
99/2013 PD – Item 5 -	To amend the North Henderson Highway Secondary Plan By-law No. 1300/1976.	RECEIVED FIRST READING ONLY

BY-LAWS PASSED (RECEIVED THIRD READING)		
BY-LAW NO.	**SUBJECT**	**DISPOSITION**
86/2013	To amend the Complete Communities Direction Strategy By-law No. 68/2010. - SPA 1/2013	PASSED
119/2013	To amend the Downtown Residential Development Grant Program By-law No. 77/2010.	PASSED
122/2013	To change the names of certain highways in The City of Winnipeg (Changing to Israel Asper Way)	PASSED
123/2013	To amend Winnipeg Zoning By-law No. 200/2006 to rezone land located on the south side of Tu-Pelo Avenue, west of Molson Street in the East Kildonan-Transcona Community – DAZ 237/2012	PASSED
124/2013	To approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at 522 River Avenue and 99 Norquay Street in the City Centre Community – DASZ 20/2013	PASSED
125/2013	To approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at 2400 McPhillips Street in the Lord Selkirk-West Kildonan Community – DASZ 23/2013	PASSED
126/2013	To approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located north of Jefferson Avenue and east and west of Dr. Jose Rizal Way in the Lord Selkirk-West Kildonan Community – DASZ 27/2013	PASSED
127/2013	To approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at the southwest corner of Jefferson Avenue and Dr. Jose Rizal Way in the Lord Selkirk-West Kildonan Community – DASZ 28/2013	PASSED
128/2013	To approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at 1505 Molson Street in the East Kildonan-Transcona Community – DASZ 6/2013	PASSED
129/2013	To amend Schedule 11 of the Traffic By-law	PASSED
131/2013	To amend the Procedure By-law	PASSED
132/2013	To close part of Shore Street, Chateau Avenue and Public Lane Plan 1991 and repeal By-law No. 7265/98 – DAC 25/1997	PASSED
133/2013	To close the Public Lane adjoining 881 and 885 Lyon Street – DAC 6/2010	PASSED
134/2013	To close part of Sparling Avenue and the Public Lane west of Harrow Street – DAC 4/2013	PASSED
135/2013	To close part of Angela Street and all of Nelson Avenue (Government Road Allowances) – DAC 5/2013	PASSED

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This is Exhibit 10 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

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May 27, 2016

- Keep cool and have fun at City of Winnipeg outdoor aquatics facilities this summer
- North Winnipeg Antenna System Project Public Information Session
- Hemson Consulting Ltd. Selected to Prepare a Growth Study for the City of Winnipeg

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Hemson Consulting Ltd. Selected to Prepare a Growth Study for the City of Winnipeg

Released: 4:06 p.m.

Winnipeg, MB – Today, Hemson Consulting Ltd. was awarded the contract to conduct a growth study for the City of Winnipeg.

The City of Winnipeg has gone through a period of growth that has impacted the City's operating and capital costs and revenues. As such, the City is looking to determine the relationship between growth-related costs and revenues.

The City is asking Hemson Consulting Ltd. to conduct industry consultation, provide an analysis of best practices across other municipalities, and an exploration of growth-related costs and revenues. Depending on the outcome of the study, the consultant will be requested to provide recommendations regarding financial mechanisms that would best serve in supporting growth management and implementation options.

Hemson Consulting Ltd. will be expected to deliver a final report on August 31, 2016.

Related links:

- 2016 Growth Study

September 28, 2016 28, 2015

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City of Winnipeg
Financing Growth Study
Stakeholder Meeting #1

Tuesday, July 19th, 2016

HEMSON
Consulting Ltd.

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Agenda

- Overview of study and timelines
- Winnipeg's current context
- Current approach to funding development-related capital projects
- Comparative practices
- Considerations for Winnipeg
- Types of development-related capital projects that could be considered
- Next Steps

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The Financing Growth Study Focuses on Four Key Issues

- Assessing the costs of development from a capital and operating perspective
- Consideration of nation-wide practices to find an financing growth approach best suited to Winnipeg
- Determining the appropriate level of funding within the context of current and anticipated growth rates
- Developing an effective implementation strategy

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The Growth Study is being Undertaken in Two Phases

Phase 1: Funding Options and Determination of Development-Related Costs and Revenues

Launch project → Understand City's current context → Review of comparative practices → Initial consultation with industry stakeholders → Determine City's growth-related costs and revenues → Present draft results to City staff and Council

Early June → Late July 2016

Phase 2: Determination of Growth Financing Implementation Framework

Review of comparative practices → Develop growth financing model → Develop implementation framework → Stakeholder consultation → Final Report → Present results to Council

Late July 2016 → September 2016

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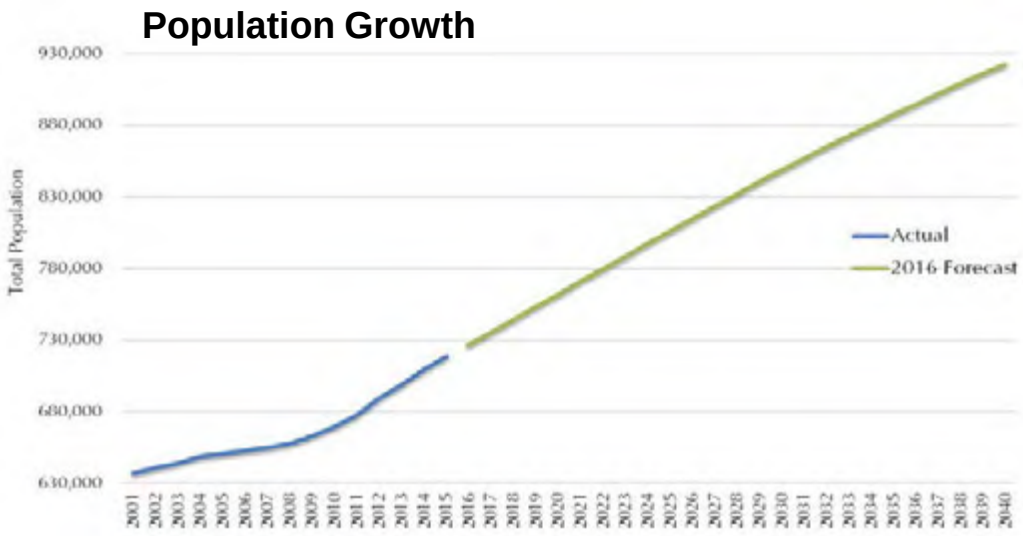
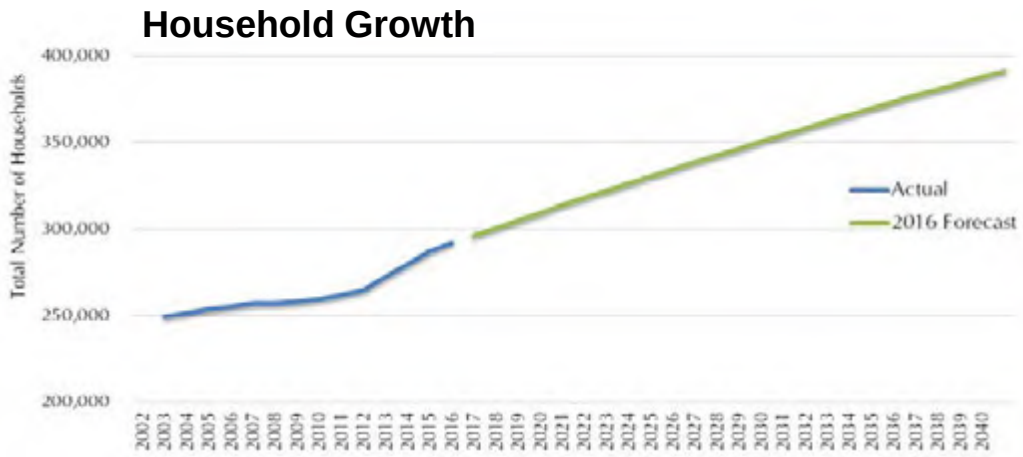
Winnipeg is Growing

- Relatively strong population growth and development is expected to continue well into the future

- Challenge: funding growth-related needs in addition to existing funding priorities (e.g. capital infrastructure deficit, rapid transit, operating costs)





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How Winnipeg Pays for Growth Today

- Through development agreements, developers currently pay for some off-site costs related to boundary roads, intersections, and drainage
  - Fees only cover infrastructure that directly serves the site

- In comparison, municipalities surrounding Winnipeg charge development levies to fund off-site, growth-related water, sewer, and road infrastructure

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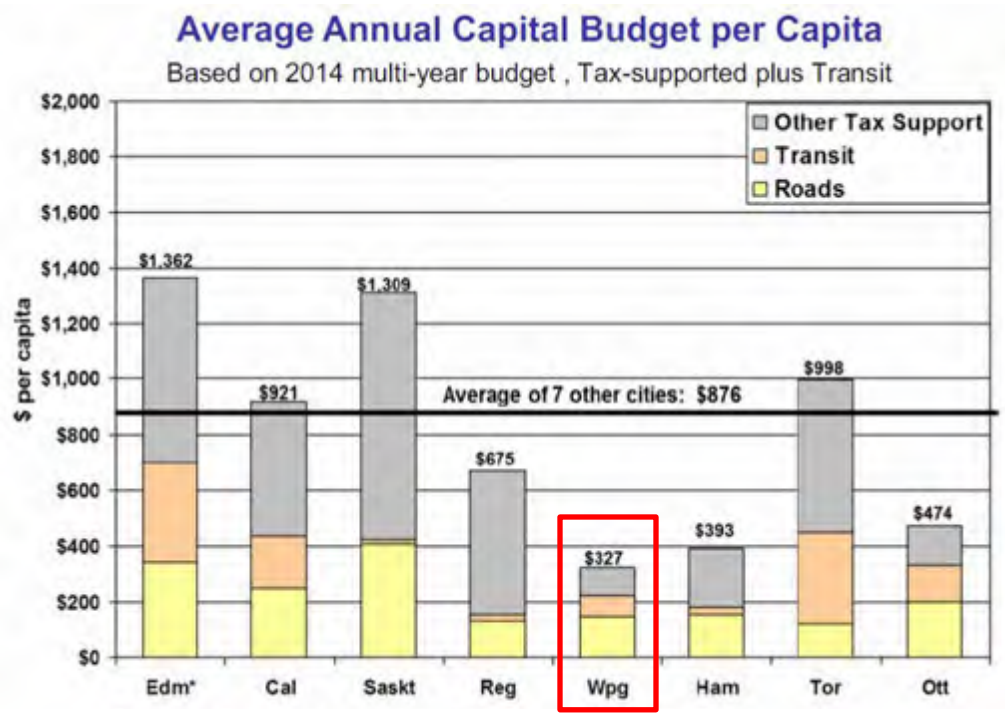
How Winnipeg Pays for Capital Today

- With limited available funding mechanisms, the costs of growth are funded primarily through property taxes and utility rates
- Property taxes and capital spending are significantly lower than in other major Canadian cities
- This has resulted in competing funding priorities and a growing infrastructure deficit



Source: City of Winnipeg Community Trends and Performance Report, 2016

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Legislative Charges for Development-Related Capital

- **Legislative Charges** are fees imposed on development to typically fund off-site, growth-related infrastructure
- Underlying principle: "growth pays for growth"
- Widely used by municipalities across Canada
  - Variation among enabling legislation
  - Municipalities use different approaches to determine eligible costs for recovery, how charges are calculated, exemptions and discounts, etc.

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Legislative Charges: Services Recovered For

	Toronto	Ottawa	Regina	Calgary	Vancouver	Surrey	St. Clements	East St. Paul
Water	*	*	*	*	*	*	*	*
Wastewater	*	*	*	*	*	*	*	*
Storm/ Drains	*	*	*	*	*	*	*	*
Roads	*	*	*	*	*	*	*	*
Transit	*	*		*				
Parks & Rec	*	*	*	*	*	*	*	
Protection	*	*		*				
Library	*	*		*				
Childcare	*	*			*			
Housing	*	*			*			

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Legislative Charges: How Charges Are Applied

	Toronto	Ottawa	Regina	Calgary	Vancouver	Surrey	St. Clements	East St. Paul
Municipal-wide charge	*	*	*	*	*	*	*	*
Area-specific charge		*		*	*	*		

	Toronto	Ottawa	Regina	Calgary	Vancouver	Surrey	St. Clements	East St. Paul
Land use specific charge	*	*		*	*	*		
Uniform charge across land uses			*	*			*	*

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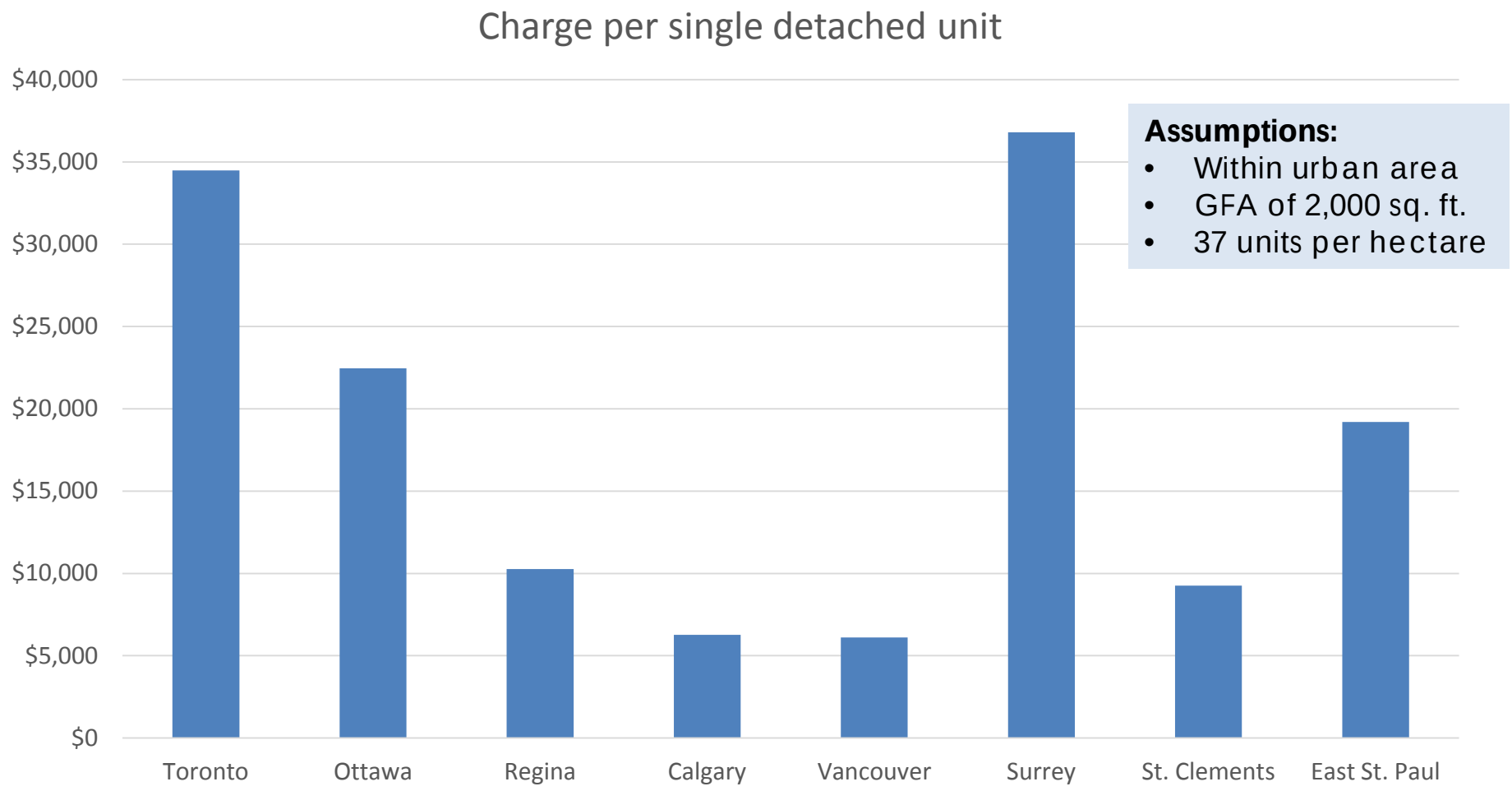
Legislative Charges: Amount of Charge

	Toronto	Ottawa	Regina	Calgary	Vancouver	Surrey	St. Clements	East St. Paul
Single detached home in urban area	$34,482 per unit	$22,468 per unit	$380,000 per ha	$6,267 per unit*	$33 per sq.m	$36,806 per unit	$9,250 per new lot	$19,200 per new lot
Commercial use in urban area	$176 per sq.m	$213 per sq.m	$380,000 per ha	$37 per sq.m*	$143 per sq.m	$107 per sq.m	$9,250 per new lot	$19,200 per new lot

**Represents Calgary's planned rates to be phased in by 2018*

Legislative Charges: Amount of Charge



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Legislative Charges: Exemptions and Discounts

Many municipalities use exemptions and discounts to incentivize development of a certain typology or location:

- **Toronto:** Industrial uses are exempt from development charges
- **Ottawa:** Exemptions or discounts are offered for development on contaminated or "brownfield" sites, and for intensification in downtown neighbourhoods or transit nodes
- **Calgary:** Density Incentive Program caps levy rates within the urban area that reach a density equivalent of 285 people + jobs per hectare

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Policy Considerations for Winnipeg

- Services to consider
- Area-specific vs. City-wide approach
- Charge per unit, per hectare, per square metre, or per new lot
- Potential for charges as an implementation tool for broader policy initiatives within *OurWinnipeg* (e.g. use of exemptions and discounts)
- Phasing in and/or indexing of charges on an annual basis

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Next Steps

- Receive and respond to stakeholder comments
- Assessment of growth-related costs and revenues
- Evaluation of potential growth financing models
- Development of preferred growth financing model and implementation strategy
- Stakeholder Consultation Round 2: Aug 2016
- Final Report: Aug. 31, 2016

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This is Exhibit 11A to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

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City of Winnipeg
Financing Growth Study
Stakeholder Meeting #2

Thursday, August 18th, 2016

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Agenda

- Results of growth financing analysis:
  - Growth forecast
  - Key City-wide services
  - Development-related capital budget
  - Service-by-service residential and non-residential apportionments
- Policy options
- Discussion

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The Growth Study is Nearing Completion

Phase 1: Funding Options and Determination of Development-Related Costs and Revenues

Launch project → Understand City's current context → Review of comparative practices → Initial consultation with industry stakeholders → Determine City's growth-related costs and revenues

Early June → Late July 2016

Phase 2: Determination of Growth Financing Implementation Framework

Review of comparative practices → Develop growth financing model → Calculate Preliminary Rates → Stakeholder consultation → Draft Report → Present Final Report to City

Late July 2016 → September 2016

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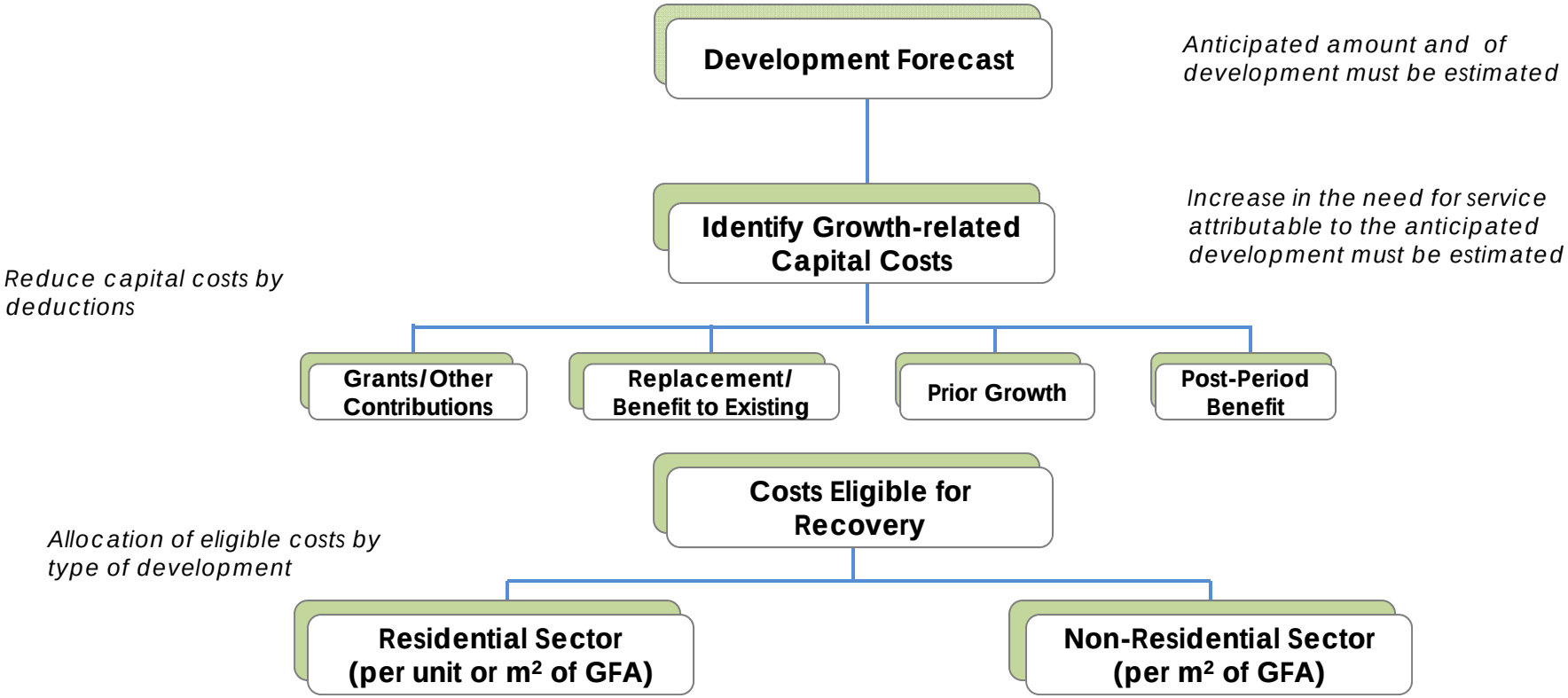
Study Process



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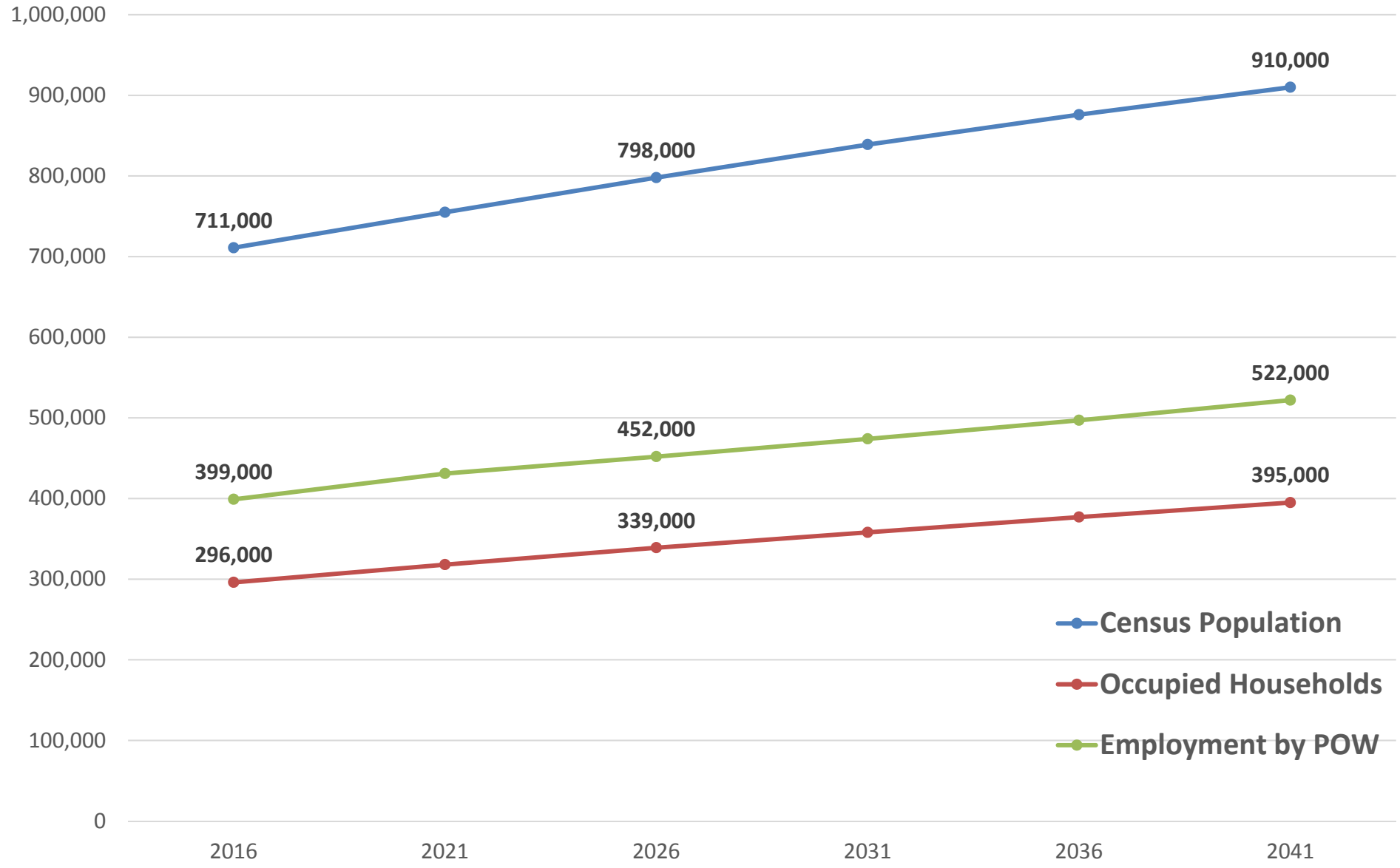
Growth Forecasts



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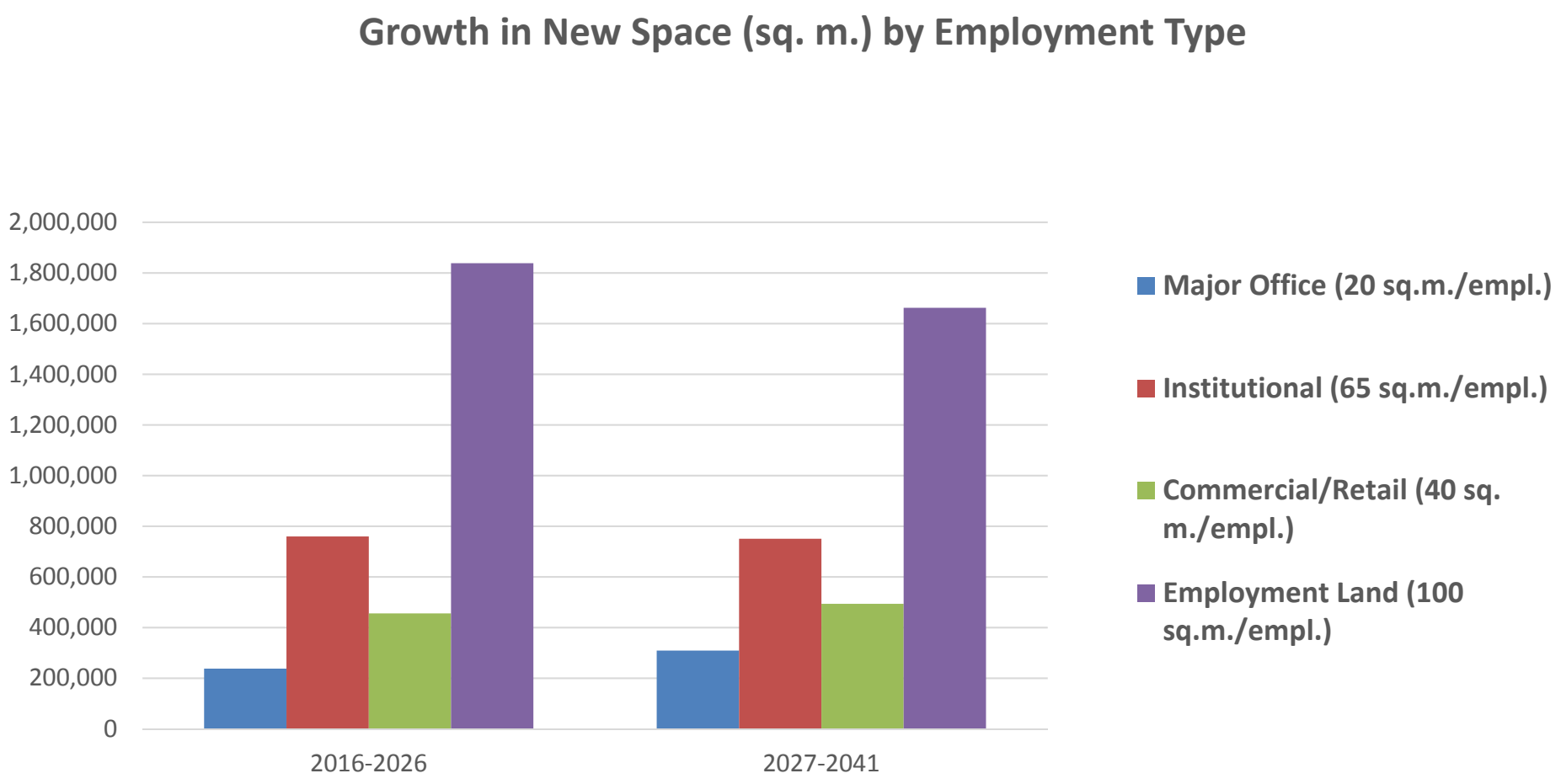
Employment Growth Forecast: Non-Residential Space Needs



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Key City-wide Services

Services considered in the growth financing model include:

- Public Works
  - Yards & Active Transportation
  - Roads and Related
- Parks & Open Spaces
- Community Services
- Police
- Fire & Paramedic Services
- Planning, Property & Development
- Transit
- Water
- Wastewater and Stormwater
- Solid Waste

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Development-Related Capital Projects

Public Works

- Roads: New roads, major improvements, extensions
- Bridges: New structures and major rehabilitations
- New walking and cycling facilities

Parks and Open Spaces

- Park and athletic field improvements
- New parks
- Park buildings

Community Services

- Libraries
- Recreation facilities
- Major park infrastructure

Police

- New stations and equipment

Fire & Paramedic Services

- New stations and equipment (none planned for 2017-2026)

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Development-Related Capital Projects

Planning, Property and Development

- Land acquisition
- Riverbank stabilization
- Downtown enhancement

Transit

- BRT infrastructure
- New mechanical and storage facilities
- Additional buses

Water

- Water treatment plants and upgrades
- Plant capacity validation

Wastewater and Stormwater

- New interceptor sewers
- Water Pollution Control Centres
- Overflow & Flood Management

Solid Waste

- Resource Management Facility construction
- Waste Management Strategies

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Cost Offsets

- Provincial and federal grants and subsidies
- Replacement shares and benefits to existing population and employment
  - E.g. equipment and vehicle replacement, road resurfacing, facility rehabilitation
  - May be funded though property taxes, utility rates or frontage levies
- Benefits assigned to prior growth
  - Applicable to prior expansions to water and wastewater plant infrastructure

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Capital Projects Considered

- Projects are based on capital budget, *OurWinnipeg*, Transportation Master Plan and similar studies
- Both funded and unfunded projects are considered
- Project lists are not finalized and costs are based on preliminary estimates
- Calculations are for illustrative purposes

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Preliminary Capital Costs: 10-year benefitting period

Service	Gross Project Costs	Grants / Subsidies	Replacement / Benefit to Existing	Prior Growth	Total Eligible Costs
PARKS AND OPEN SPACES	$298,565,000	$54,000,000	$188,228,000	$ -	$56,337,000
COMMUNITY SERVICES	$562,718,000	$108,720,000	$311,593,000	$ -	$142,405,000
POLICE	$20,678,000	$ -	$ -	$ -	$20,678,000
FIRE & PARAMEDIC SERVICES	$ -	$ -	$ -	$ -	$ -
PLANNING, PROPERTY AND DEVELOPMENT	$37,069,000	$ 4,750,000	$25,802,000	$ -	$6,517,000
YARDS AND ACTIVE TRANSPORTATION	$92,164,000	$ -	$43,787,000	$ -	$48,377,000
TOTAL	**$1,011,194,000**	**$167,469,700**	**$569,411,000**	**$0**	**$274,314,000**

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Preliminary Capital Costs: 25-year benefitting period

Service	Gross Project Costs	Grants / Subsidies	Replacement / Benefit to Existing Tax/Rate	Replacement / Benefit to Existing Frontage Levy	Prior Growth	Total Eligible Costs
ROADS AND RELATED	$1,888,313,000	$1,250,000	$561,198,000	$45,500,000	$ -	$1,280,364,000
TRANSIT	$1,217,000,000	$690,220,000	$60,000,000	$ -	$ -	$466,780,000
WATER	$311,868,000	$ -	$225,075,000	$ -	$20,282,000	$66,511,000
WASTEWATER AND STORMWATER	$1,455,338,000	$267,680,000	$853,784,000	$ -	$399,000	$333,474,000
SOLID WASTE	$34,600,000	$ -	$ -	$ -	$ -	$34,600,000
TOTAL	**$4,907,119,000**	**$959,150,000**	**$1,899,110,000**	**$45,500,000**	**$20,947,000**	**$2,181,729,000**

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Residential and Non-Residential Apportionments

- Parks and Open Spaces, Community Services: 100% residential

- All other services: 62% residential / 38% non-residential
  - Based on ratio of forecast population growth to employment growth

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Non-Residential Apportionments

- Non-residential apportionment per employment category:
  - Major Office: 22.3%
  - Institutional: 21.9%
  - Commercial/Retail: 21.4%
  - Industrial: 34.5%
- Based on relative job growth forecasts

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Preliminary Calculated Amounts: Residential

Service	Amount Per Square Metre	Estimated Amount By Typical Unit Type		
		Single / Semi Detached	Multiples	Apartments
PARKS AND OPEN SPACES	$10.67	$1,735	$1,395	$916
COMMUNITY SERVICES	$27.02	$4,393	$3,532	$2,319
POLICE	$2.84	$461	$371	$243
FIRE & PARAMEDIC SERVICES	$0.00	$0	$0	$0
PLANNING, PROPERTY AND DEVELOPMENT	$0.77	$125	$101	$66
YARDS & ACTIVE TRANSPORTATION	$6.17	$1,003	$806	$530
ROADS AND RELATED	$85.01	$13,821	$11,112	$7,297
TRANSIT	$28.24	$4,592	$3,692	$2,424
WATER	$4.94	$803	$645	$424
WASTEWATER AND STORMWATER	$18.24	$2,966	$2,385	$1,566
SOLID WASTE	$2.30	$373	$300	$197

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Preliminary Calculated Amounts: Non-Residential

Service	Amount Per Square Metre			
	Major Office	Institutional	Commerical/ Retail	Employment Land
PARKS AND OPEN SPACES	$0.00	$0.00	$0.00	$0.00
COMMUNITY SERVICES	$0.00	$0.00	$0.00	$0.00
POLICE	$8.42	$2.59	$4.21	$1.68
FIRE & PARAMEDIC SERVICES	$0.00	$0.00	$0.00	$0.00
PLANNING, PROPERTY AND DEVELOPMENT	$2.31	$0.71	$1.15	$0.46
YARDS & ACTIVE TRANSPORTATION	$18.32	$5.64	$9.16	$3.66
ROADS AND RELATED	$253.99	$78.15	$126.99	$50.80
TRANSIT	$84.54	$26.01	$42.27	$16.91
WATER	$14.72	$4.53	$7.36	$2.94
WASTEWATER AND STORMWATER	$54.50	$16.77	$27.25	$10.90
SOLID WASTE	$6.85	$2.11	$3.42	$1.37

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Policy Issues

- Timing of payment
  - Building permit or development approval?
- Unit of measure and groupings
  - Per sq. m or units for residential uses?
  - Groupings for non-residential uses?
- Common exemptions/discounts
  - Government buildings?
  - Public schools?
  - Intensification areas?
  - Affordable housing?

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Next Steps

- Receive stakeholder comments
- Refine analysis
- Report: August 31, 2016

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This is Exhibit 12 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

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DETERMINATION OF REGULATORY FEES TO FINANCE GROWTH: TECHNICAL REPORT

City of Winnipeg

Report for
Council Consideration

HEMSON Consulting Ltd.

August 31, 2016

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EXECUTIVE SUMMARY

The following summarizes the findings of the City of Winnipeg's 2016 Regulatory Fee Study.

A. STUDY CALCULATES POTENTIAL REGULATORY FEES TO FUND DEVELOPMENT-RELATED COSTS

- The City should consider levying regulatory fees to fund capital projects throughout Winnipeg so that new development pays for its capital requirements and so that new services required by development are provided in a fiscally responsible manner.

- The study was prepared to calculate potential regulatory fees with reference to a forecast of the amount and type of residential and non-residential development anticipated in the City.

- A review of capital projects has been completed, including an analysis of gross expenditures, funding sources and net expenditures incurred or to be incurred by the City to provide for the expected development, including the determination of the development and non-development-related components of the capital projects.

- This report identifies the growth-related net capital costs attributable to development that is forecast to occur in the City of Winnipeg. These costs are apportioned to residential and non-residential development in a manner that reflects the increase in the need for each service.

- All services with development-related costs are included in the analysis. These City services include Parks and Open Spaces, Community Services, Solid Waste, Public Works, Transit, Fire and Paramedic Services, Police, Water, and Wastewater.

B. STUDY CONSISTENT WITH COMMON PRACTICES ACROSS CANADIAN MUNICIPALITIES

- This study provides the rationale and basis for the calculated regulatory fee rates. The methodology considers common practices as explored through the companion report entitled *Review of Municipal Growth Financing Mechanisms*, dated August 31, 2016.

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- A City-wide average cost approach is used to calculate regulatory fees for all eligible services. This approach results in uniform charges levied throughout the City. This approach may be reviewed in subsequent regulatory fee studies.

- The calculated charges are the maximum charges the City may adopt. Lower charges may be approved; however, this will require a reduction in the capital plan, or financing from other sources, likely property taxes and utility rates.

C. DEVELOPMENT FORECAST

- A forecast of the amount, type and location of residential and non-residential development anticipated in the City of Winnipeg to 2041 is included in this report.

- A 10-year forecast, from 2017 to 2026 was used in the regulatory fees calculation for Parks and Open Spaces, Community Services, and Solid Waste services. A 15-year forecast, from 2017 to 2031 was used for Public Works projects. A longer term forecast period, from 2017 to 2041 was used for Transit, Fire and Paramedic Services, Police, Water, and Wastewater services.

- The City is forecast to add approximately 42,300 occupied dwelling units in the 10-year planning period from 2017 to 2026. The 15-year period to 2031 will see a total of 61,900 new dwelling units. The longer term planning period to 2041 will see an addition of 98,300 total dwelling units.

- The development forecast for the 10-year planning period from 2017 to 2026 estimates that the City's Census population will grow by approximately 86,400 people, and by about 127,400 to 2031 and 198,500 to 2041.

- Employment in Winnipeg is forecast to grow by approximately 53,300 employees over the next ten years, 75,500 to 2031 and 122,700 to 2041. Of this employment growth, 22.3 per cent is anticipated to be associated with Office growth, 21.9 per cent with Institutional growth, 21.4 per cent with Commercial/Retail growth, and 34.5 per cent with Industrial growth.

- This employment growth is projected to generate about 3.37 million square metres of new, non-residential building space between 2017 and 2026, 4.78 million square metres to 2031, and 7.76 million square metres to 2041. Of this non-residential building space, 9.5 per cent is anticipated to be associated with Major Office growth, 22.5 per cent with Institutional growth, 13.5 per cent with Commercial/Retail growth, and 54.5 per cent with Industrial growth.

- The following is a summary of the projected development in the City:

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Growth Forecast	2016 Estimate	Planning Period 2017 - 2026		Planning Period 2017 - 2031		Planning Period 2017 - 2041	
		Growth	Total at 2026	Growth	Total at 2031	Growth	Total at 2041
Residential							
Total Dwellings	283,850	42,278	326,128	61,904	345,754	98,328	382,178
Total Population							
Census	711,494	86,354	797,848	127,378	838,871	198,458	909,952
Population In New Dwellings		*107,740*		*156,159*		*244,757*	
Non-Residential							
Total Employment	398,951	53,324	452,275	75,489	474,440	122,724	521,675
Major Office	*88,819*	*11,871*	*100,690*	*16,806*	105,625	*27,322*	116,141
Institutional	*87,397*	*11,681*	*99,078*	*16,537*	103,934	*26,885*	114,282
Commercial/Retail	*85,207*	*11,389*	*96,596*	*16,123*	101,330	*26,211*	111,418
Industrial	*137,529*	*18,382*	*155,911*	*26,023*	163,551	*42,306*	179,835
Non-Residential Building Space (sq.m.)		3,373,581		4,775,863		7,764,241	

D. DEVELOPMENT-RELATED CAPITAL FORECAST

10-Year Benefitting Period Services

- City staff, in collaboration with Hemson Consulting, has compiled a development-related capital forecast setting out projects that are required to service anticipated development in the City between 2017 and 2026.

- The gross cost of the City's development-related capital forecast for these services amounts to $287.76 million and provides for a wide range of capital projects. Of the $287.76 million, approximately $45.71 million has been identified as eligible for recovery through regulatory fees over the 2017-2026 planning period.

- Details of the capital programs for each service are provided in Appendix B.

15-Year Benefitting Period Services

- A development-related capital forecast has been compiled setting out projects that are required to service anticipated development in the City between 2017 and 2031.

- The gross cost of the City's development-related capital forecast for these services amounts to $3.47 billion and provides for a wide range of infrastructure expansions. Of the $3.47 billion, approximately $647.78 million has been identified as eligible for recovery through regulatory fees over the 2017-2031 planning period.

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- Details of the capital programs for each service are provided in Appendix C.

25-Year Benefitting Period Services

- A development-related capital forecast has been prepared setting out projects that are required to service anticipated development in the City between 2017 and 2041.
- The gross cost of the City's development-related capital forecast for these services amounts to $4.37 billion. Of the $4.37 billion, approximately $738.50 million is to be recovered from regulatory fees over the 2017-2041 planning period.
- Details of the capital programs for each service are provided in Appendix C.

E. CALCULATED REGULATORY FEES

- A City-wide cost approach is used to calculate regulatory fees for all eligible services. Uniform residential and non-residential charges are levied throughout the City.
- The fully calculated non-residential charges are recommended to vary by employment category, reflecting the difference in employment densities expected across the four categories and associated differences in demand placed on municipal services.

Calculated Regulatory Fees

Service	Residential Charge Per Square Metre	Office Charge Per Square Metre	Institutional Charge Per Square Metre	Commercial/ Retail Charge Per Square Metre	Industrial Charge Per Square Metre
PARKS AND OPEN SPACES	$1.79	$0.00	$0.00	$0.00	$0.00
COMMUNITY SERVICES	$6.07	$0.00	$0.00	$0.00	$0.00
SOLID WASTE	$0.53	$1.17	$0.48	$0.79	$0.32
PUBLIC WORKS	$56.04	$126.06	$52.36	$85.09	$34.04
TRANSIT	$20.22	$44.53	$18.50	$30.06	$12.02
FIRE & PARAMEDIC SERVICES	$1.85	$4.09	$1.70	$2.76	$1.10
POLICE	$2.09	$4.60	$1.91	$3.11	$1.24
WATER	$4.50	$9.92	$4.12	$6.70	$2.68
WASTEWATER	$16.36	$36.14	$15.01	$24.40	$9.76
TOTAL CHARGE	**$109.45**	**$226.51**	**$94.08**	**$152.91**	**$61.16**

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I INTRODUCTION

The City of Winnipeg has been undergoing a period of increasing growth over recent years, placing pressure on the City's infrastructure and resources. With growth expected to continue, the funding of new infrastructure for expanded City services will continue to be a challenge. Recognizing this challenge, the City has examined the costs and revenues associated with growth as well as the potential to introduce new funding mechanisms. More specifically, the City wishes to consider implementation of regulatory fees to fund development-related capital projects so that development may be serviced in a fiscally responsible manner.

Many comparable municipalities across Canada impose regulatory fees to pay for off-site, development-related infrastructure. Typically, the charges are determined with reference to a forecast of the amount, type and location of development anticipated in the municipality; as well as a review of capital works in progress and anticipated future capital projects including an analysis of gross expenditures, funding sources, and net expenditures incurred or to be incurred by the municipality to provide for the expected development, including the determination of the development and non-development-related components of the capital projects.

This study presents the results of the review to determine the net capital costs attributable to new development that is forecast to occur in the City of Winnipeg between 2017 and 2041. These development-related net capital costs are apportioned to residential and non-residential development in a manner that reflects the increase in the need for each service.

This report serves as a companion document to the August 31, 2016 report entitled *Review of Municipal Growth Financing Mechanisms*, which explores Winnipeg's context with respect to the funding of development-related costs, and includes a detailed review of regulatory fees and similar mechanisms employed by municipalities across Canada to fund development-related costs.

The remainder of this report sets out the information and analysis upon which the potential regulatory fees are based:

> Section II designates the services for which the regulatory fees are proposed. It also briefly reviews the methodology that has been used in the study.

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Section III presents a summary of the forecast of residential and non-residential development expected to occur within the City over three planning periods: from 2017 to 2026, from 2017 to 2031, and a longer-term planning period from 2017 to 2041.

Section IV summarizes the development-related capital forecast that has been developed by various departments.

Section V summarizes the calculation of applicable regulatory fees and the resulting calculated regulatory fees by class and type of development.

Section VI provides a discussion of implementation considerations and recommendations including by-law administration.

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II A CITY-WIDE METHODOLOGY ALIGNS DEVELOPMENT-RELATED COSTS AND BENEFITS

This study has been tailored specifically for the City of Winnipeg. The approach to the proposed regulatory fees is focused on providing a reasonable alignment of development-related costs with the development that necessitates them. The study uses a City-wide approach for all services, which is deemed the best approach to align development-related costs and benefits.

A. CITY-WIDE REGULATORY FEES ARE CALCULATED

The City of Winnipeg provides a wide range of services to the community it serves. For all of the services that the City provides, the full range of capital facilities, land, equipment and infrastructure is available throughout the City. A widely accepted method for recovering the development-related capital costs for such services is to apportion them over all new development anticipated in Winnipeg. This approach can be reviewed in subsequent studies.

The following services are included in the City-wide regulatory fee calculation:

- Parks and Open Spaces;
- Community Services;
- Solid Waste;
- Public Works;
- Transit;
- Fire and Paramedic Services;
- Police Services;
- Water; and
- Wastewater.

These services form a reasonable basis upon which to plan and administer the regulatory fees. The resulting regulatory fee for these services is to be imposed against all development anywhere in the City.

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B. KEY STEPS IN DETERMINING REGULATORY FEES FOR FUTURE DEVELOPMENT-RELATED PROJECTS

Several key steps are required in calculating regulatory fees for future development-related projects. These are summarized below.

1. Development Forecast

The first step in the methodology requires a development forecast to be prepared for the 10-year study period, 2017 to 2026, the 15-year study period to 2031, and for the 25-year study period to 2041. The development forecast is based on the latest population and employment estimates provided by City staff. The forecast considers the 2011 Census; the most recent year Census data are available.

For the residential portion of the forecast, both the net (or Census) population growth and population growth in new units is estimated. Population growth determines the need for additional facilities and provides the foundation for the development-related capital program.

When calculating the regulatory fee however, the development-related net capital costs are spread over the total additional population that occupy new housing units. This population in new units represents the population from which regulatory fees will be collected.

The non-residential portion of the forecast estimates the gross floor area (GFA) of building space to be developed over the 10-year period, 2017 to 2026, the 15-year period to 2031, and the 25-year period to 2041. Forecasts for growth in four major employment categories were calculated: Office, Institutional, Commercial/Retail, and Industrial. The forecasts of GFA are based on the employment forecasts for the City. Factors for floor space per worker are used to convert the employment forecasts into GFA for the purposes of this study.

2. Development-Related Capital Forecast and Analysis of Net Capital Costs to be Included in the Regulatory fees

A development-related capital forecast has been prepared by the City's departments as part of this study. The forecast identifies development-related projects and their gross and net costs, after allowing for capital grants, subsidies or other contributions. The capital forecast provides another cornerstone upon which regulatory fees are based.

The development-related capital forecast prepared for this study ensures that regulatory fees are only imposed to help pay for projects that have been or are intended to be purchased or built in order to accommodate future anticipated development. For

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some projects in the development-related capital forecast, a portion of the project may confer benefits to existing residents. These portions of projects and their associated net costs are the funding responsibility of the City from non-regulatory fee sources. The amount of City funding for such shares is also identified as part of the preparation of the capital forecast.

Finally, in certain cases further adjustments are made to attribute portions of the regulatory fee-eligible project costs to prior growth, or to account for excess capacity that is anticipated to serve growth beyond the 10-, 15-, or 25-year study period.

3. Attribution to Types of Development

The next step in the determination of regulatory fees is the allocation of the development-related net capital costs between the residential and non-residential sectors. This is done using apportionments for different services in accordance with the demands placed and the benefits derived.

The apportionment is based on the expected demand for, and use of, the service by sector (e.g. shares of population and employment). The non-residential portion of the capital costs is further apportioned based on the respective shares of forecast employment growth under the four employment categories (Office, Institutional, Commercial/Retail, Industrial).

Each of the residential and non-residential components of the regulatory fee are applied on the basis of gross building space in square metres.

4. Final Adjustment

The final determination of the regulatory fee results from a cash flow analysis to account for the timing of projects and receipt of regulatory fees. Interest earnings or borrowing costs are therefore accounted for in the calculation.

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III DEVELOPMENT FORECAST

This section provides the basis for the development forecasts used in calculating the regulatory fees, as well as a summary of the forecast results. A more detailed summary of the forecasts, including tables illustrating historical trends and forecast results is provided in Appendix A.

A. RESIDENTIAL FORECAST

When calculating the regulatory fee, the development-related net capital costs are spread over the total additional population that occupy new housing units. This population in new units represents the population from which regulatory fee will be collected.

Table 1 provides a summary of the residential forecast for two planning periods: a 10-year planning period, from 2017 to 2026; a 15-year planning period, from 2017 to 2031; and over the longer-term from 2017 to 2041. For regulatory fee calculation purposes:

- The 10-year planning period is applicable to Parks and Open Spaces, Community Services, and Solid Waste regulatory fees;
- The 15-year planning period is applicable to Public Works regulatory fees; and
- The longer-term development forecast to 2041 has been utilized in the calculation of Transit, Fire and Paramedic Service, Police Services, Water, and Wastewater regulatory fees.

As shown on Table 1, the City's Census population is expected to increase by about 86,400 people over the next ten years reaching approximately 797,800 by 2026. Over the 15-year period, Census population growth is expected to total 127,400 to reach 838,900 by 2031. Finally, the longer-term Census population is forecast to grow by approximately 198,500 people to 910,000 in 2041.

Over the 10-year planning period from 2017 to 2026, the total number of new residential occupied units will increase by approximately 42,300. This translates to a population growth in new units of 107,700. The population in new units was derived using data from Statistics Canada analysing household sizes in recently constructed

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TABLE 1

CITY OF WINNIPEG
SUMMARY OF RESIDENTIAL AND NON-RESIDENTIAL
GROWTH FORECAST

Growth Forecast	2016 Estimate	Planning Period 2017 - 2026		Planning Period 2017 - 2031		Planning Period 2017 - 2041	
		Growth	Total at 2026	Growth	Total at 2031	Growth	Total at 2041
Residential							
Total Dwellings	283,850	42,278	326,128	61,904	345,754	98,328	382,178
Total Population							
Census	711,494	86,354	797,848	127,378	838,871	198,458	909,952
Population In New Dwellings		*107,740*		*156,159*		*244,757*	
Non-Residential							
Total Employment	398,951	53,324	452,275	75,489	474,440	122,724	521,675
Major Office	*88,819*	*11,871*	*100,690*	*16,806*	105,625	*27,322*	116,141
Institutional	*87,397*	*11,681*	*99,078*	*16,537*	103,934	*26,885*	114,282
Commercial/Retail	*85,207*	*11,389*	*96,596*	*16,123*	101,330	*26,211*	111,418
Industrial	*137,529*	*18,382*	*155,911*	*26,023*	163,551	*42,306*	179,835
Non-Residential Building Space (sq.m.)		3,373,581		4,775,863		7,764,241	

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units. The forecast has projected growth over the 15-year planning period of 61,900 new units with population residing in the new units at 156,200; and longer-term planning period growth of 98,300 units and 244,800 residents.

To translate the per capita forecast to a residential floor space forecast, an assumption of 48.8 square metres per capita was used. This is based on a sampling of recently constructed dwellings.

B. NON-RESIDENTIAL FORECAST

The non-residential forecast projects an increase of approximately 53,300 employees to 2026, 75,500 to 2031, and 122,700 to 2041, the highest proportion of which is anticipated to be in the Industrial sector. These additional employees will be accommodated in 3.37 million square metres of new non-residential building space to 2026, 4.78 million square metres to 2031, and 7.76 million additional square metres to 2041. The employment numbers above exclude work at home employment since it does not generate any additional floor space.

Table 1 also provides a summary of the non-residential development forecasts used in this analysis.

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IV THE DEVELOPMENT-RELATED CAPITAL FORECAST

Based on the development forecasts summarized in Section III and detailed in Appendix A, City staff, in collaboration with the consultants have created a development-related capital forecast setting out those projects that are required to service anticipated development. For Parks and Open Spaces, Community Services, and Solid Waste services, the capital plan covers the 10-year period from 2017 to 2026. The capital plan for Public Works covers the 15-year period from 2017 to 2031. Finally, regulatory fees for Transit, Fire and Paramedic, Police, Water, and Wastewater services are based on development anticipated in the City to 2041.

It is assumed that future capital budgets and forecasts will continue to bring forward the development-related projects contained herein, that are consistent with the development occurring in the City. It is acknowledged that changes to the forecast presented here may occur through the City's normal capital budget process.

A summary of the total development-related capital forecast is presented in Table 2. Further details on the capital plans for each individual service category are available in Appendices B, C, and D.

A. DEVELOPMENT-RELATED CAPITAL FORECAST FOR THE 10-YEAR BENEFITTING PERIOD

The development-related capital forecast for the 10-year benefitting period services (Parks and Open Spaces, Community Services, and Solid Waste) estimates a total gross cost of $287.76 million. Alternative funding sources have been identified in the amount of $74.06 million and account for contributions from other levels of government as well as private partners. Therefore, the net municipal cost of the capital program is reduced to $213.70 million.

The Parks and Open Spaces development-related capital program totals $55.11 million in net municipal costs and accounts for 25.8 per cent of the overall forecast. The program includes major improvements to Kilcona Park and Tyndall Park, as well as hard surfacing for outdoor athletic facilities.

The most significant portion of the development-related capital program is associated with Community Services, amounting to $123.99 million or 58.0 per cent. The

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TABLE 2

CITY OF WINNIPEG
SUMMARY OF ALL SERVICES DEVELOPMENT-RELATED CAPITAL PROGRAM
2017-2026

Service	Gross Cost ($000)	Grants/ Subsidies ($000)	Municipal Cost ($000)
1.0 PARKS AND OPEN SPACES	$61,650	$6,540	$55,110
2.0 COMMUNITY SERVICES	$191,512	$67,521	$123,991
3.0 SOLID WASTE	$34,600	$0	$34,600
TOTAL 10-YEAR BENEFITTING PERIOD	**$287,762**	**$74,061**	**$213,701**
4.0 PUBLIC WORKS	$3,471,887	$1,714,532	$1,757,355
TOTAL 15-YEAR BENEFITTING PERIOD	**$3,471,887**	**$1,714,532**	**$1,757,355**
5.0 TRANSIT	$2,615,300	$1,514,841	$1,100,459
6.0 FIRE & PARAMEDIC SERVICES	$35,000	$0	$35,000
7.0 POLICE	$231,178	$2,800	$228,378
8.0 WATER	$310,868	$0	$310,868
9.0 WASTEWATER	$1,177,172	$267,680	$909,492
TOTAL 25-YEAR BENEFITTING PERIOD	**$4,369,518**	**$1,785,321**	**$2,584,197**

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program includes development, redevelopment, expansion, or improvement of library and recreation facilities. Most notably, it includes the City's portion of a partnership with the YMCA to construct three new recreation facilities.

Finally, the Solid Waste development-related capital program totals $34.6 million in net municipal costs, or 16.19 per cent of the overall forecast. The program includes cell construction and construction of a new administration building for the Brady Road Resource Management Facility, as well as implementation of a Comprehensive Integrated Waste Management Strategy.

The capital forecast incorporates those projects identified to be related to development anticipated in the next ten years. It is not implied that all of these costs are to be recovered from new development by way of regulatory fees (see the following Section V for the method and determination of net capital costs attributable to development). For example, portions of this capital forecast may relate to providing servicing for replacement of existing capital facilities (e.g. upgrades to existing library facilities).

B. DEVELOPMENT-RELATED CAPITAL FORECAST FOR THE 15-YEAR BENEFITTING PERIOD

The development-related capital forecast for Public Works is anticipated to benefit development occurring over a 15-year period, from 2017 to 2031. The program includes the development of active transportation facilities as well as a number of major road and bridge projects that will help to serve new development areas. The total gross costs for this service are calculated at $3.47 billion. Approximately $1.71 billion is anticipated in grants from other levels of government, leaving $1.76 billion in net municipal costs.

Similar to the capital forecast for the 10-year benefitting period, it is not implied that all costs associated with this capital forecast are to be recovered from new development by way of regulatory fees over the 15-year benefitting period. Portions of this capital forecast may relate to providing servicing for replacement of existing capital facilities, for development which has occurred prior to 2017, or to account for infrastructure that will support new development beyond 2031.

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C. DEVELOPMENT-RELATED CAPITAL FORECAST FOR THE 25-YEAR BENEFITTING PERIOD

The 25-year benefitting period services include major Transit, Fire and Paramedic, Police, Water, and Wastewater services. The total gross cost for these services is $4.37 billion. Alternative funding sources have been identified in the amount of $1.79 billion and represent contributions from other levels of government. Therefore, the net municipal cost of the capital program is reduced to approximately $2.58 billion.

The Transit development-related capital program totals $1.10 billion in net municipal costs, or 42.6 per cent of the overall forecast. The program includes construction of six Bus Rapid Transit corridors, annual purchases of additional transit buses due to ridership growth both within the current transit system and the future BRT routes, and the expansion and improvement of mechanical and storage facilities.

The development-related capital program for Fire and Paramedic Services totals $35.00 million, or 1.35 per cent of the overall forecast. It includes construction of four new fire stations and expansions to two existing stations, which will allow for additional capacity to help service intensification in existing neighbourhoods.

The Police development-related capital program totals $228.38 million in net municipal costs, or 8.8 per cent of the overall forecast. The program includes construction of new stations and a new headquarters, along with related technology needs.

The Water development-related capital program amounts to $310.87 million, or 12.0 per cent of the overall forecast. It includes water main extensions and upgrades, a water treatment plant capacity validation initiative, and a new water treatment plant.

Approximately $909.49 million, or 35.2 per cent of the overall forecast, accounts for the Wastewater development-related capital program. The Wastewater program includes expansions and upgrades to three sewage treatment plants and construction of interceptor sewers.

Again, it is not implied that all costs associated with the capital forecast for the 25-year benefitting period are to be recovered through regulatory fees. Portions of this capital forecast may relate to providing servicing for development which has occurred prior to 2017 or for replacement of existing capital facilities.

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V CALCULATION OF POTENTIAL REGULATORY FEES

This section summarizes the calculation of regulatory fees for each service category. For all municipal services, the calculation of the "unadjusted" per capita (residential) and per square metre (non-residential) charges is reviewed. Adjustments to these amounts resulting from a cash flow analysis that takes interest earnings and borrowing costs into account are also discussed.

For residential development, the adjusted total per capita amount is converted to a charge per square metre using size assumptions derived from recently constructed units. For non-residential development, the charges are based on gross floor area of building space, and a variable charge by employment category (Office, Institutional, Commercial/Retail, and Industrial) is calculated based on employment density factors.

A. UNADJUSTED REGULATORY FEES CALCULATION FOR 10-YEAR BENEFITTING PERIOD SERVICES

A summary of the calculation for the "unadjusted" residential and non-residential regulatory fees for the 10-year benefitting period services is presented in Table 3. Further details of the calculation for each individual service category are available in Appendix B.

The net capital forecast for these services totals $213.70 million and incorporates those projects identified to be related to development anticipated in the next ten years. However, not all of the capital costs are to be recovered from new development by way of regulatory fees. As shown on Table 3, 65.1 per cent of the net municipal costs, or $139.12 million relates to replacement of existing capital facilities or for shares of projects that provide benefit to the existing population. An additional $28.87 million has been attributed to shares of projects that are expected to serve new residential development which occurred in the City during the 10-year period preceding 2017. These portions of the capital costs will have to be funded from non-regulatory fee revenue sources, which will largely be property taxes for this group of services.

The costs idetified for recovery through regulatory fees for these services total $45.71 million. This amount is allocated between the residential and non-residential sectors to derive the unadjusted regulatory fees. Parks and Open Spaces and Community

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TABLE 3

CITY OF WINNIPEG
SUMMARY OF UNADJUSTED RESIDENTIAL AND NON-RESIDENTIAL CHARGES
10-YEAR SERVICES DEVELOPMENT-RELATED CAPITAL PROGRAM

10 Year Growth in New Units	107,740
10 Year Growth in Square Metres	3,373,581

Service	Development-Related Capital Program						Residential Share		Non-Res Share	
	Gross Cost ($000)	Grants/ Subsidies/ Recoveries ($000)	Replacement & Benefit to Existing ($000)	Prior Growth ($000)	Post 2026 ($000)	Total Costs for Recovery ($000)	%	($000)	%	($000)
1.0 PARKS AND OPEN SPACES	$61,650	$6,540	$45,695	$0	$0	$9,415	100%	$9,415	0%	$0
Unadjusted Charge Per Capita								$87.38		
Unadjusted Charge Per Sq.M.										$0.00
2.0 COMMUNITY SERVICES	$191,512	$67,521	$63,174	$28,871	$0	$31,946	100%	$31,946	0%	$0
Unadjusted Charge Per Capita								$296.51		
Unadjusted Charge Per Sq.M.										$0.00
3.0 SOLID WASTE	$34,600	$0	$30,248	$0	$0	$4,352	62%	$2,698	38%	$1,654
Unadjusted Charge Per Capita								$25.05		
Unadjusted Charge Per Sq.M.										$0.49
TOTAL 10-YEAR BENEFITTING PERIOD SERVICES	**$287,762.0**	**$74,060.6**	**$139,117.0**	**$28,871.4**	**$0.0**	**$45,713.0**		**$44,059.2**		**$1,653.8**

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Services are deemed to benefit residential development only, while Solid Waste services are allocated between both sectors based on shares of population and employment growth. The allocation to the residential sector for Solid Waste services is calculated at 62 per cent, and 38 per cent to the non-residential sector.

Approximately $44.06 million of the regulatory fees eligible capital program for these services is deemed to benefit residential development. This includes $9.41 million for Parks and Open Spaces, $31.95 million for Community Services, and $2.70 for Solid Waste. When these amounts are divided by the 10-year growth in population in new dwelling units (107,740), unadjusted per-capita charges of $87.38 for Parks and Open Spaces, $296.51 for Community Services, and $25.05 for Solid Waste result.

The non-residential regulatory fees eligible capital program includes $1.65 million for Solid Waste services. These unadjusted uniform non-residential charge was calculated by dividing the eligible capital costs by the forecast 10-year increase in non-residential space, which totals 3.37 million square metres. The unadjusted per-square metre charges were calculated at $0.49 for Solid Waste.

The non-residential capital program is further divided by four employment categories. Based on employment forecasts under each category, approximately 22.3 per cent of the non-residential capital program is allocated to Office development, another 21.9 per cent is allocated to Institutional development, 21.4 per cent is allocated to Commercial/Retail development, and 34.5 per cent is allocated to Industrial development. Charges calculated for each of these employment categories are included in Tables 8 through 11. Much of the variation in these charges is due to variations in the forecast growth in new space under each category.

B. UNADJUSTED REGULATORY FEES CALCULATION FOR 15-YEAR BENEFITTING PERIOD SERVICES

Table 4 displays the calculation of the unadjusted rates to cover the Public Works development-related capital projects, which will service development in the City between 2017 and 2031. Further details of the calculation are available in Appendix C.

The net capital forecast for this service totals $1.76 billion; however, not all of the capital costs are to be recovered from new development by way of regulatory fees. Approximately 40.5 per cent of the net municipal costs, or $711.46 million relates to

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TABLE 4

CITY OF WINNIPEG
SUMMARY OF UNADJUSTED RESIDENTIAL AND NON-RESIDENTIAL CHARGES
15-YEAR SERVICES DEVELOPMENT-RELATED CAPITAL PROGRAM

2017-2041 Growth in New Units	156,159
2017-2041 Growth in Square Metres	4,775,863

Service	Development-Related Capital Program						Residential Share		Non-Res Share	
	Gross Cost ($000)	Grants/ Subsidies/ Recoveries ($000)	Replacement & Benefit to Existing ($000)	Prior Growth ($000)	Post 2031 ($000)	Total Costs for Recovery ($000)	%	($000)	%	($000)
4.0 PUBLIC WORKS	$3,471,887	$1,714,532	$711,460	$165,611	$232,499	$647,785	62%	$401,626	38%	$246,158
Unadjusted Charge Per Capita								$2,571.91		
Unadjusted Charge Per Sq.M.										$51.54
TOTAL 15-YEAR BENEFITTING PERIOD SERVICES	**$3,471,887.1**	**$1,714,532.0**	**$711,460.2**	**$165,611.0**	**$232,499.4**	**$647,784.5**		**$401,626.4**		**$246,158.1**

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replacement of existing capital facilities or for shares of projects that provide benefit to the existing community. An additional $165.61 million of the Public Works costs has been allocated to development that occurred during the 10-year period preceding 2017; this includes portions of recently completed projects as well as planned projects that are expected to benefit recent development. Finally, $232.50 million of the capital have been allocated to growth beyond 2031. These portions of capital costs will have to be funded from non-regulatory fee revenue sources, which will largely be property taxes for this service.

The costs eligible for recovery through regulatory fees for Public Works total $647.78 million. This amount is allocated between the residential and non-residential sectors to derive the unadjusted regulatory fees. The allocations of 62 per cent to the residential sector and 38 per cent to the non-residential sector are used for this service as Public Works projects are deemed to benefit both residential and non-residential development.

Approximately $401.63 million of the regulatory fees eligible capital program for Public Works is deemed to benefit residential development. When this amount is divided by the 15-year growth in population in new dwelling units (156,159), an unadjusted per-capita charge of $2,571.91 results.

The non-residential regulatory fees eligible capital program totals $246.16 million. The unadjusted uniform non-residential charge was calculated by dividing the eligible capital costs by the forecast 15-year increase in non-residential space (4.78 million square metres). The unadjusted per-square metre charge was calculated at $51.54.

The non-residential capital program is further divided by four employment categories based on employment forecasts under each category, and distinct charges were then calculated for each of these employment categories based on their unique forecast growth in new space. Calculated charges for Office, Institutional, Commercial/Retail, and Industrial development are summarized in Tables 8 through 11.

C. UNADJUSTED REGULATORY FEES CALCULATION FOR 25-YEAR BENEFITTING PERIOD SERVICES

Table 5 displays the calculation of the unadjusted rates to cover capital projects that will be used to service development in the City between 2017 and 2041. Further details of the calculation for each individual service category are available in Appendix D.

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TABLE 5

CITY OF WINNIPEG
SUMMARY OF UNADJUSTED RESIDENTIAL AND NON-RESIDENTIAL CHARGES
25-YEAR SERVICES DEVELOPMENT-RELATED CAPITAL PROGRAM

2017-2041 Growth in New Units	244,757
2017-2041 Growth in Square Metres	7,764,241

Service	Development-Related Capital Program						Residential Share		Non-Res Share	
	Gross Cost ($000)	Grants/ Subsidies/ Recoveries ($000)	Replacement & Benefit to Existing ($000)	Prior Growth ($000)	Post 2041 ($000)	Total Costs for Recovery ($000)	%	($000)	%	($000)
5.0 TRANSIT	$2,615,300	$1,514,841	$703,415	$31,597	$0	$365,447	62%	$226,577	38%	$138,870
Unadjusted Charge Per Capita								$925.72		
Unadjusted Charge Per Sq.M.										$17.89
6.0 FIRE & PARAMEDIC SERVICES	$35,000	$0	$2,500	$808	$0	$31,692	62%	$19,649	38%	$12,043
Unadjusted Charge Per Capita								$80.28		
Unadjusted Charge Per Sq.M.										$1.55
7.0 POLICE	$231,178	$2,800	$186,972	$13,444	$0	$27,961	62%	$17,336	38%	$10,625
Unadjusted Charge Per Capita								$70.83		
Unadjusted Charge Per Sq.M.										$1.37
8.0 WATER	$310,868	$0	$227,969	$22,495	$0	$60,404	62%	$37,450	38%	$22,953
Unadjusted Charge Per Capita								$153.01		
Unadjusted Charge Per Sq.M.										$2.96
9.0 WASTEWATER	$1,177,172	$267,680	$656,075	$419	$0	$252,998	62%	$156,859	38%	$96,139
Unadjusted Charge Per Capita								$640.88		
Unadjusted Charge Per Sq.M.										$12.38
TOTAL 25-YEAR BENEFITTING PERIOD SERVICES	**$4,369,518.0**	**$1,785,321.4**	**$1,776,930.5**	**$68,764.6**	**$0.0**	**$738,501.6**		**$457,871.0**		**$280,630.6**

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The net capital forecast for these services totals $2.58 billion; however, not all of the capital costs are to be recovered from new development by way of regulatory fees. Approximately 68.8 per cent of the net municipal costs, or $1.78 billion relates to replacement of existing capital facilities or for shares of projects that provide benefit to the existing community. An additional $68.76 million of the capital costs represent portions of recently completed projects or planned projects that are expected to service development that occurred over the 10-year period preceding 2017. These portions of capital costs will have to be funded from non-regulatory fee revenue sources, whether through property taxes or utility rates.

The costs eligible for recovery through regulatory fees for these services total $738.50 million. As all services in this category are deemed to benefit both residential and non-residential development, the eligible costs are allocated at 62 per cent to the residential sector and 38 per cent to the non-residential sector to derive the unadjusted regulatory fees.

Approximately $457.87 million of the regulatory fees eligible capital program for these services is deemed to benefit residential development. This includes $226.58 million for Transit, $19.65 million for Fire and Paramedic Services, $17.34 million for Police, $37.45 million for Water, and $156.86 million for Wastewater.

When these amounts are divided by the 25-year growth in population in new dwelling units (244,757), unadjusted per-capita charges of $925.72 for Transit, $80.28 for Fire and Paramedic Services, $70.83 for Police, $153.01 for Water, and $640.88 for Wastewater result.

The non-residential regulatory fees eligible capital program totals $280.63 million, including $138.87 million for Transit, $12.04 million for Fire and Paramedic Services, $10.62 million for Police, $22.95 million for Water, and $96.14 million for Wastewater. These unadjusted uniform non-residential charges were calculated for each service by dividing the eligible capital costs by the forecast 25-year increase in non-residential space (7.57 million square metres). The unadjusted per-square metre charges were calculated at $17.89 for Transit, $1.55 for Fire and Paramedic Services, $1.37 for Police, $2.96 for Water, and $12.38 for Wastewater.

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Once again, the non-residential capital program is further divided by four employment categories based on employment forecasts under each category. Calculated charges for Office, Institutional, Commercial/Retail, and Industrial development are summarized in Tables 8 through 11.

D. ADJUSTED RESIDENTIAL AND NON-RESIDENTIAL REGULATORY FEES

Final adjustments to the "unadjusted" regulatory fee rates are made through a cash flow analysis. The analysis, details of which are included in the appendices, considers the borrowing cost and interest earnings associated with the timing of expenditures and regulatory fee receipts for each service category.

Table 6 summarizes the results of the cash flow adjustments for the residential regulatory fee rates. After the cash flow analysis, the adjusted per capita rate increases for most services, with the exception of slight decreases for the Parks and Open Spaces and Community Services rates. A charge per square metre (total $109.45) was then calculated from the adjusted per capita rate based on an estimate of 48.8 square metres of residential space per capita. Sample charges based on units of 167 square metres and 79 square metres are also provided in Table 6.

Most of the non-residential regulatory fees also experience an increase after cash flow considerations. The adjusted per square metre charges for each service are provided in Tables 7 through 11 including both the calculated uniform non-residential charge and the variable charges for Office, Institutional, Commercial/Retail, and Industrial development. Total regulatory fee rates per square metre have been calculated at $226.51 for Office, $94.08 for Institutional, $152.91 for Commercial/Retail, and $61.16 for Industrial development.

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TABLE 6

CITY OF WINNIPEG
CALCULATED REGULATORY FEES
RESIDENTIAL CHARGES BY UNIT TYPE

Service	Unadjusted Charge Per Capita	Adjusted Charge Per Capita	Adjusted Charge Per Square Metre	Sample Residential Charge	
				1,800 sq. ft. (167 sq. m.)	850 sq. ft. (79 sq. m.)
PARKS AND OPEN SPACES	$87.38	$87.26	$1.79	$299.33	$141.35
COMMUNITY SERVICES	$296.51	$296.40	$6.07	$1,015.06	$479.33
SOLID WASTE	$25.05	$25.97	$0.53	$88.63	$41.85
PUBLIC WORKS	$2,571.91	$2,735.87	$56.04	$9,371.32	$4,425.35
TRANSIT	$925.72	$987.01	$20.22	$3,381.30	$1,596.73
FIRE & PARAMEDIC SERVICES	$80.28	$90.43	$1.85	$309.37	$146.09
POLICE	$70.83	$101.92	$2.09	$349.50	$165.04
WATER	$153.01	$219.70	$4.50	$752.52	$355.35
WASTEWATER	$640.88	$798.87	$16.36	$2,735.81	$1,291.91
TOTAL CHARGE	**$4,851.56**	**$5,343.41**	**$109.45**	**$18,302.84**	**$8,643.00**

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TABLE 7

CITY OF WINNIPEG
CALCULATED REGULATORY FEES
NON-RESIDENTIAL UNIFORM CHARGES PER SQUARE METRE

Service	Non-Residential Uniform Charge	
	Unadjusted Charge per Square Metre	Adjusted Charge per Square Metre
PARKS AND OPEN SPACES	$0.00	$0.00
COMMUNITY SERVICES	$0.00	$0.00
SOLID WASTE	$0.49	$0.50
PUBLIC WORKS	$51.54	$53.80
TRANSIT	$17.89	$19.00
FIRE & PARAMEDIC SERVICES	$1.55	$1.75
POLICE	$1.37	$1.96
WATER	$2.96	$4.23
WASTEWATER	$12.38	$15.42
TOTAL CHARGE PER SQUARE METRE	**$88.18**	**$96.66**

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TABLE 8

CITY OF WINNIPEG
CALCULATED REGULATORY FEES
MAJOR OFFICE CHARGES PER SQUARE METRE

Service	Office Charge	
	Unadjusted Charge per Square Metre	Adjusted Charge per Square Metre
PARKS AND OPEN SPACES	$0.00	$0.00
COMMUNITY SERVICES	$0.00	$0.00
SOLID WASTE	$1.15	$1.17
PUBLIC WORKS	$120.77	$126.06
TRANSIT	$41.91	$44.53
FIRE & PARAMEDIC SERVICES	$3.63	$4.09
POLICE	$3.21	$4.60
WATER	$6.93	$9.92
WASTEWATER	$29.01	$36.14
TOTAL CHARGE PER SQUARE METRE	**$206.61**	**$226.51**

TABLE 9

CITY OF WINNIPEG
CALCULATED REGULATORY FEES
INSTITUTIONAL CHARGES PER SQUARE METRE

Service	Institutional Charge	
	Unadjusted Charge per Square Metre	Adjusted Charge per Square Metre
PARKS AND OPEN SPACES	$0.00	$0.00
COMMUNITY SERVICES	$0.00	$0.00
SOLID WASTE	$0.48	$0.48
PUBLIC WORKS	$50.17	$52.36
TRANSIT	$17.41	$18.50
FIRE & PARAMEDIC SERVICES	$1.51	$1.70
POLICE	$1.33	$1.91
WATER	$2.88	$4.12
WASTEWATER	$12.05	$15.01
TOTAL CHARGE PER SQUARE METRE	**$85.82**	**$94.08**

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TABLE 10

CITY OF WINNIPEG
CALCULATED REGULATORY FEES
COMMERCIAL/RETAIL CHARGES PER SQUARE METRE

Service	Commercial/Retail Charge	
	Unadjusted Charge per Square Metre	Adjusted Charge per Square Metre
PARKS AND OPEN SPACES	$0.00	$0.00
COMMUNITY SERVICES	$0.00	$0.00
SOLID WASTE	$0.78	$0.79
PUBLIC WORKS	$81.52	$85.09
TRANSIT	$28.29	$30.06
FIRE & PARAMEDIC SERVICES	$2.45	$2.76
POLICE	$2.16	$3.11
WATER	$4.68	$6.70
WASTEWATER	$19.58	$24.40
TOTAL CHARGE PER SQUARE METRE	**$139.46**	**$152.91**

TABLE 11

CITY OF WINNIPEG
CALCULATED REGULATORY FEES
INDUSTRIAL CHARGES PER SQUARE METRE

Service	Industrial Charge	
	Unadjusted Charge per Square Metre	Adjusted Charge per Square Metre
PARKS AND OPEN SPACES	$0.00	$0.00
COMMUNITY SERVICES	$0.00	$0.00
SOLID WASTE	$0.31	$0.32
PUBLIC WORKS	$32.61	$34.04
TRANSIT	$11.32	$12.02
FIRE & PARAMEDIC SERVICES	$0.98	$1.10
POLICE	$0.87	$1.24
WATER	$1.87	$2.68
WASTEWATER	$7.83	$9.76
TOTAL CHARGE PER SQUARE METRE	**$55.79**	**$61.16**

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VI ADMINISTRATION OF REGULATORY FEES

The following policies and practices should be considered when implementing the regulatory fee. The application of fees in other municipalities is described in more detail in the companion report entitled *Review of Municipal Growth Financing Mechanisms*.

A. SERVICE RESPONSIBILITY

- It is recommended that the City review its development agreement parameters to ensure that any capital projects recovered through a regulatory fee are also not required to be emplaced and funded by developers as condition of planning approval.

- Notwithstanding the above, the City may wish to enter into credit agreements with developers so that a developer receives a credit from a regulatory fee for regulatory fee infrastructure constructed on the municipality's behalf.

B. USE OF FUNDS

- Reserves funds or accounts should be established for each service adopted under a regulatory fee by-law.

- It is recommended that Council adopt the development-related capital forecast included in this study, subject to annual review through the City's normal capital budget process. Projects may be removed, added or substituted as long as they are development-related.

C. TIMING OF PAYMENT

- It is understood that the regulatory fee would be collected at building permit issuance. This is a common collection point in other municipalities.

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D. INDEXING OF FEES

- It is recommended that the City establish a by-law policy for the indexing of fees once they are established.

- Indexing is commonly done annually (and in some cases semi-annually) in other communities using construction cost indices.

E. UPDATING OF BY-LAW

- It is recommended that Council update the by-law as needed for changes relating to the application of charges, definitions, exemptions and discounts.

- The regulatory fees may be commonly updated at three to five year intervals or when there are significant changes to the capital plan or development forecast.

F. PUBLIC COMMUNICATION

- It is recommended that City advertise the adoption of the regulatory fee by-law including the applicable fees.

- The regulatory fees and rules should be included within a pamphlet that can be posted on the City's website and made available at Planning, Property and Development offices.

G. DEMOLITION AND CONVERSION CREDITS

- Many municipalities provide credits when one use is converted to another use, assuming approvals are necessary. The credit is typically determined based on a notional charge calculated using the prior land-use relative to the calculated charge of the new land-use. Municipalities do not provide funds to the applicant when the notional existing land use charge exceeds the new land-use charge.

- Similarly, municipalities commonly provide credits when a building is demolished and redeveloped with a new building on the same site. The credit is based on the size and use of the existing building compared to the proposed new dwelling. Demolition credit periods are often in the 2- to 7-year range.

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H. DISCOUNTS AND EXEMPTIONS

This section includes examples of exemptions and discounts that Council may wish to consider. Exemptions and discounts result in revenue losses that are typically recovered through tax or utility rates. It is expected that the City may refine its discount and exemption policy over time following the initial adoption of a regulatory fee.

1. Common Land-use Exemptions

- The most common exemptions used across Canada are for government buildings. This may include federal, provincial and municipal buildings, including agencies, boards and commissions; pubic schools; and exemptions for universities and colleges.

- Exemptions for small residential expansions and renovations are also common across Canadian municipalities.

2. Other Land-use Exemptions for Consideration

- Some municipalities target exemptions and/or discounts for non-profit organizations. This may include land uses such as places of worship and affordable housing.

3. Economic Development Incentives

- Some municipalities reduce fees within a defined area to encourage investment. Typically, this may include the downtown area of a community where growth has been slow to occur.

- Some municipalities also choose to reduce charges for industrial development, the rationale being that it is more of a "footloose" sector than residential, office and retail uses, making it thereby more sensitive to fees and charges.

4. Phase-ins

- The phase-in of regulatory fees is commonly advocated by the building industry when significant increases in charges are proposed.

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- As with other discounts, phase-ins result in revenue losses that have to be made up through other revenue sources.

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APPENDIX A

DEVELOPMENT FORECAST

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APPENDIX A

DEVELOPMENT FORECAST

This appendix provides the details of the development forecasts used to prepare the 2016 *Determination of Regulatory Fees to Finance Growth: Technical Report* for the City of Winnipeg. The forecast method and key assumptions are discussed and the results of the forecasts are presented in the following tables:

Historical Development

Table 1 Historical Population, Dwelling Units & Employment
Table 2 Historical Residential Building Completions
Table 3 Historical Households by Period of Construction Showing Household Size
Table 4 Historical Place of Work Employment

Forecast Development

Table 5 Population, Household & Employment Forecast
Table 6 Forecast of Household Growth by Unit Type
Table 7 Forecast of Household Growth and Population in new Households
Table 8 Employment Growth by Category
Table 9 Employment Growth in New Non-Residential Space by Category

A. FORECAST AND KEY ASSUMPTIONS

A 10-year development forecast, from 2017 to 2026, has been used for Parks and Open Spaces, Community Services, and Solid Waste services in the City. A 15-year forecast to 2031 has been used for Public Works projects. For Transit, Fire and Paramedic Services, Police, Water, and Wastewater services, a long-term forecast from 2017 to 2041 has been used.

B. HISTORICAL DEVELOPMENT IN THE CITY

Historical growth and development figures presented in this appendix are based on Statistics Canada Census data, Canada Mortgage and Housing Corporation (CMHC) data and the City's historical development data. A "Census-based" definition of population is used for the purposes of the study. This definition does not include the Census net undercoverage which is typically included in the definition of "total"

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population commonly used in municipal planning documents. A 10-year historical period of 2006 to 2016 was examined. Since 2011 was the year of the last Census, figures for 2012 to 2016 are estimates.

Table 1 shows that the rate of population growth in the City has increased in recent years. Between 2011 and 2016, Winnipeg's population grew by approximately 7.2 per cent to 711,500, as compared with 4.8 per cent growth over the prior five-year period. Similarly, household growth has accelerated; between 2011 and 2016 the number of occupied households in the City grew by roughly 5.6 per cent to 283,900, up from 2.9 per cent growth between 2006 and 2011.

Historical employment figures are also shown in Table 1 and are based on Statistics Canada place of work data. Place of work data records where people work rather than the place of residence. The employment figures used for regulatory fees calculations includes employees with no fixed work place of work, but excludes work at home employment. Employment growth has increased significantly from 5.0 per cent over the 2006-2011 period to 12.0 per cent over the 2011-2016 period, reaching approximately 399,000 in 2016.

Details on historical housing unit growth in the City are provided in Table 2, Historical Residential Building Completions. This information is sourced from CMHC *Market Information.* Overall, the dominant type of new housing in Winnipeg constructed since 2006 has been single- and semi-detached units which represents 56 per cent of all housing completions from 2006–2015; however, over the past five years, row and apartment units have been constructed at increasing rates and the share of single- and semi-detached units has declined.

Table 3 provides details on historical occupancy patterns in the Winnipeg Census Metropolitan Area. The overall average occupancy level in Winnipeg for single and semi-detached units is 2.79 persons per housing unit (PPU). Occupancy levels for recently constructed units, between 2001 and 2011, are higher than the overall average and are used in the regulatory fees calculation since it better reflects the number of people that are likely to reside in new developments. The average PPU of single and semi-detached units built in the CMA in the period 2001 to 2011 is 3.33. Average PPUs for recently constructed row housing and apartments (excluding duplexes) are 2.31 and 1.74, respectively.

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Table 4 summarizes the growth in historical employment by place of work in the City of Winnipeg between 2006 and 2016. The rate of employment growth has been consistent across the four categories assessed in this study (Office, Institutional, Commercial/Retail, and Industrial).

C. FORECAST METHOD AND RESULTS

This section describes the method used to establish the development forecast for the periods of 2017 to 2026, 2017 to 2031, and 2017 to 2041.

Regulatory fees are calculated on a per-capita basis for residential development, which is then translated to a charge per unit of gross floor area (GFA). For the residential forecast, a projection of both the *population growth* as well as the *population in new housing* is necessary:

- The *population growth* determines the need for additional facilities and provides the foundation for the development-related capital program.
- When calculating the regulatory fee, however, the development-related net capital costs are spread over the total additional population that occupies new dwelling units. This *population in new units* represents the population from which regulatory fees will be collected.

Fees are levied on non-residential development as a charge per unit of GFA. The non-residential forecast includes both a projection of employment growth as well as a projection of the floor space associated with employment growth in the City.

1. Residential Forecast

The residential development forecast incorporates anticipated growth in population and occupied dwelling units by type. As detailed in Table 5, the City's Census population is forecast to grow from approximately 711,500 in 2016 to 798,000 in 2026, 838,900 in 2031, and 910,000 in 2041. The 10-year population growth of 86,400 persons represents a 12.1 per cent increase over the existing base, the 15-year population growth of 127,400 represents a 17.9 per cent increase, and the longer-term increase of 198,500 persons to 2041 represents a 27.9 per cent increase.

Over the 10-year planning period from 2017 to 2026, the number of occupied housing units is forecast to increase from 283,900 in 2016 to 326,100 in 2026 and 345,800 in 2031. By 2041, this number is expected to reach 382,200 units. This reflects an average

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annual increase of approximately 4,300 occupied dwelling units per year from 2017 to 2021 (the first five years), which decreases to approximately 3,500 new units per year toward 2041. The overall 10-year growth represents a 14.9 per cent (42,300 units) increase in occupied dwelling units over the next ten years. The 15-year growth of 61,900 new units represents and increase of 21.8 per cent, while the 25-year growth of 98,300 units represents a 34.6 per cent increase over the existing base in 2016.

A breakdown of anticipated housing in the City by unit type is shown in Table 6. The housing forecast shows that the City's housing market is expected to be increasingly represented by higher density built forms, and by apartments in particular. Over the 10-year period, the type of new housing in the City is forecast to be composed largely of apartment units (45.0 per cent), followed by single and semi-detached units (44.1 per cent), and rows (10.8 per cent). Over the 15-year period to 2031, housing growth is expected to be comprised of 46.5 per cent apartments, 42.3 per cent singles and semis, and 11.2 per cent rows. Housing growth over the 2017-2041 period is represented by 48.5 per cent in apartments, 39.9 per cent singles and semis, and 11.7 per cent rows. These patterns of housing unit growth represent a trend toward higher density housing over time.

Population growth in the new units is estimated by applying the following 2016 PPUs to the housing unit forecast: 3.33 for single and semi-detached units; 2.67 for rows; and 1.76 for apartments. The forecast of population expected to reside in new housing units over the 2017 to 2026 period is 107,700 additional persons. Over the 15-year planning period, 156,200 additional persons are expected to reside in new housing units, and over the 25-year period, 244,800 additional persons are anticipated. This population growth by unit type is shown in Table 7.

The floor space per capita assumption used to calculate the residential space forecast was 48.8 square metres per capita. It is based on the size and occupancy rates of recently constructed units in the City. The floor area assumptions are provided below and exclude basement space.

Singles/Semis:	167 square metres
Rows:	139 square metres
Apartments:	79 square metres

2. Non-Residential Forecast

Table 8 illustrates the forecast total employment growth in the City of Winnipeg by employment category to 2041. Non-residential regulatory fees are calculated on a per unit of gross floor area (GFA) basis. Therefore, a forecast of future non-residential building space has also been developed. As with the residential forecast, the

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employment and GFA forecasts cover the 10-year period from 2017 to 2026, the 15-year period from 2017 to 2031, and the long-term period from 2017 to 2041.

As detailed in Tables 8 and 9, four categories of employment are distinguished for the purposes of determining non-residential employment and floor space growth:

- **Major Office employment** generally refers to office type employment contained within free standing buildings more than 20,000 net square feet (1,858 m^2).

- **Institutional employment** is public sector employment that primarily serves the residential population, such as education, health care, and local government. The rate of growth in this category is generally linked to the rate of population growth in the City.

- **Commercial/Retail employment**, like Institutional employment, primarily serves the City's residential population and its rate of growth is typically linked to population growth.

- **Industrial employment** refers to employment accommodated primarily in low-rise industrial-type buildings located within the City's business parks and industrial areas, as well as agricultural and primary industries in rural areas.

An assumed floorspace per worker (FSW) for each category is applied to the employment forecast in order to estimate the amount of associated GFA. The following FSW assumptions are used:

Office	27 m^2 per employee
Institutional	65 m^2 per employee
Commercial/Retail	40 m^2 per employee
Industrial	100 m^2 per employee

The non-residential floorspace forecast for the City is summarized in Table 9. The total floorspace growth is forecast at 3.37 million square metres over the 10-year period, 4.78 million square metres over the 15-year period, and 7.76 million square metres over the long-term to 2041. Although the largest component of floorspace growth over the 10-year period relates to Industrial employment (1.84 million square metres or 54.5 per cent) the rate of job growth is expected to remain relatively consistent across all four categories.

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APPENDIX A
TABLE 1

CITY OF WINNIPEG
HISTORICAL POPULATION, DWELLING UNITS & EMPLOYMENT

Mid-Year	Census Population	Annual Growth	Occupied Households	Annual Growth	HH Size (PPU)	Employment by Place of Work (1)	Annual Growth	Activity Rate
2006	***633,451***		***261,109***		**2.43**	***339,450***		**53.6%**
2007	639,372	5,921	262,620	1,511	2.43	342,760	3,310	53.6%
2008	645,349	5,977	264,140	1,520	2.44	346,102	3,342	53.6%
2009	651,382	6,033	265,669	1,529	2.45	349,477	3,375	53.7%
2010	657,471	6,089	267,207	1,538	2.46	352,884	3,408	53.7%
2011	***663,617***	***6,146***	***268,753***	***1,546***	***2.47***	***356,325***	***3,441***	***53.7%***
2012	672,927	9,310	271,707	2,954	2.48	364,469	8,144	54.2%
2013	682,368	9,441	274,693	2,986	2.48	372,800	8,330	54.6%
2014	691,941	9,573	277,712	3,019	2.49	381,321	8,521	55.1%
2015	701,649	9,708	280,764	3,052	2.50	390,036	8,716	55.6%
2016	***711,494***	***9,845***	***283,850***	3,086	2.51	***398,951***	8,915	56.1%
Growth 2007-2016		78,043		22,741			59,501	

Source: Statistics Canada, 2011
1. Excludes Work at Home

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APPENDIX A

TABLE 2

CITY OF WINNIPEG

HISTORICAL RESIDENTIAL BUILDING COMPLETIONS

	Completions (New Units By Type)				Completions (Share of New Units By Type)			
Year	**Singles & Semis**	**Rows**	**Apartments**	**Total**	**Singles & Semis**	**Rows**	**Apartments**	**Total**
2006	1,460	69	675	2,204	66%	3%	31%	100%
2007	1,309	77	712	2,098	62%	4%	34%	100%
2008	1,405	75	1,519	2,999	47%	3%	51%	100%
2009	1,240	104	872	2,216	56%	5%	39%	100%
2010	1,448	97	445	1,990	73%	5%	22%	100%
2011	1,498	229	972	2,699	56%	8%	36%	100%
2012	1,581	234	899	2,714	58%	9%	33%	100%
2013	1,882	143	1,235	3,260	58%	4%	38%	100%
2014	1,424	394	1,006	2,824	50%	14%	36%	100%
2015	1,597	380	1,623	3,600	44%	11%	45%	100%
Total	***14,844***	***1,802***	***9,958***	***26,604***	***56%***	***7%***	***37%***	***100%***
Last 10 Years	*1,484*	*180*	*996*	*2,660*	*56%*	*7%*	*37%*	*100%*
Last 5 Years	*1,596*	*276*	*1,147*	*3,019*	*53%*	*9%*	*38%*	*100%*

Source: CMHC

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APPENDIX A
TABLE 3

CITY OF WINNIPEG CMA
HISTORICAL HOUSEHOLDS BY PERIOD OF CONSTRUCTION SHOWING HOUSEHOLD SIZE

Dwelling Unit Type	Period of Construction										Period of Construction Summaries		
	Pre 1945	1946-1960	1961-1970	1971-1980	1981-1985	1986-1990	1991-1995	1996-2000	2001-2005	2006-2011	Pre-2001	2001-2011	Total
Singles													
Household Population	49,275	43,740	100,610	59,365	74,490	78,695	23,345	21,940	28,500	34,570	451,460	63,070	514,530
Households	19,165	17,770	40,225	22,140	26,315	25,950	7,395	7,010	8,640	10,195	165,970	18,835	184,805
Household Size	2.57	2.46	2.50	2.68	2.83	3.03	3.16	3.13	3.30	3.39	2.72	**3.35**	2.78
Semis													
Household Population	1,115	935	2,550	5,955	14,835	2,375	325	390	695	535	28,480	1,230	29,710
Households	400	295	940	2,205	5,035	840	140	205	310	185	10,060	495	10,555
Household Size	2.79	3.17	2.71	2.70	2.95	2.83	2.32	1.90	2.24	2.89	2.83	**2.48**	2.81
Singles and Semis													
Household Population	50,390	44,675	103,160	65,320	89,325	81,070	23,670	22,330	29,195	35,105	479,940	64,300	544,240
Households	19,565	18,065	41,165	24,345	31,350	26,790	7,535	7,215	8,950	10,380	176,030	19,330	195,360
Household Size	2.58	2.47	2.51	2.68	2.85	3.03	3.14	3.09	3.26	3.38	2.73	**3.33**	2.79
Rows													
Household Population	475	480	2,700	5,110	7,965	4,115	695	540	450	765	22,080	1,215	23,295
Households	185	170	1,030	1,875	2,950	1,485	260	230	225	300	8,185	525	8,710
Household Size	2.57	2.82	2.62	2.73	2.70	2.77	2.67	2.35	2.00	2.55	2.70	**2.31**	2.67
Apartments (excl. Duplexes)													
Household Population	9,490	7,715	15,635	25,980	34,290	24,725	4,750	3,410	3,295	6,900	125,995	10,195	136,190
Households	5,750	4,785	9,790	16,735	20,740	14,460	2,890	1,870	1,950	3,895	77,020	5,845	82,865
Household Size	1.65	1.61	1.60	1.55	1.65	1.71	1.64	1.82	1.69	1.77	1.64	**1.74**	1.64
Duplexes													
Household Population	3,030	1,925	2,425	1,955	890	250	40	60	0	175	10,575	175	10,750
Households	1,340	770	930	815	285	90	10	20	0	60	4,260	60	4,320
Household Size	2.26	2.50	2.61	2.40	3.12	2.78	4.00	3.00	n/a	2.92	2.48	**2.92**	2.49
Apartments and Duplexes													
Household Population	12,520	9,640	18,060	27,935	35,180	24,975	4,790	3,470	3,295	7,075	136,570	10,370	146,940
Households	7,090	5,555	10,720	17,550	21,025	14,550	2,900	1,890	1,950	3,955	81,280	5,905	87,185
Household Size	1.77	1.74	1.68	1.59	1.67	1.72	1.65	1.84	1.69	1.79	1.68	**1.76**	1.69
All Units													
Household Population	62,910	54,315	121,220	93,255	124,505	106,045	28,460	25,800	32,490	42,180	616,510	74,670	691,180
Households	26,655	23,620	51,885	41,895	52,375	41,340	10,435	9,105	10,900	14,335	257,310	25,235	282,545
Household Size	2.36	2.30	2.34	2.23	2.38	2.57	2.73	2.83	2.98	2.94	2.40	**2.96**	2.45

Note: Population and household figures in this table are based on the National Household Survey and may differ from Census figures.
Source: Statistics Canada, 2011 National Household Survey Special Run.

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APPENDIX A - TABLE 4
CITY OF WINNIPEG
HISTORICAL PLACE OF WORK EMPLOYMENT

Mid-Year	Major Office	Annual Growth	Institutional	Annual Growth	Commercial/ Retail	Annual Growth	Industrial	Annual Growth	Total For Study	Annual Growth	Work at Home	Annual Growth	Total w/ Work At Home	Annual Growth
2006	**75,572**		**74,362**		**72,499**		**117,017**		**339,450**		**15,015**		**354,465**	
2007	76,309	737	75,087	725	73,206	707	118,158	1,141	342,760	3,310	14,630	(385)	357,390	2,925
2008	77,053	744	75,819	732	73,920	714	119,310	1,152	346,102	3,342	14,254	(375)	360,356	2,967
2009	77,804	751	76,559	739	74,640	721	120,473	1,163	349,477	3,375	13,889	(366)	363,365	3,009
2010	78,563	759	77,305	746	75,368	728	121,648	1,175	352,884	3,408	13,532	(356)	366,416	3,051
2011	**79,329**	766	**78,059**	754	**76,103**	735	**122,834**	1,186	**356,325**	3,441	**13,185**	(347)	**369,510**	3,094
2012	81,142	1,813	79,843	1,784	77,842	1,739	125,642	2,808	364,469	8,144	13,486	301	377,956	8,446
2013	82,997	1,855	81,668	1,825	79,622	1,779	128,514	2,872	372,800	8,330	13,795	308	386,594	8,639
2014	84,894	1,897	83,535	1,867	81,442	1,820	131,451	2,937	381,321	8,521	14,110	315	395,431	8,836
2015	86,834	1,940	85,444	1,909	83,303	1,861	134,455	3,005	390,036	8,716	14,432	323	404,469	9,038
2016	**88,819**	**1,985**	**87,397**	**1,953**	**85,207**	**1,904**	**137,529**	**3,073**	**398,951**	**8,915**	**14,762**	**330**	**413,714**	**9,245**
Growth 2007-2016		13,247		13,035		12,708		20,512		59,501		(253)		59,249

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APPENDIX A
TABLE 5

CITY OF WINNIPEG
POPULATION, HOUSEHOLD & EMPLOYMENT FORECAST

Year	Census Population	Annual Growth	Occupied Households	Annual Growth	Household Size PPU	Employment by POW	Annual Growth	Activity Rate
2011	***663,617***	***6,146***	***268,753***	***1,546***	**2.47**	***356,325***		**53.7%**
2012	672,927	9,310	271,707	2,954	2.48	364,469	8,144	54.2%
2013	682,368	9,441	274,693	2,986	2.48	372,800	8,330	54.6%
2014	691,941	9,573	277,712	3,019	2.49	381,321	8,521	55.1%
2015	701,649	9,708	280,764	3,052	2.50	390,036	8,716	55.6%
2016	***711,494***	***9,845***	***283,850***	***3,086***	***2.51***	***398,951***	***8,915***	***56.1%***
2017	719,908	8,414	288,049	4,199	2.50	407,559	8,608	56.6%
2018	728,422	8,514	292,310	4,261	2.49	413,476	5,917	56.8%
2019	737,037	8,615	296,633	4,324	2.48	418,763	5,287	56.8%
2020	745,753	8,717	301,021	4,388	2.48	425,774	7,011	57.1%
2021	***754,573***	***8,820***	***305,474***	***4,453***	***2.47***	***430,907***	***5,132***	***57.1%***
2022	763,036	8,463	309,497	4,023	2.47	435,227	4,320	57.0%
2023	771,594	8,558	313,574	4,076	2.46	439,659	4,432	57.0%
2024	780,248	8,654	317,704	4,130	2.46	444,232	4,573	56.9%
2025	788,999	8,751	321,888	4,184	2.45	448,354	4,122	56.8%
2026	***797,848***	***8,849***	***326,128***	***4,240***	***2.45***	***452,275***	***3,921***	***56.7%***
2027	805,889	8,041	329,962	3,834	2.44	456,414	4,139	56.6%
2028	814,011	8,122	333,841	3,879	2.44	460,589	4,175	56.6%
2029	822,215	8,204	337,766	3,925	2.43	464,830	4,241	56.5%
2030	830,501	8,287	341,737	3,971	2.43	469,867	5,037	56.6%
2031	***838,871***	***8,370***	***345,754***	***4,017***	***2.43***	***474,440***	***4,573***	***56.6%***
2032	846,165	7,293	349,451	3,697	2.42	478,622	4,182	56.6%
2033	853,522	7,357	353,187	3,736	2.42	483,422	4,800	56.6%
2034	860,943	7,421	356,964	3,776	2.41	487,984	4,562	56.7%
2035	868,428	7,485	360,780	3,817	2.41	492,674	4,690	56.7%
2036	***875,978***	***7,550***	***364,638***	***3,858***	***2.40***	***497,357***	***4,683***	***56.8%***
2037	882,670	6,692	368,080	3,442	2.40	502,100	4,743	56.9%
2038	889,413	6,743	371,555	3,475	2.39	506,905	4,804	57.0%
2039	896,207	6,794	375,063	3,508	2.39	511,770	4,866	57.1%
2040	903,054	6,846	378,604	3,541	2.39	516,699	4,929	57.2%
2041	**909,952**	**6,899**	**382,178**	**3,574**	**2.38**	**521,675**	**4,976**	**57.3%**
2017-2026		86,354		42,278			53,324	
2017-2031		127,378		61,904			75,489	
2017-2041		198,458		98,328			122,724	

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Source: Hemson Consulting Ltd., 2016

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APPENDIX A
TABLE 6

CITY OF WINNIPEG
FORECAST OF HOUSEHOLD GROWTH BY UNIT TYPE

Year	Growth in Households by Unit Type			
	Singles & Semis	Rows	Apartments	Total Dwelling Unit Growth
2017	1,826	460	1,913	4,199
2018	1,877	462	1,922	4,261
2019	1,953	460	1,911	4,324
2020	2,001	463	1,924	4,388
2021	2,019	***472***	***1,962***	***4,453***
2022	1,802	431	1,790	4,023
2023	1,790	443	1,843	4,076
2024	1,786	455	1,889	4,130
2025	1,800	463	1,922	4,184
2026	1,796	***474***	***1,970***	***4,240***
2027	1,568	440	1,827	3,834
2028	1,513	459	1,907	3,879
2029	1,488	473	1,964	3,925
2030	1,474	484	2,012	3,971
2031	1,467	***495***	***2,056***	***4,017***
2032	1,327	460	1,911	3,697
2033	1,347	463	1,926	3,736
2034	1,356	469	1,951	3,776
2035	1,373	474	1,970	3,817
2036	1,395	***478***	***1,985***	***3,858***
2037	1,237	428	1,778	3,442
2038	1,241	433	1,800	3,475
2039	1,245	439	1,824	3,508
2040	1,249	445	1,847	3,541
2041	1,261	***449***	***1,865***	***3,574***
2017-2026	18,650	4,583	19,046	42,278
2017-2031	26,160	6,933	28,811	61,904
2017-2041	39,191	11,470	47,667	98,328

Source: Hemson Consulting Ltd., 2016

APPENDIX A
TABLE 7

CITY OF WINNIPEG
FORECAST OF HOUSEHOLD GROWTH AND POPULATION IN NEW HOUSEHOLDS

Year	Population in New Households *			
	Singles & Semis	Rows	Apartments	Total Occupied Dwellings
2017	6,073	1,231	3,359	10,663
2018	6,243	1,237	3,375	10,855
2019	6,498	1,230	3,356	11,084
2020	6,655	1,238	3,379	11,272
2021	***6,717***	***1,262***	***3,445***	***11,424***
2022	5,995	1,152	3,144	10,291
2023	5,954	1,186	3,236	10,376
2024	5,941	1,216	3,318	10,475
2025	5,986	1,237	3,376	10,599
2026	***5,974***	***1,268***	***3,459***	***10,701***
2027	5,215	1,176	3,208	9,599
2028	5,034	1,227	3,349	9,610
2029	4,949	1,264	3,449	9,662
2030	4,905	1,295	3,534	9,734
2031	***4,881***	***1,323***	***3,610***	***9,814***
2032	4,413	1,230	3,355	8,998
2033	4,480	1,240	3,383	9,103
2034	4,512	1,255	3,426	9,193
2035	4,567	1,268	3,459	9,294
2036	***4,641***	***1,277***	***3,486***	***9,404***
2037	4,115	1,144	3,122	8,381
2038	4,129	1,159	3,162	8,450
2039	4,143	1,174	3,202	8,519
2040	4,154	1,189	3,244	8,587
2041	***4,194***	***1,200***	***3,275***	***8,669***
2017-2026	62,036	12,257	33,447	107,740
2017-2031	87,020	18,542	50,597	156,159
2017-2041	130,368	30,678	83,711	244,757
* Based on PPUs:	3.33	2.67	1.76	

Source: Hemson Consulting Ltd., 2016

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APPENDIX A
TABLE 8

CITY OF WINNIPEG
EMPLOYMENT GROWTH BY CATEGORY

Mid-Year	Major Office	Annual Growth	Institutional	Annual Growth	Commercial/ Retail	Annual Growth	Industrial	Annual Growth	Total For Study	Annual Growth	Work at Home	Annual Growth	Total w/ Work At Home	Annual Growth
2016	**88,819**		**87,397**		**85,207**		**137,529**		**398,951**		**14,762**		**413,714**	
2017	90,735	1,916	89,283	1,886	87,046	1,838	140,496	2,967	407,559	8,608	15,081	319	422,640	8,926
2018	92,052	1,317	90,579	1,296	88,309	1,264	142,536	2,040	413,476	5,917	15,300	219	428,776	6,136
2019	93,229	1,177	91,737	1,158	89,438	1,129	144,358	1,823	418,763	5,287	15,495	196	434,259	5,483
2020	94,790	1,561	93,273	1,536	90,936	1,497	146,775	2,417	425,774	7,011	15,755	259	441,529	7,271
2021	**95,933**	1,143	**94,397**	1,124	**92,032**	1,096	**148,544**	1,769	**430,907**	5,132	**15,945**	190	**446,851**	5,322
2022	96,895	962	95,344	946	92,955	923	150,034	1,489	435,227	4,320	16,105	160	451,332	4,480
2023	97,881	987	96,315	971	93,901	947	151,562	1,528	439,659	4,432	16,269	164	455,927	4,596
2024	98,900	1,018	97,317	1,002	94,878	977	153,138	1,577	444,232	4,573	16,438	169	460,670	4,743
2025	99,817	918	98,219	903	95,758	880	154,559	1,421	448,354	4,122	16,590	153	464,944	4,274
2026	**100,690**	**873**	**99,078**	**859**	**96,596**	**837**	**155,911**	**1,352**	**452,275**	**3,921**	**16,735**	**145**	**469,010**	**4,066**
2027	101,612	921	99,985	907	97,480	884	157,337	1,427	456,414	4,139	16,889	153	473,303	4,292
2028	102,541	929	100,900	915	98,371	892	158,777	1,439	460,589	4,175	17,043	154	477,632	4,329
2029	103,485	944	101,829	929	99,277	906	160,239	1,462	464,830	4,241	17,200	157	482,030	4,398
2030	104,607	1,121	102,932	1,103	100,353	1,076	161,975	1,736	469,867	5,037	17,386	186	487,253	5,224
2031	**105,625**	**1,018**	**103,934**	**1,002**	**101,330**	**977**	**163,551**	**1,576**	**474,440**	**4,573**	**17,556**	**169**	**491,995**	**4,742**
2032	106,556	931	104,850	916	102,223	893	164,993	1,442	478,622	4,182	17,710	155	496,332	4,337
2033	107,624	1,069	105,902	1,052	103,248	1,025	166,648	1,655	483,422	4,800	17,888	178	501,310	4,978
2034	108,640	1,016	106,901	999	104,223	974	168,221	1,573	487,984	4,562	18,057	169	506,041	4,731
2035	109,684	1,044	107,928	1,027	105,224	1,002	169,837	1,617	492,674	4,690	18,230	174	510,904	4,863
2036	**110,727**	**1,043**	**108,954**	**1,026**	**106,224**	**1,000**	**171,452**	**1,614**	**497,357**	**4,683**	**18,404**	**173**	**515,761**	**4,857**
2037	111,783	1,056	109,993	1,039	107,237	1,013	173,087	1,635	502,100	4,743	18,579	176	520,680	4,919
2038	112,852	1,070	111,046	1,052	108,263	1,026	174,743	1,656	506,905	4,804	18,757	178	525,661	4,982
2039	113,936	1,083	112,112	1,066	109,303	1,039	176,420	1,677	511,770	4,866	18,937	180	530,707	5,046
2040	115,033	1,097	113,192	1,080	110,355	1,053	178,119	1,699	516,699	4,929	19,119	182	535,818	5,111
2041	**116,141**	**1,108**	**114,282**	**1,090**	**111,418**	**1,063**	**179,835**	**1,715**	**521,675**	**4,976**	**19,303**	**184**	**540,978**	**5,160**
2017-2026		11,871		11,681		11,389		18,382		53,324		1,973		55,297
2017-2031		16,806		16,537		16,123		26,023		75,489		2,793		78,282
2017-2041		27,322		26,885		26,211		42,306		122,724		4,541		127,265

Source: Hemson Consulting Ltd., 2016

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APPENDIX A
TABLE 9

CITY OF WINNIPEG
EMPLOYMENT GROWTH IN NEW NON-RESIDENTIAL SPACE BY CATEGORY

	Major Office		Institutional		Commercial/Retail		Industrial		Total	
Density m^2 per empl.		27		65		40		100		
Year	Employment Growth	Growth in New Space (m^2)	Employment Growth	Growth in New Space (m^2)	Employment Growth	Growth in New Space (m^2)	Employment Growth	Growth in New Space (m^2)	Employment Growth	Growth in New Space (m^2)
2017	1,916	51,743	1,886	122,572	1,838	73,539	2,967	296,738	8,608	544,591
2018	1,317	35,567	1,296	84,253	1,264	50,549	2,040	203,971	5,917	374,340
2019	1,177	31,780	1,158	75,284	1,129	45,168	1,823	182,257	5,287	334,489
2020	1,561	42,145	1,536	99,835	1,497	59,898	2,417	241,695	7,011	443,572
2021	***1,143***	***30,851***	***1,124***	***73,081***	***1,096***	***43,846***	***1,769***	***176,925***	***5,132***	***324,704***
2022	962	25,970	946	61,520	923	36,910	1,489	148,937	4,320	273,338
2023	987	26,639	971	63,104	947	37,860	1,528	152,772	4,432	280,376
2024	1,018	27,491	1,002	65,123	977	39,071	1,577	157,658	4,573	289,343
2025	918	24,776	903	58,690	880	35,212	1,421	142,085	4,122	260,763
2026	***873***	***23,569***	***859***	***55,832***	***837***	***33,498***	***1,352***	***135,167***	***3,921***	***248,066***
2027	921	24,879	907	58,936	884	35,360	1,427	142,681	4,139	261,856
2028	929	25,094	915	59,444	892	35,664	1,439	143,911	4,175	264,113
2029	944	25,493	929	60,389	906	36,231	1,462	146,198	4,241	268,312
2030	1,121	30,279	1,103	71,727	1,076	43,034	1,736	173,647	5,037	318,688
2031	***1,018***	***27,488***	***1,002***	***65,116***	***977***	***39,067***	***1,576***	***157,642***	***4,573***	***289,313***
2032	931	25,138	916	59,550	893	35,728	1,442	144,166	4,182	264,582
2033	1,069	28,854	1,052	68,352	1,025	41,009	1,655	165,476	4,800	303,692
2034	1,016	27,423	999	64,962	974	38,975	1,573	157,268	4,562	288,627
2035	1,044	28,189	1,027	66,777	1,002	40,064	1,617	161,663	4,690	296,694
2036	***1,043***	***28,151***	***1,026***	***66,686***	***1,000***	***40,009***	***1,614***	***161,443***	***4,683***	***296,289***
2037	1,056	28,512	1,039	67,541	1,013	40,522	1,635	163,512	4,743	300,087
2038	1,070	28,878	1,052	68,409	1,026	41,043	1,656	165,613	4,804	303,942
2039	1,083	29,249	1,066	69,287	1,039	41,570	1,677	167,739	4,866	307,845
2040	1,097	29,626	1,080	70,179	1,053	42,105	1,699	169,899	4,929	311,809
2041	***1,108***	***29,911***	***1,090***	***70,855***	***1,063***	***42,511***	***1,715***	***171,536***	***4,976***	***314,812***
2017-2026	11,871	320,530	11,681	759,295	11,389	455,551	18,382	1,838,205	53,324	3,373,581
2017-2031	16,806	453,764	16,537	1,074,908	16,123	644,907	26,023	2,602,284	75,489	4,775,863
2017-2041	27,322	737,695	26,885	1,747,505	26,211	1,048,442	42,306	4,230,599	122,724	7,764,241

Source: Hemson Consulting Ltd., 2016

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APPENDIX B

10-YEAR BENEFITTING PERIOD SERVICES TECHNICAL APPENDIX

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APPENDIX B

10-YEAR BENEFITTING PERIOD SERVICES TECHNICAL APPENDIX

This appendix provides the detailed analysis undertaken to establish the regulatory fee rates for each of the services for the 10-year benefitting period provided by the City of Winnipeg. Three services have been analysed as part of this study:

Appendix B.1 Parks and Open Spaces

Appendix B.2 Community Services

Appendix B.3 Solid Waste

Every sub-section contains a set of two tables. The tables provide the background data and analysis undertaken to arrive at the calculated regulatory fee rates for that particular service. An overview of the content and purpose of each of the tables is given below.

TABLE 1 2017 – 2026 DEVELOPMENT-RELATED CAPITAL PROGRAM AND CALCULATION OF THE "UNADJUSTED" REGULATORY FEES

Based on the development forecasts presented in Appendix A, City staff in collaboration with consultants, have created a growth-related capital forecast that sets out the projects required to service anticipated development for the 10-year period from 2017–2026.

To determine the share of the costs for recovery through regulatory fees, the project costs are reduced by any anticipated grants, subsidies or other recoveries, "replacement" shares and benefit to existing shares, and shares allocated to recent development in the City.

A replacement share represents the portion of a capital project that will benefit the existing community. It could for example, represent a portion of a new facility that will, at least in part, replace a facility that is demolished, redeployed or will otherwise not be available to serve its former function. The replacement share of the capital program is not deemed to be development-related and is therefore removed from the regulatory fee calculation. The capital cost for replacement will require funding from non-regulatory fee sources, typically property taxes or user fees.

Further, in certain cases a portion of costs has been allocated to "prior growth". This account for portions of projects which are deemed to benefit recent development

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which occurred in the City during the 10-year period preceding 2017. Again, these costs will require funding from non-regulatory fee sources.

The capital program less any replacement shares or benefit to existing shares and prior growth shares yields the development-related costs that may be included in the regulatory fee calculation for recovery against growth over the forecast period from 2017 to 2026.

Calculation of the Unadjusted Regulatory Fee Rates

The section below the capital program displays the calculation of the "unadjusted" regulatory fee rates. The term "unadjusted" regulatory fee is used to distinguish the charge that is calculated prior to cash flow financing considerations. The cash flow analysis is shown in Table 2.

The first step in determining the unadjusted regulatory fee rate is to allocate the development-related net capital cost between the residential and non-residential sectors. For Community Services and Parks and Open Spaces, the development-related costs have been allocated entirely to the residential sector, as the need for these services is driven by residential development. For Solid Waste, the development-related costs have been apportioned as 62 per cent residential and 38 per cent non-residential. This apportionment is based on the anticipated shares of population and employment growth over the 10-year forecast period.

The 38 per cent non-residential apportionment of the development-related net capital cost has been further broken down into four employment category apportionments based on anticipated shares of employment growth in each sector. The result is an apportionment of 22.3 per cent Office, 21.9 per cent Institutional, 21.4 per cent Commercial/Retail, and 34.5 per cent Industrial.

The next step in calculating regulatory fee rates is to divide the residential share of the 2017-2026 costs by the forecast population growth in new dwelling units. This gives the unadjusted residential regulatory fee per capita. The non-residential development-related net capital costs are divided by the forecasted increase in non-residential gross floor area (GFA). This yields a charge per square metre of new non-residential development, and has been repeated for each of the four employment categories.

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TABLE 2 CASH FLOW ANALYSIS

A cash flow analysis is also undertaken to account for the timing of projects and receipt of regulatory fees. Interest earnings or borrowing costs are accounted for in the calculation. Based on the development forecast, the analysis calculates the regulatory fee rate required to finance the net development-related capital spending plan, including provisions for any borrowing costs or interest earnings on the reserve funds. The cash flow analysis is designed so that the closing cash balance at the end of the planning period is as close to nil as possible.

In order to determine appropriate regulatory fee rates reflecting borrowing and earnings necessary to support the net development-related funding requirement, assumptions are used for the inflation rate and interest rate. An inflation rate of 2.0 per cent is used for the funding requirements, an interest rate of 5.5 per cent is used for borrowing on the funds and an interest rate of 3.5 per cent is applied to positive balances.

Table 2 displays the results of the cash flow analysis and provides the adjusted or final per capita residential and per square metre (of GFA) non-residential regulatory fees. Additional cash flow analyses separate the uniform non-residential charge into adjusted charges for Office, Institutional, Commercial/Retail, and Industrial development.

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APPENDIX B.1

PARKS AND OPEN SPACES

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APPENDIX B.1

PARKS AND OPEN SPACES

Parks and Open Spaces are managed through the City of Winnipeg's Public Works department and include the City's network of parks, trails, and athletic fields.

TABLE 1 2017–2026 DEVELOPMENT-RELATED CAPITAL PROGRAM AND CALCULATION OF THE "UNADJUSTED" REGULATORY FEES

As shown in Table 1, the 2017-2026 development-related gross cost for Parks and Open Spaces is approximately $61.65 million. The capital program relates to major improvements to Kilcona Park and Tyndall Park as well as hard surfacing for outdoor athletic facilities.

As these projects are partially related to improvements to existing infrastructure, a large proportion of "benefit to existing" shares have been deducted. Benefit to existing shares have been calculated at 88 per cent for most projects, which represents the share of Winnipeg's 2016 population relative to the anticipated 2026 population. A lower benefit to existing share of 70 per cent was used for the Tyndall Park project, which is expected to serve new growth to a greater extent.

The remaining regulatory fee share totals $9.41 million, all of which is to be recovered over the 10-year planning period under review. This amount is apportioned 100 per cent to residential development. The resulting unadjusted residential charge for Parks and Open Space is $87.38 per capita.

TABLE 2 CASH FLOW ANALYSIS

The cash-flow analysis is displayed in Table 2 and considers the timing of the regulatory fees revenues to determine the adjusted rates. After cash flow considerations, the residential charge decreases slightly to $87.26 per capita.

PARKS AND OPEN SPACES SUMMARY									
2017-2026 Development-Related Capital Program		Unadjusted Charge		**Adjusted Charge**		**Adjusted Charges**			
						Office	**Institutional**	**Commercial**	**Industrial**
Total	Net Recoverable	$/capita	$/sq.m	**$/capita**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**
$61,650,000	$9,414,618	$87.38	$0.00	**$87.26**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**

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APPENDIX B.1
TABLE 1

CITY OF WINNIPEG
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Proj. Rows	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Costs Replacement & BTE	Development Related Costs	Costs for Recovery		
								Prior Growth	2017-2026	Post 2026
1.0 PARKS AND OPEN SPACES										
	1.1.1 Kilcona Park Master Plan	2021	$ 2,350,000	$ -	$ 2,350,000	$ 2,064,779	$ 285,221	$ -	$ 285,221	$ -
	1.1.2 Kilcona Park	2023	$ 30,000,000	$ -	$ 30,000,000	$ 26,358,883	$ 3,641,117	$ -	$ 3,641,117	$ -
	1.1.3 Hard Surfacing - Tennis, Basketball	various	$ 7,500,000	$ -	$ 7,500,000	$ 6,589,721	$ 910,279	$ -	$ 910,279	$ -
	1.1.4 Tyndall Park	various	$ 21,800,000	$ 6,540,000	$ 15,260,000	$ 10,682,000	$ 4,578,000	$ -	$ 4,578,000	$ -
TOTAL PARKS AND OPEN SPACES			**$ 61,650,000**	**$ 6,540,000**	**$ 55,110,000**	**$ 45,695,382**	**$ 9,414,618**	**$ -**	**$ 9,414,618**	**$ -**

Residential Calculation		
Residential Share of Development-Related Costs	100%	$9,414,618
10 Year Population Growth in New Housing Units		107,740
Unadjusted Per Unit Charge		**$87.38**
Non-Residential Calculation		
Non-Residential Share of Development-Related Costs	0%	$0
10 Year Growth in Square Metres		3,373,581
Unadjusted Per Square Metre Charge		**$0.00**
Non-Residential Allocation		
10 Year Growth in Square Metres: Major Office		320,530
10 Year Growth in Square Metres: Institutional		759,295
10 Year Growth in Square Metres: Commercial/Retail		455,551
10 Year Growth in Square Metres: Industrial		1,838,205
Office Per Square Metre Charge (Unadjusted)	22.3%	**$0.00**
Institutional Per Square Metre Charge (Unadjusted)	21.9%	**$0.00**
Commercial/Retail Per Square Metre Charge (Unadjusted)	21.4%	**$0.00**
Industrial Per Square Metre Charge (Unadjusted)	34.5%	**$0.00**

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APPENDIX B.1
TABLE 2

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
PARKS AND OPEN SPACES
RESIDENTIAL CHARGE
(in $000)

PARKS AND OPEN SPACES	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
OPENING CASH BALANCE	$0.0	$388.3	$815.3	$1,286.6	$1,801.1	$2,043.3	$2,507.1	($1,205.9)	($845.4)	($443.6)	
2017-2026 RESIDENTIAL FUNDING REQUIREMENTS											
- Parks And Open Spaces: Non Inflated	$548.8	$548.8	$548.8	$548.8	$834.0	$548.8	$4,189.9	$548.8	$548.8	$548.8	**$9,414.6**
- Parks And Open Spaces: Inflated	$548.8	$559.8	$571.0	$582.4	$902.8	$606.0	$4,718.6	$630.4	$643.0	$655.9	**$10,418.7**
NEW RESIDENTIAL DEVELOPMENT											
- Population in New Units	10,663	10,855	11,084	11,272	11,424	10,291	10,376	10,475	10,599	10,701	**107,740**
REVENUE											
- Charge Receipts: Inflated	$930.4	$966.1	$1,006.2	$1,043.7	$1,079.0	$991.4	$1,019.6	$1,049.9	$1,083.6	$1,115.9	**$10,285.8**
INTEREST											
- Interest on Opening Balance	$0.0	$13.6	$28.5	$45.0	$63.0	$71.5	$87.7	($66.3)	($46.5)	($24.4)	**$172.2**
- Interest on In-year Transactions	$6.7	$7.1	$7.6	$8.1	$3.1	$6.7	($101.7)	$7.3	$7.7	$8.0	**($39.3)**
TOTAL REVENUE	$937.1	$986.8	$1,042.4	$1,096.9	$1,145.1	$1,069.7	$1,005.6	$990.9	$1,044.8	$1,099.5	**$10,418.7**
CLOSING CASH BALANCE	$388.3	$815.3	$1,286.6	$1,801.1	$2,043.3	$2,507.1	($1,205.9)	($845.4)	($443.6)	($0.0)	

Adjusted Charge Per Capita	**$87.26**

Allocation of Capital Program	
Residential Sector	100%
Non-Residential Sector	0%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

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APPENDIX B.2

COMMUNITY SERVICES

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APPENDIX B.2

COMMUNITY SERVICES

Winnipeg's Community Services department manages a variety of recreational facilities and libraries.

TABLE 1 2017–2026 DEVELOPMENT-RELATED CAPITAL PROGRAM & CALCULATION OF THE "UNADJUSTED" REGULATORY FEES

The development-related capital program for Community Services totals $191.51 million. It includes several large improvements, expansions, and construction projects associated with Winnipeg's libraries and recreation facilities.

Of these costs, a total of $67.52 million is anticipated to be funded through external sources, including grants from other levels of government as well as a financial partnership with the YMCA to construct three new recreation facilities. A total benefit to existing share of $63.17 million has been identified. Benefit to existing shares for individual projects range from 20 to 80 per cent depending on whether the project represents an entirely new facility or an expansion to an existing facility, and whether it is to be located within a modest or fast growing neighbourhood. Finally, for each of these projects a share of the costs has been allocated to prior growth over the past 10 years; this amount totals roughly $28.87 million.

The share for recovery through regulatory fees in the 2017 to 2026 period totals approximately $31.95 million. This development-related net capital cost is allocated entirely to residential development and is divided by the 10-year growth in population in new dwelling units (107,700) to derive an unadjusted charge of $296.51 per capita.

TABLE 2 CASH FLOW ANALYSIS

After cash flow consideration, the residential calculated charge decreases slightly to $296.40 per capita. The following table summarizes the calculation of the Community Services charge:

COMMUNITY SERVICES SUMMARY									
2017-2026 Development-Related Capital Program		Unadjusted Charge		**Adjusted Charge**		**Adjusted Charges**			
						Office	**Institutional**	**Commercial**	**Industrial**
Total	Net Recoverable	$/capita	$/sq.m	**$/capita**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**
$191,512,000	$31,946,218	$296.51	$0.00	**$296.40**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**

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APPENDIX B.2
TABLE 1

CITY OF WINNIPEG
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Costs Replacement & BTE	Development Related Costs	Costs for Recovery		
								Prior Growth	2017-2026	Post 2026
2.0 COMMUNITY SERVICES										
2.1 Libraries										
2.1.1	South Winnipeg Library (formally referred to as Waverly West Library)	various	$ 11,849,000	$ -	$ 11,849,000	$ 9,479,200	$ 2,369,800	$ 1,124,993	$ 1,244,807	$ -
2.1.2	South East Library (formally known Sage Creek)	various	$ 13,078,000	$ -	$ 13,078,000	$ 10,462,400	$ 2,615,600	$ 1,241,680	$ 1,373,920	$ -
2.1.3	Transcona Library	various	$ 8,183,000	$ -	$ 8,183,000	$ 4,091,500	$ 4,091,500	$ 1,942,320	$ 2,149,180	$ -
	Subtotal Libraries		**$ 33,110,000**	**$ -**	**$ 33,110,000**	**$ 24,033,100**	**$ 9,076,900**	**$ 4,308,994**	**$ 4,767,906**	**$ -**
2.2 Recreation										
2.2.1	YMCA (three facilities incl. pools)	various	$ 100,000,000	$ 50,000,000	$ 50,000,000	$ 25,000,000	$ 25,000,000	$ 11,868,021	$ 13,131,979	$ -
2.2.2	Maples CC	various	$ 21,200,000	$ 6,360,000	$ 14,840,000	$ 7,420,000	$ 7,420,000	$ 3,522,429	$ 3,897,571	$ -
2.2.3	South Winnipeg Recreation Centre	various	$ 30,000,000	$ 9,000,000	$ 21,000,000	$ 4,200,000	$ 16,800,000	$ 7,975,310	$ 8,824,690	$ -
2.2.4	Transcona Pool	various	$ 7,202,000	$ 2,160,600	$ 5,041,400	$ 2,520,700	$ 2,520,700	$ 1,196,629	$ 1,324,071	$ -
	Subtotal Recreation		**$ 158,402,000**	**$ 67,520,600**	**$ 90,881,400**	**$ 39,140,700**	**$ 51,740,700**	**$ 24,562,388**	**$ 27,178,312**	**$ -**
TOTAL COMMUNITY SERVICES			**$ 191,512,000**	**$ 67,520,600**	**$ 123,991,400**	**$ 63,173,800**	**$ 60,817,600**	**$ 28,871,382**	**$ 31,946,218**	**$ -**

Residential Calculation		
Residential Share of Development-Related Costs	100%	$31,946,218
10 Year Population Growth in New Housing Units		107,740
Unadjusted Per Unit Charge		**$296.51**
Non-Residential Calculation		
Non-Residential Share of Development-Related Costs	0%	$0
10 Year Growth in Square Metres		3,373,581
Unadjusted Per Square Metre Charge		**$0.00**
Non-Residential Allocation		
10 Year Growth in Square Metres: Major Office		320,530
10 Year Growth in Square Metres: Institutional		759,295
10 Year Growth in Square Metres: Commercial/Retail		455,551
10 Year Growth in Square Metres: Industrial		1,838,205
Office Per Square Metre Charge (Unadjusted)	22.3%	**$0.00**
Institutional Per Square Metre Charge (Unadjusted)	21.9%	**$0.00**
Commercial/Retail Per Square Metre Charge (Unadjusted)	21.4%	**$0.00**
Industrial Per Square Metre Charge (Unadjusted)	34.5%	**$0.00**

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APPENDIX B.2
TABLE 2

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
COMMUNITY SERVICES
RESIDENTIAL CHARGE
(in $000)

COMMUNITY SERVICES	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL
OPENING CASH BALANCE	$0.0	($35.1)	($13.4)	$81.8	$242.8	$462.1	$314.4	$187.5	$88.0	$27.1	
2017-2026 RESIDENTIAL FUNDING REQUIREMENTS											
- Community Services: Non Inflated	$3,194.6	$3,194.6	$3,194.6	$3,194.6	$3,194.6	$3,194.6	$3,194.6	$3,194.6	$3,194.6	$3,194.6	**$31,946.2**
- Community Services: Inflated	$3,194.6	$3,258.5	$3,323.7	$3,390.2	$3,458.0	$3,527.1	$3,597.7	$3,669.6	$3,743.0	$3,817.9	**$34,980.2**
NEW RESIDENTIAL DEVELOPMENT											
- Population in New Units	10,663	10,855	11,084	11,272	11,424	10,291	10,376	10,475	10,599	10,701	**107,740**
REVENUE											
- Charge Receipts: Inflated	$3,160.5	$3,281.7	$3,418.0	$3,545.5	$3,665.2	$3,367.7	$3,463.4	$3,566.4	$3,680.8	$3,790.5	**$34,939.7**
INTEREST											
- Interest on Opening Balance	$0.0	($1.9)	($0.7)	$2.9	$8.5	$16.2	$11.0	$6.6	$3.1	$0.9	**$46.5**
- Interest on In-year Transactions	($0.9)	$0.4	$1.7	$2.7	$3.6	($4.4)	($3.7)	($2.8)	($1.7)	($0.8)	**($5.9)**
TOTAL REVENUE	$3,159.5	$3,280.2	$3,418.9	$3,551.1	$3,677.3	$3,379.5	$3,470.7	$3,570.1	$3,682.2	$3,790.7	**$34,980.2**
CLOSING CASH BALANCE	($35.1)	($13.4)	$81.8	$242.8	$462.1	$314.4	$187.5	$88.0	$27.1	$0.0	

Adjusted Charge Per Capita	**$296.40**

Allocation of Capital Program	
Residential Sector	100%
Non-Residential Sector	0%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

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APPENDIX B.3

SOLID WASTE

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APPENDIX B.3

SOLID WASTE

Solid Waste services are managed through the City's Water and Waste Department.

TABLE 1 2017–2026 DEVELOPMENT-RELATED CAPITAL PROGRAM & CALCULATION OF THE "UNADJUSTED" REGULATORY FEES

The development-related capital program for Solid Waste services totals $34.60 million. This primarily accounts for costs associated with cell construction at the Brady Road Resource Management Facility, in addition to a new administrative building. An amount is also included for implementation of the City's Comprehensive Integrated Waste Management Strategy.

Benefit to existing shares have been calculated at 87 per cent for all items, or the share of Winnipeg's present population and employment relative to it's anticipated 2026 population and employment. This amount totals $30.25 million.

The remaining total of $4.35 million is allocated 62 per cent to residential development ($2.70 million) and 38 per cent to non-residential development ($1.65 million). The residential share of the net development-related capital cost is divided by the 10-year growth in population in new dwelling units to derive an unadjusted charge of $25.05 per capita. The non-residential share of the net growth related capital cost is further allocated to each employment sector according to relative employment growth forecasts, and divided by the 10-year forecast growth in floor space by sector, resulting in unadjusted charges of $1.15 per square metre for Office, $0.48 per square metre for Institutional, $0.78 per square metre for Commercial/Retail, and $0.31 per square metre for Industrial development.

TABLE 2 CASH FLOW ANALYSIS

After cash flow consideration, the residential and non-residential calculated charges increase slightly, as indicated in the following table.

SOLID WASTE SUMMARY									
2017-2026 Development-Related Capital Program		Unadjusted Charge		**Adjusted Charge**		**Adjusted Charges**			
						Office	**Institutional**	**Commercial**	**Industrial**
Total	Net Recoverable	$/capita	$/sq.m	**$/capita**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**
$34,600,000	$4,352,187	$25.05	$0.49	**$25.97**	**$0.50**	**$1.17**	**$0.48**	**$0.79**	**$0.32**

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APPENDIX B.3
TABLE 1

CITY OF WINNIPEG
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Costs Replacement & BTE	Development Related Costs	Costs for Recovery		
								Prior Growth	2017-2026	Post 2026
3.0 SOLID WASTE										
3.1.1	Brady Road Resource Management Facility - Administration Building	2017	$ 2,500,000	$ -	$ 2,500,000	$ 2,185,536	$ 314,464	$ -	$ 314,464	$ -
3.1.2	Brady Road Resource Management Facility - Cell Construction - Phase 1	2017	$ 2,100,000	$ -	$ 2,100,000	$ 1,835,850	$ 264,150	$ -	$ 264,150	$ -
3.1.3	Brady Road Resource Management Facility - Cell Construction - Phase 1	2018	$ 2,200,000	$ -	$ 2,200,000	$ 1,923,271	$ 276,729	$ -	$ 276,729	$ -
3.1.4	Brady Road Resource Management Facility - Cell Construction - Phase 1	2019	$ 2,300,000	$ -	$ 2,300,000	$ 2,010,693	$ 289,307	$ -	$ 289,307	$ -
3.1.5	Brady Road Resource Management Facility - Cell Construction - Phase 2	2019	$ 600,000	$ -	$ 600,000	$ 524,529	$ 75,471	$ -	$ 75,471	$ -
3.1.6	Brady Road Resource Management Facility - Cell Construction - Phase 2	2020	$ 3,850,000	$ -	$ 3,850,000	$ 3,365,725	$ 484,275	$ -	$ 484,275	$ -
3.1.7	Brady Road Resource Management Facility - Cell Construction - Phase 2	2021	$ 2,950,000	$ -	$ 2,950,000	$ 2,578,932	$ 371,068	$ -	$ 371,068	$ -
3.1.8	Brady Road Resource Management Facility - Cell Construction - Phase 2	2022	$ 3,100,000	$ -	$ 3,100,000	$ 2,710,064	$ 389,936	$ -	$ 389,936	$ -
3.1.9	Brady Road Resource Management Facility - Cell Construction - Phase 2	2023	$ 3,250,000	$ -	$ 3,250,000	$ 2,841,196	$ 408,804	$ -	$ 408,804	$ -
3.1.10	Brady Road Resource Management Facility - Cell Construction - Phase 2	2024	$ 3,400,000	$ -	$ 3,400,000	$ 2,972,328	$ 427,672	$ -	$ 427,672	$ -
3.1.11	Brady Road Resource Management Facility - Cell Construction - Phase 2	2025	$ 3,600,000	$ -	$ 3,600,000	$ 3,147,171	$ 452,829	$ -	$ 452,829	$ -
3.1.12	Brady Road Resource Management Facility - Cell Construction - Phase 2	2026	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
3.1.13	Comprehensive Integrated Waste Management Strategy (CIWMS) - 4R Winnip	2017	$ 4,750,000	$ -	$ 4,750,000	$ 4,152,518	$ 597,482	$ -	$ 597,482	$ -
	TOTAL SOLID WASTE		**$ 34,600,000**	**$ -**	**$ 34,600,000**	**$ 30,247,813**	**$ 4,352,187**	**$ -**	**$ 4,352,187**	**$ -**

Residential Calculation		
Residential Share of Development-Related Costs	62%	$2,698,356
10 Year Population Growth in New Housing Units		107,740
Unadjusted Per Unit Charge		**$25.05**
Non-Residential Calculation		
Non-Residential Share of Development-Related Costs	38%	$1,653,831
10 Year Growth in Square Metres		3,373,581
Unadjusted Per Square Metre Charge		**$0.49**
Non-Residential Allocation		
10 Year Growth in Square Metres: Major Office		320,530
10 Year Growth in Square Metres: Institutional		759,295
10 Year Growth in Square Metres: Commercial/Retail		455,551
10 Year Growth in Square Metres: Industrial		1,838,205
Office Per Square Metre Charge (Unadjusted)	22.3%	**$1.15**
Institutional Per Square Metre Charge (Unadjusted)	21.9%	**$0.48**
Commercial/Retail Per Square Metre Charge (Unadjusted)	21.4%	**$0.78**
Industrial Per Square Metre Charge (Unadjusted)	34.5%	**$0.31**

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APPENDIX B.3
TABLE 2 - PAGE 1

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
SOLID WASTE
RESIDENTIAL CHARGE
(in $000)

SOLID WASTE	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL
OPENING CASH BALANCE	$0.00	($464.69)	($375.73)	($331.08)	($357.47)	($303.75)	($291.80)	($289.50)	($297.37)	($320.33)	
2017-2026 RESIDENTIAL FUNDING REQUIREMENTS											
- Solid Waste: Non Inflated	$729.2	$171.6	$226.2	$300.3	$230.1	$241.8	$253.5	$265.2	$280.8	$0.0	**$2,698.4**
- Solid Waste: Inflated	$729.2	$175.0	$235.3	$318.6	$249.0	$266.9	$285.4	$304.6	$328.9	$0.0	**$2,893.0**
NEW RESIDENTIAL DEVELOPMENT											
- Population in New Units	10,663	10,855	11,084	11,272	11,424	10,291	10,376	10,475	10,599	10,701	**107,740**
REVENUE											
- Charge Receipts: Inflated	$276.9	$287.6	$299.5	$310.7	$321.1	$295.1	$303.5	$312.5	$322.5	$332.1	**$3,061.5**
INTEREST											
- Interest on Opening Balance	$0.0	($25.6)	($20.7)	($18.2)	($19.7)	($16.7)	($16.0)	($15.9)	($16.4)	($17.6)	**($166.7)**
- Interest on In-year Transactions	($12.4)	$2.0	$1.1	($0.2)	$1.3	$0.5	$0.3	$0.1	($0.2)	$5.8	**($1.7)**
TOTAL REVENUE	$264.5	$264.0	$279.9	$292.2	$302.8	$278.9	$287.7	$296.7	$306.0	$320.3	**$2,893.0**
CLOSING CASH BALANCE	($464.7)	($375.7)	($331.1)	($357.5)	($303.7)	($291.8)	($289.5)	($297.4)	($320.3)	$0.0	

Adjusted Charge Per Capita	**$25.97**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

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APPENDIX B.3
TABLE 2 - PAGE 2

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
SOLID WASTE
OFFICE CHARGE
(in $000)

SOLID WASTE	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL
OPENING CASH BALANCE	$0.00	($40.17)	($23.58)	($18.27)	($10.39)	($5.87)	($9.23)	($13.77)	($19.35)	($31.71)	
2017-2026 MAJOR OFFICE FUNDING REQUIREMENTS											
- Solid Waste: Non Inflated	$99.5	$23.4	$30.9	$41.0	$31.4	$33.0	$34.6	$36.2	$38.3	$0.0	**$368.2**
- Solid Waste: Inflated	$99.5	$23.9	$32.1	$43.5	$34.0	$36.4	$38.9	$41.6	$44.9	$0.0	**$394.8**
NEW MAJOR OFFICE DEVELOPMENT											
- Growth in Square Metres	51,743	35,567	31,780	42,145	30,851	25,970	26,639	27,491	24,776	23,569	**320,530**
REVENUE											
- Charge Receipts: Inflated	$60.4	$42.4	$38.6	$52.2	$39.0	$33.5	$35.0	$36.9	$33.9	$32.9	**$404.7**
INTEREST											
- Interest on Opening Balance	$0.0	($2.2)	($1.3)	($1.0)	($0.6)	($0.3)	($0.5)	($0.8)	($1.1)	($1.7)	**($9.5)**
- Interest on In-year Transactions	($1.1)	$0.3	$0.1	$0.2	$0.1	($0.1)	($0.1)	($0.1)	($0.3)	$0.6	**($0.4)**
TOTAL REVENUE	$59.3	$40.5	$37.4	$51.4	$38.5	$33.1	$34.4	$36.0	$32.5	$31.7	**$394.8**
CLOSING CASH BALANCE	($40.2)	($23.6)	($18.3)	($10.4)	($5.9)	($9.2)	($13.8)	($19.3)	($31.7)	$0.0	

Adjusted Charge Per Square Metre	**$1.17**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX B.3
TABLE 2 - PAGE 3

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
SOLID WASTE
INSTITUTIONAL CHARGE
(in $000)

SOLID WASTE	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
OPENING CASH BALANCE	$0.00	($39.53)	($23.21)	($17.98)	($10.23)	($5.78)	($9.08)	($13.55)	($19.04)	($31.21)	
2017-2026 INSTITUTIONAL FUNDING REQUIREMENTS											
- Solid Waste: Non Inflated	$97.9	$23.0	$30.4	$40.3	$30.9	$32.5	$34.0	$35.6	$37.7	$0.0	**$362.3**
- Solid Waste: Inflated	$97.9	$23.5	$31.6	$42.8	$33.4	$35.8	$38.3	$40.9	$44.2	$0.0	**$388.4**
NEW INSTITUTIONAL DEVELOPMENT											
- Growth in Square Metres	122,572	84,253	75,284	99,835	73,081	61,520	63,104	65,123	58,690	55,832	**759,295**
REVENUE											
- Charge Receipts: Inflated	$59.4	$41.7	$38.0	$51.4	$38.4	$32.9	$34.5	$36.3	$33.3	$32.4	**$398.2**
INTEREST											
- Interest on Opening Balance	$0.0	($2.2)	($1.3)	($1.0)	($0.6)	($0.3)	($0.5)	($0.7)	($1.0)	($1.7)	**($9.3)**
- Interest on In-year Transactions	($1.1)	$0.3	$0.1	$0.2	$0.1	($0.1)	($0.1)	($0.1)	($0.3)	$0.6	**($0.4)**
TOTAL REVENUE	$58.4	$39.8	$36.8	$50.5	$37.9	$32.5	$33.9	$35.4	$32.0	$31.2	**$388.4**
CLOSING CASH BALANCE	($39.5)	($23.2)	($18.0)	($10.2)	($5.8)	($9.1)	($13.5)	($19.0)	($31.2)	$0.0	

Adjusted Charge Per Square Metre	**$0.48**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX B.3
TABLE 2 - PAGE 4

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
SOLID WASTE
COMMERCIAL/RETAIL CHARGE
(in $000)

SOLID WASTE	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	TOTAL
OPENING CASH BALANCE	$0.00	($38.54)	($22.62)	($17.53)	($9.97)	($5.63)	($8.85)	($13.21)	($18.56)	($30.42)	
2017-2026 INSTITUTIONAL FUNDING REQUIREMENTS											
- Solid Waste: Non Inflated	$95.5	$22.5	$29.6	$39.3	$30.1	$31.6	$33.2	$34.7	$36.8	$0.0	**$353.2**
- Solid Waste: Inflated	$95.5	$22.9	$30.8	$41.7	$32.6	$34.9	$37.4	$39.9	$43.1	$0.0	**$378.7**
NEW COMMERCIAL DEVELOPMENT											
- Growth in Square Metres	73,539	50,549	45,168	59,898	43,846	36,910	37,860	39,071	35,212	33,498	**455,551**
REVENUE											
- Charge Receipts: Inflated	$57.9	$40.6	$37.0	$50.1	$37.4	$32.1	$33.6	$35.4	$32.5	$31.5	**$388.2**
INTEREST											
- Interest on Opening Balance	$0.0	($2.1)	($1.2)	($1.0)	($0.5)	($0.3)	($0.5)	($0.7)	($1.0)	($1.7)	**($9.1)**
- Interest on In-year Transactions	($1.0)	$0.3	$0.1	$0.1	$0.1	($0.1)	($0.1)	($0.1)	($0.3)	$0.6	**($0.4)**
TOTAL REVENUE	$56.9	$38.8	$35.9	$49.3	$36.9	$31.7	$33.0	$34.5	$31.2	$30.4	**$378.7**
CLOSING CASH BALANCE	($38.5)	($22.6)	($17.5)	($10.0)	($5.6)	($8.9)	($13.2)	($18.6)	($30.4)	($0.0)	

Adjusted Charge Per Square Metre	**$0.79**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX B.3
TABLE 2 - PAGE 5

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
SOLID WASTE
INDUSTRIAL CHARGE
(in $000)

SOLID WASTE	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
OPENING CASH BALANCE	$0.00	($62.20)	($36.52)	($28.30)	($16.09)	($9.09)	($14.29)	($21.32)	($29.96)	($49.11)	
2017-2026 INSTITUTIONAL FUNDING REQUIREMENTS											
- Solid Waste: Non Inflated	$154.1	$36.3	$47.8	$63.4	$48.6	$51.1	$53.6	$56.0	$59.3	$0.0	**$570.1**
- Solid Waste: Inflated	$154.1	$37.0	$49.7	$67.3	$52.6	$56.4	$60.3	$64.4	$69.5	$0.0	**$611.2**
NEW INDUSTRIAL DEVELOPMENT											
- Growth in Square Metres	296,738	203,971	182,257	241,695	176,925	148,937	152,772	157,658	142,085	135,167	**1,838,205**
REVENUE											
- Charge Receipts: Inflated	$93.5	$65.6	$59.8	$80.8	$60.4	$51.8	$54.2	$57.1	$52.5	$50.9	**$626.6**
INTEREST											
- Interest on Opening Balance	$0.0	($3.4)	($2.0)	($1.6)	($0.9)	($0.5)	($0.8)	($1.2)	($1.6)	($2.7)	**($14.7)**
- Interest on In-year Transactions	($1.7)	$0.5	$0.2	$0.2	$0.1	($0.1)	($0.2)	($0.2)	($0.5)	$0.9	**($0.7)**
TOTAL REVENUE	$91.9	$62.7	$57.9	$79.5	$59.6	$51.2	$53.3	$55.7	$50.4	$49.1	**$611.2**
CLOSING CASH BALANCE	($62.2)	($36.5)	($28.3)	($16.1)	($9.1)	($14.3)	($21.3)	($30.0)	($49.1)	$0.0	

Adjusted Charge Per Square Metre	**$0.32**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX C

15-YEAR BENEFITTING PERIOD SERVICES

TECHNICAL APPENDIX

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APPENDIX C

15-YEAR BENEFITTING PERIOD SERVICES TECHNICAL APPENDIX

This appendix provides the detailed analysis undertaken to establish the regulatory fee rates for Public Works services, which is anticipated to benefit development over the 15-year period between 2017 and 2031. The City's Public Works department manages a range of transportation-related projects including active transportation facilities, roads, and bridges.

This appendix contains a set of two tables. The tables provide the background data and analysis undertaken to arrive at the calculated regulatory fee rates, as described below.

TABLE 1 2017 – 2031 DEVELOPMENT-RELATED CAPITAL PROGRAM AND CALCULATION OF THE "UNADJUSTED" REGULATORY FEES

Based on the development forecasts presented in Appendix A, City staff in collaboration with consultants, have created a growth-related capital forecast for Public Works that sets out the projects required to service anticipated development over the 15-year period from 2017–2031. Most of the major projects in the capital program are identified in the City's Transportation Master Plan, which is also based on growth to 2031. The gross cost of the program totals approximately $3.47 billion. This include a number of planned major road and bridge rehabilitations, widenings, grade separations, and extensions, as well as construction of pedestrian and cycling paths.

To determine the regulatory fee share of the program, the project costs are reduced by any anticipated grants, subsidies or other recoveries. These amounts total $1.71 billion.

Other deductions include benefit to existing shares. Many of these shared have been identified by City staff as the portion of each project which represents improvements to existing infrastructure. Some projects involve both a road widening and reconstruction, in which case the cost of reconstructing existing lanes is estimated and identified as a benefit to existing share. These reconstruction costs have been

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estimated by City staff at $1.97 million per lane kilometre. Benefit to existing shares for this service total $711.46 million.

Some projects included with the development related program have been recently completed, while several planned projects are anticipated to benefit development that occurred in the City over the 10-year period preceding 2017. These amounts have been deducted as "prior growth" shares, and total $165.11 million for this service.

Finally, several large-scale and long-term road and bridge projects are included that are anticipated to benefit development that occurs beyond 2031. These "post-2031" benefits have been deducted based on population and employment shares between periods.

The remaining development-related costs for recovery between 2017 and 2031 total $647.78 million.

Calculation of the Unadjusted Regulatory Fee Rates

The $647.78 in costs for recovery through regulatory fees is allocated among new residential and non-residential development to result in "unadjusted" regulatory fee rates. The term "unadjusted" regulatory fee is used to distinguish the charge that is calculated prior to cash flow financing considerations. The cash flow analysis is shown in Table 2.

The first step in determining the unadjusted regulatory fee rate is to allocate the development-related net capital cost between the residential and non-residential sectors. In the case of Public Works services, development-related costs have been apportioned as 62 per cent residential ($401.63 million) and 38 per cent non-residential ($246.16 million). This apportionment is based on the anticipated shares of population and employment growth over the 15-year forecast period.

The 38 per cent non-residential apportionment of the development-related net capital cost has been further broken down into four employment category apportionments based on anticipated shares of employment growth in each sector. The result is an apportionment of 22.3 per cent Office, 21.9 per cent Institutional, 21.4 per cent Commercial/Retail, and 34.5 per cent Industrial.

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Next, the residential share of the costs for recovery is divided by the forecast population growth in new dwelling units from 2017 to 2031 of approximately 156,200. This gives the unadjusted residential regulatory fee of $2,571.91 per capita.

The non-residential development-related net capital costs are divided by the forecasted increase in non-residential gross floor area (GFA): approximately 453,800 square metres for Office, 1.75 million square metres for Institutional, 644,900 million square metres for Commercial/Retail, and 2.60 million square metres for Industrial development. This yields an unadjusted charge per square metre of new development for each employment category: $120.77 per square metre for Office, $50.17 per square metre for Institutional, $81.52 per square metre for Commercial/Retail, and $32.61 per square metre for Industrial development.

TABLE 2 CASH FLOW ANALYSIS

A cash flow analysis is also undertaken to account for the timing of projects and receipt of regulatory fees. Interest earnings or borrowing costs are accounted for in the calculation. Based on the development forecast, the analysis calculates the regulatory fee rate required to finance the net development-related capital spending plan, including provisions for any borrowing costs or interest earnings on the reserve funds. An inflation rate assumption of 2.0 per cent is used for the funding requirements, an interest rate of 5.5 per cent is used for borrowing on the funds and an interest rate of 3.5 per cent is applied to positive balances.

The cash flow analysis is designed so that the closing cash balance at the end of the planning period is as close to nil as possible. Table 2 displays the results of the cash flow analysis. The adjusted or final per capita residential and per square metre (of GFA) non-residential regulatory fees are summarized below:

PUBLIC WORKS SUMMARY									
2017-2031 Development-Related Capital Program		Unadjusted Charge		**Adjusted Charge**		**Adjusted Charges**			
						Office	**Institutional**	**Commercial**	**Industrial**
Total	Net Recoverable	$/capita	$/sq.m	**$/capita**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**
$3,471,887,115	$647,784,514	$2,571.91	$51.54	**$2,735.87**	**$53.80**	**$126.06**	**$52.36**	**$85.09**	**$34.04**

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APPENDIX C
TABLE 1 - PAGE 1

CITY OF WINNIPEG
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Costs Replacement & BTE (1)	Development Related Costs	Costs for Recovery		
								Prior Growth	2017-2031	Post 2031
4.0 PUBLIC WORKS										
4.1 Active Transportation Facilities										
4.1.1	Pedestrian/Bicycle paths (past project)	2017	$ 20,400,000	$ 13,600,000	$ 6,800,000	$ 4,533,333	$ 2,266,667	$ 915,855	$ 1,350,812	$ -
4.1.2	Pedestrian/Bicycle paths (future projects)	Various	$ 330,000,000	$ 66,000,000	$ 264,000,000	$ 176,000,000	$ 88,000,000	$ -	$ 55,582,870	$ 32,417,130
	Subtotal Active Transportation Facilities		**$ 350,400,000**	**$ 79,600,000**	**$ 270,800,000**	**$ 180,533,333**	**$ 90,266,667**	**$ 915,855**	**$ 56,933,682**	**$ 32,417,130**
4.2 Studies										
4.2.1	Transportation Master Plan	Various	$ 3,750,000	$ -	$ 3,750,000	$ 1,875,000	$ 1,875,000	$ -	$ 1,875,000	$ -
	Subtotal Studies		**$ 3,750,000**	**$ -**	**$ 3,750,000**	**$ 1,875,000**	**$ 1,875,000**	**$ -**	**$ 1,875,000**	**$ -**
4.3 Major Projects										
4.3.1	Public Works East Yard (past project)	2017	$ 49,400,000	$ -	$ 49,400,000	$ 32,115,334	$ 17,284,666	$ 6,983,933	$ 10,300,734	$ -
4.3.2	Chief Peguis Trail (1st section) (P3) (past project)	2017	$ 108,500,000	$ 31,300,000	$ 77,200,000	$ 23,160,000	$ 54,040,000	$ 21,835,060	$ 32,204,940	$ -
4.3.3	Disraeli Bridge (P3) (past project)	2017	$ 195,000,000	$ -	$ 195,000,000	$ 126,771,054	$ 68,228,946	$ 27,568,155	$ 40,660,791	$ -
4.3.4	Waverley Underpass (past project)	2017	$ 155,000,000	$ 91,800,000	$ 63,200,000	$ 41,086,824	$ 22,113,176	$ 8,934,910	$ 13,178,267	$ -
4.3.5	Pembina Underpass (past project)	2017	$ 90,000,000	$ 58,200,000	$ 31,800,000	$ 20,673,433	$ 11,126,567	$ 4,495,730	$ 6,630,837	$ -
4.3.6	Plessis Road Underpass (past project)	2017	$ 87,500,000	$ 57,500,000	$ 30,000,000	$ 15,000,000	$ 15,000,000	$ 6,060,805	$ 8,939,195	$ -
4.3.7	Waverley West Roads & Bridge (past project)	2017	$ 70,700,000	$ 33,200,000	$ 37,500,000	$ 11,250,000	$ 26,250,000	$ 10,606,408	$ 15,643,592	$ -
4.3.8	Land Acquisition - Transportation Right of Way	Various	$ 3,000,000	$ -	$ 3,000,000	$ -	$ 3,000,000	$ -	$ 3,000,000	$ -
4.3.9	Henderson Highway North of Gilmore to City Limit	2018	$ 700,000	$ -	$ 700,000	$ 350,000	$ 350,000	$ 141,419	$ 208,581	$ -

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APPENDIX C
TABLE 1 - PAGE 2

CITY OF WINNIPEG
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Costs Replacement & BTE (1)	Development Related Costs	Costs for Recovery: Prior Growth	Costs for Recovery: 2017-2031	Costs for Recovery: Post 2031
4.3	**Major Projects (continued)**									
4.3.10	Marion U/P, Widening & Realignment	2019	$ 86,383,760	$ -	$ 86,383,760	$ 56,158,771	$ 30,224,989	$ 12,212,517	$ 18,012,472	$ -
4.3.11	Kenaston (Ness to Taylor): Bridge and Approach	2019	$ 38,872,692	$ 23,323,615	$ 15,549,077	$ 10,366,051	$ 5,183,026	$ 2,094,220	$ 3,088,805	$ -
4.3.12	Kenaston (Ness to Taylor), Road	2019	$ 259,151,280	$ 155,490,768	$ 103,660,512	$ 30,747,600	$ 72,912,912	$ 29,460,729	$ 43,452,183	$ -
4.3.13	St James Bridge South Bound	2020	$ 49,362,148	$ 29,617,289	$ 19,744,859	$ 14,808,645	$ 4,936,215	$ 1,994,496	$ 2,941,719	$ -
4.3.14	Louise Bridge	2020	$ 123,405,371	$ 74,043,223	$ 49,362,148	$ 24,681,074	$ 24,681,074	$ 9,972,478	$ 14,708,596	$ -
4.3.15	Arlington Bridge or alternative	2020	$ 246,810,742	$ 148,086,445	$ 98,724,297	$ 65,816,198	$ 32,908,099	$ 13,296,638	$ 19,611,461	$ -
4.3.16	St Mary's Widening (St Anne to Marion)	2021	$ 78,352,617	$ 47,011,570	$ 31,341,047	$ 18,921,600	$ 12,419,447	$ 5,018,123	$ 7,401,324	$ -
4.3.17	Osborne Underpass - widening	2023	$ 66,804,045	$ 40,082,427	$ 26,721,618	$ 21,377,294	$ 5,344,324	$ 2,159,393	$ 3,184,930	$ -
4.3.18	Fermor (Lagimodiere to Plessis)	2024	$ 50,929,201	$ 30,557,520	$ 20,371,680	$ 15,768,000	$ 4,603,680	$ 1,860,134	$ 2,743,546	$ -
4.3.19	Chief Peguis Trail (Main to Route 90)	2019	$ 380,952,381	$ 228,571,429	$ 152,380,952	$ -	$ 152,380,952	$ -	$ 96,247,395	$ 56,133,558
4.3.20	Clement Parkway (Grant to Wilkes)	2021	$ 129,233,459	$ 77,540,076	$ 51,693,384	$ -	$ 51,693,384	$ -	$ 32,650,757	$ 19,042,626
4.3.21	Bishop Grandin (Lagimodiere to Fermor)	2025	$ 102,102,525	$ 61,261,515	$ 40,841,010	$ -	$ 40,841,010	$ -	$ 25,796,143	$ 15,044,867
4.3.22	Schreyer Parkway (Plessis to Peguis)	2025	$ 76,576,894	$ 45,946,136	$ 30,630,758	$ -	$ 30,630,758	$ -	$ 19,347,107	$ 11,283,650
4.3.23	Bishop Grandin (Kenaston to McGillivray)	2026	$ 122,000,000	$ 73,200,000	$ 48,800,000	$ -	$ 48,800,000	$ -	$ 30,823,228	$ 17,976,772
4.3.24	Clement Parkway (McGillvray to Wilkes)	2027	$ 122,000,000	$ 73,200,000	$ 48,800,000	$ -	$ 48,800,000	$ -	$ 30,823,228	$ 17,976,772
4.3.25	Silver (Rt 90 to Sturgeon)	2028	$ 109,000,000	$ 65,400,000	$ 43,600,000	$ -	$ 43,600,000	$ -	$ 27,538,786	$ 16,061,214
4.3.26	Chief Peguis Trail (Schreyer Parkway to 101)	2029	$ 134,000,000	$ 80,400,000	$ 53,600,000	$ -	$ 53,600,000	$ -	$ 33,855,021	$ 19,744,979
4.3.27	Hwy 6 extension	2030	$ 182,000,000	$ 109,200,000	$ 72,800,000	$ -	$ 72,800,000	$ -	$ 45,982,193	$ 26,817,807
	Subtotal Major Projects (continued)		**$ 2,357,937,115**	**$ 1,362,932,013**	**$ 995,005,102**	**$ 258,645,233**	**$ 736,359,869**	**$ 78,068,728**	**$ 458,208,895**	**$ 200,082,246**
TOTAL PUBLIC WORKS			**$ 3,471,887,115**	**$ 1,714,532,013**	**$ 1,757,355,102**	**$ 711,460,210**	**$ 1,045,894,892**	**$ 165,611,003**	**$ 647,784,514**	**$ 232,499,375**

Note 1: Cost of road reconstruction based on $1.971 million per lane km

Residential Calculation		
Residential Share of Development-Related Costs	62%	$401,626,398
15 Year Population Growth in New Housing Units		156,159
Unadjusted Per Unit Charge		**$2,571.91**
Non-Residential Calculation		
Non-Residential Share of Development-Related Costs	38%	$246,158,115
15 Year Growth in Square Metres		4,775,863
Unadjusted Per Square Metre Charge		**$51.54**
Non-Residential Allocation		
15 Year Growth in Square Metres: Major Office		453,764
15 Year Growth in Square Metres: Institutional		1,074,908
15 Year Growth in Square Metres: Commercial/Retail		644,907
15 Year Growth in Square Metres: Industrial		2,602,284
Office Per Square Metre Charge (Unadjusted)	22.3%	**$120.77**
Institutional Per Square Metre Charge (Unadjusted)	21.9%	**$50.17**
Commercial/Retail Per Square Metre Charge (Unadjusted)	21.4%	**$81.52**
Industrial Per Square Metre Charge (Unadjusted)	34.5%	**$32.61**

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APPENDIX C
TABLE 2 - PAGE 1

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
PUBLIC WORKS
RESIDENTIAL CHARGE
(in $000)

PUBLIC WORKS	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE	$0.0	($54,714.4)	($29,629.5)	($108,090.1)	($108,379.7)	($110,019.5)	($87,248.7)	($64,645.3)	($39,614.2)	($43,587.1)	($36,661.0)	($32,907.0)	($26,216.8)	($23,858.5)	($30,988.4)	
2017-2041 RESIDENTIAL FUNDING REQUIREMENTS																
- Public Works: Non Inflated	$82,422.6	$2,628.2	$102,195.5	$25,601.2	$27,331.2	$2,498.9	$4,473.6	$4,199.9	$30,487.7	$21,609.3	$21,609.3	$19,573.0	$23,489.0	$31,007.9	$2,498.9	**$401,626.4**
- Public Works: Inflated	$82,422.6	$2,680.8	$106,324.2	$27,168.2	$29,584.2	$2,759.0	$5,038.0	$4,824.4	$35,721.2	$25,825.1	$26,341.6	$24,336.5	$29,789.8	$40,112.0	$3,297.3	**$446,225.0**
NEW RESIDENTIAL DEVELOPMENT																
- Population in New Units	10,663	10,855	11,084	11,272	11,424	10,291	10,376	10,475	10,599	10,701	9,599	9,610	9,662	9,734	9,814	**156,159**
REVENUE																
- Charge Receipts: Inflated	$29,172.6	$30,291.8	$31,549.5	$32,726.3	$33,831.0	$31,085.2	$31,968.8	$32,919.3	$33,975.2	$34,988.2	$32,012.8	$32,690.4	$33,524.7	$34,450.0	$35,427.8	**$490,613.3**
INTEREST																
- Interest on Opening Balance	$0.0	($3,009.3)	($1,629.6)	($5,945.0)	($5,960.9)	($6,051.1)	($4,798.7)	($3,555.5)	($2,178.8)	($2,397.3)	($2,016.4)	($1,809.9)	($1,441.9)	($1,312.2)	($1,704.4)	**($43,810.8)**
- Interest on In-year Transactions	($1,464.4)	$483.2	($2,056.3)	$97.3	$74.3	$495.7	$471.3	$491.7	($48.0)	$160.4	$99.2	$146.2	$65.4	($155.7)	$562.3	**($577.5)**
TOTAL REVENUE	$27,708.2	$27,765.7	$27,863.6	$26,878.6	$27,944.4	$25,529.8	$27,641.4	$29,855.5	$31,748.4	$32,751.2	$30,095.6	$31,026.7	$32,148.1	$32,982.1	$34,285.7	**$446,225.0**
CLOSING CASH BALANCE	($54,714.4)	($29,629.5)	($108,090.1)	($108,379.7)	($110,019.5)	($87,248.7)	($64,645.3)	($39,614.2)	($43,587.1)	($36,661.0)	($32,907.0)	($26,216.8)	($23,858.5)	($30,988.4)	($0.0)	

Adjusted Charge Per Capita	**$2,735.87**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

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APPENDIX C
TABLE 2 - PAGE 2

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
PUBLIC WORKS
OFFICE CHARGE
(in $000)

PUBLIC WORKS	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE	$0.0	($4,854.0)	($840.1)	($11,510.7)	($10,179.3)	($10,563.4)	($7,849.7)	($5,133.0)	($2,034.8)	($3,395.1)	($3,554.5)	($3,517.3)	($3,087.7)	($3,246.6)	($3,975.7)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS																
- Public Works: Non Inflated	$11,246.6	$358.6	$13,944.7	$3,493.3	$3,729.4	$341.0	$610.4	$573.1	$4,160.1	$2,948.6	$2,948.6	$2,670.7	$3,205.1	$4,231.1	$341.0	**$54,802.3**
- Public Works: Inflated	$11,246.6	$365.8	$14,508.0	$3,707.1	$4,036.8	$376.5	$687.4	$658.3	$4,874.2	$3,523.9	$3,594.3	$3,320.7	$4,064.8	$5,473.3	$449.9	**$60,887.8**
NEW MAJOR OFFICE DEVELOPMENT																
- Growth in Square Metres	51,743	35,567	31,780	42,145	30,851	25,970	26,639	27,491	24,776	23,569	24,879	25,094	25,493	30,279	27,488	**453,764**
REVENUE																
- Charge Receipts: Inflated	$6,522.5	$4,573.1	$4,168.0	$5,637.8	$4,209.5	$3,614.5	$3,781.7	$3,980.7	$3,659.3	$3,550.7	$3,823.0	$3,933.1	$4,075.6	$4,937.6	$4,572.1	**$65,039.1**
INTEREST																
- Interest on Opening Balance	$0.0	($267.0)	($46.2)	($633.1)	($559.9)	($581.0)	($431.7)	($282.3)	($111.9)	($186.7)	($195.5)	($193.5)	($169.8)	($178.6)	($218.7)	**($4,055.8)**
- Interest on In-year Transactions	($129.9)	$73.6	($284.4)	$33.8	$3.0	$56.7	$54.1	$58.1	($33.4)	$0.5	$4.0	$10.7	$0.2	($14.7)	$72.1	**($95.5)**
TOTAL REVENUE	$6,392.6	$4,379.8	$3,837.4	$5,038.5	$3,652.7	$3,090.2	$3,404.1	$3,756.5	$3,513.9	$3,364.4	$3,631.5	$3,750.4	$3,905.9	$4,744.3	$4,425.6	**$60,887.8**
CLOSING CASH BALANCE	($4,854.0)	($840.1)	($11,510.7)	($10,179.3)	($10,563.4)	($7,849.7)	($5,133.0)	($2,034.8)	($3,395.1)	($3,554.5)	($3,517.3)	($3,087.7)	($3,246.6)	($3,975.7)	$0.0	

Adjusted Charge Per Square Metre	**$126.06**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX C
TABLE 2 - PAGE 3

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
PUBLIC WORKS
INSTITUTIONAL CHARGE
(in $000)

PUBLIC WORKS	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE	$0.0	($4,776.3)	($826.6)	($11,326.4)	($10,016.3)	($10,394.3)	($7,724.1)	($5,050.9)	($2,002.2)	($3,340.7)	($3,497.6)	($3,461.0)	($3,038.3)	($3,194.6)	($3,912.0)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS																
- Public Works: Non Inflated	$11,066.6	$352.9	$13,721.4	$3,437.4	$3,669.7	$335.5	$600.7	$563.9	$4,093.5	$2,901.4	$2,901.4	$2,628.0	$3,153.8	$4,163.3	$335.5	**$53,925.1**
- Public Works: Inflated	$11,066.6	$359.9	$14,275.8	$3,647.8	$3,972.2	$370.4	$676.4	$647.8	$4,796.2	$3,467.5	$3,536.8	$3,267.6	$3,999.8	$5,385.7	$442.7	**$59,913.2**
NEW INSTITUTIONAL DEVELOPMENT																
- Growth in Square Metres	122,572	84,253	75,284	99,835	73,081	61,520	63,104	65,123	58,690	55,832	58,936	59,444	60,389	71,727	65,116	**1,074,908**
REVENUE																
- Charge Receipts: Inflated	$6,418.1	$4,499.9	$4,101.3	$5,547.6	$4,142.1	$3,556.6	$3,721.2	$3,917.0	$3,600.7	$3,493.9	$3,761.8	$3,870.2	$4,010.3	$4,858.5	$4,498.9	**$63,998.0**
INTEREST																
- Interest on Opening Balance	$0.0	($262.7)	($45.5)	($623.0)	($550.9)	($571.7)	($424.8)	($277.8)	($110.1)	($183.7)	($192.4)	($190.4)	($167.1)	($175.7)	($215.2)	**($3,990.9)**
- Interest on In-year Transactions	($127.8)	$72.4	($279.8)	$33.2	$3.0	$55.8	$53.3	$57.2	($32.9)	$0.5	$3.9	$10.5	$0.2	($14.5)	$71.0	**($94.0)**
TOTAL REVENUE	$6,290.3	$4,309.7	$3,776.0	$4,957.8	$3,594.2	$3,040.7	$3,349.6	$3,696.4	$3,457.7	$3,310.6	$3,573.4	$3,690.3	$3,843.4	$4,668.3	$4,354.7	**$59,913.2**
CLOSING CASH BALANCE	($4,776.3)	($826.6)	($11,326.4)	($10,016.3)	($10,394.3)	($7,724.1)	($5,050.9)	($2,002.2)	($3,340.7)	($3,497.6)	($3,461.0)	($3,038.3)	($3,194.6)	($3,912.0)	$0.0	

Adjusted Charge Per Square Metre	**$52.36**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX C
TABLE 2 - PAGE 4

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
PUBLIC WORKS
COMMERCIAL/RETAIL CHARGE
(in $000)

PUBLIC WORKS	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE	$0.0	($4,656.7)	($805.9)	($11,042.6)	($9,765.4)	($10,133.9)	($7,530.5)	($4,924.3)	($1,952.1)	($3,257.0)	($3,410.0)	($3,374.3)	($2,962.1)	($3,114.6)	($3,814.0)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS																
- Public Works: Non Inflated	$10,789.3	$344.0	$13,377.6	$3,351.3	$3,577.7	$327.1	$585.6	$549.8	$3,990.9	$2,828.7	$2,828.7	$2,562.1	$3,074.8	$4,059.0	$327.1	**$52,573.9**
- Public Works: Inflated	$10,789.3	$350.9	$13,918.1	$3,556.4	$3,872.6	$361.2	$659.5	$631.5	$4,676.0	$3,380.6	$3,448.2	$3,185.7	$3,899.6	$5,250.8	$431.6	**$58,411.9**
NEW COMMERCIAL DEVELOPMENT																
- Growth in Square Metres	73,539	50,549	45,168	59,898	43,846	36,910	37,860	39,071	35,212	33,498	35,360	35,664	36,231	43,034	39,067	**644,907**
REVENUE																
- Charge Receipts: Inflated	$6,257.3	$4,387.2	$3,998.5	$5,408.5	$4,038.3	$3,467.5	$3,627.9	$3,818.8	$3,510.5	$3,406.3	$3,667.6	$3,773.2	$3,909.8	$4,736.8	$4,386.2	**$62,394.4**
INTEREST																
- Interest on Opening Balance	$0.0	($256.1)	($44.3)	($607.3)	($537.1)	($557.4)	($414.2)	($270.8)	($107.4)	($179.1)	($187.5)	($185.6)	($162.9)	($171.3)	($209.8)	**($3,890.9)**
- Interest on In-year Transactions	($124.6)	$70.6	($272.8)	$32.4	$2.9	$54.4	$51.9	$55.8	($32.1)	$0.5	$3.8	$10.3	$0.2	($14.1)	$69.2	**($91.6)**
TOTAL REVENUE	$6,132.7	$4,201.7	$3,681.4	$4,833.6	$3,504.2	$2,964.5	$3,265.7	$3,603.8	$3,371.0	$3,227.6	$3,483.9	$3,597.9	$3,747.1	$4,551.3	$4,245.6	**$58,411.9**
CLOSING CASH BALANCE	($4,656.7)	($805.9)	($11,042.6)	($9,765.4)	($10,133.9)	($7,530.5)	($4,924.3)	($1,952.1)	($3,257.0)	($3,410.0)	($3,374.3)	($2,962.1)	($3,114.6)	($3,814.0)	$0.0	

Adjusted Charge Per Square Metre	**$85.09**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX C
TABLE 2 - PAGE 5

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
PUBLIC WORKS
INDUSTRIAL CHARGE
(in $000)

PUBLIC WORKS	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	TOTAL
OPENING CASH BALANCE	$0.0	($7,516.1)	($1,300.8)	($17,823.3)	($15,761.8)	($16,356.6)	($12,154.6)	($7,948.1)	($3,150.8)	($5,257.0)	($5,503.9)	($5,446.3)	($4,781.0)	($5,027.1)	($6,156.0)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS																
- Public Works: Non Inflated	$17,414.5	$555.3	$21,592.2	$5,409.1	$5,774.6	$528.0	$945.2	$887.4	$6,441.5	$4,565.7	$4,565.7	$4,135.4	$4,962.8	$6,551.4	$528.0	**$84,856.9**
- Public Works: Inflated	$17,414.5	$566.4	$22,464.5	$5,740.2	$6,250.6	$582.9	$1,064.4	$1,019.3	$7,547.3	$5,456.4	$5,565.5	$5,141.9	$6,294.1	$8,475.0	$696.7	**$94,279.9**
NEW INDUSTRIAL DEVELOPMENT																
- Growth in Square Metres	296,738	203,971	182,257	241,695	176,925	148,937	152,772	157,658	142,085	135,167	142,681	143,911	146,198	173,647	157,642	**2,602,284**
REVENUE																
- Charge Receipts: Inflated	$10,099.6	$7,081.1	$6,453.8	$8,729.7	$6,518.1	$5,596.7	$5,855.6	$6,163.8	$5,666.1	$5,498.0	$5,919.7	$6,090.1	$6,310.7	$7,645.4	$7,079.5	**$100,707.8**
INTEREST																
- Interest on Opening Balance	$0.0	($413.4)	($71.5)	($980.3)	($866.9)	($899.6)	($668.5)	($437.1)	($173.3)	($289.1)	($302.7)	($299.5)	($263.0)	($276.5)	($338.6)	**($6,280.1)**
- Interest on In-year Transactions	($201.2)	$114.0	($440.3)	$52.3	$4.7	$87.7	$83.8	$90.0	($51.7)	$0.7	$6.2	$16.6	$0.3	($22.8)	$111.7	**($147.9)**
TOTAL REVENUE	$9,898.4	$6,781.7	$5,942.0	$7,801.7	$5,655.9	$4,784.9	$5,271.0	$5,816.7	$5,441.0	$5,209.6	$5,623.2	$5,807.2	$6,048.0	$7,346.1	$6,852.6	**$94,279.9**
CLOSING CASH BALANCE	($7,516.1)	($1,300.8)	($17,823.3)	($15,761.8)	($16,356.6)	($12,154.6)	($7,948.1)	($3,150.8)	($5,257.0)	($5,503.9)	($5,446.3)	($4,781.0)	($5,027.1)	($6,156.0)	$0.0	

Adjusted Charge Per Square Metre	**$34.04**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D

25-YEAR BENEFITTING PERIOD SERVICES

TECHNICAL APPENDIX

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APPENDIX D

25-YEAR BENEFITTING PERIOD SERVICES TECHNICAL APPENDIX

This appendix provides the detailed analysis undertaken to establish the regulatory fee rates for each of the services for the 25-year benefitting period provided by the City of Winnipeg. Five services have been analysed as part of this benefiting period:

Appendix D.1 Transit

Appendix D.2 Fire & Paramedic Services

Appendix D.3 Police

Appendix D.4 Water

Appendix D.5 Wastewater

Every sub-section contains a set of two tables. The tables provide the background data and analysis undertaken to arrive at the calculated regulatory fee rates for that particular service. An overview of the content and purpose of each of the tables is given below.

TABLE 1 2017 – 2041 DEVELOPMENT-RELATED CAPITAL PROGRAM AND CALCULATION OF THE "UNADJUSTED" REGULATORY FEES

Based on the development forecasts presented in Appendix A, City staff in collaboration with consultants, have created a growth-related capital forecast that sets out the projects required to service anticipated development over the 25-year period from 2017–2041.

To determine the share of the program to be recovered through regulatory fees, the project costs are reduced by any anticipated grants, subsidies or other recoveries, as well as "replacement" shares and benefit to existing shares. Further, in certain cases a portion of costs has been allocated to "prior growth" to account for portions of projects which are deemed to benefit recent development which occurred in the City during the 10-year period preceding 2017.

The capital program less grants and other funding sources, any replacement shares or benefit to existing shares, and prior growth shares yields the development-related costs

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that may be included in the regulatory fee calculation for recovery against growth over the forecast period from 2017 to 2041.

Calculation of the Unadjusted Regulatory Fee Rates

The section below the capital program displays the calculation of the "unadjusted" regulatory fee rates. The term "unadjusted" regulatory fee is used to distinguish the charge that is calculated prior to cash flow financing considerations. The cash flow analysis is shown in Table 2.

The first step in determining the unadjusted regulatory fee rate is to allocate the development-related net capital cost between the residential and non-residential sectors. For all 25-year benefitting period services, the development-related costs have been apportioned as 62 per cent residential and 38 per cent non-residential. This apportionment is based on the anticipated shares of population and employment growth over the 25-year forecast period. The 38 per cent non-residential apportionment of the development-related net capital cost has been further broken down into four employment category apportionments based on anticipated shares of employment growth in each sector. The result is an apportionment of 22.3 per cent Office, 21.9 per cent Institutional, 21.4 per cent Commercial/Retail, and 34.5 per cent Industrial.

Next, the residential share of the costs is divided by the forecast population growth in new dwelling units from 2017 to 2041 of approximately 244,800. This gives the unadjusted residential regulatory fee per capita.

The non-residential development-related net capital costs are divided by the forecast increase in non-residential gross floor area (GFA): approximately 737,700 square metres for Office, 1.75 million square metres for Institutional, 1.05 square metres for Commercial/Retail, and 4.23 million square metres for Industrial development. This yields a charge per square metre of new development for each employment category.

TABLE 2 CASH FLOW ANALYSIS

A cash flow analysis is also undertaken to account for the timing of projects and receipt of regulatory fees. Interest earnings or borrowing costs are accounted for in the calculation. Based on the development forecast, the analysis calculates the regulatory fee rate required to finance the net development-related capital spending plan, including provisions for any borrowing costs or interest earnings on the reserve funds.

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An inflation rate assumption of 2.0 per cent is used for the funding requirements, an interest rate of 5.5 per cent is used for borrowing on the funds and an interest rate of 3.5 per cent is applied to positive balances.

The cash flow analysis is designed so that the closing cash balance at the end of the planning period is as close to nil as possible. Table 2 displays the results of the cash flow analysis and provides the adjusted or final per capita residential and per square metre (of GFA) non-residential regulatory fees.

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APPENDIX D.1

TRANSIT

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APPENDIX D.1

TRANSIT

Winnipeg Transit provides public transit-services City-wide, and manages major rapid transit projects as well as the fleet of transit buses and inventory of mechanical and storage facilities.

TABLE 1 2017–2041 DEVELOPMENT-RELATED CAPITAL PROGRAM AND CALCULATION OF THE "UNADJUSTED" REGULATORY FEES

The development-related capital program for Transit services totals $2.62 billion. This includes construction activity associated with six major new bus rapid transit corridors, the purchasing of additional transit buses, and the expansion of a mechanical and storage facility.

A large proportion of this capital program is anticipated to be funded through grants form other levels of government, at $1.51 billion.

The benefit to existing shares for projects under this service are based on the shares of present and forecast 2041 population and employment. This amounts to a total of $703.41 million. It is noted that this represents a conservative approach to the calculation of costs for recovery through regulatory fees. It is recommended that as information becomes available, the benefit to existing shares be updated to account for transit ridership projections for the existing population in comparison with ridership projections due to growth.

Finally, the Southwest BRT corridor represents a recent project undertaken by the City. To account for this, a "prior growth" share has been assigned representing costs allocated to recent development over the previous 10 years. This amount totals $31.60 million.

Costs for recovery through regulatory fees total $365.45 million. After residential and non-residential apportionments, unadjusted charges are calculated at $925.72 per capita for residential development, $41.91 per square metre for Office, $17.41 per square metre for Institutional, $28.29 per square metre for Commercial/Retail, and $11.32 per square metre for Industrial development.

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TABLE 2 CASH FLOW ANALYSIS

After cash flow considerations, both the residential and non-residential charges increase as shown in the following table:

TRANSIT SUMMARY									
2017-2041 Development-Related Capital Program		Unadjusted Charge		**Adjusted Charge**		**Adjusted Charges**			
						Office	**Institutional**	**Commercial**	**Industrial**
Total	Net Recoverable	$/capita	$/sq.m	**$/capita**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**
$2,615,300,000	$365,446,506	$925.72	$17.89	**$987.01**	**$19.00**	**$44.53**	**$18.50**	**$30.06**	**$12.02**

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APPENDIX D.1
TABLE 1

CITY OF WINNIPEG
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Costs Replacement & BTE	Development Related Costs	Costs for Recovery		
								Prior Growth	2017-2041	Post 2041
5.0 TRANSIT										
5.1.1	BRT - Southwest Corridor 1st leg (past project)	2017	$ 135,800,000	$ 45,500,000	$ 90,300,000	$ 47,723,227	$ 42,576,773	$ 12,766,177	$ 29,810,596	$ -
5.1.2	BRT - Southwest Corridor 2nd leg (past project)	2017	$ 377,000,000	$ 243,800,000	$ 133,200,000	$ 70,395,724	$ 62,804,276	$ 18,831,171	$ 43,973,106	$ -
5.1.3	BRT - East Corridor	2021	$ 425,000,000	$ 255,000,000	$ 170,000,000	$ 120,829,636	$ 49,170,364	$ -	$ 49,170,364	$ -
5.1.4	BRT - West Corridor	2023	$ 326,000,000	$ 195,600,000	$ 130,400,000	$ 92,683,439	$ 37,716,561	$ -	$ 37,716,561	$ -
5.1.5	BRT - North Corridor	2030	$ 166,000,000	$ 99,600,000	$ 66,400,000	$ 47,194,634	$ 19,205,366	$ -	$ 19,205,366	$ -
5.1.6	BRT - Northeast Corridor	2034	$ 485,000,000	$ 291,000,000	$ 194,000,000	$ 137,887,938	$ 56,112,062	$ -	$ 56,112,062	$ -
5.1.7	BRT - Southeast Corridor	2038	$ 485,000,000	$ 291,000,000	$ 194,000,000	$ 137,887,938	$ 56,112,062	$ -	$ 56,112,062	$ -
5.1.8	Garages - Exp of Mech & Storage at Ft Rouge, New at North	2023	$ 100,000,000	$ 60,000,000	$ 40,000,000	$ 28,430,503	$ 11,569,497	$ -	$ 11,569,497	$ -
5.1.9	Additional Transit Buses - Current transit system	Various	$ 82,500,000	$ 29,017,241	$ 53,482,759	$ -	$ 53,482,759	$ -	$ 53,482,759	$ -
5.1.10	Additional Transit Buses - Future BRT routes	Various	$ 33,000,000	$ 4,324,138	$ 28,675,862	$ 20,381,729	$ 8,294,133	$ -	$ 8,294,133	$ -
TOTAL TRANSIT			**$ 2,615,300,000**	**$ 1,514,841,379**	**$ 1,100,458,621**	**$ 703,414,768**	**$ 397,043,853**	**$ 31,597,347**	**$ 365,446,506**	**$ -**

Residential Calculation		
Residential Share of Development-Related Costs	62%	$226,576,834
25 Year Population Growth in New Housing Units		244,757
Unadjusted Per Unit Charge		**$925.72**
Non-Residential Calculation		
Non-Residential Share of Development-Related Costs	38%	$138,869,672
25 Year Growth in Square Metres		7,764,241
Unadjusted Per Square Metre Charge		**$17.89**
Non-Residential Allocation		
25 Year Growth in Square Metres: Major Office		737,695
25 Year Growth in Square Metres: Institutional		1,747,505
25 Year Growth in Square Metres: Commercial/Retail		1,048,442
25 Year Growth in Square Metres: Industrial		4,230,599
Office Per Square Metre Charge (Unadjusted)	22.3%	**$41.91**
Institutional Per Square Metre Charge (Unadjusted)	21.9%	**$17.41**
Commercial/Retail Per Square Metre Charge (Unadjusted)	21.4%	**$28.29**
Industrial Per Square Metre Charge (Unadjusted)	34.5%	**$11.32**

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APPENDIX D.1
TABLE 2 - PAGE 1

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
TRANSIT
RESIDENTIAL CHARGE
(in $000)

TRANSIT	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.0	($37,764.2)	($30,311.8)	($22,019.7)	($12,871.9)	($36,649.2)	($28,975.3)	($55,850.3)	($48,628.7)	($40,658.2)	($31,914.0)	($23,818.3)	($15,066.6)
2017-2041 RESIDENTIAL FUNDING REQUIREMENTS													
- Transit: Non Inflated	$47,278.0	$1,532.1	$1,532.1	$1,532.1	$32,017.7	$1,532.1	$32,089.4	$1,532.1	$1,532.1	$1,532.1	$1,532.1	$1,532.1	$1,532.1
- Transit: Inflated	$47,278.0	$1,562.7	$1,594.0	$1,625.8	$34,657.0	$1,691.5	$36,137.9	$1,759.9	$1,795.1	$1,831.0	$1,867.6	$1,904.9	$1,943.0
NEW RESIDENTIAL DEVELOPMENT													
- Population in New Units	10,663	10,855	11,084	11,272	11,424	10,291	10,376	10,475	10,599	10,701	9,599	9,610	9,662
REVENUE													
- Charge Receipts: Inflated	$10,524.5	$10,928.2	$11,382.0	$11,806.5	$12,205.0	$11,214.5	$11,533.2	$11,876.2	$12,257.1	$12,622.5	$11,549.1	$11,793.6	$12,094.5
INTEREST													
- Interest on Opening Balance	$0.0	($2,077.0)	($1,667.1)	($1,211.1)	($708.0)	($2,015.7)	($1,593.6)	($3,071.8)	($2,674.6)	($2,236.2)	($1,755.3)	($1,310.0)	($828.7)
- Interest on In-year Transactions	($1,010.7)	$163.9	$171.3	$178.2	($617.4)	$166.7	($676.6)	$177.0	$183.1	$188.9	$169.4	$173.1	$177.7
TOTAL REVENUE	$9,513.7	$9,015.1	$9,886.1	$10,773.6	$10,879.7	$9,365.4	$9,263.0	$8,981.4	$9,765.6	$10,575.2	$9,963.3	$10,656.6	$11,443.5
CLOSING CASH BALANCE	($37,764.2)	($30,311.8)	($22,019.7)	($12,871.9)	($36,649.2)	($28,975.3)	($55,850.3)	($48,628.7)	($40,658.2)	($31,914.0)	($23,818.3)	($15,066.6)	($5,566.1)

TRANSIT	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($5,566.1)	($10,965.4)	($620.7)	$9,409.1	$20,148.4	($18,349.4)	($8,254.1)	$2,779.4	$13,067.3	($30,052.0)	($20,888.3)	($10,896.6)	
2017-2041 RESIDENTIAL FUNDING REQUIREMENTS													
- Transit: Non Inflated	$13,439.4	$1,532.1	$1,532.1	$1,532.1	$36,321.5	$1,532.1	$1,532.1	$1,532.1	$36,321.5	$1,532.1	$1,532.1	$1,532.1	**$226,576.8**
- Transit: Inflated	$17,385.3	$2,021.5	$2,062.0	$2,103.2	$50,858.9	$2,188.2	$2,231.9	$2,276.6	$55,051.3	$2,368.5	$2,415.9	$2,464.2	**$279,075.9**
NEW RESIDENTIAL DEVELOPMENT													
- Population in New Units	9,734	9,814	8,998	9,103	9,193	9,294	9,404	8,381	8,450	8,519	8,587	8,669	**244,757**
REVENUE													
- Charge Receipts: Inflated	$12,428.4	$12,781.1	$11,952.8	$12,334.1	$12,705.2	$13,101.7	$13,521.9	$12,291.9	$12,641.0	$12,999.1	$13,364.9	$13,762.4	**$305,671.3**
INTEREST													
- Interest on Opening Balance	($306.1)	($603.1)	($34.1)	$329.3	$705.2	($1,009.2)	($454.0)	$97.3	$457.4	($1,652.9)	($1,148.9)	($599.3)	**($25,367.5)**
- Interest on In-year Transactions	($136.3)	$188.3	$173.1	$179.0	($1,049.2)	$191.0	$197.6	$175.3	($1,166.3)	$186.0	$191.6	$197.7	**($1,227.9)**
TOTAL REVENUE	$11,985.9	$12,366.3	$12,091.7	$12,842.5	$12,361.1	$12,283.4	$13,265.5	$12,564.5	$11,932.1	$11,532.3	$12,407.7	$13,360.8	**$279,075.9**
CLOSING CASH BALANCE	($10,965.4)	($620.7)	$9,409.1	$20,148.4	($18,349.4)	($8,254.1)	$2,779.4	$13,067.3	($30,052.0)	($20,888.3)	($10,896.6)	($0.0)	

Adjusted Charge Per Capita	**$987.01**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

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APPENDIX D.1
TABLE 2 - PAGE 2

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
TRANSIT
OFFICE CHARGE
(in $000)

TRANSIT	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.0	($4,261.2)	($3,068.9)	($1,961.0)	($268.3)	($3,614.3)	($2,748.8)	($6,594.1)	($5,770.4)	($5,021.9)	($4,276.1)	($3,396.6)	($2,434.2)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Transit: Non Inflated	$6,451.1	$209.1	$209.1	$209.1	$4,368.8	$209.1	$4,378.6	$209.1	$209.1	$209.1	$209.1	$209.1	$209.1
- Transit: Inflated	$6,451.1	$213.2	$217.5	$221.8	$4,729.0	$230.8	$4,931.0	$240.1	$244.9	$249.8	$254.8	$259.9	$265.1
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	51,743	35,567	31,780	42,145	30,851	25,970	26,639	27,491	24,776	23,569	24,879	25,094	25,493
REVENUE													
- Charge Receipts: Inflated	$2,303.9	$1,615.4	$1,472.3	$1,991.4	$1,486.9	$1,276.7	$1,335.8	$1,406.1	$1,292.6	$1,254.2	$1,350.4	$1,389.3	$1,439.6
INTEREST													
- Interest on Opening Balance	$0.0	($234.4)	($168.8)	($107.9)	($14.8)	($198.8)	($151.2)	($362.7)	($317.4)	($276.2)	($235.2)	($186.8)	($133.9)
- Interest on In-year Transactions	($114.0)	$24.5	$22.0	$31.0	($89.2)	$18.3	($98.9)	$20.4	$18.3	$17.6	$19.2	$19.8	$20.6
TOTAL REVENUE	$2,189.9	$1,405.5	$1,325.4	$1,914.5	$1,383.0	$1,096.3	$1,085.7	$1,063.8	$993.5	$995.6	$1,134.4	$1,222.2	$1,326.3
CLOSING CASH BALANCE	($4,261.2)	($3,068.9)	($1,961.0)	($268.3)	($3,614.3)	($2,748.8)	($6,594.1)	($5,770.4)	($5,021.9)	($4,276.1)	($3,396.6)	($2,434.2)	($1,373.1)

TRANSIT	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($1,373.1)	($2,094.0)	($846.6)	$353.4	$1,868.4	($3,440.0)	($2,108.9)	($676.8)	$889.4	($4,795.3)	($3,339.2)	($1,741.7)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Transit: Non Inflated	$1,833.8	$209.1	$209.1	$209.1	$4,956.1	$209.1	$209.1	$209.1	$4,956.1	$209.1	$209.1	$209.1	**$30,916.6**
- Transit: Inflated	$2,372.2	$275.8	$281.4	$287.0	$6,939.7	$298.6	$304.5	$310.6	$7,511.8	$323.2	$329.7	$336.2	**$38,080.2**
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	30,279	27,488	25,138	28,854	27,423	28,189	28,151	28,512	28,878	29,249	29,626	29,911	**737,695**
REVENUE													
- Charge Receipts: Inflated	$1,744.1	$1,615.0	$1,506.5	$1,763.8	$1,709.8	$1,792.7	$1,826.1	$1,886.5	$1,948.9	$2,013.4	$2,080.1	$2,142.2	**$41,643.7**
INTEREST													
- Interest on Opening Balance	($75.5)	($115.2)	($46.6)	$12.4	$65.4	($189.2)	($116.0)	($37.2)	$31.1	($263.7)	($183.7)	($95.8)	**($3,401.8)**
- Interest on In-year Transactions	($17.3)	$23.4	$21.4	$25.8	($143.8)	$26.1	$26.6	$27.6	($153.0)	$29.6	$30.6	$31.6	**($161.7)**
TOTAL REVENUE	$1,651.3	$1,523.3	$1,481.4	$1,802.0	$1,631.4	$1,629.7	$1,736.7	$1,876.8	$1,827.1	$1,779.3	$1,927.1	$2,078.0	**$38,080.2**
CLOSING CASH BALANCE	($2,094.0)	($846.6)	$353.4	$1,868.4	($3,440.0)	($2,108.9)	($676.8)	$889.4	($4,795.3)	($3,339.2)	($1,741.7)	($0.0)	

Adjusted Charge Per Square Metre	**$44.53**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.1
TABLE 2 - PAGE 3

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
TRANSIT
INSTITUTIONAL CHARGE
(in $000)

TRANSIT	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.0	($4,193.0)	($3,019.8)	($1,929.6)	($264.0)	($3,556.4)	($2,704.8)	($6,488.6)	($5,678.1)	($4,941.5)	($4,207.7)	($3,342.2)	($2,395.3)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Transit: Non Inflated	$6,347.9	$205.7	$205.7	$205.7	$4,298.9	$205.7	$4,308.5	$205.7	$205.7	$205.7	$205.7	$205.7	$205.7
- Transit: Inflated	$6,347.9	$209.8	$214.0	$218.3	$4,653.3	$227.1	$4,852.1	$236.3	$241.0	$245.8	$250.8	$255.8	$260.9
NEW INSTITUTIONAL DEVELOPMENT													
- Growth in Square Metres	122,572	84,253	75,284	99,835	73,081	61,520	63,104	65,123	58,690	55,832	58,936	59,444	60,389
REVENUE													
- Charge Receipts: Inflated	$2,267.1	$1,589.5	$1,448.7	$1,959.6	$1,463.1	$1,256.3	$1,314.4	$1,383.6	$1,271.9	$1,234.1	$1,328.8	$1,367.1	$1,416.6
INTEREST													
- Interest on Opening Balance	$0.0	($230.6)	($166.1)	($106.1)	($14.5)	($195.6)	($148.8)	($356.9)	($312.3)	($271.8)	($231.4)	($183.8)	($131.7)
- Interest on In-year Transactions	($112.2)	$24.1	$21.6	$30.5	($87.7)	$18.0	($97.3)	$20.1	$18.0	$17.3	$18.9	$19.4	$20.2
TOTAL REVENUE	$2,154.8	$1,383.0	$1,304.2	$1,883.9	$1,360.9	$1,078.7	$1,068.4	$1,046.8	$977.6	$979.6	$1,116.2	$1,202.7	$1,305.0
CLOSING CASH BALANCE	($4,193.0)	($3,019.8)	($1,929.6)	($264.0)	($3,556.4)	($2,704.8)	($6,488.6)	($5,678.1)	($4,941.5)	($4,207.7)	($3,342.2)	($2,395.3)	($1,351.1)

TRANSIT	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($1,351.1)	($2,060.5)	($833.1)	$347.7	$1,838.5	($3,385.0)	($2,075.2)	($665.9)	$875.2	($4,718.5)	($3,285.8)	($1,713.9)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Transit: Non Inflated	$1,804.5	$205.7	$205.7	$205.7	$4,876.8	$205.7	$205.7	$205.7	$4,876.8	$205.7	$205.7	$205.7	**$30,421.7**
- Transit: Inflated	$2,334.3	$271.4	$276.9	$282.4	$6,828.7	$293.8	$299.7	$305.7	$7,391.6	$318.0	$324.4	$330.9	**$37,470.6**
NEW INSTITUTIONAL DEVELOPMENT													
- Growth in Square Metres	71,727	65,116	59,550	68,352	64,962	66,777	66,686	67,541	68,409	69,287	70,179	70,855	**1,747,505**
REVENUE													
- Charge Receipts: Inflated	$1,716.2	$1,589.1	$1,482.4	$1,735.5	$1,682.4	$1,764.0	$1,796.9	$1,856.3	$1,917.7	$1,981.2	$2,046.9	$2,107.9	**$40,977.1**
INTEREST													
- Interest on Opening Balance	($74.3)	($113.3)	($45.8)	$12.2	$64.3	($186.2)	($114.1)	($36.6)	$30.6	($259.5)	($180.7)	($94.3)	**($3,347.4)**
- Interest on In-year Transactions	($17.0)	$23.1	$21.1	$25.4	($141.5)	$25.7	$26.2	$27.1	($150.5)	$29.1	$30.1	$31.1	**($159.1)**
TOTAL REVENUE	$1,624.9	$1,498.9	$1,457.6	$1,773.1	$1,605.2	$1,603.6	$1,708.9	$1,846.8	$1,797.8	$1,750.8	$1,896.3	$2,044.7	**$37,470.6**
CLOSING CASH BALANCE	($2,060.5)	($833.1)	$347.7	$1,838.5	($3,385.0)	($2,075.2)	($665.9)	$875.2	($4,718.5)	($3,285.8)	($1,713.9)	$0.0	

Adjusted Charge Per Square Metre	**$18.50**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.1
TABLE 2 - PAGE 4

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
TRANSIT
COMMERCIAL/RETAIL CHARGE
(in $000)

TRANSIT	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.0	($4,088.0)	($2,944.1)	($1,881.3)	($257.4)	($3,467.3)	($2,637.0)	($6,326.0)	($5,535.8)	($4,817.7)	($4,102.2)	($3,258.4)	($2,335.3)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Transit: Non Inflated	$6,188.8	$200.6	$200.6	$200.6	$4,191.2	$200.6	$4,200.6	$200.6	$200.6	$200.6	$200.6	$200.6	$200.6
- Transit: Inflated	$6,188.8	$204.6	$208.7	$212.8	$4,536.7	$221.4	$4,730.5	$230.4	$235.0	$239.7	$244.5	$249.4	$254.3
NEW COMMERCIAL DEVELOPMENT													
- Growth in Square Metres	73,539	50,549	45,168	59,898	43,846	36,910	37,860	39,071	35,212	33,498	35,360	35,664	36,231
REVENUE													
- Charge Receipts: Inflated	$2,210.3	$1,549.7	$1,412.4	$1,910.5	$1,426.5	$1,224.8	$1,281.5	$1,348.9	$1,240.0	$1,203.2	$1,295.5	$1,332.8	$1,381.1
INTEREST													
- Interest on Opening Balance	$0.0	($224.8)	($161.9)	($103.5)	($14.2)	($190.7)	($145.0)	($347.9)	($304.5)	($265.0)	($225.6)	($179.2)	($128.4)
- Interest on In-year Transactions	($109.4)	$23.5	$21.1	$29.7	($85.5)	$17.6	($94.8)	$19.6	$17.6	$16.9	$18.4	$19.0	$19.7
TOTAL REVENUE	$2,100.8	$1,348.4	$1,271.5	$1,836.7	$1,326.8	$1,051.7	$1,041.6	$1,020.6	$953.1	$955.1	$1,088.3	$1,172.5	$1,272.3
CLOSING CASH BALANCE	($4,088.0)	($2,944.1)	($1,881.3)	($257.4)	($3,467.3)	($2,637.0)	($6,326.0)	($5,535.8)	($4,817.7)	($4,102.2)	($3,258.4)	($2,335.3)	($1,317.3)

TRANSIT	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($1,317.3)	($2,008.9)	($812.2)	$339.0	$1,792.4	($3,300.1)	($2,023.2)	($649.2)	$853.3	($4,600.3)	($3,203.4)	($1,670.9)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Transit: Non Inflated	$1,759.2	$200.6	$200.6	$200.6	$4,754.6	$200.6	$200.6	$200.6	$4,754.6	$200.6	$200.6	$200.6	**$29,659.5**
- Transit: Inflated	$2,275.8	$264.6	$269.9	$275.3	$6,657.6	$286.4	$292.2	$298.0	$7,206.4	$310.0	$316.2	$322.6	**$36,531.7**
NEW COMMERCIAL DEVELOPMENT													
- Growth in Square Metres	43,034	39,067	35,728	41,009	38,975	40,064	40,009	40,522	41,043	41,570	42,105	42,511	**1,048,442**
REVENUE													
- Charge Receipts: Inflated	$1,673.2	$1,549.3	$1,445.2	$1,692.0	$1,640.3	$1,719.8	$1,751.8	$1,809.8	$1,869.7	$1,931.6	$1,995.6	$2,055.1	**$39,950.3**
INTEREST													
- Interest on Opening Balance	($72.4)	($110.5)	($44.7)	$11.9	$62.7	($181.5)	($111.3)	($35.7)	$29.9	($253.0)	($176.2)	($91.9)	**($3,263.5)**
- Interest on In-year Transactions	($16.6)	$22.5	$20.6	$24.8	($138.0)	$25.1	$25.5	$26.5	($146.8)	$28.4	$29.4	$30.3	**($155.1)**
TOTAL REVENUE	$1,584.2	$1,461.3	$1,421.1	$1,728.7	$1,565.0	$1,563.4	$1,666.1	$1,800.5	$1,752.8	$1,706.9	$1,848.8	$1,993.5	**$36,531.7**
CLOSING CASH BALANCE	($2,008.9)	($812.2)	$339.0	$1,792.4	($3,300.1)	($2,023.2)	($649.2)	$853.3	($4,600.3)	($3,203.4)	($1,670.9)	$0.0	

Adjusted Charge Per Square Metre	**$30.06**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.1
TABLE 2 - PAGE 5

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
TRANSIT
INDUSTRIAL CHARGE
(in $000)

TRANSIT	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.0	($6,598.2)	($4,752.0)	($3,036.5)	($415.5)	($5,596.4)	($4,256.3)	($10,210.5)	($8,935.1)	($7,775.9)	($6,621.2)	($5,259.3)	($3,769.2)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Transit: Non Inflated	$9,989.0	$323.7	$323.7	$323.7	$6,764.8	$323.7	$6,780.0	$323.7	$323.7	$323.7	$323.7	$323.7	$323.7
- Transit: Inflated	$9,989.0	$330.2	$336.8	$343.5	$7,322.4	$357.4	$7,635.3	$371.8	$379.3	$386.9	$394.6	$402.5	$410.5
NEW INDUSTRIAL DEVELOPMENT													
- Growth in Square Metres	296,738	203,971	182,257	241,695	176,925	148,937	152,772	157,658	142,085	135,167	142,681	143,911	146,198
REVENUE													
- Charge Receipts: Inflated	$3,567.5	$2,501.2	$2,279.7	$3,083.6	$2,302.4	$1,976.9	$2,068.4	$2,177.2	$2,001.4	$1,942.0	$2,091.0	$2,151.2	$2,229.1
INTEREST													
- Interest on Opening Balance	$0.0	($362.9)	($261.4)	($167.0)	($22.8)	($307.8)	($234.1)	($561.6)	($491.4)	($427.7)	($364.2)	($289.3)	($207.3)
- Interest on In-year Transactions	($176.6)	$38.0	$34.0	$48.0	($138.1)	$28.3	($153.1)	$31.6	$28.4	$27.2	$29.7	$30.6	$31.8
TOTAL REVENUE	$3,390.9	$2,176.3	$2,052.3	$2,964.5	$2,141.5	$1,697.5	$1,681.2	$1,647.2	$1,538.4	$1,541.6	$1,756.5	$1,892.5	$2,053.6
CLOSING CASH BALANCE	($6,598.2)	($4,752.0)	($3,036.5)	($415.5)	($5,596.4)	($4,256.3)	($10,210.5)	($8,935.1)	($7,775.9)	($6,621.2)	($5,259.3)	($3,769.2)	($2,126.1)

TRANSIT	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($2,126.1)	($3,242.4)	($1,310.9)	$547.2	$2,893.0	($5,326.6)	($3,265.5)	($1,047.9)	$1,377.2	($7,425.1)	($5,170.5)	($2,697.0)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Transit: Non Inflated	$2,839.5	$323.7	$323.7	$323.7	$7,674.1	$323.7	$323.7	$323.7	$7,674.1	$323.7	$323.7	$323.7	**$47,871.9**
- Transit: Inflated	$3,673.2	$427.1	$435.7	$444.4	$10,745.6	$462.3	$471.6	$481.0	$11,631.4	$500.4	$510.4	$520.7	**$58,964.1**
NEW INDUSTRIAL DEVELOPMENT													
- Growth in Square Metres	173,647	157,642	144,166	165,476	157,268	161,663	161,443	163,512	165,613	167,739	169,899	171,536	**4,230,599**
REVENUE													
- Charge Receipts: Inflated	$2,700.6	$2,500.7	$2,332.7	$2,731.0	$2,647.5	$2,775.9	$2,827.5	$2,921.1	$3,017.8	$3,117.6	$3,220.9	$3,317.0	**$64,481.9**
INTEREST													
- Interest on Opening Balance	($116.9)	($178.3)	($72.1)	$19.2	$101.3	($293.0)	($179.6)	($57.6)	$48.2	($408.4)	($284.4)	($148.3)	**($5,267.5)**
- Interest on In-year Transactions	($26.7)	$36.3	$33.2	$40.0	($222.7)	$40.5	$41.2	$42.7	($236.9)	$45.8	$47.4	$48.9	**($250.4)**
TOTAL REVENUE	$2,556.9	$2,358.6	$2,293.8	$2,790.2	$2,526.0	$2,523.4	$2,689.2	$2,906.1	$2,829.1	$2,755.1	$2,984.0	$3,217.6	**$58,964.1**
CLOSING CASH BALANCE	($3,242.4)	($1,310.9)	$547.2	$2,893.0	($5,326.6)	($3,265.5)	($1,047.9)	$1,377.2	($7,425.1)	($5,170.5)	($2,697.0)	$0.0	

Adjusted Charge Per Square Metre	**$12.02**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.2

FIRE & PARAMEDIC SERVICES

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APPENDIX D.2

FIRE & PARAMEDIC SERVICES

Winnipeg Fire Paramedic Service is responsible for the provision of fire prevention and suppression, inspections, public education, and emergency response services.

TABLE 1 2017–2041 DEVELOPMENT-RELATED CAPITAL PROGRAM AND CALCULATION OF THE "UNADJUSTED" REGULATORY FEES

The development-related capital program for Fire and Paramedic Services totals $35.00 million. This includes construction of new stations and expansions to two existing stations.

No grants or other funding sources have been identified for these projects. With the exception of a 50 per cent benefit to existing share for the Sage Creek project ($2.50 million), no amounts have been allocated to benefit to existing as the new and expanded stations are intended to extend Fire and Paramedic Services to future neighbourhoods. Since the Sage Creek project was recently undertaken by the City, and additional share, reflecting 10 years of prior growth, has been deducted from the costs associated with Sage Creek ($808,300).

The remaining costs for recovery total $31.69 million. After residential and non-residential apportionments, unadjusted charges are calculated at $80.28 per capita for residential development, $3.63 per square metre for Office, $1.51 per square metre for Institutional, $2.45 per square metre for Commercial/Retail, and $0.98 per square metre for Industrial development.

TABLE 2 CASH FLOW ANALYSIS

After cash flow considerations, both the residential and non-residential charges increase as shown in the following table:

FIRE & PARAMEDIC SERVICES SUMMARY									
2017-2041 Development-Related Capital Program		Unadjusted Charge		**Adjusted Charge**		**Adjusted Charges**			
						Office	**Institutional**	**Commercial**	**Industrial**
Total	Net Recoverable	$/capita	$/sq.m	**$/capita**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**
$35,000,000	$31,691,674	$80.28	$1.55	**$90.43**	**$1.75**	**$4.09**	**$1.70**	**$2.76**	**$1.10**

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APPENDIX D.2
TABLE 1

CITY OF WINNIPEG
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Costs Replacement & BTE	Development Related Costs	Costs for Recovery		
								Prior Growth	2017-2041	Post 2041
6.0 FIRE & PARAMEDIC SERVICES										
6.1.1	Sage Creek (past project)	2017	$ 5,000,000	$ -	$ 5,000,000	$ 2,500,000	$ 2,500,000	$ 808,326	$ 1,691,674	$ -
6.1.2	Waverly West Fire Station	2019	$ 8,000,000	$ -	$ 8,000,000	$ -	$ 8,000,000	$ -	$ 8,000,000	$ -
6.1.3	North Fire Station	2023	$ 8,000,000	$ -	$ 8,000,000	$ -	$ 8,000,000	$ -	$ 8,000,000	$ -
6.1.4	Station 1 Expansion	2021	$ 3,000,000	$ -	$ 3,000,000	$ -	$ 3,000,000	$ -	$ 3,000,000	$ -
6.1.5	West Station	2032	$ 8,000,000	$ -	$ 8,000,000	$ -	$ 8,000,000	$ -	$ 8,000,000	$ -
6.1.6	Station 2 Expansion	2034	$ 3,000,000	$ -	$ 3,000,000	$ -	$ 3,000,000	$ -	$ 3,000,000	$ -
TOTAL FIRE & PARAMEDIC SERVICES			**$ 35,000,000**	**$ -**	**$ 35,000,000**	**$ 2,500,000**	**$ 32,500,000**	**$ 808,326**	**$ 31,691,674**	**$ -**

Residential Calculation		
Residential Share of Development-Related Costs	62%	$19,648,838
25 Year Population Growth in New Housing Units		244,757
Unadjusted Per Unit Charge		**$80.28**
Non-Residential Calculation		
Non-Residential Share of Development-Related Costs	38%	$12,042,836
25 Year Growth in Square Metres		7,764,241
Unadjusted Per Square Metre Charge		**$1.55**
Non-Residential Allocation		
25 Year Growth in Square Metres: Major Office		737,695
25 Year Growth in Square Metres: Institutional		1,747,505
25 Year Growth in Square Metres: Commercial/Retail		1,048,442
25 Year Growth in Square Metres: Industrial		4,230,599
Office Per Square Metre Charge (Unadjusted)	22.3%	**$3.63**
Institutional Per Square Metre Charge (Unadjusted)	21.9%	**$1.51**
Commercial/Retail Per Square Metre Charge (Unadjusted)	21.4%	**$2.45**
Industrial Per Square Metre Charge (Unadjusted)	34.5%	**$0.98**

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APPENDIX D.2
TABLE 2 - PAGE 1

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
FIRE & PARAMEDIC SERVICES
RESIDENTIAL CHARGE
(in $000)

FIRE & PARAMEDIC SERVICES	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	($86.94)	$927.02	($3,271.4)	($2,350.68)	($3,399.71)	($2,541.28)	($7,334.72)	($6,631.02)	($5,853.11)	($4,998.35)	($4,196.65)	($3,328.06)
2017-2041 RESIDENTIAL FUNDING REQUIREMENTS													
- Fire & Paramedic Services: Non Inflated	$1,048.8	$0.0	$4,960.0	$0.0	$1,860.0	$0.0	$4,960.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Fire & Paramedic Services: Inflated	$1,048.8	$0.0	$5,160.4	$0.0	$2,013.3	$0.0	$5,585.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW RESIDENTIAL DEVELOPMENT													
- Population in New Units	10,663	10,855	11,084	11,272	11,424	10,291	10,376	10,475	10,599	10,701	9,599	9,610	9,662
REVENUE													
- Charge Receipts: Inflated	$964.2	$1,001.2	$1,042.8	$1,081.7	$1,118.2	$1,027.4	$1,056.6	$1,088.1	$1,123.0	$1,156.4	$1,058.1	$1,080.5	$1,108.1
INTEREST													
- Interest on Opening Balance	$0.0	($4.8)	$32.4	($179.9)	($129.3)	($187.0)	($139.8)	($403.4)	($364.7)	($321.9)	($274.9)	($230.8)	($183.0)
- Interest on In-year Transactions	($2.3)	$17.5	($113.2)	$18.9	($24.6)	$18.0	($124.6)	$19.0	$19.7	$20.2	$18.5	$18.9	$19.4
TOTAL REVENUE	$961.9	$1,014.0	$962.0	$920.7	$964.3	$858.4	$792.3	$703.7	$777.9	$854.8	$801.7	$868.6	$944.4
CLOSING CASH BALANCE	($86.9)	$927.0	($3,271.4)	($2,350.7)	($3,399.7)	($2,541.3)	($7,334.7)	($6,631.0)	($5,853.1)	($4,998.4)	($4,196.6)	($3,328.1)	($2,383.6)

FIRE & PARAMEDIC SERVICES	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($2,383.64)	($1,356.15)	($239.28)	($5,986.32)	($5,165.78)	($6,929.94)	($6,089.74)	($5,164.16)	($4,302.32)	($3,360.55)	($2,333.60)	($1,216.06)	
2017-2041 RESIDENTIAL FUNDING REQUIREMENTS													
- Fire & Paramedic Services: Non Inflated	$0.0	$0.0	$4,960.0	$0.0	$1,860.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$19,648.8**
- Fire & Paramedic Services: Inflated	$0.0	$0.0	$6,675.5	$0.0	$2,604.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$23,088.3**
NEW RESIDENTIAL DEVELOPMENT													
- Population in New Units	9,734	9,814	8,998	9,103	9,193	9,294	9,404	8,381	8,450	8,519	8,587	8,669	**244,757**
REVENUE													
- Charge Receipts: Inflated	$1,138.7	$1,171.0	$1,095.1	$1,130.0	$1,164.0	$1,200.3	$1,238.8	$1,126.2	$1,158.1	$1,190.9	$1,224.5	$1,260.9	**$28,004.8**
INTEREST													
- Interest on Opening Balance	($131.1)	($74.6)	($13.2)	($329.2)	($284.1)	($381.1)	($334.9)	($284.0)	($236.6)	($184.8)	($128.3)	($66.9)	**($4,836.1)**
- Interest on In-year Transactions	$19.9	$20.5	($153.5)	$19.8	($39.6)	$21.0	$21.7	$19.7	$20.3	$20.8	$21.4	$22.1	**($80.4)**
TOTAL REVENUE	$1,027.5	$1,116.9	$928.5	$820.5	$840.3	$840.2	$925.6	$861.8	$941.8	$1,027.0	$1,117.5	$1,216.1	**$23,088.3**
CLOSING CASH BALANCE	($1,356.2)	($239.3)	($5,986.3)	($5,165.8)	($6,929.9)	($6,089.7)	($5,164.2)	($4,302.3)	($3,360.5)	($2,333.6)	($1,216.1)	$0.0	

Adjusted Charge Per Capita	**$90.43**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

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APPENDIX D.2
TABLE 2 - PAGE 2

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
FIRE & PARAMEDIC SERVICES
OFFICE CHARGE
(in $000)

FIRE & PARAMEDIC SERVICES	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	$69.76	$223.21	($353.49)	($186.77)	($338.94)	($238.23)	($908.37)	($826.89)	($751.53)	($675.62)	($586.53)	($488.92)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Fire & Paramedic Services: Non Inflated	$143.1	$0.0	$676.8	$0.0	$253.8	$0.0	$676.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Fire & Paramedic Services: Inflated	$143.1	$0.0	$704.1	$0.0	$274.7	$0.0	$762.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	51,743	35,567	31,780	42,145	30,851	25,970	26,639	27,491	24,776	23,569	24,879	25,094	25,493
REVENUE													
- Charge Receipts: Inflated	$211.7	$148.4	$135.3	$183.0	$136.6	$117.3	$122.7	$129.2	$118.8	$115.2	$124.1	$127.6	$132.3
INTEREST													
- Interest on Opening Balance	$0.0	$2.4	$7.8	($19.4)	($10.3)	($18.6)	($13.1)	($50.0)	($45.5)	($41.3)	($37.2)	($32.3)	($26.9)
- Interest on In-year Transactions	$1.2	$2.6	($15.6)	$3.2	($3.8)	$2.1	($17.6)	$2.3	$2.1	$2.0	$2.2	$2.2	$2.3
TOTAL REVENUE	$212.9	$153.5	$127.4	$166.7	$122.5	$100.7	$92.0	$81.5	$75.4	$75.9	$89.1	$97.6	$107.7
CLOSING CASH BALANCE	$69.8	$223.2	($353.5)	($186.8)	($338.9)	($238.2)	($908.4)	($826.9)	($751.5)	($675.6)	($586.5)	($488.9)	($381.2)

FIRE & PARAMEDIC SERVICES	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($381.23)	($239.15)	($101.33)	($900.61)	($785.26)	($1,032.20)	($921.38)	($801.34)	($669.06)	($523.67)	($364.25)	($189.82)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Fire & Paramedic Services: Non Inflated	$0.0	$0.0	$676.8	$0.0	$253.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$2,681.1**
- Fire & Paramedic Services: Inflated	$0.0	$0.0	$910.9	$0.0	$355.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$3,150.4**
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	30,279	27,488	25,138	28,854	27,423	28,189	28,151	28,512	28,878	29,249	29,626	29,911	**737,695**
REVENUE													
- Charge Receipts: Inflated	$160.2	$148.4	$138.4	$162.0	$157.1	$164.7	$167.8	$173.3	$179.1	$185.0	$191.1	$196.8	**$3,826.1**
INTEREST													
- Interest on Opening Balance	($21.0)	($13.2)	($5.6)	($49.5)	($43.2)	($56.8)	($50.7)	($44.1)	($36.8)	($28.8)	($20.0)	($10.4)	**($664.3)**
- Interest on In-year Transactions	$2.8	$2.6	($21.2)	$2.8	($5.5)	$2.9	$2.9	$3.0	$3.1	$3.2	$3.3	$3.4	**($11.3)**
TOTAL REVENUE	$142.1	$137.8	$111.6	$115.3	$108.4	$110.8	$120.0	$132.3	$145.4	$159.4	$174.4	$189.8	**$3,150.4**
CLOSING CASH BALANCE	($239.2)	($101.3)	($900.6)	($785.3)	($1,032.2)	($921.4)	($801.3)	($669.1)	($523.7)	($364.2)	($189.8)	($0.0)	

Adjusted Charge Per Square Metre	**$4.09**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.2
TABLE 2 - PAGE 3

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
FIRE & PARAMEDIC SERVICES
INSTITUTIONAL CHARGE
(in $000)

FIRE & PARAMEDIC SERVICES	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	$68.65	$219.64	($347.83)	($183.78)	($333.52)	($234.42)	($893.83)	($813.65)	($739.50)	($664.80)	($577.15)	($481.09)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Fire & Paramedic Services: Non Inflated	$140.8	$0.0	$666.0	$0.0	$249.7	$0.0	$666.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Fire & Paramedic Services: Inflated	$140.8	$0.0	$692.9	$0.0	$270.3	$0.0	$750.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW INSTITUTIONAL DEVELOPMENT													
- Growth in Square Metres	122,572	84,253	75,284	99,835	73,081	61,520	63,104	65,123	58,690	55,832	58,936	59,444	60,389
REVENUE													
- Charge Receipts: Inflated	$208.3	$146.0	$133.1	$180.0	$134.4	$115.4	$120.8	$127.1	$116.9	$113.4	$122.1	$125.6	$130.1
INTEREST													
- Interest on Opening Balance	$0.0	$2.4	$7.7	($19.1)	($10.1)	($18.3)	($12.9)	($49.2)	($44.8)	($40.7)	($36.6)	($31.7)	($26.5)
- Interest on In-year Transactions	$1.2	$2.6	($15.4)	$3.2	($3.7)	$2.0	($17.3)	$2.2	$2.0	$2.0	$2.1	$2.2	$2.3
TOTAL REVENUE	$209.5	$151.0	$125.4	$164.1	$120.6	$99.1	$90.6	$80.2	$74.1	$74.7	$87.7	$96.1	$106.0
CLOSING CASH BALANCE	$68.6	$219.6	($347.8)	($183.8)	($333.5)	($234.4)	($893.8)	($813.6)	($739.5)	($664.8)	($577.1)	($481.1)	($375.1)

FIRE & PARAMEDIC SERVICES	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($375.13)	($235.32)	($99.71)	($886.20)	($772.69)	($1,015.68)	($906.63)	($788.52)	($658.35)	($515.29)	($358.42)	($186.78)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Fire & Paramedic Services: Non Inflated	$0.0	$0.0	$666.0	$0.0	$249.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$2,638.2**
- Fire & Paramedic Services: Inflated	$0.0	$0.0	$896.3	$0.0	$349.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$3,100.0**
NEW INSTITUTIONAL DEVELOPMENT													
- Growth in Square Metres	71,727	65,116	59,550	68,352	64,962	66,777	66,686	67,541	68,409	69,287	70,179	70,855	**1,747,505**
REVENUE													
- Charge Receipts: Inflated	$157.7	$146.0	$136.2	$159.5	$154.6	$162.1	$165.1	$170.5	$176.2	$182.0	$188.1	$193.7	**$3,764.8**
INTEREST													
- Interest on Opening Balance	($20.6)	($12.9)	($5.5)	($48.7)	($42.5)	($55.9)	($49.9)	($43.4)	($36.2)	($28.3)	($19.7)	($10.3)	**($653.7)**
- Interest on In-year Transactions	$2.8	$2.6	($20.9)	$2.8	($5.4)	$2.8	$2.9	$3.0	$3.1	$3.2	$3.3	$3.4	**($11.2)**
TOTAL REVENUE	$139.8	$135.6	$109.8	$113.5	$106.7	$109.0	$118.1	$130.2	$143.1	$156.9	$171.6	$186.8	**$3,100.0**
CLOSING CASH BALANCE	($235.3)	($99.7)	($886.2)	($772.7)	($1,015.7)	($906.6)	($788.5)	($658.4)	($515.3)	($358.4)	($186.8)	$0.0	

Adjusted Charge Per Square Metre	**$1.70**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.2
TABLE 2 - PAGE 4

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
FIRE & PARAMEDIC SERVICES
COMMERCIAL/RETAIL CHARGE
(in $000)

FIRE & PARAMEDIC SERVICES	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	$66.93	$214.14	($339.12)	($179.17)	($325.16)	($228.54)	($871.44)	($793.26)	($720.97)	($648.14)	($562.68)	($469.04)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Fire & Paramedic Services: Non Inflated	$137.3	$0.0	$649.3	$0.0	$243.5	$0.0	$649.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Fire & Paramedic Services: Inflated	$137.3	$0.0	$675.5	$0.0	$263.5	$0.0	$731.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW COMMERCIAL DEVELOPMENT													
- Growth in Square Metres	73,539	50,549	45,168	59,898	43,846	36,910	37,860	39,071	35,212	33,498	35,360	35,664	36,231
REVENUE													
- Charge Receipts: Inflated	$203.1	$142.4	$129.8	$175.5	$131.1	$112.5	$117.7	$123.9	$113.9	$110.5	$119.0	$122.5	$126.9
INTEREST													
- Interest on Opening Balance	$0.0	$2.3	$7.5	($18.7)	($9.9)	($17.9)	($12.6)	($47.9)	($43.6)	($39.7)	($35.6)	($30.9)	($25.8)
- Interest on In-year Transactions	$1.2	$2.5	($15.0)	$3.1	($3.6)	$2.0	($16.9)	$2.2	$2.0	$1.9	$2.1	$2.1	$2.2
TOTAL REVENUE	$204.2	$147.2	$122.3	$159.9	$117.6	$96.6	$88.3	$78.2	$72.3	$72.8	$85.5	$93.6	$103.3
CLOSING CASH BALANCE	$66.9	$214.1	($339.1)	($179.2)	($325.2)	($228.5)	($871.4)	($793.3)	($721.0)	($648.1)	($562.7)	($469.0)	($365.7)

FIRE & PARAMEDIC SERVICES	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($365.73)	($229.43)	($97.21)	($863.99)	($753.33)	($990.23)	($883.91)	($768.76)	($641.86)	($502.37)	($349.44)	($182.10)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Fire & Paramedic Services: Non Inflated	$0.0	$0.0	$649.3	$0.0	$243.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$2,572.1**
- Fire & Paramedic Services: Inflated	$0.0	$0.0	$873.8	$0.0	$340.9	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$3,022.3**
NEW COMMERCIAL DEVELOPMENT													
- Growth in Square Metres	43,034	39,067	35,728	41,009	38,975	40,064	40,009	40,522	41,043	41,570	42,105	42,511	**1,048,442**
REVENUE													
- Charge Receipts: Inflated	$153.7	$142.3	$132.8	$155.5	$150.7	$158.0	$161.0	$166.3	$171.8	$177.5	$183.3	$188.8	**$3,670.5**
INTEREST													
- Interest on Opening Balance	($20.1)	($12.6)	($5.3)	($47.5)	($41.4)	($54.5)	($48.6)	($42.3)	($35.3)	($27.6)	($19.2)	($10.0)	**($637.3)**
- Interest on In-year Transactions	$2.7	$2.5	($20.4)	$2.7	($5.2)	$2.8	$2.8	$2.9	$3.0	$3.1	$3.2	$3.3	**($10.9)**
TOTAL REVENUE	$136.3	$132.2	$107.1	$110.7	$104.0	$106.3	$115.2	$126.9	$139.5	$152.9	$167.3	$182.1	**$3,022.3**
CLOSING CASH BALANCE	($229.4)	($97.2)	($864.0)	($753.3)	($990.2)	($883.9)	($768.8)	($641.9)	($502.4)	($349.4)	($182.1)	($0.0)	

Adjusted Charge Per Square Metre	**$2.76**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.2
TABLE 2 - PAGE 5

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
FIRE & PARAMEDIC SERVICES
INDUSTRIAL CHARGE
(in $000)

FIRE & PARAMEDIC SERVICES	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	$108.02	$345.63	($547.35)	($289.19)	($524.83)	($368.88)	($1,406.54)	($1,280.37)	($1,163.69)	($1,046.14)	($908.20)	($757.05)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Fire & Paramedic Services: Non Inflated	$221.6	$0.0	$1,048.0	$0.0	$393.0	$0.0	$1,048.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Fire & Paramedic Services: Inflated	$221.6	$0.0	$1,090.3	$0.0	$425.4	$0.0	$1,180.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW INDUSTRIAL DEVELOPMENT													
- Growth in Square Metres	296,738	203,971	182,257	241,695	176,925	148,937	152,772	157,658	142,085	135,167	142,681	143,911	146,198
REVENUE													
- Charge Receipts: Inflated	$327.8	$229.8	$209.4	$283.3	$211.5	$181.6	$190.0	$200.0	$183.9	$178.4	$192.1	$197.6	$204.8
INTEREST													
- Interest on Opening Balance	$0.0	$3.8	$12.1	($30.1)	($15.9)	($28.9)	($20.3)	($77.4)	($70.4)	($64.0)	($57.5)	($50.0)	($41.6)
- Interest on In-year Transactions	$1.9	$4.0	($24.2)	$5.0	($5.9)	$3.2	($27.2)	$3.5	$3.2	$3.1	$3.4	$3.5	$3.6
TOTAL REVENUE	$329.6	$237.6	$197.3	$258.2	$189.7	$155.9	$142.5	$126.2	$116.7	$117.5	$137.9	$151.2	$166.7
CLOSING CASH BALANCE	$108.0	$345.6	($547.4)	($289.2)	($524.8)	($368.9)	($1,406.5)	($1,280.4)	($1,163.7)	($1,046.1)	($908.2)	($757.0)	($590.3)

FIRE & PARAMEDIC SERVICES	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($590.30)	($370.31)	($156.90)	($1,394.53)	($1,215.92)	($1,598.28)	($1,426.68)	($1,240.82)	($1,035.99)	($810.86)	($564.01)	($293.92)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Fire & Paramedic Services: Non Inflated	$0.0	$0.0	$1,048.0	$0.0	$393.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$4,151.5**
- Fire & Paramedic Services: Inflated	$0.0	$0.0	$1,410.4	$0.0	$550.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$4,878.2**
NEW INDUSTRIAL DEVELOPMENT													
- Growth in Square Metres	173,647	157,642	144,166	165,476	157,268	161,663	161,443	163,512	165,613	167,739	169,899	171,536	**4,230,599**
REVENUE													
- Charge Receipts: Inflated	$248.1	$229.8	$214.3	$250.9	$243.2	$255.0	$259.8	$268.4	$277.3	$286.4	$295.9	$304.8	**$5,924.3**
INTEREST													
- Interest on Opening Balance	($32.5)	($20.4)	($8.6)	($76.7)	($66.9)	($87.9)	($78.5)	($68.2)	($57.0)	($44.6)	($31.0)	($16.2)	**($1,028.6)**
- Interest on In-year Transactions	$4.3	$4.0	($32.9)	$4.4	($8.4)	$4.5	$4.5	$4.7	$4.9	$5.0	$5.2	$5.3	**($17.6)**
TOTAL REVENUE	$220.0	$213.4	$172.8	$178.6	$167.9	$171.6	$185.9	$204.8	$225.1	$246.9	$270.1	$293.9	**$4,878.2**
CLOSING CASH BALANCE	($370.3)	($156.9)	($1,394.5)	($1,215.9)	($1,598.3)	($1,426.7)	($1,240.8)	($1,036.0)	($810.9)	($564.0)	($293.9)	$0.0	

Adjusted Charge Per Square Metre	**$1.10**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.3

POLICE

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APPENDIX D.3

POLICE

The Winnipeg Police Service provide protection services to the City.

TABLE 1 2017–2041 DEVELOPMENT-RELATED CAPITAL PROGRAM AND CALCULATION OF THE "UNADJUSTED" REGULATORY FEES

The 2017 to 2026 development-related capital program includes costs associated with new police stations and headquarters, along with associated technology requirements. The capital program amounts to $231.18 million.

Grant funding in the amount of $2.80 million has been identified in association with the new headquarters. Benefit to existing shares have been allocated primarily based on existing shares of population and employment compared to 2041, these shares total $186.97 million. In addition, as each of these projects is anticipated to benefit recent development, a prior growth share (for 10 previous years) has been deducted. This amount totals $13.44 million.

The remaining $27.96 million in costs for recovery through regulatory fees is apportioned to residential and non-residential development. This results in unadjusted charges of $70.83 per capita for residential development, $3.21 per square metre for Office, $1.33 per square metre for Institutional, $2.16 per square metre for Commercial/Retail, and $0.87 per square metre for Industrial development.

TABLE 2 CASH FLOW ANALYSIS

After cash flow considerations, both the residential and non-residential charges increase as shown in the following table:

POLICE SUMMARY									
2017-2041 Development-Related Capital Program		Unadjusted Charge		**Adjusted Charge**		**Adjusted Charges**			
						Office	**Institutional**	**Commercial**	**Industrial**
Total	Net Recoverable	$/capita	$/sq.m	**$/capita**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**
$231,178,000	$27,961,441	$70.83	$1.37	**$101.92**	**$1.96**	**$4.60**	**$1.91**	**$3.11**	**$1.24**

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APPENDIX D.3
TABLE 1

CITY OF WINNIPEG
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Costs Replacement & BTE	Development Related Costs	Costs for Recovery		
								Prior Growth	2017-2041	Post 2041
7.0 POLICE										
7.1.1	North Station Information Technology Requirements	2017	$ 490,000	$ -	$ 490,000	$ 350,377	$ 139,623	$ 41,864	$ 97,758	$ -
7.1.2	North District Police Station	2017	$ 20,188,000	$ -	$ 20,188,000	$ 14,435,552	$ 5,752,448	$ 1,724,808	$ 4,027,639	$ -
7.1.3	Headquarters (past project)	2017	$ 178,200,000	$ 2,800,000	$ 175,400,000	$ 149,090,000	$ 26,310,000	$ 7,888,764	$ 18,421,236	$ -
7.1.4	East District Station (past project)	2017	$ 13,900,000	$ -	$ 13,900,000	$ 9,939,280	$ 3,960,720	$ 1,187,578	$ 2,773,142	$ -
7.1.5	West District Station (past project)	2017	$ 18,400,000	$ -	$ 18,400,000	$ 13,157,032	$ 5,242,968	$ 2,601,303	$ 2,641,665	$ -
TOTAL POLICE			**$ 231,178,000**	**$ 2,800,000**	**$ 228,378,000**	**$ 186,972,242**	**$ 41,405,758**	**$ 13,444,317**	**$ 27,961,441**	**$ -**

Residential Calculation		
Residential Share of Development-Related Costs	62%	$17,336,093
25 Year Population Growth in New Housing Units		244,757
Unadjusted Per Unit Charge		**$70.83**
Non-Residential Calculation		
Non-Residential Share of Development-Related Costs	38%	$10,625,347
25 Year Growth in Square Metres		7,764,241
Unadjusted Per Square Metre Charge		**$1.37**
Non-Residential Allocation		
25 Year Growth in Square Metres: Major Office		737,695
25 Year Growth in Square Metres: Institutional		1,747,505
25 Year Growth in Square Metres: Commercial/Retail		1,048,442
25 Year Growth in Square Metres: Industrial		4,230,599
Office Per Square Metre Charge (Unadjusted)	22.3%	**$3.21**
Institutional Per Square Metre Charge (Unadjusted)	21.9%	**$1.33**
Commercial/Retail Per Square Metre Charge (Unadjusted)	21.4%	**$2.16**
Industrial Per Square Metre Charge (Unadjusted)	34.5%	**$0.87**

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APPENDIX D.3
TABLE 2 - PAGE 1

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
POLICE
RESIDENTIAL CHARGE
(in $000)

POLICE	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	($16,696.18)	($16,466.26)	($16,176.0)	($15,825.22)	($15,413.24)	($15,082.68)	($14,700.46)	($14,261.18)	($13,757.71)	($13,188.16)	($12,700.07)	($12,159.44)
2017-2041 RESIDENTIAL FUNDING REQUIREMENTS													
- Police: Non Inflated	$17,336.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Police: Inflated	$17,336.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW RESIDENTIAL DEVELOPMENT													
- Population in New Units	10,663	10,855	11,084	11,272	11,424	10,291	10,376	10,475	10,599	10,701	9,599	9,610	9,662
REVENUE													
- Charge Receipts: Inflated	$1,086.8	$1,128.5	$1,175.3	$1,219.2	$1,260.3	$1,158.0	$1,190.9	$1,226.3	$1,265.7	$1,303.4	$1,192.6	$1,217.8	$1,248.9
INTEREST													
- Interest on Opening Balance	$0.0	($918.3)	($905.6)	($889.7)	($870.4)	($847.7)	($829.5)	($808.5)	($784.4)	($756.7)	($725.3)	($698.5)	($668.8)
- Interest on In-year Transactions	($446.9)	$19.7	$20.6	$21.3	$22.1	$20.3	$20.8	$21.5	$22.1	$22.8	$20.9	$21.3	$21.9
TOTAL REVENUE	$639.9	$229.9	$290.2	$350.8	$412.0	$330.6	$382.2	$439.3	$503.5	$569.6	$488.1	$540.6	$602.0
CLOSING CASH BALANCE	($16,696.2)	($16,466.3)	($16,176.0)	($15,825.2)	($15,413.2)	($15,082.7)	($14,700.5)	($14,261.2)	($13,757.7)	($13,188.2)	($12,700.1)	($12,159.4)	($11,557.5)

POLICE	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($11,557.46)	($10,887.29)	($10,143.20)	($9,445.22)	($8,668.79)	($7,810.66)	($6,863.68)	($5,820.47)	($4,849.11)	($3,787.64)	($2,630.17)	($1,370.60)	
2017-2041 RESIDENTIAL FUNDING REQUIREMENTS													
- Police: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$17,336.1**
- Police: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$17,336.1**
NEW RESIDENTIAL DEVELOPMENT													
- Population in New Units	9,734	9,814	8,998	9,103	9,193	9,294	9,404	8,381	8,450	8,519	8,587	8,669	**244,757**
REVENUE													
- Charge Receipts: Inflated	$1,283.4	$1,319.8	$1,234.3	$1,273.6	$1,312.0	$1,352.9	$1,396.3	$1,269.3	$1,305.3	$1,342.3	$1,380.1	$1,421.1	**$31,564.0**
INTEREST													
- Interest on Opening Balance	($635.7)	($598.8)	($557.9)	($519.5)	($476.8)	($429.6)	($377.5)	($320.1)	($266.7)	($208.3)	($144.7)	($75.4)	**($14,314.4)**
- Interest on In-year Transactions	$22.5	$23.1	$21.6	$22.3	$23.0	$23.7	$24.4	$22.2	$22.8	$23.5	$24.2	$24.9	**$86.5**
TOTAL REVENUE	$670.2	$744.1	$698.0	$776.4	$858.1	$947.0	$1,043.2	$971.4	$1,061.5	$1,157.5	$1,259.6	$1,370.6	**$17,336.1**
CLOSING CASH BALANCE	($10,887.3)	($10,143.2)	($9,445.2)	($8,668.8)	($7,810.7)	($6,863.7)	($5,820.5)	($4,849.1)	($3,787.6)	($2,630.2)	($1,370.6)	($0.0)	

Adjusted Charge Per Capita	**$101.92**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

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APPENDIX D.3
TABLE 2 - PAGE 2

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
POLICE
OFFICE CHARGE
(in $000)

POLICE	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	($2,185.91)	($2,136.26)	($2,098.93)	($2,004.94)	($1,958.85)	($1,932.32)	($1,898.12)	($1,854.65)	($1,820.72)	($1,788.97)	($1,745.35)	($1,695.24)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Police: Non Inflated	$2,365.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Police: Inflated	$2,365.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	51,743	35,567	31,780	42,145	30,851	25,970	26,639	27,491	24,776	23,569	24,879	25,094	25,493
REVENUE													
- Charge Receipts: Inflated	$238.1	$167.0	$152.2	$205.8	$153.7	$132.0	$138.1	$145.3	$133.6	$129.6	$139.6	$143.6	$148.8
INTEREST													
- Interest on Opening Balance	$0.0	($120.2)	($117.5)	($115.4)	($110.3)	($107.7)	($106.3)	($104.4)	($102.0)	($100.1)	($98.4)	($96.0)	($93.2)
- Interest on In-year Transactions	($58.5)	$2.9	$2.7	$3.6	$2.7	$2.3	$2.4	$2.5	$2.3	$2.3	$2.4	$2.5	$2.6
TOTAL REVENUE	$179.6	$49.6	$37.3	$94.0	$46.1	$26.5	$34.2	$43.5	$33.9	$31.8	$43.6	$50.1	$58.2
CLOSING CASH BALANCE	($2,185.9)	($2,136.3)	($2,098.9)	($2,004.9)	($1,958.8)	($1,932.3)	($1,898.1)	($1,854.6)	($1,820.7)	($1,789.0)	($1,745.3)	($1,695.2)	($1,637.1)

POLICE	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($1,637.09)	($1,543.72)	($1,458.78)	($1,380.59)	($1,271.04)	($1,161.15)	($1,036.48)	($901.45)	($752.65)	($589.09)	($409.75)	($213.53)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Police: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$2,365.5**
- Police: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$2,365.5**
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	30,279	27,488	25,138	28,854	27,423	28,189	28,151	28,512	28,878	29,249	29,626	29,911	**737,695**
REVENUE													
- Charge Receipts: Inflated	$180.3	$166.9	$155.7	$182.3	$176.7	$185.3	$188.7	$195.0	$201.4	$208.1	$215.0	$221.4	**$4,304.0**
INTEREST													
- Interest on Opening Balance	($90.0)	($84.9)	($80.2)	($75.9)	($69.9)	($63.9)	($57.0)	($49.6)	($41.4)	($32.4)	($22.5)	($11.7)	**($1,951.2)**
- Interest on In-year Transactions	$3.2	$2.9	$2.7	$3.2	$3.1	$3.2	$3.3	$3.4	$3.5	$3.6	$3.8	$3.9	**$12.6**
TOTAL REVENUE	$93.4	$84.9	$78.2	$109.5	$109.9	$124.7	$135.0	$148.8	$163.6	$179.3	$196.2	$213.5	**$2,365.5**
CLOSING CASH BALANCE	($1,543.7)	($1,458.8)	($1,380.6)	($1,271.0)	($1,161.1)	($1,036.5)	($901.5)	($752.6)	($589.1)	($409.7)	($213.5)	$0.0	

Adjusted Charge Per Square Metre	**$4.60**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.3
TABLE 2 - PAGE 3

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
POLICE
INSTITUTIONAL CHARGE
(in $000)

POLICE	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	($2,150.92)	($2,102.06)	($2,065.33)	($1,972.85)	($1,927.49)	($1,901.39)	($1,867.74)	($1,824.96)	($1,791.58)	($1,760.33)	($1,717.41)	($1,668.11)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Police: Non Inflated	$2,327.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Police: Inflated	$2,327.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	122,572	84,253	75,284	99,835	73,081	61,520	63,104	65,123	58,690	55,832	58,936	59,444	60,389
REVENUE													
- Charge Receipts: Inflated	$234.3	$164.3	$149.7	$202.5	$151.2	$129.8	$135.9	$143.0	$131.5	$127.6	$137.3	$141.3	$146.4
INTEREST													
- Interest on Opening Balance	$0.0	($118.3)	($115.6)	($113.6)	($108.5)	($106.0)	($104.6)	($102.7)	($100.4)	($98.5)	($96.8)	($94.5)	($91.7)
- Interest on In-year Transactions	($57.6)	$2.9	$2.6	$3.5	$2.6	$2.3	$2.4	$2.5	$2.3	$2.2	$2.4	$2.5	$2.6
TOTAL REVENUE	$176.7	$48.9	$36.7	$92.5	$45.4	$26.1	$33.7	$42.8	$33.4	$31.2	$42.9	$49.3	$57.2
CLOSING CASH BALANCE	($2,150.9)	($2,102.1)	($2,065.3)	($1,972.8)	($1,927.5)	($1,901.4)	($1,867.7)	($1,825.0)	($1,791.6)	($1,760.3)	($1,717.4)	($1,668.1)	($1,610.9)

POLICE	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($1,610.88)	($1,519.01)	($1,435.43)	($1,358.49)	($1,250.70)	($1,142.56)	($1,019.89)	($887.02)	($740.60)	($579.66)	($403.19)	($210.11)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Police: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$2,327.7**
- Police: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$2,327.7**
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	71,727	65,116	59,550	68,352	64,962	66,777	66,686	67,541	68,409	69,287	70,179	70,855	**1,747,505**
REVENUE													
- Charge Receipts: Inflated	$177.4	$164.2	$153.2	$179.4	$173.9	$182.3	$185.7	$191.9	$198.2	$204.8	$211.5	$217.9	**$4,235.1**
INTEREST													
- Interest on Opening Balance	($88.6)	($83.5)	($78.9)	($74.7)	($68.8)	($62.8)	($56.1)	($48.8)	($40.7)	($31.9)	($22.2)	($11.6)	**($1,919.9)**
- Interest on In-year Transactions	$3.1	$2.9	$2.7	$3.1	$3.0	$3.2	$3.2	$3.4	$3.5	$3.6	$3.7	$3.8	**$12.4**
TOTAL REVENUE	$91.9	$83.6	$76.9	$107.8	$108.1	$122.7	$132.9	$146.4	$160.9	$176.5	$193.1	$210.1	**$2,327.7**
CLOSING CASH BALANCE	($1,519.0)	($1,435.4)	($1,358.5)	($1,250.7)	($1,142.6)	($1,019.9)	($887.0)	($740.6)	($579.7)	($403.2)	($210.1)	($0.0)	

Adjusted Charge Per Square Metre	**$1.91**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.3
TABLE 2 - PAGE 4

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
POLICE
COMMERCIAL/RETAIL CHARGE
(in $000)

POLICE	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	($2,097.02)	($2,049.39)	($2,013.58)	($1,923.42)	($1,879.19)	($1,853.74)	($1,820.94)	($1,779.23)	($1,746.69)	($1,716.22)	($1,674.38)	($1,626.31)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Police: Non Inflated	$2,269.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Police: Inflated	$2,269.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	73,539	50,549	45,168	59,898	43,846	36,910	37,860	39,071	35,212	33,498	35,360	35,664	36,231
REVENUE													
- Charge Receipts: Inflated	$228.4	$160.2	$146.0	$197.5	$147.4	$126.6	$132.4	$139.4	$128.2	$124.4	$133.9	$137.7	$142.7
INTEREST													
- Interest on Opening Balance	$0.0	($115.3)	($112.7)	($110.7)	($105.8)	($103.4)	($102.0)	($100.2)	($97.9)	($96.1)	($94.4)	($92.1)	($89.4)
- Interest on In-year Transactions	($56.1)	$2.8	$2.6	$3.5	$2.6	$2.2	$2.3	$2.4	$2.2	$2.2	$2.3	$2.4	$2.5
TOTAL REVENUE	$172.3	$47.6	$35.8	$90.2	$44.2	$25.4	$32.8	$41.7	$32.5	$30.5	$41.8	$48.1	$55.8
CLOSING CASH BALANCE	($2,097.0)	($2,049.4)	($2,013.6)	($1,923.4)	($1,879.2)	($1,853.7)	($1,820.9)	($1,779.2)	($1,746.7)	($1,716.2)	($1,674.4)	($1,626.3)	($1,570.5)

POLICE	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($1,570.52)	($1,480.94)	($1,399.46)	($1,324.45)	($1,219.36)	($1,113.93)	($994.34)	($864.80)	($722.04)	($565.13)	($393.09)	($204.85)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Police: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$2,269.3**
- Police: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$2,269.3**
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	43,034	39,067	35,728	41,009	38,975	40,064	40,009	40,522	41,043	41,570	42,105	42,511	**1,048,442**
REVENUE													
- Charge Receipts: Inflated	$172.9	$160.1	$149.4	$174.9	$169.5	$177.8	$181.1	$187.0	$193.2	$199.6	$206.2	$212.4	**$4,129.0**
INTEREST													
- Interest on Opening Balance	($86.4)	($81.5)	($77.0)	($72.8)	($67.1)	($61.3)	($54.7)	($47.6)	($39.7)	($31.1)	($21.6)	($11.3)	**($1,871.8)**
- Interest on In-year Transactions	$3.0	$2.8	$2.6	$3.1	$3.0	$3.1	$3.2	$3.3	$3.4	$3.5	$3.6	$3.7	**$12.1**
TOTAL REVENUE	$89.6	$81.5	$75.0	$105.1	$105.4	$119.6	$129.5	$142.8	$156.9	$172.0	$188.2	$204.9	**$2,269.3**
CLOSING CASH BALANCE	($1,480.9)	($1,399.5)	($1,324.5)	($1,219.4)	($1,113.9)	($994.3)	($864.8)	($722.0)	($565.1)	($393.1)	($204.9)	$0.0	

Adjusted Charge Per Square Metre	**$3.11**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.3
TABLE 2 - PAGE 5

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
POLICE
INDUSTRIAL CHARGE
(in $000)

POLICE	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	($3,384.70)	($3,307.82)	($3,250.02)	($3,104.49)	($3,033.12)	($2,992.04)	($2,939.08)	($2,871.77)	($2,819.25)	($2,770.07)	($2,702.53)	($2,624.95)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Police: Non Inflated	$3,662.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Police: Inflated	$3,662.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	296,738	203,971	182,257	241,695	176,925	148,937	152,772	157,658	142,085	135,167	142,681	143,911	146,198
REVENUE													
- Charge Receipts: Inflated	$368.7	$258.5	$235.6	$318.7	$238.0	$204.3	$213.8	$225.0	$206.9	$200.7	$216.1	$222.3	$230.4
INTEREST													
- Interest on Opening Balance	$0.0	($186.2)	($181.9)	($178.8)	($170.7)	($166.8)	($164.6)	($161.6)	($157.9)	($155.1)	($152.4)	($148.6)	($144.4)
- Interest on In-year Transactions	($90.6)	$4.5	$4.1	$5.6	$4.2	$3.6	$3.7	$3.9	$3.6	$3.5	$3.8	$3.9	$4.0
TOTAL REVENUE	$278.1	$76.9	$57.8	$145.5	$71.4	$41.1	$53.0	$67.3	$52.5	$49.2	$67.5	$77.6	$90.0
CLOSING CASH BALANCE	($3,384.7)	($3,307.8)	($3,250.0)	($3,104.5)	($3,033.1)	($2,992.0)	($2,939.1)	($2,871.8)	($2,819.2)	($2,770.1)	($2,702.5)	($2,624.9)	($2,534.9)

POLICE	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($2,534.90)	($2,390.32)	($2,258.81)	($2,137.73)	($1,968.11)	($1,797.94)	($1,604.91)	($1,395.83)	($1,165.41)	($912.15)	($634.47)	($330.64)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Police: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$3,662.8**
- Police: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$3,662.8**
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	173,647	157,642	144,166	165,476	157,268	161,663	161,443	163,512	165,613	167,739	169,899	171,536	**4,230,599**
REVENUE													
- Charge Receipts: Inflated	$279.1	$258.5	$241.1	$282.3	$273.6	$286.9	$292.2	$301.9	$311.9	$322.2	$332.9	$342.8	**$6,664.4**
INTEREST													
- Interest on Opening Balance	($139.4)	($131.5)	($124.2)	($117.6)	($108.2)	($98.9)	($88.3)	($76.8)	($64.1)	($50.2)	($34.9)	($18.2)	**($3,021.2)**
- Interest on In-year Transactions	$4.9	$4.5	$4.2	$4.9	$4.8	$5.0	$5.1	$5.3	$5.5	$5.6	$5.8	$6.0	**$19.6**
TOTAL REVENUE	$144.6	$131.5	$121.1	$169.6	$170.2	$193.0	$209.1	$230.4	$253.3	$277.7	$303.8	$330.6	**$3,662.8**
CLOSING CASH BALANCE	($2,390.3)	($2,258.8)	($2,137.7)	($1,968.1)	($1,797.9)	($1,604.9)	($1,395.8)	($1,165.4)	($912.2)	($634.5)	($330.6)	($0.0)	

Adjusted Charge Per Square Metre	**$1.24**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.4

WATER

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APPENDIX D.4

WATER

Water services are managed through the City of Winnipeg's Water and Waste Department.

TABLE 1 2017–2041 DEVELOPMENT-RELATED CAPITAL PROGRAM AND CALCULATION OF THE "UNADJUSTED" REGULATORY FEES

The development-related capital program for Water services totals $310.87 million. The majority of the program accounts for a new water treatment plant which was constructed in 2009, but provided capacity to accommodate new development through the 25-year benefitting period. Other major projects include an extensions and upgrades to two water mains to serve future growth.

No grants, subsidies, or other recovery amounts have been identified. City staff identified benefit to existing shares of 75 per cent for the water treatment plant and 50 per cent for an upgrade to the Transcona water main. These amounts total $227.97 million. An additional $22.50 million was deducted from the costs associated with the 2009 water treatment plant to account for benefits to development that occurred prior to 2017.

Resulting costs for recovery over the 2017-2041 benefitting period total $60.40 million. This results in unadjusted charge calculations of $153.01 per capita for residential development, $6.93 per square metre for Office, $2.88 per square metre for Institutional, $4.68 per square metre for Commercial/Retail, and $1.87 per square metre for Industrial development.

TABLE 2 CASH FLOW ANALYSIS

After cash flow considerations, both the residential and non-residential charges increase as shown in the following table:

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WATER SUMMARY									
2017-2041 Development-Related Capital Program		Unadjusted Charge		**Adjusted Charge**		**Adjusted Charges**			
						Office	**Institutional**	**Commercial**	**Industrial**
Total	Net Recoverable	$/capita	$/sq.m	**$/capita**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**
$310,868,000	$60,403,580	$153.01	$2.96	**$219.70**	**$4.23**	**$9.92**	**$4.12**	**$6.70**	**$2.68**

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APPENDIX D.4
TABLE 1

CITY OF WINNIPEG
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Costs Replacement & BTE	Development Related Costs	Costs for Recovery		
								Prior Growth	2017-2041	Post 2041
8.0 WATER										
8.1.1	Water Treatment Plant Capacity Validation	2018	$ 150,000	$ -	$ 150,000	$ -	$ 150,000	$ -	$ 150,000	$ -
8.1.2	Saskatchewan Avenue Water Main	2017	$ 4,830,000	$ -	$ 4,830,000	$ -	$ 4,830,000	$ -	$ 4,830,000	$ -
8.1.3	Transcona Water Main Reliability Upgrade	2018	$ 5,788,000	$ -	$ 5,788,000	$ 2,894,000	$ 2,894,000	$ -	$ 2,894,000	$ -
8.1.4	Water Treatment Plant (past project)	2017	$ 300,100,000	$ -	$ 300,100,000	$ 225,075,000	$ 75,025,000	$ 22,495,420	$ 52,529,580	$ -
TOTAL WATER			**$ 310,868,000**	**$ -**	**$ 310,868,000**	**$ 227,969,000**	**$ 82,899,000**	**$ 22,495,420**	**$ 60,403,580**	**$ -**

Residential Calculation		
Residential Share of Development-Related Costs	62%	$37,450,220
25 Year Population Growth in New Housing Units		244,757
Unadjusted Per Unit Charge		**$153.01**
Non-Residential Calculation		
Non-Residential Share of Development-Related Costs	38%	$22,953,360
25 Year Growth in Square Metres		7,764,241
Unadjusted Per Square Metre Charge		**$2.96**
Non-Residential Allocation		
25 Year Growth in Square Metres: Major Office		737,695
25 Year Growth in Square Metres: Institutional		1,747,505
25 Year Growth in Square Metres: Commercial/Retail		1,048,442
25 Year Growth in Square Metres: Industrial		4,230,599
Office Per Square Metre Charge (Unadjusted)	22.3%	**$6.93**
Institutional Per Square Metre Charge (Unadjusted)	21.9%	**$2.88**
Commercial/Retail Per Square Metre Charge (Unadjusted)	21.4%	**$4.68**
Industrial Per Square Metre Charge (Unadjusted)	34.5%	**$1.87**

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APPENDIX D.4
TABLE 2 - PAGE 1

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
WATER
RESIDENTIAL CHARGE
(in $000)

WATER	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.0	($34,133.9)	($35,494.8)	($34,869.2)	($34,113.0)	($33,224.9)	($32,512.4)	($31,688.4)	($30,741.5)	($29,656.3)	($28,428.5)	($27,376.4)	($26,211.0)
2017-2041 RESIDENTIAL FUNDING REQUIREMENTS													
- Water: Non Inflated	$35,562.9	$1,887.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Water: Inflated	$35,562.9	$1,925.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW RESIDENTIAL DEVELOPMENT													
- Population in New Units	10,663	10,855	11,084	11,272	11,424	10,291	10,376	10,475	10,599	10,701	9,599	9,610	9,662
REVENUE													
- Charge Receipts: Inflated	$2,342.6	$2,432.5	$2,533.5	$2,628.0	$2,716.7	$2,496.2	$2,567.2	$2,643.5	$2,728.3	$2,809.7	$2,570.7	$2,625.1	$2,692.1
INTEREST													
- Interest on Opening Balance	$0.0	($1,877.4)	($1,952.2)	($1,917.8)	($1,876.2)	($1,827.4)	($1,788.2)	($1,742.9)	($1,690.8)	($1,631.1)	($1,563.6)	($1,505.7)	($1,441.6)
- Interest on In-year Transactions	($913.6)	$8.9	$44.3	$46.0	$47.5	$43.7	$44.9	$46.3	$47.7	$49.2	$45.0	$45.9	$47.1
TOTAL REVENUE	$1,429.1	$564.0	$625.6	$756.2	$888.1	$712.5	$823.9	$946.9	$1,085.3	$1,227.7	$1,052.1	$1,165.4	$1,297.6
CLOSING CASH BALANCE	($34,133.9)	($35,494.8)	($34,869.2)	($34,113.0)	($33,224.9)	($32,512.4)	($31,688.4)	($30,741.5)	($29,656.3)	($28,428.5)	($27,376.4)	($26,211.0)	($24,913.4)

WATER	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($24,913.4)	($23,468.8)	($21,864.8)	($20,360.2)	($18,686.5)	($16,836.7)	($14,795.4)	($12,546.7)	($10,452.8)	($8,164.7)	($5,669.6)	($2,954.5)	
2017-2041 RESIDENTIAL FUNDING REQUIREMENTS													
- Water: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$37,450.2**
- Water: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$37,488.0**
NEW RESIDENTIAL DEVELOPMENT													
- Population in New Units	9,734	9,814	8,998	9,103	9,193	9,294	9,404	8,381	8,450	8,519	8,587	8,669	**244,757**
REVENUE													
- Charge Receipts: Inflated	$2,766.4	$2,845.0	$2,660.6	$2,745.5	$2,828.1	$2,916.3	$3,009.8	$2,736.1	$2,813.8	$2,893.5	$2,974.9	$3,063.4	**$68,039.6**
INTEREST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**$0.00**
- Interest on Opening Balance	($1,370.2)	($1,290.8)	($1,202.6)	($1,119.8)	($1,027.8)	($926.0)	($813.7)	($690.1)	($574.9)	($449.1)	($311.8)	($162.5)	**($30,754.0)**
- Interest on In-year Transactions	$48.4	$49.8	$46.6	$48.0	$49.5	$51.0	$52.7	$47.9	$49.2	$50.6	$52.1	$53.6	**$202.4**
TOTAL REVENUE	$1,444.6	$1,604.0	$1,504.6	$1,673.7	$1,849.8	$2,041.3	$2,248.8	$2,093.9	$2,288.1	$2,495.1	$2,715.1	$2,954.5	**$37,488.0**
CLOSING CASH BALANCE	($23,468.8)	($21,864.8)	($20,360.2)	($18,686.5)	($16,836.7)	($14,795.4)	($12,546.7)	($10,452.8)	($8,164.7)	($5,669.6)	($2,954.5)	($0.0)	

Adjusted Charge Per Capita	**$219.70**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

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APPENDIX D.4
TABLE 2 - PAGE 2

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
WATER
OFFICE CHARGE
(in $000)

WATER	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.0	($4,458.6)	($4,604.9)	($4,524.5)	($4,321.9)	($4,222.5)	($4,165.3)	($4,091.6)	($3,997.9)	($3,924.8)	($3,856.3)	($3,762.3)	($3,654.3)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Water: Non Inflated	$4,852.6	$257.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Water: Inflated	$4,852.6	$262.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	51,743	35,567	31,780	42,145	30,851	25,970	26,639	27,491	24,776	23,569	24,879	25,094	25,493
REVENUE													
- Charge Receipts: Inflated	$513.3	$359.9	$328.0	$443.7	$331.3	$284.4	$297.6	$313.3	$288.0	$279.4	$300.9	$309.5	$320.7
INTEREST													
- Interest on Opening Balance	$0.0	($245.2)	($253.3)	($248.8)	($237.7)	($232.2)	($229.1)	($225.0)	($219.9)	($215.9)	($212.1)	($206.9)	($201.0)
- Interest on In-year Transactions	($119.3)	$1.7	$5.7	$7.8	$5.8	$5.0	$5.2	$5.5	$5.0	$4.9	$5.3	$5.4	$5.6
TOTAL REVENUE	$394.0	$116.4	$80.5	$202.6	$99.4	$57.2	$73.7	$93.7	$73.1	$68.5	$94.0	$108.0	$125.4
CLOSING CASH BALANCE	($4,458.6)	($4,604.9)	($4,524.5)	($4,321.9)	($4,222.5)	($4,165.3)	($4,091.6)	($3,997.9)	($3,924.8)	($3,856.3)	($3,762.3)	($3,654.3)	($3,528.9)

WATER	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($3,528.9)	($3,327.6)	($3,144.6)	($2,976.0)	($2,739.9)	($2,503.0)	($2,234.2)	($1,943.2)	($1,622.4)	($1,269.8)	($883.3)	($460.3)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Water: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$5,110.1**
- Water: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$5,115.3**
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	30,279	27,488	25,138	28,854	27,423	28,189	28,151	28,512	28,878	29,249	29,626	29,911	**737,695**
REVENUE													
- Charge Receipts: Inflated	$388.6	$359.8	$335.6	$392.9	$380.9	$399.4	$406.8	$420.3	$434.2	$448.6	$463.4	$477.3	**$9,277.8**
INTEREST													
- Interest on Opening Balance	($194.1)	($183.0)	($173.0)	($163.7)	($150.7)	($137.7)	($122.9)	($106.9)	($89.2)	($69.8)	($48.6)	($25.3)	**($4,192.0)**
- Interest on In-year Transactions	$6.8	$6.3	$5.9	$6.9	$6.7	$7.0	$7.1	$7.4	$7.6	$7.9	$8.1	$8.4	**$29.5**
TOTAL REVENUE	$201.3	$183.1	$168.6	$236.1	$236.9	$268.7	$291.1	$320.8	$352.6	$386.6	$423.0	$460.3	**$5,115.3**
CLOSING CASH BALANCE	($3,327.6)	($3,144.6)	($2,976.0)	($2,739.9)	($2,503.0)	($2,234.2)	($1,943.2)	($1,622.4)	($1,269.8)	($883.3)	($460.3)	$0.0	

Adjusted Charge Per Square Metre	**$9.92**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.4
TABLE 2 - PAGE 3

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
WATER
INSTITUTIONAL CHARGE
(in $000)

WATER	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.0	($4,387.3)	($4,531.2)	($4,452.0)	($4,252.7)	($4,154.9)	($4,098.6)	($4,026.1)	($3,933.9)	($3,861.9)	($3,794.6)	($3,702.1)	($3,595.8)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Water: Non Inflated	$4,774.9	$253.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Water: Inflated	$4,774.9	$258.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW INSTITUTIONAL DEVELOPMENT													
- Growth in Square Metres	122,572	84,253	75,284	99,835	73,081	61,520	63,104	65,123	58,690	55,832	58,936	59,444	60,389
REVENUE													
- Charge Receipts: Inflated	$505.1	$354.1	$322.8	$436.6	$326.0	$279.9	$292.8	$308.3	$283.4	$275.0	$296.0	$304.6	$315.6
INTEREST													
- Interest on Opening Balance	$0.0	($241.3)	($249.2)	($244.9)	($233.9)	($228.5)	($225.4)	($221.4)	($216.4)	($212.4)	($208.7)	($203.6)	($197.8)
- Interest on In-year Transactions	($117.4)	$1.7	$5.6	$7.6	$5.7	$4.9	$5.1	$5.4	$5.0	$4.8	$5.2	$5.3	$5.5
TOTAL REVENUE	$387.7	$114.5	$79.2	$199.3	$97.8	$56.3	$72.5	$92.2	$72.0	$67.4	$92.5	$106.3	$123.4
CLOSING CASH BALANCE	($4,387.3)	($4,531.2)	($4,452.0)	($4,252.7)	($4,154.9)	($4,098.6)	($4,026.1)	($3,933.9)	($3,861.9)	($3,794.6)	($3,702.1)	($3,595.8)	($3,472.4)

WATER	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($3,472.4)	($3,274.4)	($3,094.2)	($2,928.4)	($2,696.0)	($2,462.9)	($2,198.5)	($1,912.1)	($1,596.4)	($1,249.5)	($869.1)	($452.9)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Water: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$5,028.3**
- Water: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$5,033.4**
NEW INSTITUTIONAL DEVELOPMENT													
- Growth in Square Metres	71,727	65,116	59,550	68,352	64,962	66,777	66,686	67,541	68,409	69,287	70,179	70,855	**1,747,505**
REVENUE													
- Charge Receipts: Inflated	$382.3	$354.0	$330.3	$386.7	$374.8	$393.0	$400.3	$413.6	$427.3	$441.4	$456.0	$469.6	**$9,129.3**
INTEREST													
- Interest on Opening Balance	($191.0)	($180.1)	($170.2)	($161.1)	($148.3)	($135.5)	($120.9)	($105.2)	($87.8)	($68.7)	($47.8)	($24.9)	**($4,124.9)**
- Interest on In-year Transactions	$6.7	$6.2	$5.8	$6.8	$6.6	$6.9	$7.0	$7.2	$7.5	$7.7	$8.0	$8.2	**$29.0**
TOTAL REVENUE	$198.1	$180.2	$165.9	$232.4	$233.1	$264.4	$286.4	$315.6	$346.9	$380.4	$416.2	$452.9	**$5,033.4**
CLOSING CASH BALANCE	($3,274.4)	($3,094.2)	($2,928.4)	($2,696.0)	($2,462.9)	($2,198.5)	($1,912.1)	($1,596.4)	($1,249.5)	($869.1)	($452.9)	$0.0	

Adjusted Charge Per Square Metre	**$4.12**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.4
TABLE 2 - PAGE 4

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
WATER
COMMERCIAL/RETAIL CHARGE
(in $000)

WATER	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.0	($4,277.3)	($4,417.7)	($4,340.5)	($4,146.1)	($4,050.8)	($3,995.9)	($3,925.2)	($3,835.3)	($3,765.2)	($3,699.5)	($3,609.3)	($3,505.7)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Water: Non Inflated	$4,655.3	$247.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Water: Inflated	$4,655.3	$252.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW COMMERCIAL DEVELOPMENT													
- Growth in Square Metres	73,539	50,549	45,168	59,898	43,846	36,910	37,860	39,071	35,212	33,498	35,360	35,664	36,231
REVENUE													
- Charge Receipts: Inflated	$492.4	$345.3	$314.7	$425.6	$317.8	$272.9	$285.5	$300.5	$276.3	$268.1	$288.6	$296.9	$307.7
INTEREST													
- Interest on Opening Balance	$0.0	($235.3)	($243.0)	($238.7)	($228.0)	($222.8)	($219.8)	($215.9)	($210.9)	($207.1)	($203.5)	($198.5)	($192.8)
- Interest on In-year Transactions	($114.5)	$1.6	$5.5	$7.4	$5.6	$4.8	$5.0	$5.3	$4.8	$4.7	$5.1	$5.2	$5.4
TOTAL REVENUE	$377.9	$111.6	$77.2	$194.4	$95.3	$54.9	$70.7	$89.9	$70.2	$65.7	$90.2	$103.6	$120.3
CLOSING CASH BALANCE	($4,277.3)	($4,417.7)	($4,340.5)	($4,146.1)	($4,050.8)	($3,995.9)	($3,925.2)	($3,835.3)	($3,765.2)	($3,699.5)	($3,609.3)	($3,505.7)	($3,385.4)

WATER	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($3,385.4)	($3,192.3)	($3,016.7)	($2,855.0)	($2,628.5)	($2,401.2)	($2,143.4)	($1,864.2)	($1,556.4)	($1,218.2)	($847.3)	($441.6)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Water: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$4,902.3**
- Water: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$4,907.3**
NEW COMMERCIAL DEVELOPMENT													
- Growth in Square Metres	43,034	39,067	35,728	41,009	38,975	40,064	40,009	40,522	41,043	41,570	42,105	42,511	**1,048,442**
REVENUE													
- Charge Receipts: Inflated	$372.8	$345.2	$322.0	$377.0	$365.4	$383.2	$390.3	$403.2	$416.5	$430.3	$444.6	$457.9	**$8,900.6**
INTEREST													
- Interest on Opening Balance	($186.2)	($175.6)	($165.9)	($157.0)	($144.6)	($132.1)	($117.9)	($102.5)	($85.6)	($67.0)	($46.6)	($24.3)	**($4,021.5)**
- Interest on In-year Transactions	$6.5	$6.0	$5.6	$6.6	$6.4	$6.7	$6.8	$7.1	$7.3	$7.5	$7.8	$8.0	**$28.3**
TOTAL REVENUE	$193.1	$175.6	$161.7	$226.5	$227.3	$257.8	$279.2	$307.7	$338.2	$370.9	$405.8	$441.6	**$4,907.3**
CLOSING CASH BALANCE	($3,192.3)	($3,016.7)	($2,855.0)	($2,628.5)	($2,401.2)	($2,143.4)	($1,864.2)	($1,556.4)	($1,218.2)	($847.3)	($441.6)	($0.0)	

Adjusted Charge Per Square Metre	**$6.70**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.4
TABLE 2 - PAGE 5

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
WATER
INDUSTRIAL CHARGE
(in $000)

WATER	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.0	($6,903.8)	($7,130.4)	($7,005.8)	($6,692.1)	($6,538.2)	($6,449.7)	($6,335.5)	($6,190.4)	($6,077.2)	($5,971.2)	($5,825.6)	($5,658.4)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Water: Non Inflated	$7,513.9	$398.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Water: Inflated	$7,513.9	$406.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW INDUSTRIAL DEVELOPMENT													
- Growth in Square Metres	296,738	203,971	182,257	241,695	176,925	148,937	152,772	157,658	142,085	135,167	142,681	143,911	146,198
REVENUE													
- Charge Receipts: Inflated	$794.8	$557.3	$507.9	$687.0	$512.9	$440.4	$460.8	$485.1	$445.9	$432.7	$465.9	$479.3	$496.6
INTEREST													
- Interest on Opening Balance	$0.0	($379.7)	($392.2)	($385.3)	($368.1)	($359.6)	($354.7)	($348.5)	($340.5)	($334.2)	($328.4)	($320.4)	($311.2)
- Interest on In-year Transactions	($184.8)	$2.6	$8.9	$12.0	$9.0	$7.7	$8.1	$8.5	$7.8	$7.6	$8.2	$8.4	$8.7
TOTAL REVENUE	$610.0	$180.2	$124.6	$313.7	$153.9	$88.5	$114.1	$145.1	$113.2	$106.0	$145.6	$167.2	$194.1
CLOSING CASH BALANCE	($6,903.8)	($7,130.4)	($7,005.8)	($6,692.1)	($6,538.2)	($6,449.7)	($6,335.5)	($6,190.4)	($6,077.2)	($5,971.2)	($5,825.6)	($5,658.4)	($5,464.3)

WATER	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($5,464.3)	($5,152.6)	($4,869.1)	($4,608.1)	($4,242.5)	($3,875.7)	($3,459.6)	($3,008.9)	($2,512.2)	($1,966.2)	($1,367.7)	($712.7)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Water: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$7,912.6**
- Water: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$7,920.6**
NEW INDUSTRIAL DEVELOPMENT													
- Growth in Square Metres	173,647	157,642	144,166	165,476	157,268	161,663	161,443	163,512	165,613	167,739	169,899	171,536	**4,230,599**
REVENUE													
- Charge Receipts: Inflated	$601.7	$557.1	$519.7	$608.4	$589.8	$618.4	$629.9	$650.8	$672.3	$694.6	$717.6	$739.0	**$14,365.9**
INTEREST													
- Interest on Opening Balance	($300.5)	($283.4)	($267.8)	($253.4)	($233.3)	($213.2)	($190.3)	($165.5)	($138.2)	($108.1)	($75.2)	($39.2)	**($6,491.0)**
- Interest on In-year Transactions	$10.5	$9.7	$9.1	$10.6	$10.3	$10.8	$11.0	$11.4	$11.8	$12.2	$12.6	$12.9	**$45.6**
TOTAL REVENUE	$311.7	$283.5	$261.0	$365.6	$366.8	$416.1	$450.7	$496.7	$545.9	$598.6	$654.9	$712.7	**$7,920.6**
CLOSING CASH BALANCE	($5,152.6)	($4,869.1)	($4,608.1)	($4,242.5)	($3,875.7)	($3,459.6)	($3,008.9)	($2,512.2)	($1,966.2)	($1,367.7)	($712.7)	($0.0)	

Adjusted Charge Per Square Metre	**$2.68**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.5

WASTEWATER

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APPENDIX D.5

WASTEWATER

Wastewater is managed through the City of Winnipeg's Water and Waste Department.

TABLE 1 2017–2041 DEVELOPMENT-RELATED CAPITAL PROGRAM AND CALCULATION OF THE "UNADJUSTED" REGULATORY FEES

The development-related capital program for Wastewater and Stormwater totals $1.18 billion. Large amounts are included for major upgrades and expansions to three sewage treatment plants, including that of the West End Sewage Treatment Plant (WEWPCC) project which was undertaken in 2008 but is expected to service growth new development over the 2017-2041 period. The capital program also includes construction of two interceptor sewers.

Provincial and federal grants totalling $267.68 are anticipated to help fund costs associated with the three sewage treatment plants. City staff have identified benefit to existing shares ranging from 68 to 93 per cent of the net municipal costs of these plants. These amounts total $656.07 million. For the 2008 WEWPCC initiative, an additional amount of $419,100 has been deducted to account for prior growth.

The remaining costs total $253.00 million. After residential and non-residential apportionments, unadjusted charges are calculated at $640.88 per capita for residential development, $29.01 per square metre for Office, $12.05 per square metre for Institutional, $19.58 per square metre for Commercial/Retail, and $7.83 per square metre for Industrial development.

TABLE 2 CASH FLOW ANALYSIS

After cash flow considerations, the residential and non-residential charges increase as shown in the following table:

WASTEWATER SUMMARY									
2017-2041 Development-Related Capital Program		Unadjusted Charge		**Adjusted Charge**		**Adjusted Charges**			
						Office	**Institutional**	**Commercial**	**Industrial**
Total	Net Recoverable	$/capita	$/sq.m	**$/capita**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**	**$/sq.m**
$1,177,172,000	$252,998,355	$640.88	$12.38	**$798.87**	**$15.42**	**$36.14**	**$15.01**	**$24.40**	**$9.76**

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APPENDIX D.5
TABLE 1

CITY OF WINNIPEG
DEVELOPMENT-RELATED CAPITAL PROGRAM

Service	Project Description	Timing	Gross Project Cost	Grants/ Subsidies/ Other Recoveries	Net Municipal Cost	Ineligible Costs Replacement & BTE	Development Related Costs	Costs for Recovery		
								Prior Growth	2017-2041	Post 2041
9.0 WASTEWATER										
9.1.1	Plessis Road Interceptor	2017	$ 7,300,000	$ -	$ 7,300,000	$ -	$ 7,300,000	$ -	$ 7,300,000	$ -
9.1.2	Kenaston Boulevard Interceptor	2021	$ 6,442,000	$ -	$ 6,442,000	$ -	$ 6,442,000	$ -	$ 6,442,000	$ -
9.1.3	WEWPCC (past project)	2017	$ 33,230,000	$ 13,260,000	$ 19,970,000	$ 18,572,100	$ 1,397,900	$ 419,145	$ 978,755	$ -
9.1.4	SEWPCC (future)	2019	$ 335,600,000	$ 59,420,000	$ 276,180,000	$ 187,802,400	$ 88,377,600	$ -	$ 88,377,600	$ -
9.1.5	NEWPCC (future)	2023	$ 794,600,000	$ 195,000,000	$ 599,600,000	$ 449,700,000	$ 149,900,000	$ -	$ 149,900,000	$ -
TOTAL WASTEWATER			**$ 1,177,172,000**	**$ 267,680,000**	**$ 909,492,000**	**$ 656,074,500**	**$ 253,417,500**	**$ 419,145**	**$ 252,998,355**	**$ -**

Residential Calculation		
Residential Share of Development-Related Costs	62%	$156,858,980
25 Year Population Growth in New Housing Units		244,757
Unadjusted Per Unit Charge		**$640.88**
Non-Residential Calculation		
Non-Residential Share of Development-Related Costs	38%	$96,139,375
25 Year Growth in Square Metres		7,764,241
Unadjusted Per Square Metre Charge		**$12.38**
Non-Residential Allocation		
25 Year Growth in Square Metres: Major Office		737,695
25 Year Growth in Square Metres: Institutional		1,747,505
25 Year Growth in Square Metres: Commercial/Retail		1,048,442
25 Year Growth in Square Metres: Industrial		4,230,599
Office Per Square Metre Charge (Unadjusted)	22.3%	**$29.01**
Institutional Per Square Metre Charge (Unadjusted)	21.9%	**$12.05**
Commercial/Retail Per Square Metre Charge (Unadjusted)	21.4%	**$19.58**
Industrial Per Square Metre Charge (Unadjusted)	34.5%	**$7.83**

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APPENDIX D.5
TABLE 2 - PAGE 1

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
WASTEWATER
RESIDENTIAL CHARGE
(in $000)

WASTEWATER	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	$3,444.73	$12,565.20	($36,104.8)	($28,367.38)	($24,275.10)	($16,374.60)	($115,225.22)	($111,782.05)	($107,835.80)	($103,371.54)	($99,545.75)	($95,308.21)
2017-2041 RESIDENTIAL FUNDING REQUIREMENTS													
- Wastewater: Non Inflated	$5,132.8	$0.0	$54,794.1	$0.0	$3,994.0	$0.0	$92,938.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Wastewater: Inflated	$5,132.8	$0.0	$57,007.8	$0.0	$4,323.3	$0.0	$104,663.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW RESIDENTIAL DEVELOPMENT													
- Population in New Units	10,663	10,855	11,084	11,272	11,424	10,291	10,376	10,475	10,599	10,701	9,599	9,610	9,662
REVENUE													
- Charge Receipts: Inflated	$8,518.3	$8,845.1	$9,212.4	$9,556.0	$9,878.5	$9,076.8	$9,334.8	$9,612.3	$9,920.7	$10,216.4	$9,347.6	$9,545.5	$9,789.1
INTEREST													
- Interest on Opening Balance	$0.0	$120.6	$439.8	($1,985.8)	($1,560.2)	($1,335.1)	($900.6)	($6,337.4)	($6,148.0)	($5,931.0)	($5,685.4)	($5,475.0)	($5,242.0)
- Interest on In-year Transactions	$59.2	$154.8	($1,314.4)	$167.2	$97.2	$158.8	($2,621.5)	$168.2	$173.6	$178.8	$163.6	$167.0	$171.3
TOTAL REVENUE	$8,577.6	$9,120.5	$8,337.8	$7,737.4	$8,415.6	$7,900.5	$5,812.7	$3,443.2	$3,946.2	$4,464.3	$3,825.8	$4,237.5	$4,718.5
CLOSING CASH BALANCE	$3,444.7	$12,565.2	($36,104.8)	($28,367.4)	($24,275.1)	($16,374.6)	($115,225.2)	($111,782.0)	($107,835.8)	($103,371.5)	($99,545.8)	($95,308.2)	($90,589.7)

WASTEWATER	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($90,589.75)	($85,336.85)	($79,504.54)	($74,033.62)	($67,947.77)	($61,221.60)	($53,798.97)	($45,622.04)	($38,008.29)	($29,688.32)	($20,615.83)	($10,743.08)	
2017-2041 RESIDENTIAL FUNDING REQUIREMENTS													
- Wastewater: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$156,859.0**
- Wastewater: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$171,127.2**
NEW RESIDENTIAL DEVELOPMENT													
- Population in New Units	9,734	9,814	8,998	9,103	9,193	9,294	9,404	8,381	8,450	8,519	8,587	8,669	**244,757**
REVENUE													
- Charge Receipts: Inflated	$10,059.3	$10,344.8	$9,674.4	$9,983.0	$10,283.3	$10,604.2	$10,944.3	$9,948.9	$10,231.4	$10,521.2	$10,817.3	$11,139.0	**$247,404.8**
INTEREST													
- Interest on Opening Balance	($4,982.4)	($4,693.5)	($4,372.7)	($4,071.8)	($3,737.1)	($3,367.2)	($2,958.9)	($2,509.2)	($2,090.5)	($1,632.9)	($1,133.9)	($590.9)	**($76,181.2)**
- Interest on In-year Transactions	$176.0	$181.0	$169.3	$174.7	$180.0	$185.6	$191.5	$174.1	$179.0	$184.1	$189.3	$194.9	**($96.4)**
TOTAL REVENUE	$5,252.9	$5,832.3	$5,470.9	$6,085.9	$6,726.2	$7,422.6	$8,176.9	$7,613.7	$8,320.0	$9,072.5	$9,872.7	$10,743.1	**$171,127.2**
CLOSING CASH BALANCE	($85,336.9)	($79,504.5)	($74,033.6)	($67,947.8)	($61,221.6)	($53,799.0)	($45,622.0)	($38,008.3)	($29,688.3)	($20,615.8)	($10,743.1)	$0.0	

Adjusted Charge Per Capita	**$798.87**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

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APPENDIX D.5
TABLE 2 - PAGE 2

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
WASTEWATER
OFFICE CHARGE
(in $000)

WASTEWATER	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	$1,190.25	$2,566.08	($4,108.86)	($2,690.07)	($2,210.17)	($1,277.23)	($14,907.50)	($14,566.08)	($14,299.65)	($14,050.25)	($13,707.67)	($13,314.14)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Wastewater: Non Inflated	$700.4	$0.0	$7,476.7	$0.0	$545.0	$0.0	$12,681.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Wastewater: Inflated	$700.4	$0.0	$7,778.8	$0.0	$589.9	$0.0	$14,281.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	51,743	35,567	31,780	42,145	30,851	25,970	26,639	27,491	24,776	23,569	24,879	25,094	25,493
REVENUE													
- Charge Receipts: Inflated	$1,870.2	$1,311.2	$1,195.1	$1,616.5	$1,207.0	$1,036.4	$1,084.3	$1,141.4	$1,049.2	$1,018.1	$1,096.2	$1,127.7	$1,168.6
INTEREST													
- Interest on Opening Balance	$0.0	$41.7	$89.8	($226.0)	($148.0)	($121.6)	($70.2)	($819.9)	($801.1)	($786.5)	($772.8)	($753.9)	($732.3)
- Interest on In-year Transactions	$20.5	$22.9	($181.1)	$28.3	$10.8	$18.1	($362.9)	$20.0	$18.4	$17.8	$19.2	$19.7	$20.4
TOTAL REVENUE	$1,890.6	$1,375.8	$1,103.8	$1,418.8	$1,069.8	$932.9	$651.1	$341.4	$266.4	$249.4	$342.6	$393.5	$456.7
CLOSING CASH BALANCE	$1,190.3	$2,566.1	($4,108.9)	($2,690.1)	($2,210.2)	($1,277.2)	($14,907.5)	($14,566.1)	($14,299.7)	($14,050.2)	($13,707.7)	($13,314.1)	($12,857.4)

WASTEWATER	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($12,857.41)	($12,124.08)	($11,457.03)	($10,842.92)	($9,982.55)	($9,119.44)	($8,140.35)	($7,079.85)	($5,911.15)	($4,626.59)	($3,218.11)	($1,677.05)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Wastewater: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$21,403.5**
- Wastewater: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$23,350.5**
NEW MAJOR OFFICE DEVELOPMENT													
- Growth in Square Metres	30,279	27,488	25,138	28,854	27,423	28,189	28,151	28,512	28,878	29,249	29,626	29,911	**737,695**
REVENUE													
- Charge Receipts: Inflated	$1,415.7	$1,310.9	$1,222.8	$1,431.7	$1,387.9	$1,455.2	$1,482.3	$1,531.3	$1,582.0	$1,634.3	$1,688.5	$1,738.9	**$33,803.1**
INTEREST													
- Interest on Opening Balance	($707.2)	($666.8)	($630.1)	($596.4)	($549.0)	($501.6)	($447.7)	($389.4)	($325.1)	($254.5)	($177.0)	($92.2)	**($10,437.8)**
- Interest on In-year Transactions	$24.8	$22.9	$21.4	$25.1	$24.3	$25.5	$25.9	$26.8	$27.7	$28.6	$29.5	$30.4	**($14.9)**
TOTAL REVENUE	$733.3	$667.0	$614.1	$860.4	$863.1	$979.1	$1,060.5	$1,168.7	$1,284.6	$1,408.5	$1,541.1	$1,677.1	**$23,350.5**
CLOSING CASH BALANCE	($12,124.1)	($11,457.0)	($10,842.9)	($9,982.6)	($9,119.4)	($8,140.3)	($7,079.9)	($5,911.2)	($4,626.6)	($3,218.1)	($1,677.1)	$0.0	

Adjusted Charge Per Square Metre	**$36.14**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate:	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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APPENDIX D.5
TABLE 2 - PAGE 3

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
WASTEWATER
INSTITUTIONAL CHARGE
(in $000)

WASTEWATER	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	$1,171.20	$2,525.00	($4,043.09)	($2,647.01)	($2,174.79)	($1,256.79)	($14,668.87)	($14,332.92)	($14,070.76)	($13,825.35)	($13,488.25)	($13,101.02)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Wastewater: Non Inflated	$689.2	$0.0	$7,357.0	$0.0	$536.3	$0.0	$12,478.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Wastewater: Inflated	$689.2	$0.0	$7,654.2	$0.0	$580.5	$0.0	$14,052.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW INSTITUTIONAL DEVELOPMENT													
- Growth in Square Metres	122,572	84,253	75,284	99,835	73,081	61,520	63,104	65,123	58,690	55,832	58,936	59,444	60,389
REVENUE													
- Charge Receipts: Inflated	$1,840.2	$1,290.2	$1,175.9	$1,590.6	$1,187.7	$1,019.8	$1,066.9	$1,123.1	$1,032.4	$1,001.8	$1,078.6	$1,109.7	$1,149.9
INTEREST													
- Interest on Opening Balance	$0.0	$41.0	$88.4	($222.4)	($145.6)	($119.6)	($69.1)	($806.8)	($788.3)	($773.9)	($760.4)	($741.9)	($720.6)
- Interest on In-year Transactions	$20.1	$22.6	($178.2)	$27.8	$10.6	$17.8	($357.1)	$19.7	$18.1	$17.5	$18.9	$19.4	$20.1
TOTAL REVENUE	$1,860.4	$1,353.8	$1,086.2	$1,396.1	$1,052.7	$918.0	$640.7	$336.0	$262.2	$245.4	$337.1	$387.2	$449.4
CLOSING CASH BALANCE	$1,171.2	$2,525.0	($4,043.1)	($2,647.0)	($2,174.8)	($1,256.8)	($14,668.9)	($14,332.9)	($14,070.8)	($13,825.3)	($13,488.3)	($13,101.0)	($12,651.6)

WASTEWATER	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($12,651.60)	($11,930.00)	($11,273.64)	($10,669.36)	($9,822.76)	($8,973.46)	($8,010.04)	($6,966.53)	($5,816.53)	($4,552.53)	($3,166.59)	($1,650.21)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Wastewater: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$21,060.9**
- Wastewater: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$22,976.7**
NEW INSTITUTIONAL DEVELOPMENT													
- Growth in Square Metres	71,727	65,116	59,550	68,352	64,962	66,777	66,686	67,541	68,409	69,287	70,179	70,855	**1,747,505**
REVENUE													
- Charge Receipts: Inflated	$1,393.1	$1,289.9	$1,203.3	$1,408.8	$1,365.7	$1,431.9	$1,458.5	$1,506.8	$1,556.7	$1,608.2	$1,661.5	$1,711.0	**$33,262.0**
INTEREST													
- Interest on Opening Balance	($695.8)	($656.2)	($620.0)	($586.8)	($540.3)	($493.5)	($440.6)	($383.2)	($319.9)	($250.4)	($174.2)	($90.8)	**($10,270.7)**
- Interest on In-year Transactions	$24.4	$22.6	$21.1	$24.7	$23.9	$25.1	$25.5	$26.4	$27.2	$28.1	$29.1	$29.9	**($14.6)**
TOTAL REVENUE	$721.6	$656.4	$604.3	$846.6	$849.3	$963.4	$1,043.5	$1,150.0	$1,264.0	$1,385.9	$1,516.4	$1,650.2	**$22,976.7**
CLOSING CASH BALANCE	($11,930.0)	($11,273.6)	($10,669.4)	($9,822.8)	($8,973.5)	($8,010.0)	($6,966.5)	($5,816.5)	($4,552.5)	($3,166.6)	($1,650.2)	$0.0	

Adjusted Charge Per Square Metre	**$15.01**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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TABLE 2 - PAGE 4

CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
WASTEWATER
COMMERCIAL/RETAIL CHARGE
(in $000)

WASTEWATER	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	$1,141.85	$2,461.73	($3,941.78)	($2,580.68)	($2,120.30)	($1,225.30)	($14,301.32)	($13,973.78)	($13,718.19)	($13,478.93)	($13,150.28)	($12,772.75)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Wastewater: Non Inflated	$671.9	$0.0	$7,172.7	$0.0	$522.8	$0.0	$12,165.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Wastewater: Inflated	$671.9	$0.0	$7,462.5	$0.0	$565.9	$0.0	$13,700.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW COMMERCIAL DEVELOPMENT													
- Growth in Square Metres	73,539	50,549	45,168	59,898	43,846	36,910	37,860	39,071	35,212	33,498	35,360	35,664	36,231
REVENUE													
- Charge Receipts: Inflated	$1,794.1	$1,257.9	$1,146.5	$1,550.8	$1,157.9	$994.2	$1,040.2	$1,094.9	$1,006.5	$976.7	$1,051.6	$1,081.9	$1,121.0
INTEREST													
- Interest on Opening Balance	$0.0	$40.0	$86.2	($216.8)	($141.9)	($116.6)	($67.4)	($786.6)	($768.6)	($754.5)	($741.3)	($723.3)	($702.5)
- Interest on In-year Transactions	$19.6	$22.0	($173.7)	$27.1	$10.4	$17.4	($348.2)	$19.2	$17.6	$17.1	$18.4	$18.9	$19.6
TOTAL REVENUE	$1,813.8	$1,319.9	$1,058.9	$1,361.1	$1,026.3	$895.0	$624.7	$327.5	$255.6	$239.3	$328.6	$377.5	$438.2
CLOSING CASH BALANCE	$1,141.9	$2,461.7	($3,941.8)	($2,580.7)	($2,120.3)	($1,225.3)	($14,301.3)	($13,973.8)	($13,718.2)	($13,478.9)	($13,150.3)	($12,772.8)	($12,334.6)

WASTEWATER	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($12,334.59)	($11,631.08)	($10,991.15)	($10,402.02)	($9,576.63)	($8,748.61)	($7,809.34)	($6,791.97)	($5,670.79)	($4,438.46)	($3,087.25)	($1,608.86)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Wastewater: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$20,533.2**
- Wastewater: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$22,401.0**
NEW COMMERCIAL DEVELOPMENT													
- Growth in Square Metres	43,034	39,067	35,728	41,009	38,975	40,064	40,009	40,522	41,043	41,570	42,105	42,511	**1,048,442**
REVENUE													
- Charge Receipts: Inflated	$1,358.2	$1,257.6	$1,173.1	$1,373.5	$1,331.4	$1,396.0	$1,422.0	$1,469.0	$1,517.7	$1,567.9	$1,619.8	$1,668.2	**$32,428.6**
INTEREST													
- Interest on Opening Balance	($678.4)	($639.7)	($604.5)	($572.1)	($526.7)	($481.2)	($429.5)	($373.6)	($311.9)	($244.1)	($169.8)	($88.5)	**($10,013.3)**
- Interest on In-year Transactions	$23.8	$22.0	$20.5	$24.0	$23.3	$24.4	$24.9	$25.7	$26.6	$27.4	$28.3	$29.2	**($14.3)**
TOTAL REVENUE	$703.5	$639.9	$589.1	$825.4	$828.0	$939.3	$1,017.4	$1,121.2	$1,232.3	$1,351.2	$1,478.4	$1,608.9	**$22,401.0**
CLOSING CASH BALANCE	($11,631.1)	($10,991.2)	($10,402.0)	($9,576.6)	($8,748.6)	($7,809.3)	($6,792.0)	($5,670.8)	($4,438.5)	($3,087.2)	($1,608.9)	$0.0	

Adjusted Charge Per Square Metre	**$24.40**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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CITY OF WINNIPEG
CASHFLOW AND DETERMINATION OF REGULATORY FEE
WASTEWATER
INDUSTRIAL CHARGE
(in $000)

WASTEWATER	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OPENING CASH BALANCE	$0.00	$1,843.01	$3,973.37	($6,362.24)	($4,165.35)	($3,422.27)	($1,977.69)	($23,083.06)	($22,554.40)	($22,141.87)	($21,755.68)	($21,225.23)	($20,615.88)
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Wastewater: Non Inflated	$1,084.5	$0.0	$11,577.1	$0.0	$843.9	$0.0	$19,636.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
- Wastewater: Inflated	$1,084.5	$0.0	$12,044.8	$0.0	$913.4	$0.0	$22,113.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NEW INDUSTRIAL DEVELOPMENT													
- Growth in Square Metres	296,738	203,971	182,257	241,695	176,925	148,937	152,772	157,658	142,085	135,167	142,681	143,911	146,198
REVENUE													
- Charge Receipts: Inflated	$2,895.8	$2,030.3	$1,850.5	$2,503.0	$1,868.9	$1,604.7	$1,679.0	$1,767.3	$1,624.6	$1,576.4	$1,697.3	$1,746.2	$1,809.4
INTEREST													
- Interest on Opening Balance	$0.0	$64.5	$139.1	($349.9)	($229.1)	($188.2)	($108.8)	($1,269.6)	($1,240.5)	($1,217.8)	($1,196.6)	($1,167.4)	($1,133.9)
- Interest on In-year Transactions	$31.7	$35.5	($280.3)	$43.8	$16.7	$28.1	($562.0)	$30.9	$28.4	$27.6	$29.7	$30.6	$31.7
TOTAL REVENUE	$2,927.5	$2,130.4	$1,709.2	$2,196.9	$1,656.5	$1,444.6	$1,008.2	$528.7	$412.5	$386.2	$530.5	$609.4	$707.2
CLOSING CASH BALANCE	$1,843.0	$3,973.4	($6,362.2)	($4,165.4)	($3,422.3)	($1,977.7)	($23,083.1)	($22,554.4)	($22,141.9)	($21,755.7)	($21,225.2)	($20,615.9)	($19,908.7)

WASTEWATER	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	($19,908.67)	($18,773.16)	($17,740.29)	($16,789.40)	($15,457.18)	($14,120.72)	($12,604.67)	($10,962.59)	($9,152.94)	($7,163.91)	($4,982.98)	($2,596.78)	
2017-2041 MAJOR OFFICE FUNDING REQUIREMENTS													
- Wastewater: Non Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$33,141.7**
- Wastewater: Inflated	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$36,156.3**
NEW INDUSTRIAL DEVELOPMENT													
- Growth in Square Metres	173,647	157,642	144,166	165,476	157,268	161,663	161,443	163,512	165,613	167,739	169,899	171,536	**4,230,599**
REVENUE													
- Charge Receipts: Inflated	$2,192.1	$2,029.9	$1,893.5	$2,216.8	$2,149.0	$2,253.2	$2,295.2	$2,371.1	$2,449.6	$2,530.7	$2,614.5	$2,692.5	**$52,341.4**
INTEREST													
- Interest on Opening Balance	($1,095.0)	($1,032.5)	($975.7)	($923.4)	($850.1)	($776.6)	($693.3)	($602.9)	($503.4)	($394.0)	($274.1)	($142.8)	**($16,162.1)**
- Interest on In-year Transactions	$38.4	$35.5	$33.1	$38.8	$37.6	$39.4	$40.2	$41.5	$42.9	$44.3	$45.8	$47.1	**($23.1)**
TOTAL REVENUE	$1,135.5	$1,032.9	$950.9	$1,332.2	$1,336.5	$1,516.0	$1,642.1	$1,809.6	$1,989.0	$2,180.9	$2,386.2	$2,596.8	**$36,156.3**
CLOSING CASH BALANCE	($18,773.2)	($17,740.3)	($16,789.4)	($15,457.2)	($14,120.7)	($12,604.7)	($10,962.6)	($9,152.9)	($7,163.9)	($4,983.0)	($2,596.8)	$0.0	

Adjusted Charge Per Square Metre	**$9.76**

Allocation of Capital Program	
Residential Sector	62%
Non-Residential Sector	38%
Rates for 2016	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

Non-res Split:	
Office	22%
Institutional	22%
Commercial/R	21%
Industrial	34%

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This is Exhibit 13 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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REVIEW OF MUNICIPAL GROWTH FINANCING MECHANISMS

City of Winnipeg

Report for
Council Consideration

HEMSON Consulting Ltd.

August 31, 2016

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I INTRODUCTION

For many years the City of Winnipeg experienced relatively modest rates of growth and was able to absorb the added demands placed on infrastructure and annual operations without the need to change the way in which it funded and financed the additional needs. In the last ten years, the City has been experiencing a period of increasing growth placing greater pressure on the City's infrastructure and resources. With growth expected to continue, the funding of new infrastructure for expanded City services will be a significant challenge. Recognizing this challenge, the City is in the process of examining the costs and revenues associated with growth as well as the potential to introduce new funding mechanisms. To assist the City in this process Hemson was retained to undertake a review of funding and financing principles and practices and to calculate what level of charges would be required in order to pay for off-site infrastructure that would be needed to met the service demands of growth anticipated to occur up to 2041.

This report provides an overview of the City's current context and practices related to development-related funding, as well as a review of key financing mechanisms employed by municipalities across Canada to fund the initial emplacement of development-related costs, and which could be employed to fund the costs of growth in Winnipeg.

The report is organized as follows:

Section II provides an overview of the City's current context as it relates to growth and funding practices. In particular, it considers the extent to which new development-growth funds the associated municipal servicing requirements – does growth pay for growth in Winnipeg.

Section III explores some of the key principles that underlie the question of who should pay for growth. It also examines a variety of development-related capital funding mechanisms that are available to Canadian municipalities.

Section IV presents a closer examination of legislative charges as a funding mechanism, with a comparison of how this mechanism is employed by 13 Canadian municipalities to fund the City-wide costs associated with development. A detailed summary of this review is provided in Appendix A.

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Section V concludes the report with a summary of lessons learned, implications for Winnipeg.

A second report addresses the calculation of charges required to pay for off-site infrastructure to meet future growth needs.

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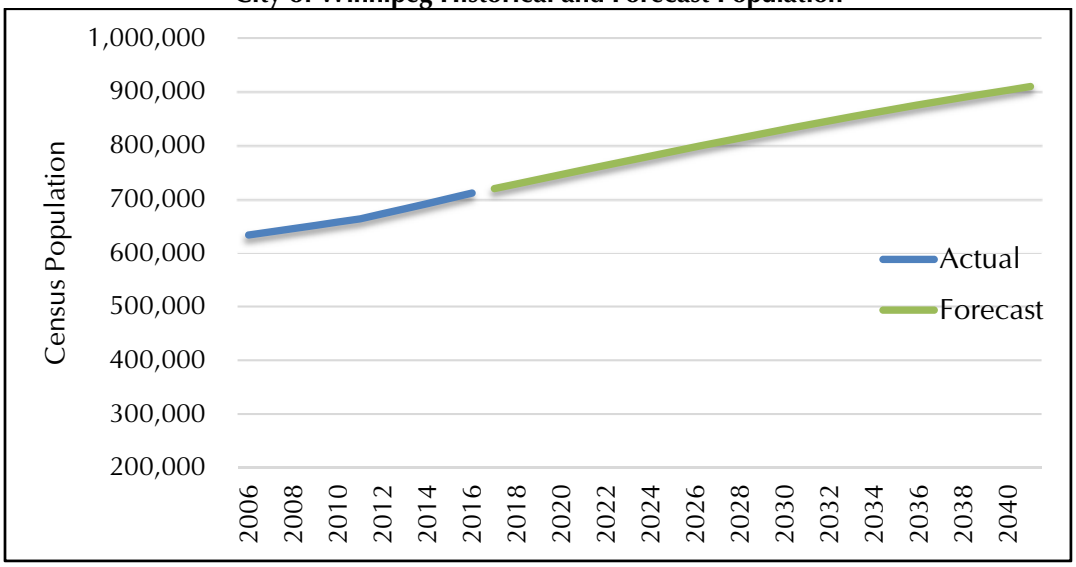
II WINNIPEG'S CURRENT CONTEXT

This section describes Winnipeg's current growth context including population and household growth trends and forecasts, relevant plans and policies, and current development funding practices.

A. WINNIPEG HAS EXPERIENCED SIGNIFICANT GROWTH IN RECENT YEARS

In recent years, the City of Winnipeg has experienced increasing rates of growth. Annual population growth rates have increased from an average of approximately 0.9 per cent between 2006 and 2011 to approximately 1.4 per cent between 2011 and 2016. As demonstrated by Figure 1, population growth is expected to remain relatively strong over the coming decades: the City's Census population of 711,500 in 2016 is anticipated to increase to approximately 910,000 in 2041, representing a total increase of 28 per cent.

Figure 1
City of Winnipeg Historical and Forecast Population



Source: City of Winnipeg Population, Housing, and Economic Forecast, 2016

Figure 2 illustrates how the City's recent growth trends have been reflected in housing development. While annual household growth averaged approximately 0.6 per cent during the mid 2000s, annual growth rates have reached 1.1 per cent in recent years.

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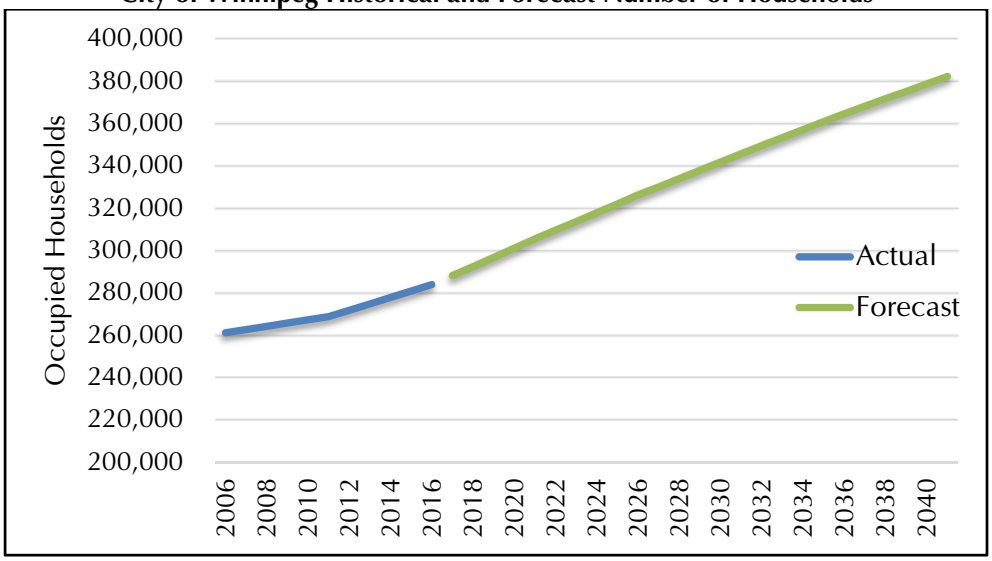
In 2016, there was a total of 283,900 occupied households in Winnipeg; this number is expected to grow to 382,200 by 2041, representing a total increase of 35 per cent.

Figure 2
City of Winnipeg Historical and Forecast Number of Households



Source: City of Winnipeg Population, Housing, and Economic Forecast, 2016

Winnipeg's planning policy framework recognizes the need to plan for this growth while supporting sustainability and economic development. *OurWinnipeg*, the City's long-range development plan, is framed by overarching directions that include creating complete communities that are rich in amenities; supporting sustainable transportation with high quality transit, pedestrian, and cycling infrastructure; and protecting the natural environment with sustainable water, wastewater, stormwater management, and solid waste management systems and infrastructure. Implementation of these directions will require significant future capital and operating investment.

B. HOW WINNIPEG PAYS FOR DEVELOPMENT-RELATED SERVICING TODAY

Historically Winnipeg has largely relied on property taxes and utility rates together with Federal and Provincial grants to pay for new infrastructure required to service growth. Additional operating costs and the costs of infrastructure repair and replacement are also paid for with property taxes and utility rates supplemented by fees and charges. However, for a number of years, property tax rates have been constrained and investment in both new and replacement infrastructure has been limited. As a

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result, service levels have declined and the average condition of the City's infrastructure has deteriorated.

Recently with the significant increase in development activity, the added demands on the City's existing infrastructure have risen leading to further reductions in service levels. As new development is projected to continue at robust levels for an extended period there is a pressing need to invest in new infrastructure to prevent further declines in service levels. Specifically, new and expanded City-wide capital infrastructure, including water, wastewater, stormwater and transportation infrastructure as well as protection and recreational facilities and further capital investment will be required over the coming decades.

When a new development is undertaken, the developer is responsible for the construction of the infrastructure within the development. This includes water distribution, wastewater collection, roads, sidewalks, street lights etc. In addition, through provisions of the development agreement funds must be provided by the developer to pay for boundary roads and intersections. As well, the City charges Trunk Service Rates, which pay for the costs of local land drainage trunk facilities across benefitting properties. Collectively, the infrastructure through these mechanisms is limited to services directly serving the development.

Because the development-related capital funding mechanisms are largely limited to local services, the City has to fund the majority of City-wide infrastructure costs through property taxes and utility rates. Since the late 1990's, because the increase in the City's property tax rate has been far below the rate of inflation, the City's tax revenues have in effect been declining. Partly as consequence of this and as shown in Figure 3, the City of Winnipeg's average annual per capita infrastructure spending is equal to roughly one-third of the average across eight major Canadian cities.

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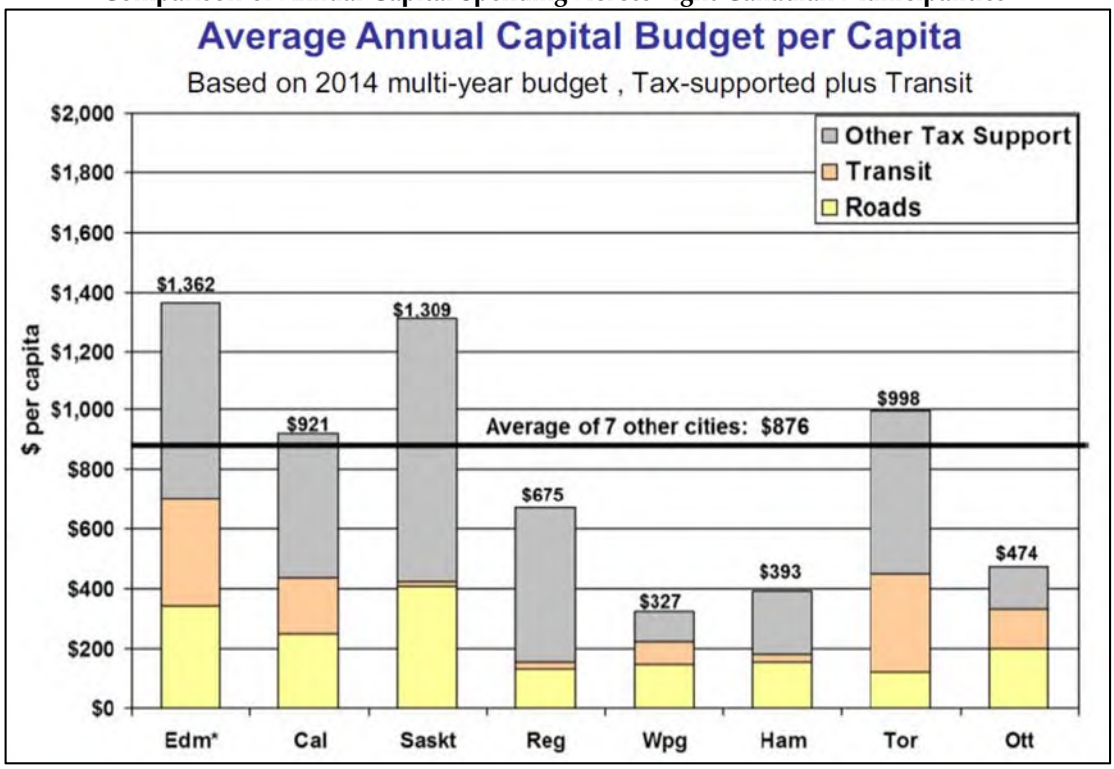
Figure 3
Comparison of Annual Capital Spending Across Eight Canadian Municipalities



Source: City of Winnipeg Community Trends and Performance Report, 2016

Furthermore, in contrast to Winnipeg, other municipalities in Manitoba, and many cities in other provinces, require developers to fully or partly fund the initial or first-round of required off-site or city-wide infrastructure for a broad range of services. This frees up property taxes to fund annual operating costs and long-term capital replacement requirements. Further details regarding capital funding mechanisms are provided within Section III and Appendix A.

In summary, given the City's current capital funding structure and as a result of the constrained flow of property tax revenues, the City has been unable to fully meet its capital funding needs. Consequently, Winnipeg is experiencing a deterioration in its existing infrastructure and a growing City-wide infrastructure deficit. This infrastructure deficit was last estimated at $3.5 billion in 2009, and is expected to reach

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$7.4 billion by 2018. Of this, $3.6 billion is related to the need for new development-related infrastructure.[1]

C. FUNDING IMPLICATIONS OF NEW DEVELOPMENT FOR MUNICIPAL SERVICES

As has been noted previously, the City of Winnipeg stands out compared to municipalities both in Manitoba and in other provinces in terms of the way in which it pays for the municipal infrastructure requirements of new development. To a greater or lesser degree most municipalities in Canada, especially large cities, require new development to make up-front payments (in the form of fees and charges) to cover the capital costs of the infrastructure that is needed in order to provide municipal services.

In contrast, with the exception of some boundary road related costs and land drainage facilities, individual developments in Winnipeg do not contribute directly to the capital cost of off-site infrastructure. Such infrastructure is very extensive and includes:

- Roads, bridges and tunnels
- Water and Wastewater plants and distribution and collection systems
- Waste collection facilities
- EMS (Police, Fire and Ambulance) facilities and fleet
- Transit equipment
- Community Facilities
- Libraries including collection
- Central Services including IT requirements

Net of any grants, the City receives the capital cost of infrastructure related to these services are paid for through property taxes or in the case of water and wastewater and waste through utility rates.

To understand the implications of Winnipeg's funding structure and to address the extent to which 'growth pays for growth', it is important to first consider what the term means.

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[1] *City of Winnipeg Community Trends and Performance Report, 2016*

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1. What Does "Growth Pays for Growth" Mean?

The term "growth pays for growth" has a number of possible meanings in the context of municipal finance. At its broadest it means that over time as a community develops it is able to provide municipal services on a sustainable basis without the need to increase rates and taxes because of growth. In this context, growth can be considered as adding to the financial demands on the City in three ways:

- Costs of 'first-round' capital infrastructure
- Annual operating costs
- Costs of periodic infrastructure replacement

In Winnipeg property taxes and utility rates largely fund all three elements. In practice given the City's constrained revenues, especially from property taxes, 'first-round' infrastructure has not been added at the level required to maintain service levels given the amount of growth that has occurred. Nor has it has not kept pace with replacement needs of the existing infrastructure. For this reason, irrespective of the revenue contribution made by growth, the "growth pays for growth" test is not being met since the required amount of new infrastructure is not being provided.

The other narrower meaning of the term "growth pays for growth" commonly refers to the concept that new development pays directly for 'first-round' infrastructure through fees or charges. This is the approach used widely across Canada but only to very limited extent in Winnipeg. Instead infrastructure required for new development is funded by property taxes and utility rates. Since neither property taxes nor utility rates are determined according to the costs of providing services to individual properties, the cost of growth-related infrastructure is not paid by growth. Instead it is shared across the City with both new and existing properties contributing according to the funding structure. In the case of property taxes, properties of equal value whether new or existing pay the same amount of property taxes. For utility rate based services, charges are volumetric or on a per unit basis and are not differentiated between new and existing development very clearly. Therefore, while growth contributes to the cost of first-round infrastructure it does not pay for it entirely or the same level as in most other cities.

2. How Does New Development Affect City Costs?

As noted above, as new development occurs it requires municipal services. Some service needs can be met without the immediate addition of new infrastructure. This does cause a service level decline as far as the infrastructure component is concerned but may not affect overall performance if the service can be maintained for example through additional staffing. In the long run however additional infrastructure is likely to be needed. For quite some time the City has minimized its investment in new

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infrastructure especially for services that are funded through property taxes. By underinvesting in 'first-round' infrastructure the City has been able to keep property tax rates low. Had the City kept pace with the real demands created by growth, property tax rates would have to have been higher.

In light of this underinvestment it is plain that the infrastructure requirements of growth are not being paid for fully by growth. Instead most of the impacts of growth are absorbed through service level reductions which affect all City residents and businesses.

Where infrastructure has been added, the costs have mostly been paid for through taxes or rates. As for the City's increased operating costs arising from growth, these have been paid through taxes and utility rates. This is in keeping with practices across Canada.

3. New Development Generates Additional Taxes and Rate Revenue

As growth has occurred in Winnipeg additional revenues have been generated from three principle sources.

- **Property Taxes**: Revenues from property taxes are a function of property values (per the "ad valorem" system). Under this funding system the share of the City's tax funded budget paid by an individual property is determined according to its value. The costs of servicing the same property are not considered and therefore there is no direct linkage between the taxes paid by a new property and the cost of providing services. This is contrary to what has sometimes been suggested. Revenues from new development are not "ring fenced" and thus available to pay for new infrastructure.

  New units tend to have assessed values that are higher than average as they are primarily because they tend to be larger and newer. But while the taxes paid by these units are higher, they are no greater than the taxes on other houses in the City of the same value.

  As such, like all properties in the City they contribute their fair share towards City costs. The point that under Winnipeg's current funding structure 'growth does not pay for growth' can be readily understood by considering the effect that would be felt if the City were to increase spending on first-round infrastructure to meet the needs of new growth. This would necessitate a higher tax rate which would increase taxes on all properties not just on new development. The additional spending would be paid for only in part by growth.

- **Utility Rates:** Revenues generated by new development are based on volumes in the case of water and wastewater by unit for waste. New development therefore

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pays the same amount as existing units. Rate funded growth-related infrastructure is payed for through the rates. As with items that have been funded through property taxes, these rates have to be higher than would be the case if growth-related projects were directly funded by new development

- **Fees and Charges:** Fees and charges largely cover program operating costs. As such new development contributes proportionately in the same way as existing development. To the extent if any that new infrastructure is paid for through fees and charges a direct charge to new development would better address the objective of making growth pay for growth.

In summary the funding system used is Winnipeg to pay for new infrastructure is largely based on property taxes and utility rates. Using this approach new development enjoys an advantage compared to many municipalities elsewhere. In short, in Winnipeg "growth does not pay for growth" in the way that occurs in most other cities. Because new development does not pay much of the off-site cost of new infrastructure and because tax rates have been kept low, infrastructure investment has been severely constrained resulting in lowered service standards.

D. PREVIOUS FINANCING GROWTH STUDY

In 2005 in response to an accumulating infrastructure deficit and funding challenges, the City previously completed *Financing Infrastructure Related to Land Development*, a growth financing study. At the time of the study, Winnipeg was beginning to see steady population growth following an extended period of slow growth. The study provided the estimated infrastructure costs that would be associated with new development over a 15-year period. It assessed potential financing options and funding scenarios and their impact on property owners and developers. The study recommended that the City consider new growth funding mechanisms, such as development cost charges for new development. New funding mechanisms would be geared toward mitigating the reliance on property taxes for the funding of development-related costs, and thereby making more funds available for annual operations and the renewal of existing infrastructure.

City Council chose not to adopt new growth funding mechanisms, and funding for development-related costs has therefore continued to rely primarily on property taxes and utility rates. However, since that time conditions have changed. Growth rates have accelerated along with long-term population and housing projections. The City has also introduced a range of plans and policies that call for new and sustainable forms of infrastructure, through *OurWinnipeg*, the Transportation Master Plan and the

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Transit-Oriented Development Handbook, by way of example. It is in light of these changes, that the City is now re-examining potential options to fund development-related costs.

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III KEY GROWTH FUNDING PRINCIPLES AND AVAILABLE MECHANISMS

In considering how to fund development-related infrastructure, a number of key principles guide current practices in Canadian municipalities:

Benefits Received: The benefits received principle states that those who benefit from the services in question should pay for them. This principle provides the underlying rationale for legislative charges. Direct and off-site infrastructure clearly confers direct benefits to the residents or businesses in developing or redeveloping areas.

Economic Efficiency: This principle is concerned with the allocation of resources (taxes and user fees) required to produce or deliver the largest bundle of services that society desires. Theoretically, economic efficiency is achieved when the user fee or tax per unit of output (marginal benefit) equals the extra or marginal cost of the last unit consumed.

Equity or Fairness: This principle is linked to the "benefits" principle in that those who require services should pay for them. The following three issues require attention when considering equity:

- **Service standards** are of critical importance. The initial round of development-related capital infrastructure and facilities should be of roughly equal quality and quantity to that provided across the municipality. It would be inequitable for higher standards to be required in new areas than are generally available in the existing community (recognizing however that new areas may be required to conform to higher health, environmental or other best practice standards than in the past).

- **Inter-generational equity** should be considered. Inequity arises when one generation contributes to costs while another enjoys the benefits.

- **Equity or fairness** does not necessarily imply that all development should pay an equal charge. Various classes or locations of development may require higher or lower initial capital costs for certain services. These differences can be considered in calculating charges, since to do otherwise would result in a cross-subsidization of one development by another.

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Accountability or Transparency: Under this principle, the process for determining the amount of a fee, charge or tax should be clear and understandable by all stakeholders. There should also be certainty in the amount of fee, charge or tax and there should be a clear linkage between the source of funding and the expenditure.

Ease of Administration: The need to provide funding mechanisms that can be applied with reasonable time and cost is addressed by this principle. Further, compliance on the part of taxpayers or ratepayers should be relatively simple.

Revenue Security or Reliability: Ensuring that revenues are sufficient to fund services on a reliable basis is critical. Ideally, the revenue should be stable and predictable so that it aligns with financial budgets and funding plans and avoids the risk associated with funding sometimes very sizable capital investments.

Canadian municipalities use a range of approaches to funding the costs of growth. Each of these approaches affect how these costs are allocated among residents. The following presents an overview of some of these funding mechanisms and their performance against the key principles listed above.

1. Legislative Charges for Development-Related Capital

Most municipalities in Canada require developers to provide or pay for on-site infrastructure, and it is assumed that this will continue in the City of Winnipeg. In addition to these on-site costs, many municipalities impose charges to pay for off-site, development-related infrastructure. The terminology for these charges varies across provinces and municipalities (e.g. development charges, development levies, off-site levies, development cost charges, capital levies, infrastructure charges, impact fees). For the purposes of this report, these charges will be referred to broadly as legislative charges.

While Winnipeg does not currently impose legislative charges, certain costs associated with boundary roads, intersections and drainage are recovered as a condition of subdivision approval. The current practice of many Canadian municipalities would be to include some of these items within legislative charge rates.

Legislative charges are generally based on the benefits principle. In simple terms, increases in need for services necessitated by development are estimated and all or a portion of the net capital cost (gross cost less other contributions such as grants or subsidies) of providing the services are recovered through the levy paid by the benefiting development. The capital projects required to provide various services over specified time periods are generally set out in municipal capital budgets or in other

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long-range financial plans. In addition to planned capital projects, legislative charges may also help to cover capital costs already incurred where the infrastructure serves growth over a long period, such as in the case of water treatment plants.

There is a significant variation in the provincial legislation affecting legislative charges in terms of scope, and in how they are calculated, collected and used by municipalities. For example, charges may be differentiated by land use and location of development, eligible capital costs to be considered in calculating the charge, and accounting considerations. A detailed discussion and comparison of the treatment of legislative charges across a number of Canadian municipalities is included within Section IV and Appendix A.

2. Property Taxes and Utility Rates

Property taxes and utility rates are the most significant revenue sources for most municipalities. As property taxes are calculated based on property values, they are primarily based on ability to pay; however, in a broad sense, property taxes may be viewed as being consistent with the benefits principle if one considers the societal benefits that are conferred by the delivery of municipal services. Nonetheless, property taxes can be problematic when taxpayers do not recognize a clear connection between the amount they pay and the benefits they receive. This can lead to frustration on behalf of taxpayers who feel that they pay for services that they do not benefit from, as well as to the inefficient use of services for which the costs of use are unclear. In contrast, utility rates that are largely based on consumption reflect the benefits principle more directly.

Municipalities have the authority to raise all sums required to provide the full range of municipal services through property taxes and user fees and charges (net of other government grants and subsidies). Therefore, all development-related infrastructure and facility funding could be raised through these sources. However, a number of important considerations require attention:

- Due to limited authority in certain provinces for the range of capital costs that can be funded through legislative charges, property taxes must be used by some municipalities to pay for some development-related costs (e.g. fire, police, and library buildings; vehicles and equipment; and transit services). Additionally, as legislative charge legislation is typically based on the benefits principle, the portions of development-related capital costs that are deemed to be of benefit to the existing community, even for the services for which legislative charges are allowed, will require funding through property taxes or user charges.

- If, instead of legislative charges, property tax and user fees are used to fund development-related capital costs (e.g. water, wastewater, stormwater and roads), additional debt financing is often required. This is because these services generally

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require "lump" capital investments and must be built early in the development process.

- Finally, because municipalities are generally facing significant funding gaps related to rehabilitation/replacement of existing infrastructure and facilities, significant tax and user charge increases will be required to avoid further deterioration of the existing infrastructure. Adding development-related capital funding requirements to this existing need clearly exacerbates this situation.

While the costs of development-related infrastructure and facilities can be funded through property taxes and utility rates, this approach runs counter to the principle that growth should pay for growth. It adds significant costs to the expenditure base that is paid for by existing ratepayers through tax and utility rates.

3. Comprehensive Development Agreements

As noted above, there are a variety of development-related capital facilities that are generally not covered by legislative charge legislation. In British Columbia, the introduction of s. 176 in the *Local Government Act* provided local governments the authority to enter into agreements for the provision of local infrastructure. Under this authority, the City of Vancouver may enter into Comprehensive Development Agreements (CDAs) in which a developer or group of developers agree to provide amenities for the broader community charges (e.g. social housing, libraries, fire halls, and transit stations) in exchange for development approval. These amenities are over and above those paid for through legislative charges. CDAs are generally limited to large developments that have a significant impact on such facilities. They are negotiated on a case-by-case basis.

The CDA approach helps to address the principle that growth should pay for growth in a comprehensive manner, and can help to ensure that service levels for community amenities would not deteriorate in the face of growth or fall on the existing community through property taxes. However, CDAs are often confidential agreements between municipalities and proponents of development, and as a result can be viewed as against the principles of transparency and equity.

4. Front-End Servicing and Financing Agreements

In the late 1970s, the Regional Municipality of Halton, a rapidly growing municipality in the Greater Toronto Area, would have exceeded provincially allowable debt limits to provide necessary development-related water and wastewater capital through the tax base for large development areas in the Town of Oakville. To address this situation, two steps were taken. First, since this occurred prior to the adoption of Ontario's *Development Charges Act*, development charges were established under the authority of the Ontario *Planning Act* to provide a long-term funding source for this

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infrastructure. Further, in order to completely avoid the debt financing associated with early provision requirements for water and sewage treatment plants as well as the extension of trunk water mains and wastewater infrastructure to the different development areas, the Region introduced front-end servicing and financing policies that required developers to provide and finance the infrastructure (with appropriate development charge credits given in recognition of the developer provision of the works).

The approach was later incorporated into development charge legislation to provide similar authority to municipalities across Ontario. Generally, front-end financing is limited to water, wastewater, stormwater, and road infrastructure costs. It is noted that an area specific legislative charge regime is most consistent with front-end financing approaches, particularly since flow-through of funds from subsequent benefitting owners is more closely aligned with the specific projects that have been front-ended.

Under this approach, in addition to ensuring that growth pays for growth, the risks related to the pace of development are shifted from the public to the private sector.

5. Density Bonusing

Density bonusing is an arrangement by which a municipality allows a developer to exceed densities set out in zoning bylaws in exchange for the provision of infrastructure or community facilities. This scenario is typically applied in redevelopment or infill situations and is intended to be mutually beneficial: the developer benefits from additional potential productivity of the land in question; the municipality benefits from higher tax revenues resulting from higher property assessment as well as amenities, which in the absence of the arrangement would lead to a deterioration in service levels. Density bonusing is generally used in larger cities such as Toronto and Vancouver.

The potential revenue from density bonusing can be very high during construction booms when developers are willing to pay the bonus. However, in weaker real estate markets, density bonusing can act as a disincentive to development.

6. Directed Tax Revenue

Directed tax revenue approaches provide a funding source for redevelopment, infrastructure and other community improvement projects. Under these schemes, municipalities earmark incremental tax revenues derived from development in specified areas for the purpose of funding municipal capital improvements. Some examples of such approaches are described below.

Community Revitalization Levies (CRLs) are used in the Province of Alberta to overcome budgetary constraints prohibiting much needed revitalization. The incremental tax revenue is taken from private sector developments and used to provide

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public infrastructure improvements to further enhance the designated area. Over time, these improvements can lead to enhanced land values for the private sector developer, and in turn, additional tax revenues for the municipalities once the CRLs are finished.

Tax Increment Financing (TIF) is a public financing method that uses future incremental gains in taxes to either fund completely or to subsidize current improvements. As the completion of a public project often results in an increase in the property value of surrounding real estate, the incremental increase in tax revenue is earmarked for a period of time to support the public project. TIF arrangements have long been common in U.S. municipalities and are gaining popularity in Canada. The Province of Manitoba introduced the *Community Revitalization and Tax Increment Financing Act* in 2009, and Winnipeg has used TIF to help finance the development of its downtown Sports, Hospitality and Entertainment District.

In Ontario, municipalities can adopt community improvement plans to facilitate the rehabilitation of a designated area through providing a range of financial incentives to landowners. Among the financial incentive options available is a Tax Increment Equivalent Grant program (TIEG) under which property tax incentives can be provided to owners for specified periods when approved projects are undertaken. TIEG amounts can be substantial, but are not without risk. If an initial estimated future tax increment is too high, a municipality could be required to pay out a grant which has a value higher than the increment.

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IV COMPARISON OF LEGISLATIVE CHARGES IN CANADIAN MUNICIPALITIES

This section provides a summary of how legislative charges are employed in a number of municipalities across Canada to fund the city-wide costs of growth. Municipalities reviewed include Halifax Regional Municipality, the Cities of Toronto, Ottawa, Hamilton, Regina, Saskatoon, Edmonton, Calgary, Vancouver and Surrey, as well as three of Manitoba's Rural Municipalities: St. Clements, Taché, and East St. Paul. A more detailed comparison of these charges is included within Appendix A.

A. PROVINCIAL LEGISLATION

Legislative charges are imposed by municipalities in most provinces, including British Columbia, Alberta, Saskatchewan, Manitoba, Ontario and Nova Scotia. In most of these provinces, municipal or planning legislation provides the authority to impose legislative charges. Ontario has the most extensive legislation as the only jurisdiction with a separate *Development Charges Act*.

Provincial legislation varies in which capital costs are eligible for recovery through legislative charges. It is typical for eligible costs to include primarily "hard services" such as water, wastewater, stormwater and road infrastructure. Alberta's *Municipal Government Act* allows off-site levies to be imposed only for these hard services. Municipalities in British Columbia and Saskatchewan are permitted to impose levies for park development and recreation facilities in addition to hard services. Only Ontario allows for the inclusion of a complete range of development-related capital costs, with the exception of costs related to general administration buildings, cultural or entertainment facilities, tourism and convention centres, hospitals, waste management facilities and the acquisition of land for parks.

The *Manitoba Planning Act* permits municipalities to establish by-laws which set levies to compensate for capital costs incurred by the subdivision of land. This legislation allows for some flexibility in determining which municipal services would be impacted by subdivision approval, and therefore are eligible for recovery through a such a levy.

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B. ELIGIBLE SERVICES

Under the provincial legislation described above, the use of legislative charges is permissive and not mandatory; municipalities do not necessarily impose levies for all of the services that are allowed. For example, the City of Edmonton's Arterial Roadway Assessment represents the City's only mechanism for funding off-site capital costs: a uniform per-hectare charge is imposed across a defined catchment area to fund construction costs associated with arterial roads within that catchment area. Developers in Edmonton also pay charges for sewer and stormwater management, but only to cover the costs to serve the area of development or subdivision.

Halifax Regional Municipality currently collects infrastructure charges for stormwater, streets, and solid waste management costs only, although the *Halifax Municipal Charter* allows for recovery of water, wastewater, transit and transportation, parks and recreation facilities, fire services, and libraries. However, the municipality is currently in the process of reviewing its existing infrastructure charges and is exploring opportunities to incorporate a wider range of capital costs.

The Cities of Toronto, Hamilton, and Ottawa take advantage of Ontario's permissive development charges legislation. Costs are recovered through development charges for a wide range of capital projects, including transit; parkland development and recreational facilities; non-profit housing; social services; child care; and police, fire, and emergency services, among many others.

It is noted that the City of Calgary has recently introduced a new Community Services Charge on greenfield development. These charges, which cover the costs of a range of facilities and transit vehicles, are not enabled as off-site levies under Alberta's *Municipal Government Act*, but resulted from extensive consultation with industry stakeholders. As a condition of the support of key development industry organizations, the City is currently undergoing a process of ongoing monitoring and consultation over the course of the first year of implementation.

C. HOW CHARGES ARE APPLIED

Each municipality faces unique circumstances which dictate whether an area-specific or city-wide charge is applied. For example, the City of Ottawa has a separate charge for development inside of the Greenbelt, outside of the Greenbelt, within serviced rural areas, and within rural areas that do not receive water and wastewater servicing.

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A number of other municipalities rely primarily on a city-wide charge, but have calculated separate charges for defined areas with unique servicing needs: These include Halifax's "master planning areas", the Binbrook and Dundas/Waterdown areas in Hamilton, the Anniedale-Tynehead and West Clayton areas in Surrey, and the Village Districts of Lorrette and Landmark in the Rural Municipality of Taché.

There is also variation across the municipalities reviewed in terms of whether charges are uniform or land use specific, and whether the charges apply to lot size, building area, or unit type. The Cities of Regina and Edmonton, and the Rural Municipalities reviewed in Manitoba impose uniform charges across all land uses. Municipalities that impose uniform charges often calculate the charges on a per-hectare or per-lot basis. The majority of the remaining municipalities impose land use specific charges, and typically calculate the charges according to residential unit type or per square metre or foot of gross floor area.

In the Rural Municipality of Taché, a two-tier rate system is applied within the Village Districts of Lorrette and Landmark. As is permitted within Manitoba's *Planning Act*, a charge is imposed for each new lot as a condition of subdivision approval. In the event that the lot is developed into multiple dwelling units, an additional charge is applied per residential equivalent unit.

D. CALCULATION METHODOLOGIES

Generally, legislative charges are calculated using an estimate of eligible capital costs over a certain forecast period and distributing these costs among development that is forecasted over the same time period. In calculating capital costs eligible for recovery through legislative charges, a desired level of service (i.e. quantity and/or quality of service related to the provision of municipal infrastructure on a per capita basis) is considered. Ontario's development charge legislation generally requires that the level of service to be recovered through development charges be limited to the average level of service over the preceding 10 years.

Municipalities in Ontario are additionally required to take into account a number of statutory deductions, such as benefit to existing development; any grants, subsidies, and other recoveries; and a 10 per cent discount for soft services (e.g. parkland development, libraries, recreational facilities). Many municipalities in other provinces undertake a comparatively simplified approach to calculating the charges.

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E. RATE COMPARISON

A comparison of legislative charge rates can be found in Appendix A. Rates are highly variable across the municipalities due to the services included in the charge and other unique circumstances and costs which may impact the cost of servicing new development. Note that in the case of residential charges, the rate per single detached dwelling unit is provided where applicable. Many of the municipalities that calculated charges per dwelling unit impose lower charges on alternative dwelling types such as townhouses, row houses, and apartment units.

The majority of the municipalities reviewed adjust their rates on an annual basis according to publicly available, third party inflation data such as Statistics Canada's *Construction Price Statistics.* Some municipalities, including the Cities of Calgary and Surrey, have planned for higher annual increases as they are in the process of phasing in new rates over a period of several years. In particular, the City of Calgary is in the process of introducing new off-site levies within its urban area with the goal of recovering 100 per cent of development-related water and wastewater infrastructure costs by 2018. As a result, significant rate increases are planned for 2017 and 2018.

F. EXEMPTIONS AND DISCOUNTS

Many municipalities use legislative charge exemptions and discounts to incentivize certain types of development, or to promote intensification in certain areas. Generally, lost revenue from non-statutory exemptions and discounts is covered through property taxes and utility rates.

Examples of exemptions and discounts include the following:

- In the City of Toronto, industrial uses are exempt from development charges;
- In the Cities of Hamilton and Ottawa, exemptions or discounts are offered for development on contaminated or "brownfield" sites, and for intensification in downtown neighbourhoods or transit nodes; and
- The City of Calgary has introduced the Density Incentive Program, which caps levy rates within the urban area that reach a density equivalent of 285 or more people and jobs per hectare.

These exemptions and discounts can serve as effective mechanisms to support economic development, sustainability, and efficiencies in capital investment.

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V CONCLUSION

A wide range of financial mechanisms are available to Canadian municipalities to help fund the costs associated with growth and development. Depending upon the provision of provincial legislation as well as each community's unique context, these mechanisms are used in a variety of ways. There is a clear opportunity to find an approach that is tailored to Winnipeg through a close examination of nation-wide practices and the City's particular needs.

Unlike many cities in Canada which use charges to pay for first-round infrastructure, including a large number Manitoba's municipalities, Winnipeg is reliant on property taxes and utility rates to fund these costs. This reliance has led to competing funding priorities and a growing infrastructure deficit. A particular issue that relates to the manner in which Winnipeg funds first-round infrastructure is whether "growth pays for growth". Currently it is self evident that growth does not pay for growth since significant amounts of required infrastructure are not being built. However, were the required infrastructure built, growth would only be paying a share of the cost. The City's tax rate would have to increase to account for the added cost and all ratepayers (not just new growth) would contribute. If the City were to have an infrastructure fee, the need for higher tax rates would be moderated by the amount such a fee would generate.

Should the City choose to pursue the introduction of new growth funding mechanisms, it should consider lessons learned from its previous growth study as well as from the experiences of other municipalities.

This report is intended to provide a background understanding of where Winnipeg sits in relation to the funding of growth related infrastructure. It also provides important context with other communities in Manitoba and cities across Canada. A second report provides information regarding potential regulatory fees that could be applied given the City's future growth prospects, infrastructure requirements and conventional fee calculation methods.

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APPENDIX A

Comparison of Growth Financing Mechanisms in Canadian Municipalities

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	Municipality				
	Halifax, NS	Toronto, ON	Ottawa, ON	Hamilton, ON	Regina, SK
Population (2011 census)	390,096	2,615,060	883,391	519,949	193,100
Governing legislation	*Halifax Municipal Charter* Section 104(1)	*Development Charges Act*, 1997 and O.Reg. 82/98	*Development Charges Act* , 1997 and O.Reg. 82/98	*Development Charges Act* , 1997 and O.Reg. 82/98	*Planning and Development Act* , 2007 Section 169 and 172
Municipal By-law	Regional Subdivision By-law	By-law No. 1347-2013, adopted October 2013	By-law 2014-229, adopted June 2014	By-law No. 14-153, adopted June 2014	Administration and Calculation of Servicing Agreement Fees and Development Levies polcy, last reviewed December 2009
Terminology	Infrastructure Charges	Development Charges (DCs)	Development Charges (DCs)	Development Charges (DCs)	Development Levies and Servicing Agreement Fees
Services Recovered for under By-law	Water Wastewater Stormwater Streets Solid Waste Management	Spadina Subway Extension Transit Parks and Recreation Library Subsidized Housing Police Fire Emergency Medical Services Development-Related Studies Civic Improvements Child Care Health Pedestrian Infrastructure Roads and Related Water Sanitary Sewer Storm Water Management	Roads and Related Services Sanitary Sewer (Wastewater) Water Stormwater Drainage Police Emergency Services (Fire) Public Transit Parks Development Recreation Facilities Libraries Child Care Works and Yards Paramedic Service Corporate Studies Affordable Housing Program	Water Wastewater Facilities and Linear Stormwater Drainage and Contol Highways Public Works Police Services Fire Protection Services Transit Services Parkland Development Recreation Facilities Library Services Administrative Studies Ambulance Services Long Term Care Health Services Social & Child Services Social Housing Airport Services Parking Services Provincial Offenses Act Hamilton Conservation Authority	Water Wastewater Stormwater / Drainage Roads / Transportation Recreation Parks
Do charges apply municipality-wide or based on service areas?	Municipality-wide charges for water, wastewater, and solid waste management. Charges for additional services are levied on an area-specific basis for Master Planning areas.	City-wide	City-wide charges for most services. Area-specific charges for four broad areas (Inside or outside of the Greenbelt; rural serviced or unserviced) for collector roads, water distribution, sanitary sewer collection, protection, some recreation, library facilities, and servicing studies. In specified locations, area-specific charges apply for storm drainage ponds.	Generally City-wide. Charges are uniform within the urban area. Outside of the urban area, charges for water, wastewater, and stormwater are detemined according to the urban services required or used, while charges for all other services remain uniform. Additional Special Area Charges apply at two locations (Binbrook and Dundas/Waterdown).	Rates apply across the City but are calculated separately for greenfield vs. infill development
Are charges land use specific or uniform across land uses (e.g. residential, commercial industrial)?	Land use specific	Land use specific	Land use specific	Land use specific	Uniform
Are charges applied to lot size, building area or unit type?	Residential: By unit type Non-residential: Per square foot GFA Area-specific charges: Per acre	Residential: By unit type Non-residential: Per square metre	Residential: By unit type Non-residential: Per square foot GFA	Residential: By unit type Non-residential: Per square foot/metre GFA	Per hectare
Timing of charge	At time of subdivision	At time of building permit	At time of building permit	At time of building permit	Development Levy: At time of building permit Servicing Agreement: At time of subdivision
Calculation methodology	Not specified in legislation. Current charges were levied in accordance with the 2000 *Infrastructure Charges Best Practices Guide* : 1. Total capital costs of oversized infrastructure, less portion of projects that will benefit the Municipality 2. Costs are allocated based on the net land area and average density of the parcel being subdivided based on type of development	As per provincial legislation, 10-year historic average service levels are calculated. Both quantity and quality of service is considered. 10-year capital cost estimate, less legislated reductions: benefit to existing development; existing excess capacity; grants, subsidies, and other recoveries; 10% discount for soft services.	As per provincial legislation, 10-year historic average service levels are calculated. Both quantity and quality of service is considered. 10-year capital cost estimate, less legislated reductions: benefit to existing development; existing excess capacity; grants, subsidies, and other recoveries; 10% discount for soft services.	As per provincial legislation, 10-year historic average service levels are calculated. Both quantity and quality of service is considered. 10-year capital cost estimate, less legislated reductions: benefit to existing development; existing excess capacity; grants, subsidies, and other recoveries; 10% discount for soft services.	A cash-flow model is used to calculate Servicing Agreement Fee and Development Levy rates. The following steps are required: 1. Establish inflation rate and interest rates 2. Set the opening Servicing Agreement Fee / Development Levy Reserve Cash Balance 3. Calculate outstanding fees/levies to be collected 4. Establish development projections for infill & greenfield 5. Establish payment schedule for fees/levies 6. Update capital project list 7. Establish share of costs attributed to greenfield and infill growth for each capital project 8. Calculate the share of total capital costs allocated to infill and greenfield development 9. Calculate rates for infill & greenfield based on the cash-flow model
Forecast periods used	Not specified	10 years and longer term (to 2031) By-law to be reviewed every 5 years	10 years and longer term (to 2031) By-law to be reviewed every 5 years	10 years and longer term (to 2031) By-law to be reviewed every 5 years	25 years By-law to be reviewed every 5 years
Amount of charge	Residential: $4,493.38 per single detached unit Non-residential: $2.33 per sq. ft. ($25.08 per sq. m.) Additional charges in Master Planning Areas: Wentworth: $10,893 per acre ($26,918 per ha) Bedford South: $10,893 per acre ($26,918 per ha) Russell Lake: $15,733 per acre ($38,877 per ha) Portland Hills: $7,393 per acre ($18,268 per ha) Bedford West Area 1,4,5,11: $5,486 per acre ($13,556 per ha) Bedford West Area 2,3,7,8,10,12: $9,958 per acre ($24,607 per ha) Bedford West Area 6: $26,969 per acre ($66,642 per ha) Bedford West Area 9: $21,702 per acre ($53,627 per ha) (Rates were adopted at different times between 2005 and 2010)	Residential: $34,482 per single/semi-detached unit Non-residential: $175.78 per square metre, applied to ground floor only (Current rates effective February 2016)	Residential: $22,468 per single/semi-detached unit within the greenbelt $30,752 per single/semi-detached unit outside the greenbelt $20,159 per single/semi-detached unit within rural serviced area $17,703 per single/semi-detached unit within rural unserviced area Non-residential: $19.82 per square foot for non-industrial uses (213.34 per square metre) $8.55 per square foot for industrial uses (92.03 per square metre) (Current rates effective August 2015)	Total urban area charges: Residential: $35,465 per single/semi-detached unit Commercial/Institutional: $19.74 per sq. ft. (204.62 per sq. m.) over 10,000 sq. ft.; 50% of the per sq. ft. charge applies to the first 5,000 sq. ft. (465 sq. m.), and 75% of the charge applies to the second 5,000 sq. ft. (465 sq. m) Industrial: $11.60 per sq. ft. ($124.86 per sq. m.) for development over 10,000 sq. ft. (929 sq. m.) $8.70 per sq. ft. ($93.65 per sq. m.) for development under 10,000 sq. ft. (929 sq. m.) (Rates effective July 6, 2015 to July 5, 2016)	Greenfield rates: $346,000 or $380,000 per hectare (2016 rates)
Indexing provision	Not specified in the legislation. Current practice of the Region is index only the Bedford West infrastructure charge.	As per provincial legislation, rates may be indexed as prescribed by the Statistics Canada Quarterly *Construction Price Statistics.*	As per provincial legislation, rates may be indexed as prescribed by the Statistics Canada Quarterly *Construction Price Statistics.*	As per provincial legislation, rates may be indexed as prescribed by the Statistics Canada Quarterly *Construction Price Statistics.*	City to commission a report every 2 years estimating the inflationary rate to be used. This rate is used to inflate project costs and to index rates in years between re-calculations.
Exemptions and discounts	Statutory exemptions: Crown Land Non-Statutory Exemptions: The by-law may provide full or partial exemptions for different uses	Statutory exemptions for industrial additions, residential additions, boards of education. Non-statutory exemptions: Non-profit / affordable housing is exempt. Industrial uses are exempt. Other non-residential development charges are applied to ground floor only.	Statutory exemptions for industrial additions, residential additions, boards of education. Non-statutory exemptions: Residential development within Central Area exempt. Reductions for apartment dwellings within 500 metres of transit stations if parking restrictions are met. Development on contaminated lands is eligible for exemption through the City's Brownfield Redevelopment Strategy and Community Improvement Plan.	Statutory exemptions for industrial additions, residential additions, boards of education. Non-statutory exemptions: Certain uses exempt, including affordable housing and agricultural uses. Brownfield sites eligible for exemption for the lesser of environmental remediation costs or development charges otherwise payable. Development within boundaries of the Downtown CIPA eligible for 85% exemption of DCs otherwise payable.	None (previously exempted inner area of the City to promote growth in developed areas)
Comments	HRM is currently in the process of updating their existing infrastructure charges to align with the recently amended Halifax Municipal Charter. Since the introduction of infrastructure charges in 2002, the Region has examined various methodologies and best practices for the implementation of infrastructure charges. The information provided above is subject to change in coming months.		The City is currently undertaking a review of its transit-related DCs.		As of Jan. 1, 2016: New Sevicing Agreement Fee and Development Levy in place. To be phased in over 3 years. As per provincial legislation: Servicing Agreement Fees are collected when land is subdivided. Development Levies are collected where development <u>does not</u> involve the subdivision of land.

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	Municipality				
	Saskatoon, SK	Edmonton, AB	Calgary, AB	Vancouver, BC	Surrey, BC
Population (2011 census)	222,189	812,201	1,096,833	603,502	468,251
Governing legislation	*Planning and Development Act* , 2007 Section 169 and 172	*Municipal Government Act*, 2000 (Division 6) and Alberta Regulation 48/2004	*Municipal Government Act* , 2000 (Part 17, Division 6) and Alberta Regulation 48/2004	*Local Government Act* (RSBC 2015), Section 933 Vancouver Charter, SCB 1953, Chapter 55, Part XXIV - A	*Local Government Act* (RSBC 2015), Section 933
Municipal By-law	2015 Prepaid Servicing Rates (Direct and Off-site), approved November 2015	Bylaw 14380, adopted September 2006	Off-site Levy Bylaw 2M2016, approved January 2016	By-law No. 9755, enacted November 2008	Bylaw No. 18664; came into effect May 2016
Terminology	Development Levies / Off-site levies / Prepaid Service Rates	Permanent Area Contributon (PAC) Arterial Roadway Assessment (ARA)	Off-site levies Community services charge	Development Cost Levies (DCLs)	Development Cost Charges (DCCs)
Services Recovered for under By-law	Water Wastewater Stormwater / Drainage Roads / Transportation Recreation Parks	PAC: Wastewater and Stormwater ARA: Roads	Off-site levies: Water Wastewater Stormwater / Drainage Community services charge: Facilities (police stations, libraries, recreation, emergency response) Transit (buses)	Engineering Infrastructure Recreation Parks Social and Replacement Housing Childcare Facilities	Water Sewer Stormwater / Drainage Roads (arterial and collector) Parkland Acquisition
Do charges apply municipality-wide or based on service areas?	City-wide	PAC: Based on the area of development or subdivision ARA: By catchment area	Rates apply City-wide and are uniform across the City's Established Area. Rates within the Greenfield Area are specific to each watershed.	Generally City-wide. Additional charges apply to three specific "layered" zones. Six separate area-specific DCL zones are identified, but as of July 2016, five of these zones will be merged into the City-wide rates.	Generally City-wide. Area specific charges apply to the Anniedale-Tynehead and West Clayton areas.
Are charges land use specific or uniform across land uses (e.g. residential, commercial industrial)?	Land use specific	Uniform	Greenfield Area: Uniform Established Area: Land use specific	Land use specific	Land use specific
Are charges applied to lot size, building area or unit type?	Lot-front metres for residential lots with area less than 1,000 sq. m., commercial developments greater than 1,000 sq. m., and industrial lots. Per hectare charge for developments outside these parameters.	Per hectare	Greenfield Area: Per hectare Established Area: By residential unit type or non-residential square metre GFA	Residential: Per square metre Non-residential: Per square metre or per building permit	Single family residential: Per lot Multi-family residential and most non-residential: Per square foot Industrial: Per acre
Timing of charge	At time of building permit	Condition of a subdivision or development permit	Greenfield Area: At time of subdivision Established Area: At time of building permit	As a condition of building permit issuance	As a condition of subdivision approval or building permit issuance
Calculation methodology	Not specified	PAC: Each developer required to pay relative share of on-site and off-site sewer and stormwater management costs serving the development area. ARA: Total construction costs of the arterial roads within a catchment are shared proportionately based on the area of the subject lands within the catchment.	Generally, levies are calculated as follows: 1. Determine the projected population growth for a specific timeframe and the land area that will be absorbed by the population growth in that same timeframe. 2. Determine the infrastructure required to service that land area and estimate the infrastructure costs. 3. Determine the benefit allocation for each project attributable to the projected new population, the existing population and the regional population. 4. Determine the levy rate by dividing the estimated infrastructure costs attributable to the future growth by the total hectares required to serve the projected population.	Three approaches to determining level of service: 1. Standards-based 2. Past level of service 3. Plan-based Include one-time capital costs serving new growth (operating costs not included). Costs reduced by contributions from other sources (e.g. grants).	DCC Rates = 10-year infrastructure costs to service growth / 10-year growth projection
Forecast periods used	Rates adjusted annually according to annual capital program	Cost estimates for each catchment area / drainage basin updated annually	10 years	10 years	10 years (as outlined by City's 10-Year Servicing Plan)
Amount of charge	Residential: $1,870.90 per front m Institutional/Commercial/School: $2,201.45 per front m Industrial: $2,308.23 per front m (approved Nov. 2015)	Average ARA rate: $191,170 per hectare Expansion Assessment Charge of $22,367 per hectare added for sanitary trunk servicing (2016 rates)	Greenfield Area: Average off-site levy rate of $356,190 per hectare plus an additional $78,850 per hectare Community Services Charge. Established Area: Off-site levies calculated based on average people per unit / per square metre assumptions. Rates cover water and wasterwater services only and are to be phased in from 2016 to 2018. Residential: $2,089 per single detached unit in 2016; to increase to $6,267 in 2018. Commercial: $12.21 per square metre in 2016; to increase to $36.62 in 2018. Industrial: $5.86 per square metre in 2016; to increase to $17.58 in 2018. Community Service Charges do not apply to Established Area. (approved 2016 rates)	City-wide rates: Residential units at or below 1.2 FSR and laneway homes: $33.26 per square metre Residential units over 1.2 FSR, commercial, and most other uses: $143.27 per square metre Industrial: $57.16 per square metre Daycare, temporary buildings: $10 per building permit (current rates as of September 2015)	City-wide rates: Single family residential: Average of $36,806 per lot. Rates vary according to zoning. Commercial: $9.92 per sq. ft. ($106.78 per sq. m.) for the ground floor, plus $5.62 per sq. ft. ($60.49 per sq. m.) for all other floors Industrial: $79,079 per acre ($195,408 per ha), plus $14.20 per sq. ft. ($152.85 per sq. m.) of non-ground floor GFA Institutional charges ranging from $2.87 to $6.74 per sq. ft. ($30.89 to $72.55 per sq. m.) for uses including schools, hospitals, and federal and provincial buildings.
Indexing provision	Rates adjusted annually according to annual capital program.	Rates adjusted based on the percentage change in the Edmonton *Non-Residential Construction Price Index* .	Rates adjusted annually using average Statistics Canada construction price index for Calgary for previous four published quarters.	Rates adjusted annually for changes in property and construction inflation using public, third-party data.	The City is proposing to increase rates by 10% in 2017 and 2018. Consultation will be held for each rate increase.
Exemptions and discounts	None	None	Density Incentive Program: Levy rate is capped if development within the Established Area reaches density equivalent of 285 or more people and jobs per hectare.	Exemptions for certain uses including social housing and churches. Small residential units of 29 square metres or less are exempt. Central Waterfront Port Lands snd False Creek North areas exempt due to alternative funding arrangements in place.	Exemptions for dwelling units under 312 square feet and for non-profit rental housing. Development where the value of work authorized by the permit does not exceed $100,000 for residential or $50,000 or other uses is also exempt. No charge for agriculturel uses, except for those falling within the Highway 99 Corridor and Campbell Heights area.
Comments	The City completed a Financing Growth Study in April 2015. According to a staff report, as of March 2016 the City was still in the process of reviewing options to update its development levy policies.	PACs are payments for storm and sanitary trunk sewers, storm water management facilities, and other cost-sharable drainage improvements within predefined drainage basins (land areas). It is based on the area of development or subdivision. ARAs establish how developers will share the costs of arterial roadway infrastructure. Each development occurring within the catchment is required to pay an assessment based on a per hectare rate under the provisions of the Servicing Agreement.	New by-law presents a drastic increase in rates for greenfield development from 2015, as well as the introduction of water and wastewater service charges in Established Area. By-law was introduced through extensive consultation with industry stakeholders and received the conditional support of the local NAIOP, UDI, and Canadian Home Builders' Association groups. As a result of agreements with these groups, the City is currently carrying out a work plan for continued industry collaboration and ongoing assessment of the impacts of the new rates through 2016. Alberta's *MGA* allows for off-site levies to be charged only for water, wastewater, storm/drainage, and roads. The Community Service Charges enacted are not enabled as off-site levies within the *MGA* , but have been established as accepted industry practice for greenfield development.	The City is currently undertaking a review of its City-wide DCLs	In 2017 and 2018, it is proposed to increase the DCC rates by approximately 10 percent. Consultation will be held for these subsequent annual rate increases.

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	Municipality		
	Rural Municipality of St. Clements, MB	Rural Municipality of Taché, MB	Rural Municipality of East St. Paul, MB
Population (2011 census)	10,505	10,284	9,046
Governing legislation	*Planning Act* , 2005 Section 142 and 143	*Planning Act* , 2005 Section 142 and 143	*Planning Act* , 2005 Section 142 and 143
Municipal By-law	By-law No. 14-2009, passed December 2009	By-law No. 2-2015, passed December 2015	By-law No. 2013-18, passed January 2014
Terminology	Capital Development Levies	Dedication Fees	Capital Levies
Services Recovered for under By-law	Capital Improvements Roads Recreation & Culture Environment (water, sewer)	Capital costs incurred for subdivision* Fees also include municipality's costs to examine and approve a subdivision application Fees within Local Improvement Districts additionally include: Water meters and installation Water hydrant installation Improvements to the public water and/or sewer system **NTD: Will follow up with municipality for more information*	Road Rebuilding and Traffic Signalization Water Sewer Environmental health Active transportation Other capital expansions/improvements associated with the subdivision of land
Do charges apply municipality-wide or based on service areas?	Charges apply to all lands but vary based on available servicing (separate charged for areas serviced by sewer and water, sewer only, and non serviced areas)	Generally municipality-wide, with area-specific rates for two Local Improvement Districts	Municipality-wide
Are charges land use specific or uniform across land uses (e.g. residential, commercial industrial)?	Uniform	Uniform	Uniform
Are charges applied to lot size, building area or unit type?	Per new lot	Per new lot	Newly created residential lots: Per new lot Non-residential and multi-residential units: Per residential equivalent unit
Timing of charge	As a condition of subdivision approval	As a condition of subdivision approval	As a condition of subdivision approval
Calculation methodology	Not specified	Not specified	Not specified
Forecast periods used	Not specified	Not specified	Not specified
Amount of charge	Serviced Sewer and Water: $9,250 per lot Serviced Sewer only: $6,750 per lot Non Serviced: $4,250 per lot (Rates last amended in 2012)	Two-tier dedication fee system applied to Local Improvement Districts: A charge is applied per lot, and in the event that the lot is developed into multiple dwelling units, an additional charge is applied per residential equivalent unit. Village Disrtict of Lorette (Local Improvement District #1): $9,500 for an unserviced residential lot $14,000 for a serviced residential lot For multi family units, an additional $13,000 charge per unit is applied. Village Disrtict of Landmark (Local Improvement District #3): $10,500 per lot For multi family units, an additional $9,500 charge per unit is applied. Other areas: $7,000 per lot (2016 rates)	Total of $19,200 per newly created residential lot and/or per residential equivalent unit for non-residential and multi-residential developments. (2014 rates)
Indexing provision	Fee schedule may be amended from time to time by resolution of Council.	The 2015 by-law sets annual rate increase amounts to 2018.	Not specified
Exemptions and discounts	None	For lots created within "Rural Residential Clusters" and/or causing the creation of a Cluster (defined as a grouping of 6 or more Rural Residential Lots), the fee is reduced to $7,000 per lot.	None
Comments	Levies collected are split between four established reserve funds: Capital Improvement Reserve Fund, Road Reserve Fund, Recreation & Culture Reserve Fund, and Environment Reserve Fund.	By-law positions these charges under Section 232(2) of the Municipal Act, which states that a Council may establish fees/charges for "services, activities or things provided or done by the Municipality or for the use of property under the ownership, direction, management or control of the Municipality"	Total charge of $19,200 is broken down by reserve: 1. Traffic Signalization Reserve 2. Road Rebuilding Reserve 3. Capital Levy Reserve 4. Water Capital Levy Reserve 5. Sewer Capital Levy Reserve 6. Environmental Health Services Reserve 7. Active Transportation Reserve

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This is Exhibit 14 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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City of Winnipeg
Financing Growth Study
Council Information Session

Thursday, September 1st, 2016

HEMSON
Consulting Ltd.

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Agenda

- Describe study process
- Outline Winnipeg's current approach to funding development-related capital projects
- Highlight comparative practices
- Summarize results of growth financing analysis:
  - Growth forecast
  - Development-related capital budget
  - Calculated residential and non-residential Regulatory Fees
- Discuss administration considerations

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A Two Phase Study

Phase 1: Funding Options and Examine Development-Related Costs and Revenues

Launch project → Understand City's current context → Review of comparative practices → Initial consultation with industry stakeholders → Determine City's growth-related costs and revenues

Early June → Late July 2016

Phase 2: Develop a Growth Financing Implementation Framework

Review of comparative practices → Develop growth financing model → Calculate Preliminary Rates → Stakeholder consultation → Draft Report → Present Final Report to City

Late July 2016 → September 2016

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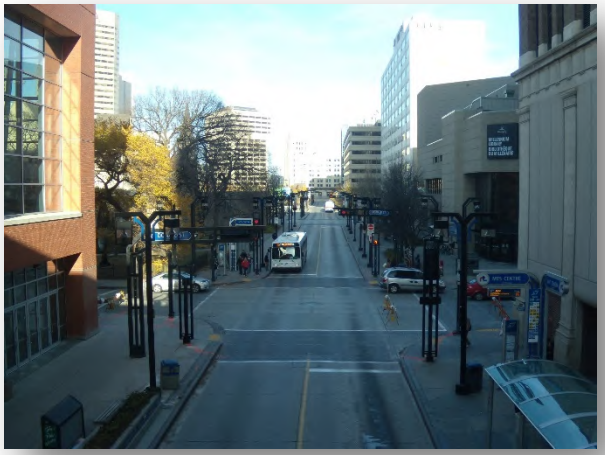
How Is Off-Site Infrastructure Paid For?

Winnipeg

- Developers pay for some off-site costs related to boundary roads, intersections, and drainage

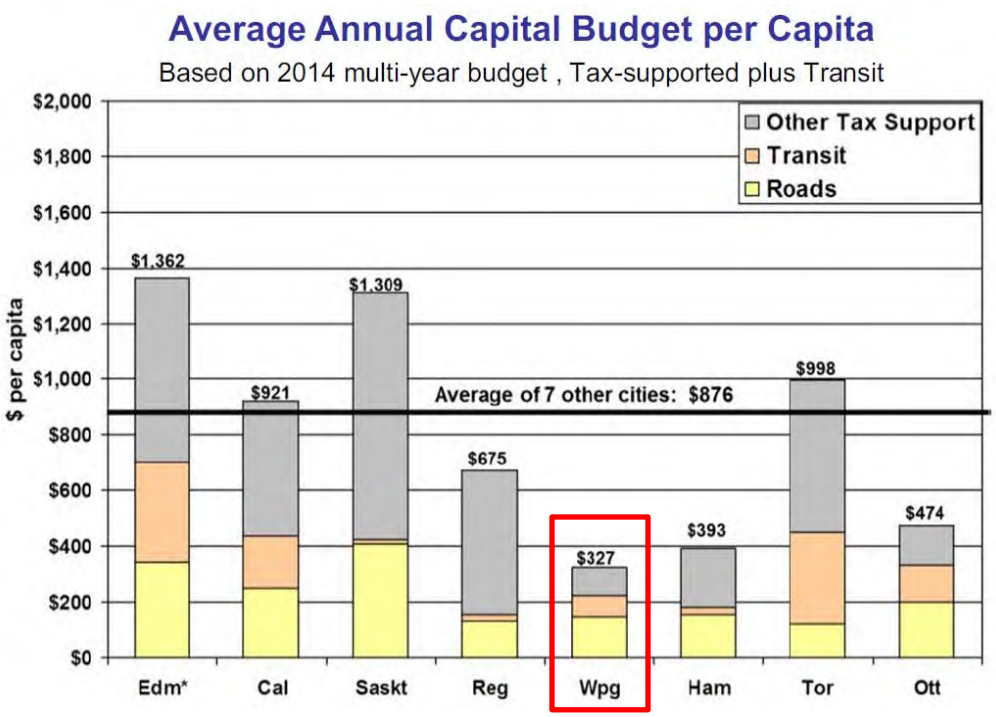


Elsewhere in Canada

- Development levies fund a broad range of off-site, growth-related infrastructure that also include surrounding municipalities

How Winnipeg Pays for Capital Today

- Most costs of growth are funded through property taxes and utility rates
- Capital spending has been significantly lower than in other major Canadian cities
- This has resulted in a growing infrastructure deficit



Source: City of Winnipeg Community Trends and Performance Report, 2016

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The "Growth Pays For Growth" Principle

- Commonly means new growth directly funds required first-round infrastructure
- In Winnipeg "Growth Does Not Pay For Growth"
- Instead **all** property owners contribute through property taxes

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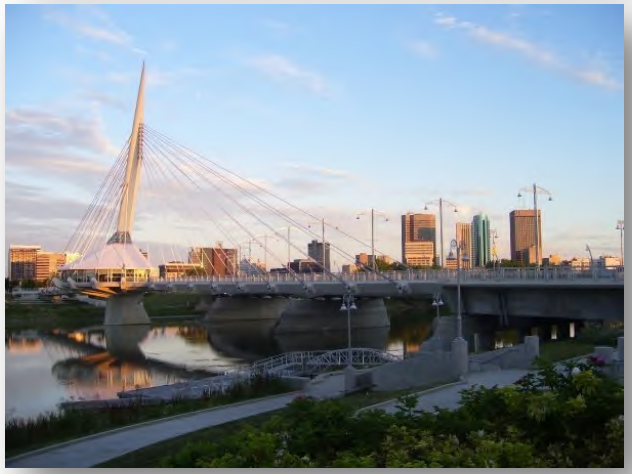
Charges for Development-Related Capital

- Imposed on development to fund off-site, growth-related infrastructure
- Widely used by municipalities across Canada
  - Variation among enabling legislation
  - Municipalities use different approaches to determine costs for recovery, how charges are calculated, exemptions and discounts, etc.



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Services Recovered For Through Charges

	Toronto	Ottawa	Regina	Calgary	Vancouver	Surrey	St. Clements	East St. Paul
Water	*	*	*	*	*	*	*	*
Wastewater	*	*	*	*	*	*	*	*
Storm	*	*	*	*	*	*	*	*
Roads	*	*	*	*	*	*	*	*
Transit	*	*		*				
Parks & Rec	*	*	*	*	*	*	*	
Protection	*	*		*				
Library	*	*		*				
Childcare	*	*			*			
Housing	*	*			*			

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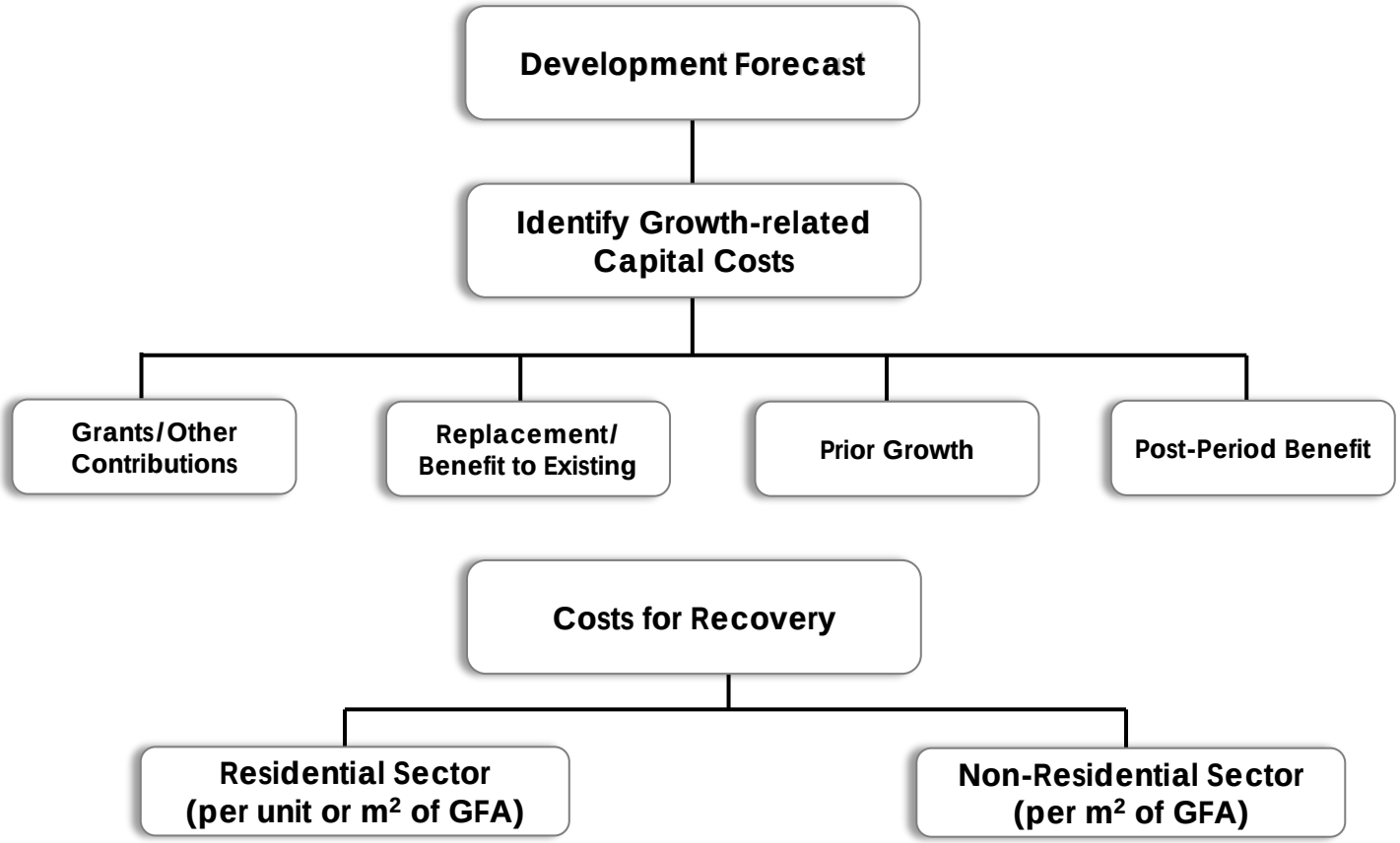
Calculation of Potential Fees



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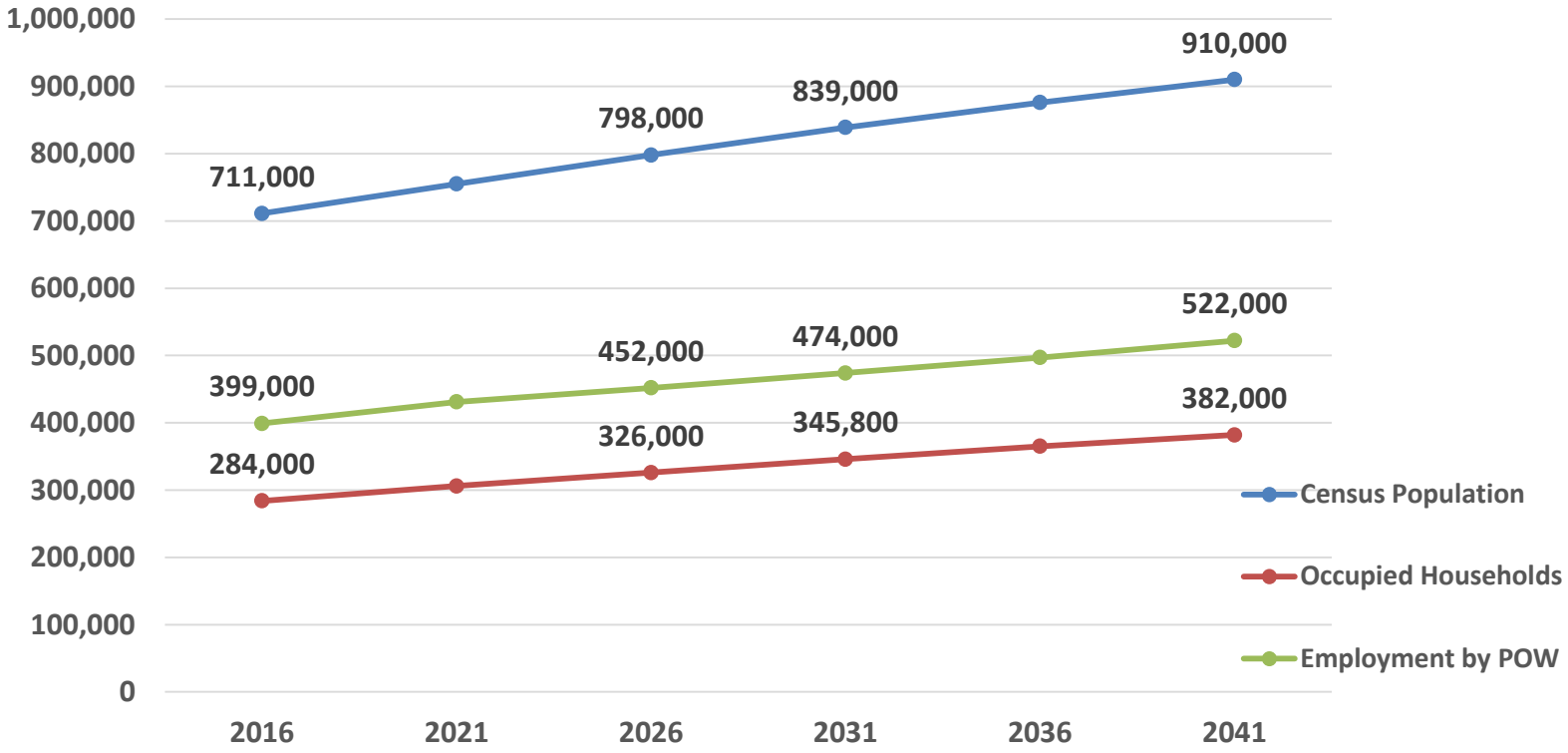
Growth Forecasts



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Development-Related Capital Projects

Parks and Open Spaces

- Major park improvements (Kilcona Park, Tyndall Park
- Outdoor athletic facilities

Community Services

- Libraries
- Recreation facilities
- YMCA partnership for 3 new facilities

Solid Waste

- Brady Road Resource Management Facility: cell construction & new administration building
- Comprehensive Integrated Waste Management Strategy

Public Works

- Pedestrian and cycling paths
- Major road & bridge projects

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Development-Related Capital Projects

Transit

- New BRT corridors
- Additional buses
- Mechanical and storage facility expansion

Fire & Paramedic Services

- New stations
- Station expansions

Police

- New stations and headquarters

Water

- New and upgraded water mains
- Water treatment plant
- Plant capacity validation

Wastewater

- New interceptor sewers
- Water Pollution Control Centres

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Cost Offsets

- Grants, subsidies and other recoveries
- Replacement shares and benefits to existing population and employment
  - E.g. equipment and vehicle replacement, road resurfacing, facility rehabilitation
  - May be funded though property taxes, utility rates or frontage levies
- Benefits assigned to prior growth or post-period growth

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Costs for Recovery: 10-year Benefitting Period

Service	Development-Related Capital Program				
	Gross Cost ($000)	Grants/ Subsidies/ Recoveries ($000)	Replacement & Benefit to Existing ($000)	Prior Growth ($000)	Total Costs for Recovery ($000)
PARKS AND OPEN SPACES	$61,650	$6,540	$45,695	$0	$9,415
COMMUNITY SERVICES	$191,512	$67,521	$63,174	$28,871	$31,946
SOLID WASTE	$34,600	$0	$30,248	$0	$4,352
TOTAL 10-YEAR BENEFITTING PERIOD SERVICES	**$287,762**	**$74,060**	**$139,117**	**$28,871**	**$45,713**

Costs for Recovery: 15-year Benefitting Period

Service	Development-Related Capital Program					
	Gross Cost ($000)	Grants/ Subsidies/ Recoveries ($000)	Replacement & Benefit to Existing ($000)	Prior Growth ($000)	Post 2031 ($000)	Total Costs for Recovery ($000)
PUBLIC WORKS	$3,471,887	$1,714,532	$711,460	$165,611	$232,499	$647,785
TOTAL 15-YEAR BENEFITTING PERIOD SERVICES	**$3,471,887**	**$1,714,532**	**$711,460**	**$165,611**	**$232,499**	**$647,784**

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Costs for Recovery: 25-year Benefitting Period

Service	Development-Related Capital Program				
	Gross Cost ($000)	Grants/ Subsidies/ Recoveries ($000)	Replacement & Benefit to Existing ($000)	Prior Growth ($000)	Total Costs for Recovery ($000)
TRANSIT	$2,615,300	$1,514,841	$703,415	$31,597	$365,447
FIRE & PARAMEDIC SERVICES	$35,000	$0	$2,500	$808	$31,692
POLICE	$231,178	$2,800	$186,972	$13,444	$27,961
WATER	$310,868	$0	$227,969	$22,495	$60,404
WASTEWATER	$1,177,172	$267,680	$656,075	$419	$252,998
TOTAL 25-YEAR BENEFITTING PERIOD SERVICES	**$4,369,518**	**$1,785,321**	**$1,776,930**	**$68,764**	**$738,501**

Residential and Non-Residential Apportionments

- Parks and Open Spaces, Community Services: 100% residential

- All other services: 62% residential / 38% non-residential
  - Based on ratio of population to employment growth

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Non-Residential Apportionments

- Non-residential apportionment per employment category:
  - Office
  - Institutional
  - Commercial/Retail
  - Industrial
- Shares based on job growth per category

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Calculated Regulatory Fees: Residential

Service	Amount Per Square Metre	Sample Residential Charge	
		1,800 sq. ft. (167 sq. m)	850 sq. ft. (79 sq. m)
PARKS AND OPEN SPACES	$1.79	$299	$141
COMMUNITY SERVICES	$6.07	$1,015	$479
SOLID WASTE	$0.53	$89	$42
PUBLIC WORKS	$56.04	$9,371	$4,425
TRANSIT	$20.22	$3,381	$1,597
FIRE & PARAMEDIC SERVICES	$1.85	$309	$146
POLICE	$2.09	$350	$165
WATER	$4.50	$753	$355
WASTEWATER	$16.36	$2,736	$1,292
TOTAL CALCULATED CHARGE	**$109.45**	**$18,303**	**$8,643**

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Calculated Regulatory Fees: Non-Residential

Service	Amount Per Square Metre			
	Office	Institutional	Commercial / Retail	Industrial
PARKS AND OPEN SPACES	$0.00	$0.00	$0.00	$0.00
COMMUNITY SERVICES	$0.00	$0.00	$0.00	$0.00
SOLID WASTE	$1.17	$0.48	$0.79	$0.32
PUBLIC WORKS	$126.06	$52.36	$85.09	$34.04
TRANSIT	$44.53	$18.50	$30.06	$12.02
FIRE & PARAMEDIC SERVICES	$4.09	$1.70	$2.76	$1.10
POLICE	$4.60	$1.91	$3.11	$1.24
WATER	$9.92	$4.12	$6.70	$2.68
WASTEWATER	$36.14	$15.01	$24.40	$9.76
TOTAL CALCULATED CHARGE	**$226.51**	**$94.08**	**$152.91**	**$61.16**

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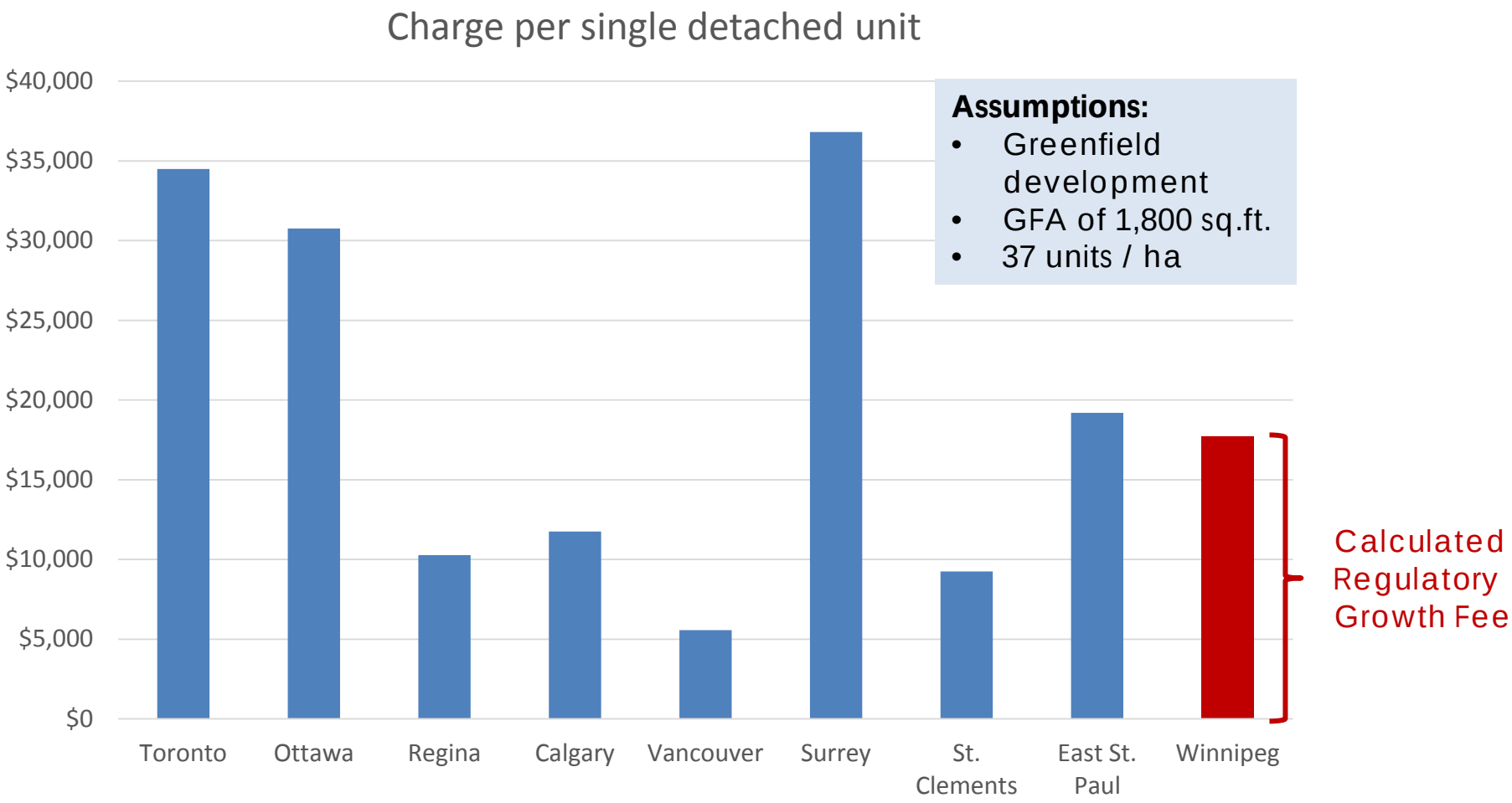
Residential Charge Comparison



HEMSON

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Policy Considerations for Winnipeg

- Timing of payment
  - Building permit
- Fee units and categories
  - Residential proposed per sq. m
  - Non-res sq. m. based on four categories
- Exemptions/discounts
  - Government buildings?
  - Public schools?
  - Intensification areas?
  - Affordable housing?

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Questions?

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This is Exhibit 15 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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Agenda – Executive Policy Committee – September 21, 2016

REPORTS

Item No. 9 Implementation of an Impact Fee

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1) That Council receive the reports prepared by Hemson Consulting Ltd., Review Of Municipal Growth Financing Mechanisms and Determination Of Regulatory Fees To Finance Growth: Technical Report, dated August 31, 2016 (attached as Appendices A and B) as information.

2) That Council enact the Impact Fee By-law (draft attached as Appendix C), which will impose an impact fee and will take effect on January 1, 2017.

3) That, for the purposes of the Impact Fee By-law, Council establish the following :

   a) fee amounts per square meter of gross floor space for the following five fee categories:

	Non-Residential Uses				**Residential Uses**
	Office	Commercial and Retail	Public and Institutional	Industrial	
Fee Amount (per m^2)	$226.51	$152.91	$94.08	$61.16	$109.45

   and that the fee amounts increase on January 1 of each year by the rate of construction inflation for the previous year as determined by the Chief Financial Officer;

   b) an administration fee for refunds in the amount of $100.00;

   c) an application fee for Director review in the amount of $100.00; and

   d) an appeal fee in the amount of $250.00.

4) That Council establish the impact fee Reserve Fund, as follows:

   a) All funds generated by the impact fee are to be deposited into the Fund;

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b) The purposes of the Fund are:

i) to fund capital projects to the extent that they are determined by the Chief Financial Officer to be growth-related; and

ii) to pay the costs of administering the impact fee By-law and Reserve Fund;

c) The Chief Financial Officer is the manager of the Fund; and

d) The purpose of the fund may only be changed by a 2/3 majority vote of Council.

5) That the Winnipeg Public Service report to Council within 24 months of implementation to provide an update on the impact of the impact fee which will include a review evaluating the alignment of the impact fee to the *OurWinnipeg* policy.

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

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ADMINISTRATIVE REPORT

Title: Implementation of an impact fee

Critical Path: Executive Policy Committee – Council

AUTHORIZATION

Author	Department Head	CFO	CAO
Georges Chartier	Mike Ruta	Mike Ruta	Doug McNeil

RECOMMENDATIONS

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2) That Council enact the Impact Fee By-law (draft attached as Appendix C), which will impose an impact fee and will take effect on January 1, 2017.

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Fee Amount (per m^2)	$226.51	$152.91	$94.08	$61.16	$109.45

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   b) The purposes of the Fund are:

      i) to fund capital projects to the extent that they are determined by the Chief Financial Officer to be growth-related; and

      ii) to pay the costs of administering the impact fee By-law and Reserve Fund;

   c) The Chief Financial Officer is the manager of the Fund; and

   d) The purpose of the fund may only be changed by a 2/3 majority vote of Council.

5) That the Winnipeg Public Service report to Council within 24 months of implementation to provide an update on the impact of the impact fee which will include a review evaluating the alignment of the impact fee to the *OurWinnipeg* policy.

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

REASON FOR THE REPORT

The City of Winnipeg's 2016 Budget authorized an expenditure of $250,000 to "study and review smart growth funding options, including a regulatory growth fee." Following a request for proposals process, Hemson Consulting Ltd. (Hemson) was awarded a contract to conduct the growth study for the City. Hemson prepared two reports entitled Review Of Municipal Growth Financing Mechanisms and Determination Of Regulatory Fees To Finance Growth: Technical Report (Hemson's Reports), copies of which are attached as Appendices A and B, respectively, for Council's information.

Based on the analysis provided by Hemson's Reports, a by-law creating a new financial mechanism to fund growth is being proposed (draft attached as Appendix C), which requires enactment by Council before it can be implemented. In addition, a new reserve fund is being proposed, which only Council can approve.

EXECUTIVE SUMMARY

Over the last decade, the City of Winnipeg (Winnipeg) has experienced significant growth in population, which in turn has resulted in new housing, businesses, jobs and a vibrant community with many opportunities. In the next decade, Winnipeg is expected to continue experiencing robust growth, which will require significant investment in community services, transit, transportation, police and protection services, water and waste, and other areas.

The City of Winnipeg Charter identifies the purposes of the City of Winnipeg as including the development and maintenance of safe, orderly, viable and sustainable communities, and the promotion and maintenance of the health, safety, and welfare of the inhabitants. *OurWinnipeg* establishes a vision for Winnipeg that promotes a socially, economically and environmentally

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sustainable city that offers a high quality of life that current citizens expect and that prospective citizens will value. The proposed impact fee will help position Winnipeg to achieve this vision and ensure that future growth and change is supported by adequate investment in the required infrastructure. Some key findings from Hemson's Reports include:

- In Winnipeg "Growth does not pay for growth";
- Winnipeg is one of the few cities in Canada that has not implemented an infrastructure-related growth charge of some nature;
- New development could be assessed the fee at the time a building permit is issued; and
- There are examples of municipalities who have implemented exemptions or discounts in some form.

Unlike most major Canadian cities, the City of Winnipeg (the City) does not currently impose any fee designed to recover the costs of infrastructure external to new development from developers, builders or property owners who are engaged in development. The City's legislative authority to impose fees under Part 6 of *The City of Winnipeg Charter* (the Charter) differs from that of most other major Canadian cities and other Manitoba municipalities who have been given specific legislative authority in their planning legislation to impose development cost charges or "DCCs".

However, under the *Charter*, the City has broad authority to impose fees for a variety of purposes, including applications, permits, licenses, consents, approvals, and other matters in respect of the administration of the Charter and the affairs of the City. Furthermore, the *Charter* states that the powers of the City are stated in general terms to give broad authority to Council to govern the city in whatever way Council considers appropriate within the jurisdiction given to it under the Charter or other legislation, and to enhance the ability of Council to respond to present and future issues in the city.

The Winnipeg Public Service has concluded that these and other empowering provisions in the *Charter* grant Council the authority it requires to enact the Impact Fee By-law (the By-law) proposed in this Report, a draft of which is attached to this report as Appendix C. The goal of the impact fee (the Fee) which would be imposed by the By-law is to assist the City in paying for the costs associated with managing and accommodating growth in Winnipeg thereby reducing the need for these costs to be paid for by taxpayers.

In this regard, the City has prepared the By-law which includes the following:

- Fee collected at the time a building or development permit is issued;
- Fee calculated per square metre on all residential and non-residential new construction. The fee amount will vary based on the following 5 categories:
  - (i) Residential: $109.45
  - (ii) Office: $226.51
  - (iii) Commercial/Retail: $152.91
  - (iv) Industrial: $61.16
  - (v) Institutional: $94.08;
- Exemptions relating to affordable housing and home renovations;
- Hearing body for appeals; and
- In force and effect January 1, 2017.

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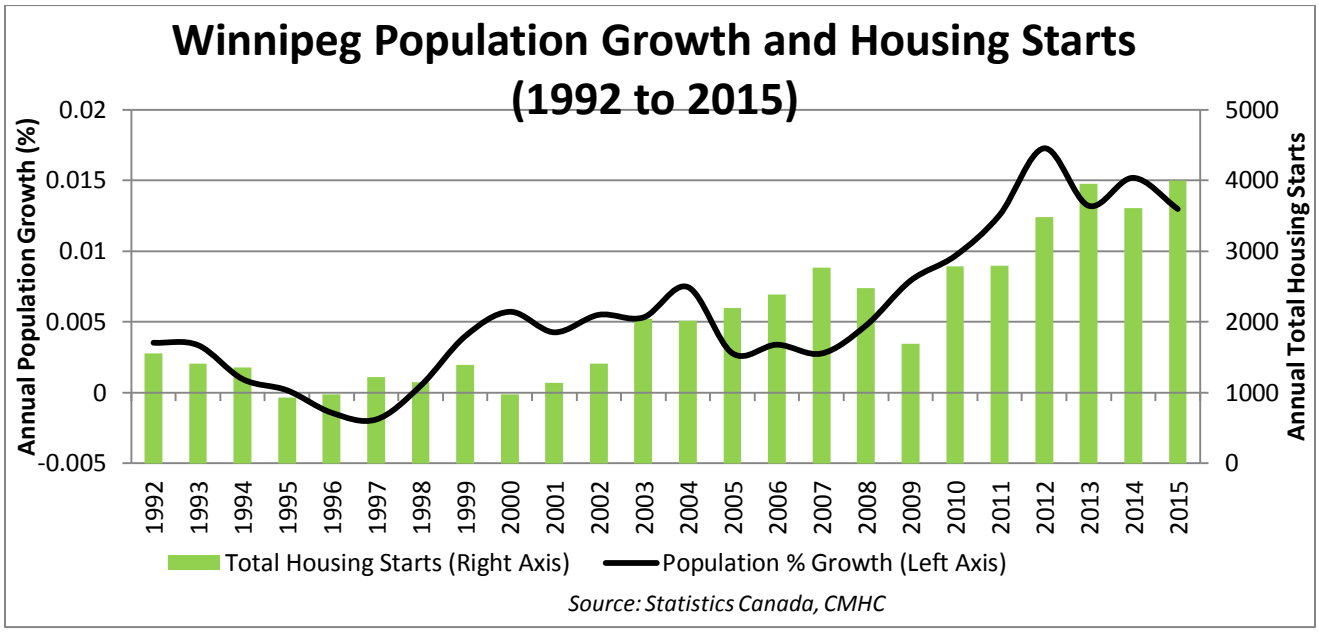
To provide some context in respect of the above, the residential square metre fee amount proposed above calculated for an 1,800 square foot home (167 square metres) (representing the average new build dwelling size) would result in an impact fee of $18,303.

The impact fee revenue collected will be deposited into the impact fee Reserve Fund and used to fund capital projects to the extent to which the Chief Financial Officer (CFO) has determined that they are related to growth. A 2/3 majority vote of Council would be required to change the purpose of the Reserve Fund.

IMPLICATIONS OF THE RECOMMENDATIONS

Since 2005, the population of the City of Winnipeg has grown by more than 70,000 people, which has translated into more than 30,000 new housing starts. According to the Conference Board of Canada, this strong growth is anticipated to continue over the next several decades, with the City's population anticipated to increase from 718,000 in 2015 to 923,000 in 2040. Growth provides many benefits to our community but also has a significant impact on the City's operating and capital costs and revenues.



If the recommendations of this report are concurred in, the Public Service will operationalize the impact fee program. This program will better position City Council to invest in services and infrastructure to accommodate growth and change. More specifically, a number of benefits include:

- Fairness and Equity – the burden of paying general infrastructure shifts from the general public to those who require, benefit from and use the infrastructure.
- City Building – the impact fee program is rooted in the City's existing policy framework, including *OurWinnipeg* – our city's long-range development plan – and will support the efficient allocation of scarce resources and encourage infrastructure investment consistent with the City's goals and objectives for community building and sustainability.

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- Sustainability – the impact fee program builds on the concept of the 3 pillars of sustainability (social, economic and environment) and the belief that current generations should capitalize on existing and future assets without placing a burden on, or impacting future generations, or the environment.
- Diversification – the impact fee program provides for a more diversified stream of revenues for the City and reduces the reliance on property taxes. Reliable alternative funding sources promote fiscal stability and the orderly provision of infrastructure.

HISTORY/DISCUSSION

Background

Winnipeg has gone through a period of growth that has impacted the City's operating and capital costs and revenues. Annual population growth rates in Winnipeg have increased from an average of approximately 0.5 per cent between 2002 and 2005 to approximately 1.5 per cent between 2012 and 2015. Population growth is expected to remain relatively strong over the coming decades, with Winnipeg's population anticipated to increase from 718,400 in 2015 to 922,600 in 2040.

Recent population growth is also reflected in housing development, with annual growth rates reaching nearly 3 per cent in recent years. In 2015, there was a total of 291,900 households in Winnipeg. This number is expected to grow to 391,900 by 2040.

This growth requires significant capital and operating investment. The City's planning policy framework recognizes the need to plan for this growth while supporting sustainability and economic growth. Currently, the majority of city-wide capital costs are funded through property taxes. Further, the City has frequently frozen or reduced property tax rates since the late 1990s, resulting in tax rates that are significantly lower than comparable Canadian municipalities.

As a result of limited revenues and competing capital funding priorities, the City is experiencing a deterioration of existing infrastructure and a growing city-wide infrastructure deficit. The infrastructure deficit is expected to reach a total of $7.4 billion by 2018, including $3.6 billion in development-related infrastructure deficit. The majority of the development-related deficit relates to transportation infrastructure.

As illustrated, growth is placing pressure on public infrastructure and services and on City Council to invest in additional capacity to accommodate growth. With relatively strong population growth and development expected to continue well into the future, funding new infrastructure for expanded City services will continue to be a challenge.

Studying Growth

For more than a decade, the Public Service has studied innovative financial mechanisms to support growth management, without raising property taxes. In 2005, the City completed the Financing Infrastructure Related to Land Development study and in 2013 the City conducted a study on Growth Development Charges.

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On May 27, 2016 Hemson was awarded a contract to conduct a growth study for the City. The general scope of the work undertaken by Hemson includes the following:

- Determination of growth-related costs and revenues:
  - Define best practice methodology to assess growth-related City of Winnipeg costs and revenues;
  - Compare past growth-related cost and revenue reviews conducted on the City of Winnipeg against best practice methodology; and
  - Following best practice methodology, carry out a new analysis to determine City of Winnipeg growth-related costs (operating and capital expenditure; current and expected) and growth-related revenues.

- Determination of a growth financing implementation framework:
  - Define best practice by researching growth finance models used in other Canadian or international cities;
  - Apply those best practices to the City of Winnipeg and prepare recommendations for the implementation of a model for financing growth including rules and procedures for administration.

Hemson conducted industry consultations as part of its process on July 19, 2016 and August 18, 2016.

Hemson's Reports

The chart above illustrates actual population growth which has a direct correlation to new construction. Winnipeg has experienced continued population growth which results in increased demand for new construction and increases pressure for new and improved infrastructure. Other jurisdictions across Canada have found that the introduction of legislative charges has not impacted growth.

Currently the City depends on property taxes and fees to pay for infrastructure improvements. However, property taxes and fees have not kept pace with demand for services as noted above in reference to the significant infrastructure deficit that Winnipeg faces.

Hemson prepared two reports which are attached in Appendices A and B. A summary of the contents of Hemson's Reports follows:

(i) Use of funds

- Reserve funds or accounts should be established for each service adopted under a regulatory fee by-law.
- It is recommended that Council adopt the development-related capital forecast included in this study, subject to annual review through the City's normal capital budget process. Projects may be removed, added or substituted as long as they are development-related.

(ii) Timing of payment

- It is proposed that the regulatory fee be collected at building permit issuance or development permit issuance. These are common collection points in other municipalities.

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(iii) Indexing of fees

- It is recommended that the City establish a by-law policy for the indexing of fees once they are established.
- Indexing is commonly done annually (and in some cases semi-annually) in other communities using construction cost indices.

(iv) Updating of by-law

- It is recommended that Council update the by-law as needed for changes relating to the application of charges, definitions, exemptions and discounts.
- The regulatory fees may be commonly updated at three to five year intervals or when there are significant changes to the capital plan or development forecast.

(v) Public Communication

- It is recommended that City advertise the adoption of the regulatory fee by-law including the applicable fees.
- The regulatory fees and rules should be included within a pamphlet that can be posted on the City's website and made available at Planning, Property and Development offices.

(vi) Discounts and exemptions

- This section includes examples of exemptions and discounts that Council may wish to consider. Exemptions and discounts result in revenue losses that are typically recovered through tax or utility rates. It is expected that the City may refine its discount and exemption policy over time following the initial adoption of a regulatory fee.
- The most common land-use exemptions used across Canada are for government buildings. This may include
    - Federal, provincial and municipal buildings, including agencies, boards and commissions;
    - Public schools; or
    - Exemptions for universities and colleges

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- Other land-use exemptions or discounts that could be considered are:
    - for non-profit organizations. This may include land uses such as places of worship and affordable housing.
    - economic development incentives. Some municipalities reduce fees within a defined area to encourage investment. Typically, this may include the downtown area of a community where growth has been slow to occur.
    - some municipalities also choose to reduce charges for industrial development, the rationale being that it is more of a "footloose" sector than residential, office and retail uses, making it thereby more sensitive to fees and charges.

(vii) Phase-ins

- The phase-in of regulatory fees is commonly advocated by the building industry when significant increases in charges are proposed.
- As with other discounts, phase-ins result in revenue losses that have to be made up through other revenue sources.

In consideration of the above observations the Public Service is recommending the following:

The Impact Fee By-law

1. Legal Authority

For Winnipeg, the function of managing and accommodating growth and development is fundamental. Section 5 of the Charter specifies that the purposes of the City include developing and maintaining safe, orderly, viable and sustainable communities, and promoting and maintaining the health, safety, and welfare of the inhabitants. The function of managing and accommodating growth and development is integral to fulfilling these purposes.

In order to ensure that new development takes place in a way that is orderly, viable and sustainable within the broader municipality, the City, like other cities throughout Canada, creates, applies and enforces rules in its zoning by-laws governing the uses to which various properties may be put as well as dimensional restrictions on development taking place on properties (e.g. restrictions on the size of buildings, mandatory setbacks and building heights). In order to ensure that the construction that is a necessary part of development results in buildings that promote and maintain the safety, health and welfare of occupants, the City enforces building codes, another type of regulation. The City also acts in other ways in order to accommodate and manage growth and development. The City engages in the planning and construction of infrastructure to support the new residents and businesses in the new developments – streets, roads, alleys, sewer and water, libraries, recreation facilities, police and fire stations, etc. – both on and off-site. This infrastructure is also necessary to create safe, orderly, viable and sustainable communities and to promote and maintain the health, safety, and welfare of the inhabitants. Together, all of these elements constitute a comprehensive regulatory regime or system to manage and accommodate growth to ensure that it is safe, orderly, viable and sustainable.

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Obviously, this regulatory regime or system is expensive. Some of the costs of managing and accommodating growth are currently recovered by the City, through various permit and approval fees as well as through development and zoning agreements. For example, developers typically pay for most of the costs of infrastructure within a development and sometimes boundary roads through development agreements and zoning agreements. Fees for permits and approvals are designed to recover the costs of providing administration and enforcement of that aspect of this system.

However, as Hemson's Reports make clear, not all of the costs of this regulatory system are currently being recovered by the City from the developers, builders or residents/occupants who most directly benefit from the new growth or development. In particular, the costs of off-site infrastructure necessary to support growth are not being recovered by the City.

As noted above, the authority given to the City in its planning legislation differs from that enjoyed by other municipalities in Canada and in Manitoba. Other municipalities have the authority to impose charges, often referred to as Development Cost Charges (DCCs), as part of the development process to recover the costs of managing and accommodating growth. When Council previously requested legislative changes from the Province of Manitoba (the Province), the Province advised that the City had sufficient existing statutory authority to recover the costs of growth.

Since then, the Public Service has reviewed existing City powers – other than Development Cost Charges – that could be used to recover the costs of managing and accommodating growth to the extent that they are currently tax-supported. One such power is the City's authority to impose fees. More recent judicial interpretation of the powers of governments to impose fees has demonstrated a greater willingness to recognize the legitimacy of fees to defray the costs of comprehensive regulatory systems, broadly defined.

As a result, the Public Service has concluded the powers currently available to the City in Part 5 of Charter to impose fees, and especially sections 209 and 210, can be used to support the proposed By-law to manage and accommodate growth. This authority is separate and distinct from any power to impose Development Cost Charges through planning legislation, which would be contained in Part Six of the Charter, and it does not depend on the Province to make any legislative changes or to provide any approvals. A Fee imposed under Part 5 would allow the City to recover more of the costs of managing and accommodating growth and development incurred by the City. And it would do so without the need to resort to increased taxes on Winnipeggers in general. In other words, the Public Service's opinion is that, if Council wants to do so, it has the legal authority to impose a regulatory fee of the kind proposed in this Report to ensure that growth more fully pays for the costs of growth.

2. impact fee

This Report recommends the introduction of an impact fee through a new by-law (draft attached as Appendix C). The specifics of the impact fee set out in the attached draft By-law are as follows:

(a) <u>Framework of the fee</u>

- The fee would be imposed on the basis of the gross floor area of buildings;
- A different charge per square metre would be imposed in each of five fee categories – residential, office, retail and commercial, public and institutional, and industrial;

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- For the purposes of the By-law, garages, decks, porches, 3-season sun rooms, gazebos, and basements would be excluded when calculating the fee for residential development;
- The fee would be imposed on any development, including construction and/or a conversion from one of the five fee categories to another because of a change in the building's use under one of the City's two zoning by-laws.

(b) Replacements, expansions and conversions of buildings

- If a new building replaces a building that was demolished within the previous 5 years no fee would be imposed except to the extent that the new building extends the square footage or involves a conversion to a different, higher priced fee category. Similarly, if part of a building is demolished and rebuilt within 5 years, so long as both are in the same fee category, no fee would be imposed except to the extent that the rebuilt floor space exceeds the floor space it is replacing.
- As a general rule, if a building is expanded, the fee is only payable on the floor area being added. However, the fee would not be applicable at all to an expansion of a residential building unless additional dwelling units are being added
- If all or part of a building is converted to a new fee category, the fee would only be charged to the extent that the new fee category results in a higher fee (ie. the notional fee that would be applied to the existing building or part thereof is subtracted from the fee applicable to the new build or conversion)
- Where a mixed use building is being built or converted, the floor area of the common areas will be assigned to each fee category in proportion to that fee category's share of the entire building. (e.g. if a building is 20% retail and 80% residential, the common areas will be treated as 20% retail and 80% residential.)

(c) Discounts and exemptions

- An exemption would be provided to the following organizations in respect of dwelling units that they agree to provide as affordable housing for at least 10 years.
  - Winnipeg Housing Rehabilitation Corporation;
  - The Manitoba Housing and Renewal Corporation;
  - any level of Government; or
  - any organization who has been approved to receive funding from the Government of Canada or the Province of Manitoba under an affordable housing program.

(d) Time of payment

- The fee is imposed – and must be paid – before a building permit or development permit can be issued (but not at time of application).
- If a building or development permit is amended after it has been issued, an additional fee must be paid to reflect additional square footage or a higher fee category that the amended permit is allowing. Again, this must be paid before the permit is issued.

(e) Refunds

- If a permit is voluntarily withdrawn by the permit holder before it expires (e.g. if the project doesn't proceed), the entire fee is refunded less an administrative fee set by Council.

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(f) Penalties for non-compliance

- A monetary penalty in the amount of the impact fee applicable to that development is imposed for a failure to pay the fee prior to beginning the development. Effectively, this means that the person then has to pay twice the fee – once for the fee and once for the monetary penalty.
- In addition, the City could prosecute the offender for violating the By-law. The fine for proceeding with construction or conversion of a building without paying the fee is twice the amount of the applicable fee.

(g) Reviews and Appeals

- Anyone subject to the fee can have the actions or decisions of City employees applying the By-law reviewed by the Director of PP&D upon payment of a refundable fee set by Council
- Any appeal specified in the *Charter* would be heard by Executive Policy Committee. Again, a refundable fee set by Council would apply.

In large part, the structure of the impact fee proposed in this Report corresponds to the recommendations of the Hemson Report. In addition, the fee categories set out in the By-law and the amount of the proposed fee in each category have been determined on the basis of the data supplied in Hemson's Reports.

The recommended fees per square metre for the five fees effective January 1, 2017 are as follows:

Residential	$109.45
Office	$226.51
Commercial/Retail:	$152.91
Industrial:	$ 61.16
Institutional	$ 94.08

These fees would rise by the rate of construction inflation, as determined by the Chief Financial Officer. This increase would take place on January 1 of each year, unless Council had established a new fee within the previous 12 months.

The proposed fees for refunds, applications for review by the Director, and appeals to Executive Policy Committee, are based on the estimated costs of administration of each of these functions.

Financial Implications

As noted above, the Public Service recommends adopting the above impact fees to be charged commencing on January 1, 2017. Projected revenue is a function of expected development and the charge per unit. Proceeds will vary year by year depending on development activity.

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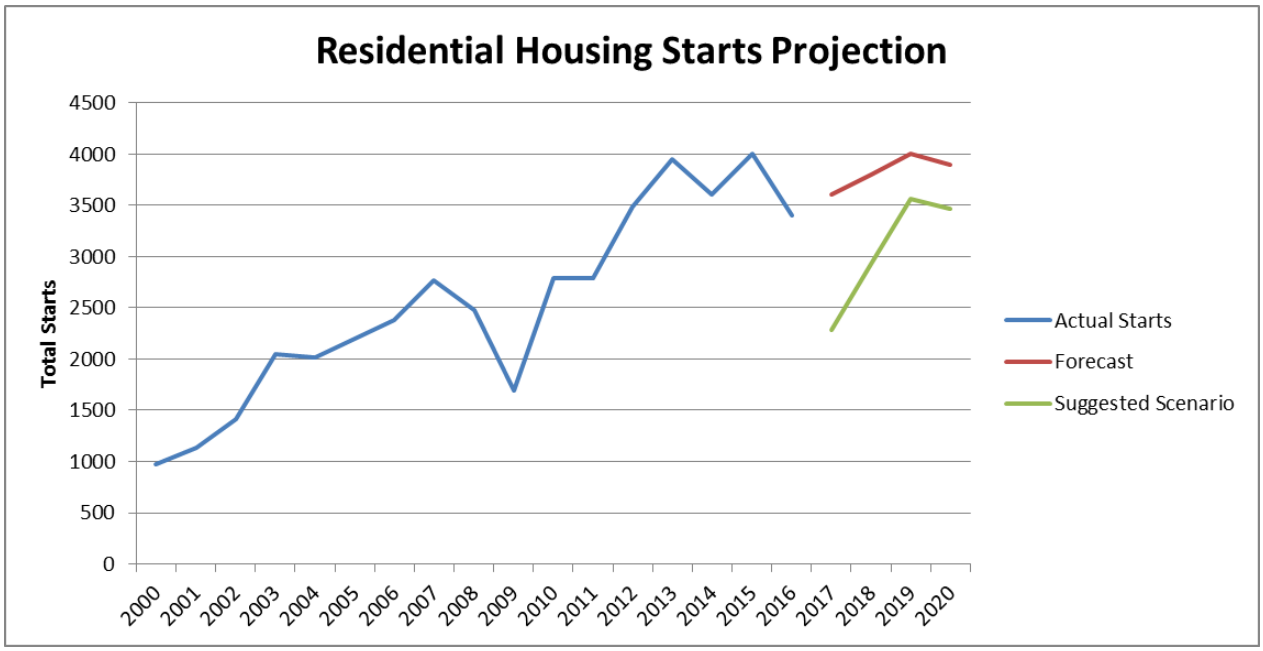
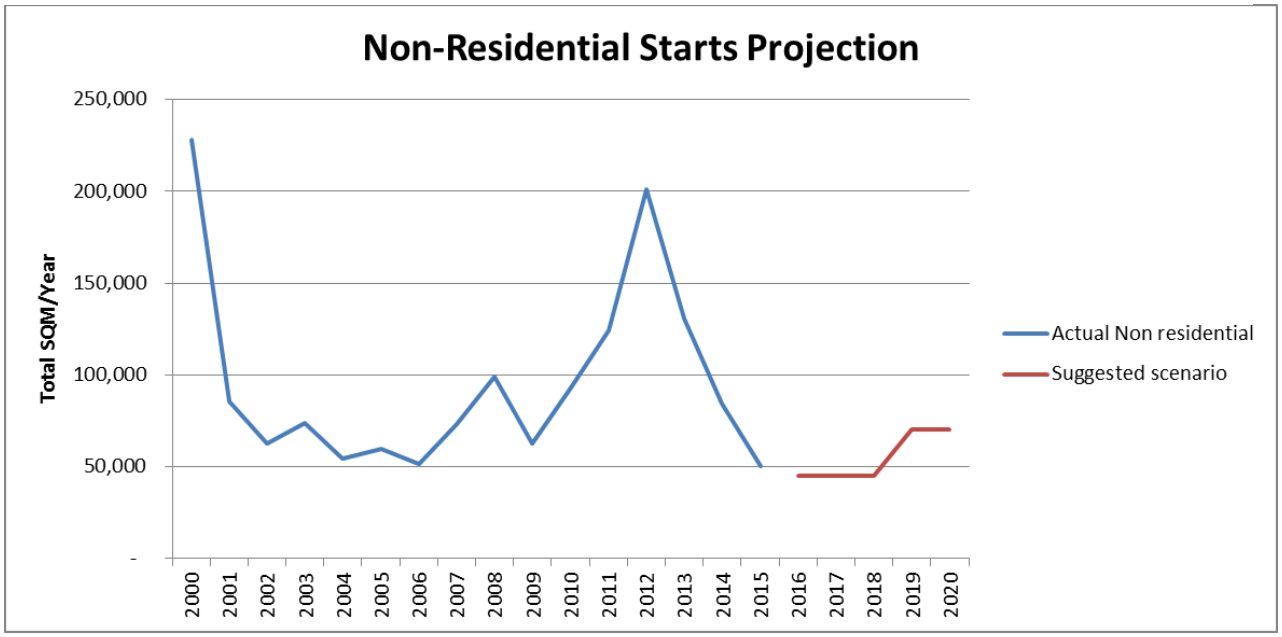
Revenue Assumptions



- Based on the above chart setting out past and projected residential starts, on a conservative basis the Public Service estimates it will collect $30.7m of residential fee revenue in 2017. Based on 2015 actual results, residential fee revenue would have been $49.7m.



- The above chart sets out past and projected non-residential starts. On a conservative basis the Public Service estimates it will collect $4.4m of fee revenue in 2017. Using 2015 actual results, fee revenue on non-residential starts would have been $4.9m.

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Using the estimates above total residential and non-residential revenue on a conservative basis may be in the range of $35.1m. Of this total, $6.8m would relate to Utility capital and the balance or approximately $28.3m would apply to tax-supported capital.

impact fee Reserve

This Report recommends that all funds generated through the impact fee should be deposited into the proposed impact fee Reserve Fund. The purpose of this reserve fund is twofold:

- to fund capital projects to the extent that they are determined by the Chief Financial Officer to be growth-related and
- to pay the costs of administering the impact fee By-law and reserve fund.

It is also recommended that the Chief Financial Officer be appointed as manager of the reserve fund.

The primary purpose of the reserve fund is to pay all costs of eligible capital works, including financing charges. As manager of the reserve fund, the Chief Financial Officer would determine which, and to what extent, capital works were eligible for funding. Infrastructure would be eligible only to the extent that the work is determined by the Chief Financial Officer to be growth-related (e.g. aligned with the management and accommodation of growth and development). There are well-developed formulae and analysis tools for making this determination.

Funds from the Reserve Fund would also be used to pay the costs of administration of the impact fee By-law and the impact fee Reserve Fund, including the funding required for new full-time equivalent positions.

It should be noted that the establishment of a reserve fund for funds generated by the impact fee is not required by law, as it is for development cost charges in some other Canadian cities and municipalities. It is being proposed in this Report to provide transparency as to the use of funds generated by the impact fee.

This recommendation differs from the recommendations of the Hemson Reports in that it proposes the creation of a single reserve fund rather than the creation of individual reserve funds for each type of infrastructure. This is being done to make administration of the reserve fund more efficient, flexible and straightforward. If, at the review in 24 months' time, individual reserve funds are determined to be preferable, the change can be made at that time.

Resources

Additional staff will be required to administer the program. An estimate of FTE's required for this purpose both in Property Planning and Development and Corporate Finance will be included in deliberations concerning the 2017 budget process if this report is adopted by Council.

Other

It should be noted that exemptions or discounts added beyond those included in this report will reduce the amount of City revenue available by assessment of the Fee.

In reference to the City's debt strategy, improved Revenue will allow the City to increase its borrowing capacity for future capital projects.

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Review Period
As with any new initiative, issues and problems are likely to arise which were not anticipated at the outset. A 24 month review period will give the Public Service a reasonable opportunity to observe the operation of the impact fee and to identify opportunities for improvement.

In addition, a 24 month period will give the public, Council and the Public Service an opportunity to consider how to integrate policy priorities into the By-law.

Summary
Adoption of the impact fee will be transformative and will provide a significant opportunity to ensure that growth does pay for growth without affecting existing property owners. It recognizes the principal that growth creates the need for new infrastructure throughout Winnipeg.

FINANCIAL IMPACT

Financial Impact Statement **Date: September 2, 2016**

Project Name: Implementation of an impact fee

COMMENTS:

Collection of the impact fees will be accounted for through the impact fee Reserve. Expenditures from the reserve will be identified by Corporate Finance and publicly disclosed on an annual basis. Additional staff will be required to administer this program and these FTE's will be identified in the 2017 budget process.

(Original signed by R. Hodges)
Ramona Hodges
Manager of Finance (Campus)
Corporate Finance Department

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CONSULTATION

Consultation with:

a) Legal Services (as to legal issues)
b) Property Planning and Development
c) Hemson Consulting Ltd,
d) Fire/Ambulance
e) Community Services
f) Public Works
g) Water and Waste
h) Corporate Finance

OURWINNIPEG POLICY ALIGNMENT

The impact fee program is rooted in the City's existing policy framework, advancing policy directions in *OurWinnipeg* (By-Law 67/2010) and its four direction strategies (*Complete Communities* [By-Law 68/2010], *A Sustainable Winnipeg*, *Sustainable Water and Waste*, and *Sustainable Transportation*) along with the *Transportation Master Plan*.
OurWinnipeg policy directions are reflected through some of the impact fee program's key principles:

Fairness and equity – *OurWinnipeg* commits to providing equitable access to municipal programs, services and facilities. One way to achieve this is for everyone to pay their "fair share" of the costs of new infrastructure and services (03-1, p.74).

City Building – To build "A City that works", *OurWinnipeg* commits to growth management objectives, ensuring "land use, transportation and infrastructure planning efforts are aligned to identify where growth will be accommodated and how it will be serviced" (*OurWinnipeg* p.27*)*. Other key directions for the entire city involve sustainable asset management, integrating transportation with land use, developing more complete communities, and providing sustainable wastewater management.

Sustainability – Direction related to the three sustainability pillars (social, economic and environmental) are found throughout *OurWinnipeg* and its direction strategies. *OurWinnipeg* also provides specific direction to develop and implement tools to support sustainability (02-1, p. 67).

Diversification – *OurWinnipeg* notes that the City must re-think regulation and taxation from the viewpoint of fostering economic growth (01-3, p.50). The 'basics' matter; public safety, water quality, wastewater and transportation infrastructure and public amenities are essential, but attractiveness and better-than-average services are integral to achieving a high quality of life and attracting economic development at a global scale. Diversification of City income streams is an important way to increase quality of services and add to the general attractiveness of the City.

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In its section on prosperity, *OurWinnipeg* calls the City to provide efficient and focused civic administration and governance (Direction 1), and demonstrate visionary civic leadership and commitment to sustainable long-term planning (Direction 5). Policy decisions, programs and services, budget allocation and development activity must all be monitored and evaluated from a long-term sustainability perspective (01-3, p.51). The proposed program responds to this call for visionary leadership that considers current realities but plans for a prosperous future.

SUBMITTED BY

Department:
Division:
Prepared by: Tyler Markowsky
Date: September 1, 2016
File No.

Attachments:
Appendix A - Review of Municipal Growth Financing Mechanisms
Appendix B - Regulatory Fee to Finance Growth – Background Study
Appendix C - Impact Fee By-Law

Appendix A -Comparative Practic

Appendix B - Hemson - Winnipeg Regulator

Appendix C - Impact Fee By-law - 2016 09

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THE CITY OF WINNIPEG
BY-LAW No. _____

A By-law of The City of Winnipeg to impose fees on new development to assist with the costs associated with accommodating and managing growth and development.

WHEREAS subsection 5(1) of *The City of Winnipeg Charter* defines the purposes of The City of Winnipeg as follows:

(a) To provide good government for the city;
(b) To provide services, facilities or other things that council considers to be necessary or desirable for all or part of the city;
(c) To develop and maintain safe, orderly, viable and sustainable communities; and
(d) To promote and maintain the health, safety and welfare of the inhabitants;

AND WHEREAS accommodating and managing growth and development so that it is safe, orderly, viable and sustainable and so that it promotes and maintains the health, safety and welfare of the inhabitants requires urban planning, zoning and land use restrictions, enforcement of building codes and the creation of a variety of infrastructure and services, including (but not restricted to) transportation, sewer, water, land drainage, recreation and police, fire, paramedic and emergency services;

AND WHEREAS to date, the costs to The City of Winnipeg of accommodating and managing growth and development have been only partially paid through development agreements, zoning agreements and fees for the permits and approvals required to develop and construct buildings;

AND WHEREAS the Council of The City of Winnipeg has determined that the costs of accommodating and managing growth should be more fully paid for by the individuals and businesses directly benefitting from growth and development;

AND WHEREAS clause 210(1)(b) of *The City of Winnipeg Charter* provides as follows:

210(1) *The city may, if authorized by council, establish*

…

(b) fees, and the method of calculating and the terms of payment of fees, for

(i) applications,
(ii) filing appeals under this Act or a by-law,
(iii) permits, licences, consents and approvals,
(iv) inspections,

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(v) copies of by-laws and other city records including records of hearings, and

(vi) other matters in respect of the administration of this Act or the administration of the affairs of the city.

AND WHEREAS subsection 6(1) of *The City of Winnipeg Charter* provides as follows:

6(1) *The powers given to council under this Act are stated in general terms*

(a) to give broad authority to council to govern the city in whatever way council considers appropriate within the jurisdiction given to it under this or any other Act; and

(b) to enhance the ability of council to respond to present and future issues in the city.

AND WHEREAS the imposition of fees under subsection 210(1) of *The City of Winnipeg Charter* promotes the purposes of the City of Winnipeg and enhances the ability of Council to respond to present and future issues in the City, as set out in subsection 5(1) and clause 6(1)(b) of the *The City of Winnipeg Charter.*

NOW THEREFORE the City of Winnipeg, in Council assembled, enacts as follows:

Short title

1 This By-law may be cited as the Impact Fee By-law.

Definitions and interpretation

2(1) In this By-law

Accessory structure means a building or structure that is located on the same zoning lot as, and is subordinate or incidental to, a principal building, and includes an outbuilding, garage, gazebo, utility building, play structure, sign and structures supporting a sign, garbage enclosure, awning, fence, racking, storage unit or container, deck, antenna, canopy, marquee, satellite dish, mechanical penthouse, hot tub, fountain, water barrel, pond and swimming pool, but does not include an attached secondary suite or a detached secondary suite;

Affordable housing means any dwelling unit provided for persons of low or moderate income where the total shelter cost of the dwelling unit represents 30% or less of the median household total income for private households, as defined by Statistics Canada for the City of Winnipeg;

Attached secondary suite has the same meaning as "secondary suite, attached" in the Winnipeg Zoning By-law;

Basement has the same meaning as in the Neighbourhood Liveability By-law;

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Building means any building used or intended to be used to support or shelter any use or occupancy;

Building permit means a permit issued pursuant to the Winnipeg Buildings By-law;

City means The City of Winnipeg continued under the Charter;

Change in use means a change of the use of a particular zoning lot under either the Winnipeg Zoning By-law or the Downtown Winnipeg Zoning By-law;

Charter means the "*The City of Winnipeg Charter*";

Commercial and Retail Uses means a development that falls within the following use categories, depending on the applicable zoning by-law:

(a) under the Winnipeg Zoning By-law:

(i) Recreation and Entertainment, Indoor;

(ii) Recreation and Entertainment, Outdoor;

(iii) Accommodation;

(iv) Animal Sales and Service;

(v) Food and Beverage Service;

(vi) Personal Services;

(vii) Retail;

(viii) Restricted; and

(ix) Private Motor Vehicle Related, and

(b) under the Downtown Winnipeg Zoning By-law:

(i) Commercial Sales & Service;

(ii) Private Motor Vehicle-Related;

(iii) Cultural and Entertainment, except Cultural centre, Gallery, and Museum; and

(iv) Restricted;

Common area, with respect to a mixed use development, means the portion of the total floor area which

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(a) connects; or

(b) is used by

two or more areas within the development that fall into different fee categories;

Construction means the erection, placement, alteration, renovation, extension, or relocation of any building or part of a building for which a building permit is required;

Conversion, with respect to a building, means a change in use of all or part of the building under either the Winnipeg Zoning By-law or the Downtown Winnipeg Zoning By-law with the result that all or part of the building falls under a different fee category after the change in use;

Designated employee means the Director of Planning, Property and Development for the City and any employee of the City to whom the Director has delegated a duty or authority under this By-law;

Detached secondary suite has the same meaning as "secondary suite, detached" in the Winnipeg Zoning By-law;

Development means construction, conversion, or both construction and conversion.

Development permit means a permit authorizing a development issued under either the Downtown Winnipeg Zoning By-law or the Winnipeg Zoning By-law;

Director means the Director of Planning, Property and Development for the City of Winnipeg;

Dwelling has the same meaning as in the Neighbourhood Liveability By-law;

Dwelling unit has the same meaning as in the Neighbourhood Liveability By-law;

Expansion means, with respect to a building, an increase in floor area of the building;

Fee category means one of the five fee categories set out in subsection 4(2);

Floor area means the sum of the gross horizontal areas of the several floors of all buildings on a zoning lot, measured from the exterior faces of exterior walls, or from the centre line of partitions, except:

(a) with respect to residential development:

(i) any accessory structure;

(ii) any basement, and

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(iii) any part of the dwelling unit that is not habitable throughout the year, including porches and sun rooms;

(b) with respect to non-residential development:

(i) any space within the building used as a parking area or a loading area;

Impact fee means a fee applicable to a development which is imposed pursuant to clause 3(1)(b);

Industrial Uses means a development that falls within the following use categories, depending on the applicable zoning by-law:

(a) under the Winnipeg Zoning By-law:

(i) Industrial Service;

(ii) Manufacturing and Production;

(iii) Warehouse and Freight Movement; and

(iv) Waste and Salvage, and

(b) under the Downtown Winnipeg Zoning By-law:

(i) Light Industrial;

Mixed use development means a development which contains more than one fee category;

Office Uses means a development that falls within the following use categories, depending on the applicable zoning by-law:

(a) under the Winnipeg Zoning By-law:

(i) Office, and

(b) under the Downtown Winnipeg Zoning By-law:

(i) Office;

Principal building has the same meaning as in the Neighbourhood Liveability By-law;

Public and Institutional Uses means a development that falls within the following use categories, depending on the applicable zoning by-law:

(a) under the Winnipeg Zoning By-law:

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(i) Community Facilities;

(ii) Education;

(iii) Park and Park-Related;

(iv) Other Public and Institutional;

(v) Cultural Facilities;

(vi) Transit and Transportation; and

(vii) Utility, and

(b) under the Downtown Winnipeg Zoning By-law:

(i) Public and Institutional;

(ii) Cultural and Entertainment – Cultural Centre, Gallery, and Museum only;

(iii) Park and Park-related; and

(iv) Transportation, Utility, & Communications;

Renovation, with respect to residential development, has the same meaning as in the Winnipeg Building By-law;

Replacement, with respect to a building, means the demolition or removal of a building and the construction another building on the same zoning lot within 5 years following the demolition or removal;

Residential development means the development of dwelling units;

Zoning lot has the same meaning as "lot, zoning" in the Winnipeg Zoning By-law;

Fee imposed

3(1) Every person who is issued a building permit or a development permit must pay to the City

(a) the applicable fee or fees set out in the Planning, Development and Building Fees By-law; and

(b) an impact fee in accordance with this By-law.

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3(2) The Impact Fee must be paid prior to the issuance of any building permit or development permit for the development in respect of which the Impact Fee applies.

3(3) For greater certainty, where both a building permit and a development permit are issued in respect of a development, only one Impact Fee is payable under clause 3(1)(b).

3(4) Where the Impact Fee in respect of a development:

(a) has been paid;

(b) has not been refunded by the City; and

(c) the development authorized by the building permit or development permit applicable to that development has not been completed,

the Impact Fee paid shall be credited towards any subsequent Impact Fee payable under this By-law in respect of a building permit or development permit issued for the land on which the original development was located within 5 years of the date the initial Impact Fee was paid.

Impact Fee calculation

4(1) Subject to subsection (3), the Impact Fee payable in respect of a development is the product of the total floor area that is being constructed or converted multiplied by the fee per square metre established by Council for the fee category applicable to the development.

4(2) For the purposes of subsection (1), the following fee categories are hereby established:

(a) Residential Uses;

(b) Office Uses;

(c) Commercial and Retail Uses;

(d) Public and Institutional Uses; and

(e) Industrial Uses.

4(3) Subject to subsection 6(1), where all or part of an existing building is being converted, expanded or replaced, the amount of the Impact Fee payable is the difference between the amount of the Impact Fee applicable to the converted, expanded or replacement building less the amount of the Impact Fee that would have been payable for the existing building prior to its conversion, expansion or replacement if the Impact Fee determined in accordance with current rates were applicable to it. Where the difference is $0.00 or less, no Impact Fee is payable and no refund shall be issued.

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Mixed use development

5(1) The Impact Fee payable in respect of mixed use development shall be calculated separately for the floor area of the development that falls within each fee category in accordance with subsection 4(1).

5(2) For the purposes of subsection (1), common areas within mixed use development shall be attributed proportionately to each fee category based on the proportion of the floor area of the entire development that falls within each fee category.

Exemptions

6(1) Notwithstanding subsection 4(1), no Impact Fee is payable in respect of residential development on land where

(a) one or more existing dwelling units are being renovated, expanded or, replaced; and

(b) there is no increase in the total number of dwelling units on that land.

6(2) Notwithstanding subsection 4(1), no Impact Fee is payable in respect of dwelling units which the following organizations have entered into a written agreement with the City, under such terms and conditions deemed necessary by the Director of Legal Services and City Solicitor to protect the interests of the City, to provide as affordable housing for a period of no less than 10 years:

(a) Winnipeg Housing Rehabilitation Corporation;

(b) The Manitoba Housing and Renewal Corporation;

(c) The Government of Canada or the Province of Manitoba; or

(d) any organization that has been approved to receive funding from the Government of Canada or the Province of Manitoba under an affordable housing program, as determined by that government.

Withdrawals of and changes to permits

7(1) Where an Impact Fee has been paid and the building permit and development permit to which the Impact Fee is applicable is voluntarily withdrawn prior to its expiration pursuant to the Winnipeg Building By-law, the person who paid the Impact Fee is entitled to a refund of the entire Impact Fee paid, less an administration fee established by Council.

7(2) Where, after being issued, a building or development permit is amended in a way that results in an increase in floor area or a change in the fee category applicable to all or part of the development, the person to whom the building permit or development permit has been issued must pay an additional Impact Fee which reflects the increase

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of floor area or change in fee category, as the case may be. The additional Impact Fee is the difference between the Impact Fee payable in respect of the development authorized by the amended permit less the Impact Fee that either was paid or would have been payable in respect of the development authorized by the original permit. Where the difference is $0.00 or less, no Impact Fee is payable. The additional Impact Fee, if any, must be paid prior to the issuance of the amended building permit or development permit.

Powers of designated employees

8 Designated employees have authority to conduct inspections and take steps to administer and enforce this By-law or remedy a contravention of this By-law in accordance with the Charter and, for those purposes, have the powers of a designated employee under the Charter.

Director review

9(1) Upon payment of a refundable application fee established by Council, a person may apply to the Director for a review of the application or interpretation of this By-law by a designated employee.

9(2) An application under subsection (1) must be submitted within 14 days following the date the Impact Fee in respect of a development is paid.

9(3) The requirement in subsection 3(1) to pay the Impact Fee as determined by a designated employee prior to a building permit or development permit being issued is not suspended because an application for a review has been made.

9(4) In conducting a review, the Director must give the applicant an opportunity to explain the basis for his or her conclusion that this By-law was misapplied or misinterpreted. This may be done in person, by telephone, in writing or by any other any media determined by the Director to be appropriate.

9(5) Where an application is made under subsection (1), the Director must make a decision with respect to the application within 90 days following the date the application is received and must notify the applicant of his or her decision in accordance with the Charter.

9(6) Where, after conducting his or her review, the Director determines that the designated employee erred in the application or interpretation of this By-law, resulting in an incorrect Impact Fee being paid or applied, the Director may refund all or part of the application fee and may also refund the Impact Fee paid in respect of a development in order to correct the error.

Appeals

10(1) An appeal

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(a) from a decision of the Director in respect of issuing, granting, suspending or cancelling, or refusing to issue or grant, a licence, permit, approval or consent under this By-law; or

(b) any other matter for which an appeal is authorized by *The City of Winnipeg Charter*

may be made to the Executive Policy Committee.

10(2) An appeal must not be accepted until an appeal fee in an amount established by Council is paid. The appeal fee may be refunded by Executive Policy Committee if the Committee considers that the appeal has been made in good faith and has merit.

10(3) The requirement in subsection 3(1) to pay the Impact Fee as determined by a designated employee prior to a building permit or development permit being issued is not suspended because an appeal has been made.

Development without paying fee an offence

11 The owner of land must not permit development in respect of which an Impact Fee is payable to occur on the land prior to the Impact Fee being paid.

Penalties for non-compliance

12(1) Any person who contravenes any section of this By-law is guilty of an offence and liable upon conviction to a fine in the amount of:

(a) not less than double the amount of the applicable Impact Fee for a contravention of subsection 3(1) or section 11; and

(b) not less than $5,000.00 for any other contravention.

12(2) Where development in respect of which an Impact Fee is payable occurs prior to the Impact Fee being paid, the owner of the land on which development has taken place must pay to the City:

(a) the Impact Fee; and

(b) a monetary penalty, that is in addition to a fine under subsection (1), for the contravention of this by-law in an amount equal to the Impact Fee.

Transition

13(1) No Impact Fee is payable at the time a building permit or development permit is issued if the application for the permit is made on or prior to the date this By-law is enacted.

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13(2) Notwithstanding subsection 3(1), no Impact Fee is payable at the time a building permit or development permit is issued if

(a) an application for the permit is made after this By-law is enacted but before it comes into force;

(b) the building permit or development permit is issued prior to June 30, 2017; and

(c) the construction of the development begins, or the conversion of the development takes place, prior to September 30, 2017.

13(3) Notwithstanding that a development meets the criteria set out in clauses (2)(a) and (b), a building permit or development permit that has been issued in respect of the development expires when a designated employee determines and provides notice to the permit holder that the development does not meet the requirement set out in clause (2)(c). A new permit in respect of that development is required and is subject to payment of the Impact Fee.

Coming into force

14 This by-law comes into force on January 1, 2017.

_____

Mayor

_____

City Clerk

Approved as to content:

_____

Chief Administrative Officer

Approved as to form:

_____

For Director of Legal Services/City Solicitor

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This is Exhibit 15A to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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Council Building
510 Main Street
September 21, 2016

A Meeting of the Executive Policy Committee was held this day at 9:05 a.m.

Members of the Committee:	His Worship Mayor Bowman, Chairperson Deputy Mayor Pagtakhan Councillor Browaty Councillor Lukes Councillor Mayes Councillor Morantz Councillor Orlikow
Winnipeg Public Service:	Mr. C. Gameiro, Manager of the Decision Making Process Ms I. Skundberg, Committee Clerk Mr. D. McNeil, Chief Administrative Officer Mr. R. Kachur, City Clerk Mr. M. Jack, Chief Operating Officer Mr. B. Mansky, City Auditor/Chief Performance Officer Mr. J. Kiernan, Director of Planning, Property and Development Mr. L. Deane, Director of Public Works Mr. S. West, Acting Director of Corporate Support Services Mr. C. Wightman, Director of Planning, Property and Development

MOTIONS

Moved by Deputy Mayor Pagtakhan,

That the minutes of the meeting held on September 14, 2016, be taken as read and confirmed.

Carried

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Minutes – Executive Policy Committee – September 21, 2016

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DELEGATIONS

1. Mike Moore, President of Manitoba Home Builders' Association
2. Jerry Klein, Vice-President, and Genstar Development Company
3. Kathryn Graham, MNP
4. Tim Comack, Ventura Land Company Inc., Ventura Developments Inc.
5. Dana Downey and Stephen Sherlock, Winnipeg Realtors' Association
6. Vic Janzen, Director of Homestead Manitoba
7. Veronica Eno, Harvard Developments Inc.
8. Michael Falk
9. Justin Swandel
10. Eric Vogan, President of the Urban Development Institute
11. Colin Fast, Manager, Communications & Policy, Winnipeg Construction Association
12. David Gurvey
13. Loren Remillard, President and CEO of the Winnipeg Chamber of Commerce.

(See Report 9)

REPORTS

1. Review of Public Sector Customer Service Training
2. Zoning Amendment Agreement – 83 Oakhurst Crescent – ZAA 6/2016
3. 2016 Grants to Community Organizations that provide Recreation and Leisure Services on behalf of the City of Winnipeg – Red Road Lodge and Charleswood Social Club
4. Consolidation/Registration of Land Assembly – Waverley Street at CN Mainline (Rivers) Grade Separation
5. Citizen Member Appointments – Winnipeg Airports Authority Board
6. Strategic Economic Incentive Grant – 245 Graham Avenue
7. Strategic Economic Incentive Grant – 390 Assiniboine Avenue
8. Strategic Economic Incentive Grant – 530 Waterfront Drive
9. Implementation of an Impact Fee
10. Recommendation to the Province of Manitoba Regarding the Relocation of the Manitoba Liquor and Lotteries Headquarters
11. Grant to the University of Winnipeg – "united@winnipeg" Youth Summer Pilot Project

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AUDIT COMMITTEE

1. Quarterly Report Card – 2016 Quarter 2
2. New Fire Paramedic Stations Construction Project – Status Report 2016 Quarter 2
3. Winnipeg Police Service Headquarters Construction Project – Status Report 2016 Quarter 2
4. Real Estate Management Review – Status Report 2016 Quarter 2
5. Independent Fairness Commissioner Model

COMMITTEE REPORTS

Standing Policy Committee on Protection, Community Services and Parks – September 19, 2016

1. Agreement with Winnipeg Regional Health Authority for Winnipeg Fire Paramedic Service Employee Clinical Skills Experience
2. Elimination of Fines on Children's and Young Adult Materials
3. Community Incentive Grant – Henteleff Park Foundation Inc.

Standing Policy Committee on Infrastructure Renewal and Public Works – September 19, 2016

1. Street Parking Solutions for the Exchange District
2. Results of the Proposed Asphaltic Concrete Lane Pavement Local Improvement Projects May 16, 2016 Advertisement – City Centre Community Committee
3. Results of the Proposed Asphaltic Concrete Lane Pavement Local Improvement Projects – May 16, 2016 Advertisement – Riel Community Committee
4. Amendment to Schedule 6 of the City of Winnipeg Traffic By-law No. 1573/77
5. Amendment of 2014 Adopted Capital Regional and Local Street Renewal Program to include funding received from developer for default of servicing agreement AG 215/05

Standing Policy Committee on Property and Development, Heritage and Downtown Development – September 20, 2016

1. Subdivision and Rezoning – 20 Berrydale Avenue – DASZ 14/2016
2. Rezoning – 2074 De Vries Avenue – DAZ 212/2016
3. Rezoning – 641 St. Matthews Avenue – DAZ 210/2016
4. Zoning Agreement Amendment – 86-142 Water Ridge Path: East side abutting rail line (even #'s) – ZAA 3/2016
5. Servicing Agreement – Plan of Subdivision Consolidation of Land Located at 35 & 45 Avenue De La Digue – DASSF 500/2016

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COMMITTEE REPORTS (continued)

Standing Policy Committee on Property and Development, Heritage and Downtown Development – September 20, 2016 (continued)

6. Servicing Agreement – Subdivision of Land Located at 558 Jamison Avenue – DASSF 522/2016
7. Servicing Agreement – Subdivision of Land Located at 1 Warman Road – DASSF 506/2016
8. Assignment of Servicing Agreement – Land Located at North East Corner of Leila Avenue and Pipeline Road
9. Street Name Change – Hi Neighbour Drive to Veterans Way
10. Acquisition – 500 Peguis Street
11. Update on the Final Disposition of the Balance of the City-Owned Property identified on Misc. Plan 14362/6 – St. Boniface Industrial Park Phase II
12. Subdivision – 82 Worthington Avenue – DAS 30/2016
13. Subdivision and Rezoning – 989-1001 Ducharme Avenue – DASZ 29/2016
14. Subdivision and Rezoning – 2525 Pembina Highway – DASZ 27/2016
15. Subdivision and Rezoning – 5715 Roblin Boulevard – DASZ 28/2016
16. Rezoning – 1466 Templeton Avenue – DAZ 207/2016
17. Rezoning – 1039 Cathedral Avenue – DAZ 202/2016
18. Lease Agreement – 346 Perth Avenue
19. Establishment of a 2016 East District Police Station Leasehold Improvements Capital Budget

Standing Policy Committee on Finance – September 15, 2016

1. Consolidation of Capital Program Budgets for the Cornish Library Project and St. John's Library Project

CONSENT AGENDA AND ADJOURNMENT

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Winnipeg

EXECUTIVE POLICY COMMITTEE
DISPOSITION OF ITEMS

SEPTEMBER 21, 2016

MEMBERS PRESENT: His Worship Mayor Bowman, Chairperson
Deputy Mayor Pagtakhan
Councillor Browaty
Councillor Lukes
Councillor Mayes
Councillor Morantz
Councillor Orlikow

COMMITTEE CLERK: Carlos Gameiro, Manager of the Decision Making Process
City Clerk's Department

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EXECUTIVE POLICY COMMITTEE
SEPTEMBER 21, 2016
DISPOSITION OF ITEMS

Item	Subject/File	Recommendations	Action Required By
DELEGATIONS			
1 - 13	Mike Moore, President of Manitoba Home Builders' Association Jerry Klein, Vice-President, and Genstar Development Company Kathryn Graham, MNP Tim Comack, Ventura Land Company Inc., Ventura Developments Inc. Dana Downey and Stephen Sherlock, Winnipeg Realtors' Association Vic Janzen, Director of Homestead Manitoba Veronica Eno, Harvard Developments Inc. Michael Falk Justin Swandel Eric Vogan, President of the Urban Development Institute Colin Fast, Manager, Communications & Policy, Winnipeg Construction Association David Gurvey Loren Remillard, President and CEO of the Winnipeg Chamber of Commerce		See Report 9
REPORTS			
1	Review of Public Sector Customer Service Training	The Executive Policy Committee requested the Winnipeg Public Service to explore opportunities to retain or consult a private sector Customer Satisfaction professional with the goal of delivering improvements to services with higher citizen satisfaction, and report back.	Director of Corporate Support Services
2	Zoning Amendment Agreement – 83 Oakhurst Crescent File ZAA 6/2016	The Executive Policy Committee concurred in the recommendation of the Lord Selkirk-West Kildonan Community Committee and recommended to Council: 1. That Zoning Agreement under File DASZ 39/85, (By-law No. 4407/86), be amended as follows: A. That Clause 3 be deleted and replaced with the following: *That no portion of any wall of any principal building shall be located closer than 51 feet to the easterly limit of the Pipeline Road right-of-way.* 2. That the Director of Legal Services and City Solicitor be requested to prepare the necessary Amending Agreement to Zoning Agreement DASZ 39/85, (By-law No. 4407/86) as approved in aforesaid Recommendation 1.	Council

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EXECUTIVE POLICY COMMITTEE
SEPTEMBER 21, 2016
DISPOSITION OF ITEMS

Item	Subject/File	Recommendations	Action Required By
		3. That the Proper Officers of the City are hereby authorized to execute said Amending Agreement. 4. That the Director of Legal Services and City Solicitor be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Charter.	
3	2016 Grants to Community Organizations that provide Recreation and Leisure Services on behalf of the City of Winnipeg – Red Road Lodge and Charleswood Social Club	The Executive Policy Committee concurred in the recommendation of the Winnipeg Public Service and recommended to Council: 1. That a grant of $8,400.00 be approved to Red Road Lodge for 2016 recreation programming. 2. That a grant of $1,600.00 be approved to the Charleswood Social Club for 2016 recreation programming. 3. That the City enter into, execute and deliver grant agreements with Red Road Lodge and Charleswood Social Club setting out the terms and conditions of the grants. 4. That the Chief Administrative Officer be delegated the authority to negotiate and approve the terms and conditions of the grant agreements with Red Road Lodge and Charleswood Social Club in accordance with this report, and such other terms and considerations deemed necessary by the City Solicitor / Director of Legal Services to protect the interest of the City. 5. That the Proper Officers of the City do all things necessary to implement the intent of the foregoing.	Council
4	Consolidation/Registration of Land Assembly – Waverley Street at CN Mainline (Rivers) Grade Separation	The Executive Policy Committee concurred in the recommendation of the Winnipeg Public Service and recommended to Council: 1. That the Declaration of Expropriation made July 13, 2016 and corresponding By-law No. 89/2016, expropriating the following described lands for the Waverley Street at CN Mainline (Rivers) Grade Separation Project: Firstly: The lands taken for Works and shown as Parcels A and B on Plan Deposit 722/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part	Council

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EXECUTIVE POLICY COMMITTEE
SEPTEMBER 21, 2016
DISPOSITION OF ITEMS

Item	Subject/File	Recommendations	Action Required By
		RL 47 and 48 Parish of St Boniface hereto attached; Secondly: The lands taken for Land Drainage Sewer Easement and shown as Parcel A on Plan Deposit 742/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 50 Parish of St Boniface hereto attached; Thirdly: The lands taken for Temporary Work Space Easement and shown as Parcel A on Plan Deposit 723/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 47 Parish of St Boniface hereto attached; Fourthly: The lands taken for Land Drainage Sewer Easement as the same are shown as Parcel A and the lands taken for Temporary Work Space Easement as the same are shown as Parcel B on Plan Deposit 725/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL's 47, 48, 49 and 50 Parish of St Boniface hereto attached; Fifthly: The lands taken for Waverley Street to be Opened as the same are shown bordered on Plan Deposit 721/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 47 Parish of St Boniface hereto attached; Sixthly: The lands taken for Hurst Way to be Opened as the same are shown bordered on Plan Deposit 718/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 20 and 21 Parish of St Boniface hereto attached; Seventhly: The lands taken for Temporary Work Space Easement and shown as Parcel A on Plan Deposit 720/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 24 and 46 Parish of St Boniface hereto attached; Eighthly: The lands taken for Taylor Avenue to be Opened as the same are shown bordered on Plan Deposit 719/2016 WLTO,	

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Item	Subject/File	Recommendations	Action Required By
		prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 46 Parish of St Boniface hereto attached; Ninthly: The lands taken for Cambridge Street to be Opened as the same are shown bordered on Plan Deposit 724/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 46 Parish of St Boniface hereto attached; Tenthly: The lands taken for Waverley Street to be Opened as the same are shown bordered on Plan Deposit 744/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 46 Parish of St Boniface hereto attached; and Eleventhly: The lands taken for Waverley Street to be Opened as the same are shown bordered on Plan Deposit 647/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 46 and 47 Parish of St Boniface hereto attached, be amended as follows: A. by deleting “as Parcel A” after “and shown” in section 1, Secondly and Thirdly. B. by replacing “Parcel A” and “Parcel B” with “Easement A” and “Easement B”, respectively, in section 1, Fourthly. C. by adding “as amended” after Plan Deposit 718/2016 WLTO and deleting reference to River Lot “20” in section 1, Sixthly. D. by deleting “as Parcel A” after “and shown” and deleting reference to River Lot “24” in section 1, Seventhly. to provide that the lands described are as follows: Firstly: The lands taken for Works and shown as Parcels A and B	

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EXECUTIVE POLICY COMMITTEE
SEPTEMBER 21, 2016
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Item	Subject/File	Recommendations	Action Required By
		on Plan Deposit 722/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 47 and 48 Parish of St Boniface hereto attached, Secondly: The lands taken for Land Drainage Sewer Easement and shown on Plan Deposit 742/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 50 Parish of St Boniface hereto attached, Thirdly: The lands taken for Temporary Work Space Easement and shown on Plan Deposit 723/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 47 Parish of St Boniface hereto attached, Fourthly: The lands taken for Land Drainage Sewer Easement as the same are shown as Easement A and the lands taken for Temporary Work Space Easement as the same are shown as Easement B on Plan Deposit 725/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL's 47, 48, 49 and 50 Parish of St Boniface hereto attached, Fifthly: The lands taken for Waverley Street to be Opened as the same are shown bordered on Plan Deposit 721/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 47 Parish of St Boniface hereto attached, Sixthly: The lands taken for Hurst Way to be Opened as the same are shown bordered on Plan Deposit 718/2016 WLTO as amended, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 21 Parish of St Boniface hereto attached, Seventhly: The lands taken for Temporary Work Space Easement and shown on Plan Deposit 720/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 46 Parish of St Boniface hereto attached,	

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EXECUTIVE POLICY COMMITTEE
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Item	Subject/File	Recommendations	Action Required By
		Eighthly: The lands taken for Taylor Avenue to be Opened as the same are shown bordered on Plan Deposit 719/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 46 Parish of St Boniface hereto attached, Ninthly: The lands taken for Cambridge Street to be Opened as the same are shown bordered on Plan Deposit 724/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 46 Parish of St Boniface hereto attached, Tenthly: The lands taken for Waverley Street to be Opened as the same are shown bordered on Plan Deposit 744/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 46 Parish of St Boniface hereto attached and, Eleventhly: The lands taken for Waverley Street to be Opened as the same are shown bordered on Plan Deposit 647/2016 WLTO, prepared by Albert Gerhard Degner of the City of Winnipeg, Manitoba Land Surveyor, in part RL 46 and 47 Parish of St Boniface hereto attached, 2. That the Declaration of Expropriation dated July 13, 2016, as amended herein and thereby replaced by an Amended Declaration of Expropriation dated September 28, 2016, be confirmed. 3. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the preparation and execution of any necessary documents.	

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EXECUTIVE POLICY COMMITTEE
SEPTEMBER 21, 2016
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Item	Subject/File	Recommendations	Action Required By
5	Citizen Member Appointments – Winnipeg Airports Authority Board	The Executive Policy Committee recommended to Council: 1. That Greg Doyle be reappointed, and Scott Penman be appointed as citizen members to the Winnipeg Airports Authority Board for a 3-year term expiring December 31, 2019. 2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.	Council
6	Strategic Economic Incentive Grant – 245 Graham Avenue	The Executive Policy Committee laid over the matter for 120 days.	Executive Policy Committee
7	Strategic Economic Incentive Grant – 390 Assiniboine Avenue	The Executive Policy Committee concurred in the recommendation of the Winnipeg Public Service and recommended to Council: 1. That a grant to 390 Assiniboine Ave Inc. in respect of the development at 390 Assiniboine Avenue (D Condo) be approved, and that the grant: A. be an annualized payment for a period of up to 10 years beginning the year after full occupancy and final assessment is attained, in an annual amount equal to actual incremental municipal property taxes for the property located at 390 Assiniboine Avenue to a total aggregate maximum of $1.9 million; B. be subject to completion of the project within four years of obtaining construction financing; C. be on condition that 390 Assiniboine Ave Inc. meets the eligibility conditions otherwise applicable under the Downtown Residential Development Grant Program By-law No. 77/2010. 2. That the City enter into, execute and deliver a grant agreement with 390 Assiniboine Ave Inc. outlining the terms and conditions under which the grant will be disbursed. 3. That the Chief Administrative Officer be authorized to negotiate and approve the terms and conditions of the grant agreement, in accordance with this report and such other terms and conditions deemed necessary by the City Solicitor / Director of Legal Services to protect the interests of the City.	Council

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EXECUTIVE POLICY COMMITTEE
SEPTEMBER 21, 2016
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Item	Subject/File	Recommendations	Action Required By
		4. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.	
8	Strategic Economic Incentive Grant – 530 Waterfront Drive	The Executive Policy Committee concurred in the recommendation of the Winnipeg Public Service and recommended to Council: 1. That a grant to Green Seed Development Corp. in respect of the development at 530 Waterfront Drive (YouCube Condos) be approved, and that the grant: A. be an annualized payment for a period of up to 10 years beginning the year after full occupancy and final assessment is attained, in an annual amount equal to actual incremental municipal property taxes for the property located at 530 Waterfront Drive to a total aggregate maximum of $135,000; B. be subject to completion of the project within four years of obtaining construction financing; C. be on condition that Green Seed Development Corp. meets the eligibility conditions otherwise applicable under the Downtown Residential Development Grant program By-law No. 77/2010. 2. That the City enter into, execute and deliver a grant agreement with Green Seed Development Corp. outlining the terms and conditions under which the grant will be disbursed. 3. That the Chief Administrative Officer be authorized to negotiate and approve the terms and conditions of the grant agreement, in accordance with this report and such other terms and conditions deemed necessary by the City Solicitor / Director of Legal Services to protect the interests of the City. 4. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.	Council
9	Implementation of an Impact Fee	The Executive Policy Committee laid over the matter to allow Councillor Orlikow to proceed with further discussions with stakeholders, including Members of Council, industry, and the Winnipeg Public Service.	Executive Policy Committee

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EXECUTIVE POLICY COMMITTEE
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Item	Subject/File	Recommendations	Action Required By
10	Recommendation to the Province of Manitoba Regarding the Relocation of the Manitoba Liquor and Lotteries Headquarters	The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development, Heritage and Downtown Development and recommended to Council. 1. That the Province of Manitoba be encouraged to continue to consider downtown Winnipeg for future consolidation or relocation of the Manitoba Liquor and Lotteries headquarters. 2. That the Proper Officers of the City do all things necessary to implement the intent of the foregoing.	Council
11	University of Winnipeg Youth Services Program Grant	The Executive Policy Committee recommended to Council: 1. That the Community Services Department be authorized to over-expend the 2016 Operating Budget by $40,000 to provide a grant to the University of Winnipeg in the amount of $40,000 to begin work this fall on the "united@winnipeg" youth summer pilot project for implementation in 2017 and 2018 and that an additional appropriation be approved for this purpose. 2. That the additional appropriation be funded out of 2016 surplus for the General Revenue Fund and in absence of said surplus, through any deficit avoidance measures to be approved by Council later this year. 3. That the recommended 2017 University of Winnipeg grant in the amount of $200,000 for the "united@winnipeg" youth summer pilot project be reduced by a corresponding $40,000 to reflect the payment of the 2016 grant amount. 4. That prior to any payment of grant monies, the City enter into, execute and deliver a grant agreement with the University of Winnipeg that sets out the terms and conditions of the grant, and that the Chief Financial Officer be authorized to negotiate and approve the terms and conditions of such grant agreement in accordance with the budgetary approval and this motion, and such other terms and conditions deemed necessary by the City Solicitor/Director of Legal Services to protect the interests of the City. 5. That the Proper Officers of the City do all things necessary to implement the intent of the foregoing.	Council

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EXECUTIVE POLICY COMMITTEE
SEPTEMBER 21, 2016
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Item	Subject/File	Recommendations	Action Required By
		AUDIT COMMITTEE	
1	Quarterly Report Card – 2016 Quarter 2	The Executive Policy Committee, in its capacity as the Audit Committee, concurred in the recommendation of the Winnipeg Public Service and received as information the 2016 Quarter 2 Quarterly Report Card.	Nil
2	New Fire Paramedic Stations Construction Project – Status Report 2016 Quarter 2	The Executive Policy Committee, in its capacity as the Audit Committee, concurred in the recommendation of the Winnipeg Public Service and recommended to Council: 1. That the New Fire Paramedic Stations Construction Project – Status of Audit Recommendations 2016 Quarter 2 be received as information.	Council
3	Winnipeg Police Service Headquarters Construction Project – Status Report 2016 Quarter 2	The Executive Policy Committee, in its capacity as the Audit Committee, concurred in the recommendation of the Winnipeg Public Service and recommended to Council: 1. That the Winnipeg Police Service Headquarters Construction Project – Status of Audit Recommendations 2016 Quarter 2 be received as information.	Council
4	Real Estate Management Review – Status Report 2016 Quarter 2	The Executive Policy Committee, in its capacity as the Audit Committee, concurred in the recommendation of the Winnipeg Public Service and recommended to Council: 1. That the Real Estate Management Review – Status of Audit Recommendations 2016 Quarter 2 be received as information.	Council
5	Independent Fairness Commissioner Model	The Executive Policy Committee, in its capacity as the Audit Committee, concurred in the recommendation of the Winnipeg Public Service and recommended to Council: 1. That the model for the Independent Fairness Commissioner (IFC) role, for compliance review of all real estate transactions and management services prior to presentation to Standing Policy Committee and/or Council, be approved as an external award contract. 2. That the annual budget requirement of $338,800 plus inflationary increases for ongoing operations of the proposed IFC contract be referred to the 2017/18/19 Operating Budget process. 3. That the City Auditor be delegated authority to award a contract to an external agency to act as the Independent Fairness Commissioner in all	Council

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EXECUTIVE POLICY COMMITTEE
SEPTEMBER 21, 2016
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Item	Subject/File	Recommendations	Action Required By
		capacities of the external award contract model through the Materials Management RFP process with a 1 year contract with 4, one-year options for a maximum term of 5 years. 4. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.	
COMMITTEE REPORTS			
1 - 3	Standing Policy Committee on Protection, Community Services, and Parks Report dated September 19, 2016	The Executive Policy Committee: • concurred in the recommendations for Items 1 and 3 of the Standing Policy Committee on Protection, Community Services, and Parks • referred the recommendation for Item 2 of the Standing Policy Committee on Protection, Community Services, and Parks to the 2017 Operating Budget deliberations and forwarded the items to Council.	Council
1 - 5	Standing Policy Committee on Infrastructure Renewal and Public Works Report dated September 19, 2016	The Executive Policy Committee concurred in the recommendation for Items 1 to 5 of the Standing Policy Committee on Infrastructure Renewal and Public Works and forwarded the items to Council.	Council
1 - 19	Standing Policy Committee on Property and Development, Heritage and Downtown Development Report dated September 20, 2016	The Executive Policy Committee: • concurred in the recommendations for Items 2 to 19 of the Property and Development, Heritage and Downtown Development • concurred in the recommendation of the Riel Community Committee for Item 1 of the Standing Policy Committee on Property and Development, Heritage and Downtown Development and forwarded the items to Council.	Council
1	Standing Policy Committee on Finance Report dated September 15, 2016	The Executive Policy Committee concurred in the recommendations for Item 1 of the Standing Policy Committee on Finance and forwarded the item to Council.	Council

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Winnipeg

Office of the Mayor ~ Cabinet du Maire

INFORMATION - COMMUNIQUÉ

AMENDMENTS PROPOSED TO IMPACT FEE IMPLEMENTATION

Phased-In Approach Recommended to Executive Policy Committee

WINNIPEG - October 14, 2016 – Following a pause to allow for greater consultation with community stakeholders and industry groups, significant amendments are being recommended to an impact fee initially proposed in September's administrative report Mayor Brian Bowman and Councillor John Orlikow, Chair of Standing Policy Committee on Property and Development, Heritage, and Downtown Development announced today.

An amending motion released today recommends that Executive Policy Committee (EPC) consider a phased-in approach to implementing impact fees – an approach that includes a reduction to the fee initially proposed for residential developments – and that a working group be established to support and advise the City throughout a three-year phase-in of the fee.

"Since the administration report was tabled, we have been listening to many different ideas from many different stakeholders with respect to impact fees," said Mayor Bowman. "I believe the changes recommended for EPC's consideration represent a fair and balanced path forward. I want to thank Councillor Orlikow for all the time and effort he has invested in preparing this motion, and for working openly and transparently with fellow councillors and industry representatives."

Recommendations in the motion propose that the impact fee be phased in over three-years. The motion recommends that the impact fee by-law be passed and come into effect November 1, 2016, but that in the initial phase of implementation no fees be collected for six months until April 30, 2017. Beginning May 1, 2017, collection of impact fees will commence for residential developments, but only at a rate equivalent to 50 percent of what was originally proposed by Hemson Consulting and recommended in September's administrative report. During this initial phase of implementation, the reduced impact fee will only apply to residential developments in new and emerging neigbourhoods as represented in Our**Winnipeg**/Complete Communities.

Commercial, office, industrial, and institutional developments will be exempt from any impact fee for two years, and residential infill developments in downtown, mature, and existing neighbourhoods of the city will be exempt for three years. These exemptions will allow for additional time to determine if and how impact fees in these areas could be implemented.

The amending motion recommends that a working group be established comprised of elected officials, city administrative staff, and industry and community stakeholders to advise on the fee's implementation over the three year phase-in period. This group would provide for ongoing

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industry and community participation and input into future impact fee rates and their manner of application, input into projects funded from revenue generated from impact fees, and unique insights into any existing and changing market conditions.

“I have spent a significant amount of time listening and speaking with over 40 different stakeholders about impact fees,” said Councillor Orlikow. “I believe a phased-in, structured approach to implementing an impact fee together with active, collaborative and constructive industry input throughout the phase-in period is the best approach.”

Councillor Orlikow noted a phased-in approach to implementing a impact fee better aligns the implementation of this tool with the upcoming review of Our**Winnipeg**, the City’s long term planning document, which is scheduled to begin later this fall.

“A structured, phased-in approach to implementation with ongoing industry collaboration and input that aligns with a review of the City’s long term planning strategy will be valuable for the city, developers, and our residents,” said Councillor Orlikow.

“Winnipeg is growing, our capital region is growing, and strong and steady population growth is projected to continue,” said Mayor Bowman.

“As a city, we need to be thinking about and planning today for a future we know is going to create increased demand on existing city infrastructure and services, as well as for new infrastructure and expanded services. It is not enough to only be building Winnipeg for today. We need to be building Winnipeg for the future.”

Copies of the amending motion and the original administrative report released in September are available on the City of Winnipeg’s Decision Management Information System.

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For further information:

Jeremy Davis
Press Secretary
Office of the Mayor
City of Winnipeg
jdavis@winnipeg.ca

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BACKGROUNDER – KEY CHANGES & ADDITIONS PROPOSED TO IMPACT FEE IMPLEMENTATION

	Administrative Report	Recommended Change/Addition
VALUE OF IMPACT FEE:	Residential: $109.45 per m^2 Office: $226.51 per m^2 Commercial: $152.91 per m^2 Industrial: $61.16 per m^2 Institutional: $94.08 per m^2	Residential: $54.73[1] per m^2 Office: $0[2] per m^2 Commercial: $0[2] per m^2 Industrial: $0[2] per m^2 Institutional: $0[2] per m^2
IMPLEMENTATION DATE:	January 1, 2017	May 1, 2017 – for residential in new/emerging neighbourhoods[3] Nov 1, 2018 – for office, commercial, industrial, institutional Nov 1, 2019 – for infill in existing neighbourhoods
EXEMPTIONS:	Affordable housing Certain replacements, expansions, & conversions of buildings	Commercial/industrial exempt until Nov 1, 2018 Infill exempt in existing neighbourhoods until Nov 1, 2019

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[1]Impact fees for residential developments will be charged at 50% of what was originally recommended beginning May 1, 2017.
[2] Impact fees for office, commercial, industrial, and institutional will not be charged until November 1, 2018. The value of these impact fees will be determined with input from the working group.
[3]Beginning May 1, 2017, residential impact fees will only apply in new & emerging neighbourhoods of Winnipeg as represented in Our**Winnipeg**/Complete Communities.

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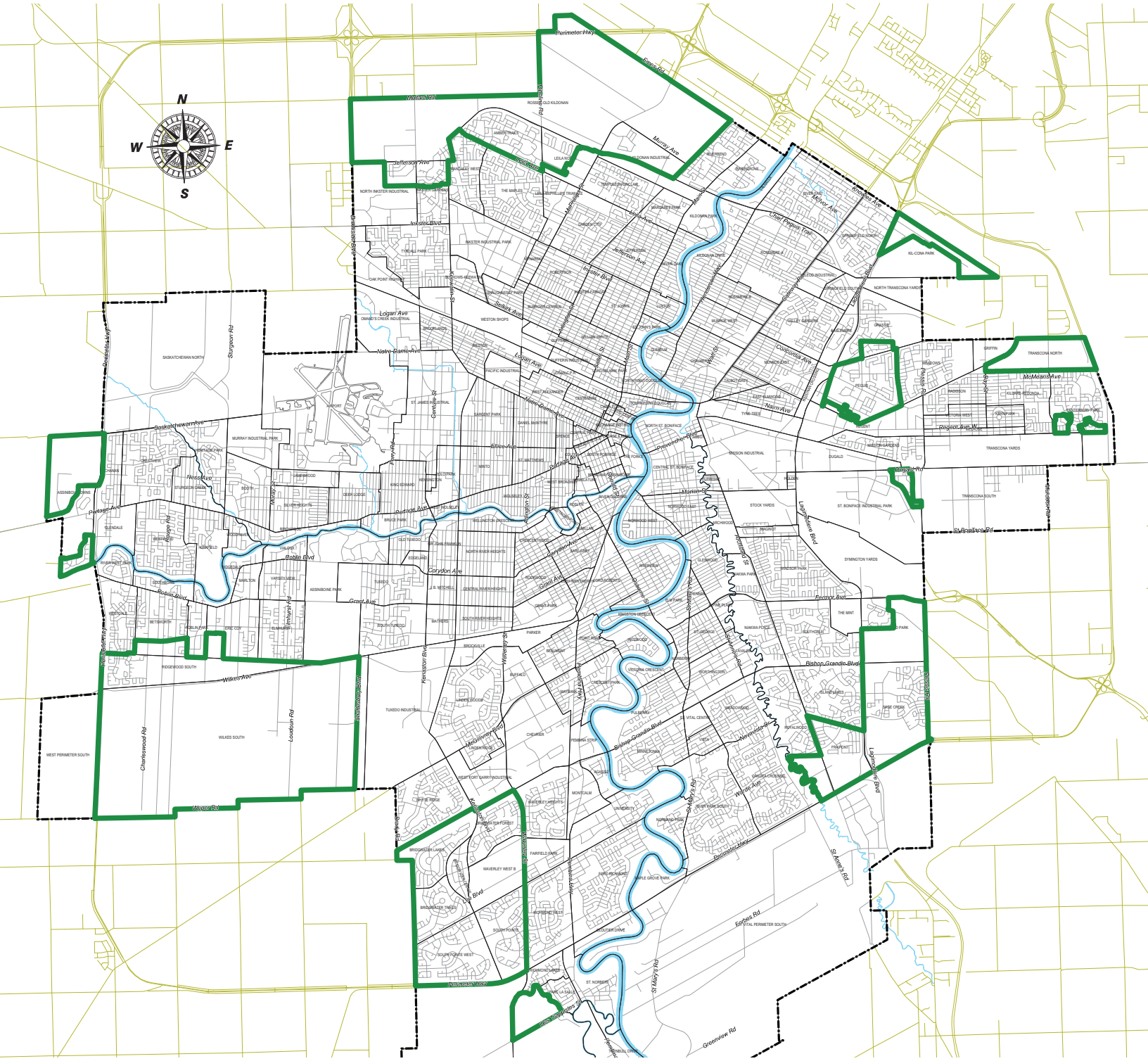
Phase One
Impact Fee Implementation Plan



Areas delineated above are based on definitions of new and emerging communities as represented by OurWinnipeg/Complete Communities.

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IMPACT FEE WORKING GROUP
TERMS OF REFERENCE

1.0 PURPOSE

1.1 The Impact Fee Working Group was created to act as a long-term advisory body to the Ad Hoc Committee of Development Standards.

1.2 Members will provide elected and administrative members of the City of Winnipeg and Winnipeg City Council with recommendations regarding implications, phase-in options and Our Winnipeg review input regarding impact fees in Winnipeg.

1.3 The Working Group will look at market implications of fees to various industry stakeholders, provide input into the project selection utilizing impact fees collected, and recommend options for future phased-in rates or exemptions in areas of infill, existing home expansions, commercial/industrial builds, and new neighbourhoods to better reflect the specific needs for growth-related costs and the impact on infrastructure in Winnipeg.

2.0 ROLES AND RESPONSIBILITIES

2.1 The Working Group will provide knowledgeable and impartial high level advice and support for consideration to the Ad Hoc Committee of Development Standards, collaborating in the following areas:

- Review market implications and identify emerging market trends and provide advice to address fluctuations and trends in the relevant market areas;

- Provide ongoing stakeholder insight into growth-related content for the OurWinnipeg review process

- provide industry and community input for consideration of CFO as projects are recommended for Council's consideration that will utilize impact fees

- provide ongoing stakeholder insight and recommend options for rate changes throughout phase-in of implementation options for areas including, but not limited to infill, home expansions, commercial/ industrial, renovations, and new neighbourhoods

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3.0 REPORTING

3.1 The Working Group shall commence its work in November 2016, and shall present preliminary recommendations for phase one by November 2017.

3.2 The committee shall report recommendations to the Ad Hoc Committee of Development Standards annually as well as for each phase of implementation prior to November 2018 for Commercial and November 2019 for infill respectively, to ensure long-term collaboration is ongoing to address market changes or emerging trends.

3.3 The recommendations provided by the Working Group shall be considered in the Public Service review of the impact fee program; new fees shall not be applied prior to review completion by the Public Service every two years, the first being May 1, 2019.

4.0 MEMBERSHIP AND ORGANIZATION

4.1 Membership of Working Group will be comprised of up to ten (10) members from industry and community stakeholder groups including one Council Representative, to be recommended by the Chair of Property, Development, Heritage and Downtown Development for appointment by Council.

4.2 Civic Administration shall include members above and beyond the ten members and will include but not be limited to members from the City's Corporate Finance Department, Property and Development Department and CAO's Office.

4.3 Members will not receive remuneration for their involvement in Working Group meetings or activities.

5.0 MEETINGS

5.1 A schedule of meeting dates will be determined by the Council Representative in consultation with Working Group members and will be until the Working Group completes its work.

5.2 The Working Group may set its own rules of procedure for meetings.

6.0 CITY OF WINNIPEG BY-LAWS AND POLICIES

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7.1 The members of the Working Group shall at all times act in accordance with applicable City by-laws, policies, procedures, guidelines and terms of reference.

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Minutes – Executive Policy Committee – October 19, 2016

REPORTS

Item No. 5 Implementation of an Impact Fee

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee recommended to Council that the Implementation of an Impact Fee report (the "Report"), as considered by Executive Policy Committee on September 21, 2016, be concurred in, subject to the following amendments and recommendations:

1. That an Impact Fee Working Group be established as per the "Impact Fee Working Group Terms of Reference" to ensure long-term, ongoing collaboration and consultation with industry and community stakeholders which will review market trends, exemption options and provide recommendations to the Ad Hoc Committee on Development Standards and the "Impact Fee Working Group Terms of Reference" (draft attached) be included in the report and attached as Appendix E.

2. That the "Phase One: Impact Fee Implementation Plan" (attached) be attached to the report as Appendix D.

3. That the recommendations set out in the Report be replaced with the following:

   "1. That the reports prepared by Hemson Consulting Ltd., Review Of Municipal Growth Financing Mechanisms and Determination Of Regulatory Fees To Finance Growth: Technical Report, dated August 31, 2016 (attached as Appendices A and B) be received as information.

   2. That the Impact Fee By-law (draft attached as Appendix C) which will apply an impact fee effective May 1, 2017, for residential development in New Communities and Emerging Communities as set forth in Our Winnipeg and Complete Communities, outlined in bold in Appendix D be enacted, and that for the purposes of the Impact Fee By-law, the following be established:

      A. that the fee amounts increase on January 1 of each year by the rate of construction inflation for the previous year as determined by the Chief Financial Officer;

      B. an administration fee for refunds in the amount of $100.00;

      C. an application fee for Director review in the amount of $100.00; and

      D. an appeal fee in the amount of $250.00.

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3. That the following be established as Phase One of the Impact Fee Implementation Plan: effective May1, 2017 as fee amounts per square meter of gross floor space in the following five categories for residential development in New and Emerging Communities, as identified in OurWinnipeg and outlined in bold in Appendix D:

   A. Residential: $54.73 per m2
   B. Office: $0.00 per m2 -
   C. Commercial: $0.00 per m2
   D. Industrial: $0.00 per m2
   E. Public and Institutional: $0.00 per m2

4. That Council, with recommendations from the Working Group, may consider rates for implementation for the following:

   A. non-residential uses in New and Emerging Communities as identified in OurWinnipeg and outlined in bold in Appendix D no earlier than November 1, 2018 – Phase 2

   B. All uses in all other areas of the City no earlier than November 1, 2019- Phase 3

5. That the Impact Fee Reserve Fund be established as follows:

   A. All funds generated by the impact fee are to be deposited into the Fund;

   B. The purposes of the Fund are:

      i. to fund capital projects approved by Council recommended by the Chief Financial Officer with consideration given to the input provided by the Working Group;

      ii. to pay the costs of administering the Impact Fee By-law and Reserve Fund.

6. That the Winnipeg Public Service report to Council every 24 months with the results of a review of the impact fee, which must include consideration of recommendations provided by the Working Group and alignment of the impact fee with OurWinnipeg."

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4. That the draft Impact Fee By-law (Appendix C to the Report) be changed:

   A. To reflect the content of the altered Report recommendations set out above

   B. To exempt from application of the fee building or development permits issued within 6 months of receipt of application made prior to May 1, 2017, at the discretion of the Director of Property and Development, where construction begins or conversion takes place by November 1, 2018.

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

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Minutes – Executive Policy Committee – October 19, 2016

DECISION MAKING HISTORY:

Moved by Councillor Orlikow,

WHEREAS for more than a decade the City of Winnipeg has reviewed, analyzed, consulted and discussed options to create and implement ways to pay for increasing demands due to growth, without placing complete reliance for funding solely on property tax revenues;

AND WHEREAS during the planning of the 2016 Budget, the City contemplated growth-related fees and through discussion with Winnipeg's local development and homebuilder industry, a one-year delay was determined to be required to study the relationship between growth-related costs in Winnipeg and funds were allocated in the 2016 Budget to conduct this study externally;

AND WHEREAS the results of the study conducted and completed by Hemson Consulting Inc, published September 1, 2016, concluded that growth in Winnipeg is not funding its fair share of growth related costs;

AND WHEREAS the Winnipeg Public Service presented its report Implementation of an Impact Fee to Executive Policy Committee September 21, 2016, at which time the Executive Policy Committee laid the matter over for additional consultation with Council and industry stakeholders to be led by the Chair of Property and Development, Heritage and Downtown Development, Councillor Orlikow;

AND WHEREAS meetings with more than 40 stakeholders have been held by the Chair of Property, Development, Heritage and Downtown Development over the past weeks;

AND WHEREAS through consultation and collaboration with industry and Council members, no fees will be applied to building permits for 6 months, a phased-in approach of reduced rates, based on categories, along with developing a process to build-in ongoing, meaningful consultation with industry stakeholders has been determined;

THEREFORE BE IT RESOLVED that the Executive Policy Committee recommend that Council concur with the Implementation of an Impact Fee report (the "Report"), as considered by Executive Policy Committee on September 21, 2016, subject to the following amendments and Recommendations:

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DECISION MAKING HISTORY (continued):

1. That an Impact Fee Working Group be established as per the "Impact Fee Working Group Terms of Reference" to ensure long-term, ongoing collaboration and consultation with industry and community stakeholders which will review market trends, exemption options and provide recommendations to the Ad Hoc Committee on Development Standards and the "Impact Fee Working Group Terms of Reference" (draft attached) be included in the report and attached as Appendix E.

2. That the "Phase One: Impact Fee Implementation Plan" (attached) be attached to the report as Appendix D.

3. Replacing the recommendations set out in the Report with the following:

   "1. That Council receive the reports prepared by Hemson Consulting Ltd., Review Of Municipal Growth Financing Mechanisms and Determination Of Regulatory Fees To Finance Growth: Technical Report, dated August 31, 2016 (attached as Appendices A and B) as information.

   2. That the Impact Fee By-law (draft attached as Appendix C) which will apply an impact fee effective May 1, 2017, for residential development in New Communities and Emerging Communities as set forth in Our Winnipeg and Complete Communities, outlined in bold in Appendix D be enacted, and that for the purposes of the Impact Fee By-law, the following be established:

      A. that the fee amounts increase on January 1 of each year by the rate of construction inflation for the previous year as determined by the Chief Financial Officer;

      B. an administration fee for refunds in the amount of $100.00;

      C. an application fee for Director review in the amount of $100.00; and

      D. an appeal fee in the amount of $250.00.

   3. That Council establish the following as Phase One of the Impact Fee Implementation Plan: effective May1, 2017 as fee amounts per square meter of gross floor space in the following five categories for residential development in New and Emerging Communities as identified in OurWinnipeg and outlined in bold in Appendix D:

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DECISION MAKING HISTORY (continued):

A. Residential: $54.73 per m2
B. Office: $0.00 per m2 -
C. Commercial: $0.00 per m2
D. Industrial: $0.00 per m2
E. Public and Institutional: $0.00 per m2

4. That Council, with recommendations from the Working Group, may consider rates for implementation for the following:

   A. non-residential uses in New and Emerging Communities as identified in OurWinnipeg and outlined in bold in Appendix D no earlier than November 1, 2018 – Phase 2

   B. All uses in all other areas of the City no earlier than November 1, 2019-Phase 3

5. That Council establish the Impact Fee Reserve Fund as follows:

   A. All funds generated by the impact fee are to be deposited into the Fund;

   B. The purposes of the Fund are:

      i. to fund capital projects approved by Council recommended by the Chief Financial Officer with consideration given to the input provided by the Working Group;

      ii. to pay the costs of administering the Impact Fee By-law and Reserve Fund.

6. That the Winnipeg Public Service report to Council every 24 months with the results of a review of the impact fee, which must include consideration of recommendations provided by the Working Group and alignment of the impact fee with OurWinnipeg."

4. Changing the draft Impact Fee By-law (Appendix C to the Report):

   A. To reflect the content of the altered Report recommendations set out above

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DECISION MAKING HISTORY (continued):

B. To exempt from application of the fee building or development permits issued within 6 months of receipt of application made prior to May 1, 2017, at the discretion of the Director of Property and Development, where construction begins or conversion takes place by November 1, 2018.

5. That the proper officers of the City of Winnipeg be authorized to do all things necessary to implement the intent of the foregoing.

Carried

Councillor Browaty and Councillor Lukes asked to be recorded as having voted against the above motion, in accordance with Rule 47(7) of The Procedure By-law No. 50/2007.

Justin Swandel, Terracon Development Limited, submitted a PowerPoint Presentation titled "Questions All Councillors Should Be Able to Answer", in opposition to the matter.

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On September 21, 2016, the Executive Policy Committee laid over the matter to allow Councillor Orlikow to proceed with further discussions with stakeholders, including Members of Council, industry, and the Winnipeg Public Service.

The Executive Policy Committee received submissions with respect to the matter from the following:

- Tom Thiessen, Executive Director, BOMA Manitoba, submitted a communication dated September 20, 2016
- Tim Comack, Ventura Land Company Inc., Ventura Developments Inc., submitted a value listing of 369 Stradbrook, and a copy of a communication dated September 13, 2016 from Tacium Vincent & Associates in relation to the proposed fee
- Justin Swandel, submitted Taxed Supported Summaries of the 2008 – 2016 Adopted Operating Budgets, a comparison of Annual Capital Spending across Eight Canadian Municipalities, a page of the Capital Project Summary of the 2014 Adopted Capital Budget, and a copy of City of Toronto's 2014 – 2023 Capital Budget and Plan.

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ADMINISTRATIVE REPORT

Title: Implementation of an impact fee

Critical Path: Executive Policy Committee – Council

AUTHORIZATION

Author	Department Head	CFO	CAO
Georges Chartier	Mike Ruta	Mike Ruta	Doug McNeil

RECOMMENDATIONS

1) That Council receive the reports prepared by Hemson Consulting Ltd., Review Of Municipal Growth Financing Mechanisms and Determination Of Regulatory Fees To Finance Growth: Technical Report, dated August 31, 2016 (attached as Appendices A and B) as information.

2) That Council enact the Impact Fee By-law (draft attached as Appendix C), which will impose an impact fee and will take effect on January 1, 2017.

3) That, for the purposes of the Impact Fee By-law, Council establish the following :

   a) fee amounts per square meter of gross floor space for the following five fee categories:

	Non-Residential Uses				**Residential Uses**
	Office	Commercial and Retail	Public and Institutional	Industrial	
Fee Amount (per m^2)	$226.51	$152.91	$94.08	$61.16	$109.45

   and that the fee amounts increase on January 1 of each year by the rate of construction inflation for the previous year as determined by the Chief Financial Officer;

   b) an administration fee for refunds in the amount of $100.00;

   c) an application fee for Director review in the amount of $100.00; and

   d) an appeal fee in the amount of $250.00.

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4) That Council establish the impact fee Reserve Fund, as follows:

   a) All funds generated by the impact fee are to be deposited into the Fund;

   b) The purposes of the Fund are:

      i) to fund capital projects to the extent that they are determined by the Chief Financial Officer to be growth-related; and

      ii) to pay the costs of administering the impact fee By-law and Reserve Fund;

   c) The Chief Financial Officer is the manager of the Fund; and

   d) The purpose of the fund may only be changed by a 2/3 majority vote of Council.

5) That the Winnipeg Public Service report to Council within 24 months of implementation to provide an update on the impact of the impact fee which will include a review evaluating the alignment of the impact fee to the *OurWinnipeg* policy.

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

REASON FOR THE REPORT

The City of Winnipeg's 2016 Budget authorized an expenditure of $250,000 to "study and review smart growth funding options, including a regulatory growth fee." Following a request for proposals process, Hemson Consulting Ltd. (Hemson) was awarded a contract to conduct the growth study for the City. Hemson prepared two reports entitled Review Of Municipal Growth Financing Mechanisms and Determination Of Regulatory Fees To Finance Growth: Technical Report (Hemson's Reports), copies of which are attached as Appendices A and B, respectively, for Council's information.

Based on the analysis provided by Hemson's Reports, a by-law creating a new financial mechanism to fund growth is being proposed (draft attached as Appendix C), which requires enactment by Council before it can be implemented. In addition, a new reserve fund is being proposed, which only Council can approve.

EXECUTIVE SUMMARY

Over the last decade, the City of Winnipeg (Winnipeg) has experienced significant growth in population, which in turn has resulted in new housing, businesses, jobs and a vibrant community with many opportunities. In the next decade, Winnipeg is expected to continue experiencing robust growth, which will require significant investment in community services, transit, transportation, police and protection services, water and waste, and other areas.

The City of Winnipeg Charter identifies the purposes of the City of Winnipeg as including the development and maintenance of safe, orderly, viable and sustainable communities, and the promotion and maintenance of the health, safety, and welfare of the inhabitants. *OurWinnipeg* establishes a vision for Winnipeg that promotes a socially, economically and environmentally

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sustainable city that offers a high quality of life that current citizens expect and that prospective citizens will value. The proposed impact fee will help position Winnipeg to achieve this vision and ensure that future growth and change is supported by adequate investment in the required infrastructure. Some key findings from Hemson's Reports include:

- In Winnipeg "Growth does not pay for growth";
- Winnipeg is one of the few cities in Canada that has not implemented an infrastructure-related growth charge of some nature;
- New development could be assessed the fee at the time a building permit is issued; and
- There are examples of municipalities who have implemented exemptions or discounts in some form.

Unlike most major Canadian cities, the City of Winnipeg (the City) does not currently impose any fee designed to recover the costs of infrastructure external to new development from developers, builders or property owners who are engaged in development. The City's legislative authority to impose fees under Part 6 of *The City of Winnipeg Charter* (the Charter) differs from that of most other major Canadian cities and other Manitoba municipalities who have been given specific legislative authority in their planning legislation to impose development cost charges or "DCCs".

However, under the *Charter*, the City has broad authority to impose fees for a variety of purposes, including applications, permits, licenses, consents, approvals, and other matters in respect of the administration of the Charter and the affairs of the City. Furthermore, the *Charter* states that the powers of the City are stated in general terms to give broad authority to Council to govern the city in whatever way Council considers appropriate within the jurisdiction given to it under the Charter or other legislation, and to enhance the ability of Council to respond to present and future issues in the city.

The Winnipeg Public Service has concluded that these and other empowering provisions in the *Charter* grant Council the authority it requires to enact the Impact Fee By-law (the By-law) proposed in this Report, a draft of which is attached to this report as Appendix C. The goal of the impact fee (the Fee) which would be imposed by the By-law is to assist the City in paying for the costs associated with managing and accommodating growth in Winnipeg thereby reducing the need for these costs to be paid for by taxpayers.

In this regard, the City has prepared the By-law which includes the following:

- Fee collected at the time a building or development permit is issued;
- Fee calculated per square metre on all residential and non-residential new construction. The fee amount will vary based on the following 5 categories:
  - (i) Residential: $109.45
  - (ii) Office: $226.51
  - (iii) Commercial/Retail: $152.91
  - (iv) Industrial: $61.16
  - (v) Institutional: $94.08;
- Exemptions relating to affordable housing and home renovations;
- Hearing body for appeals; and
- In force and effect January 1, 2017.

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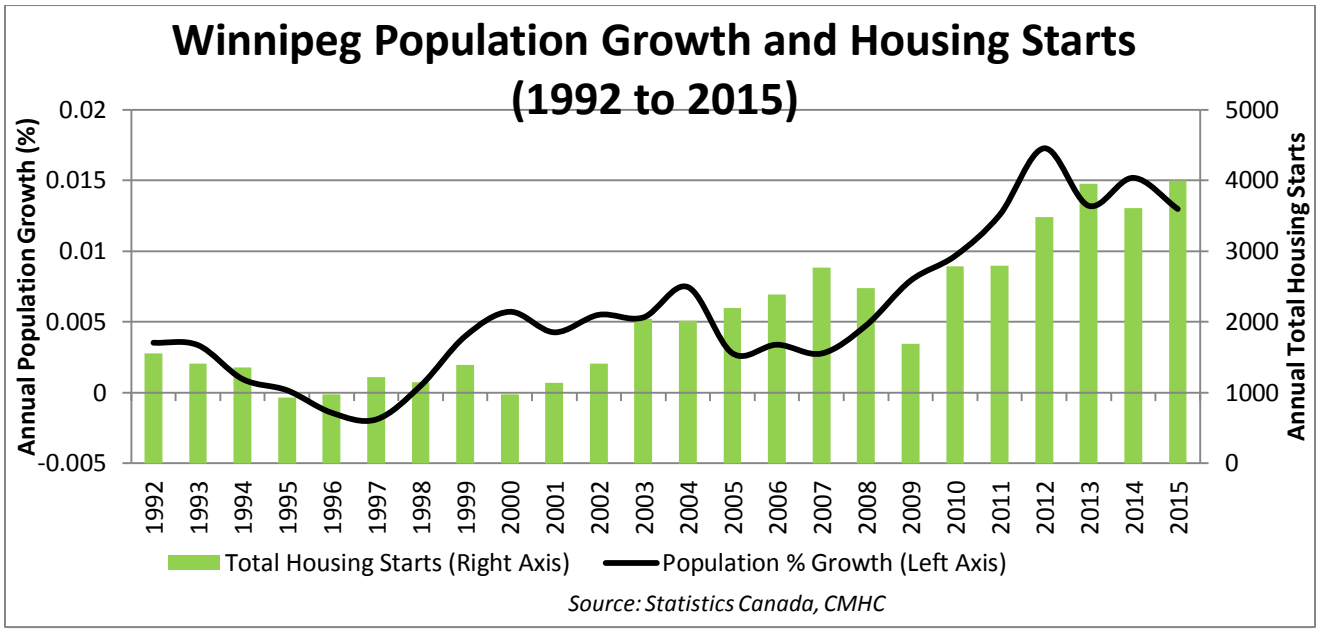
To provide some context in respect of the above, the residential square metre fee amount proposed above calculated for an 1,800 square foot home (167 square metres) (representing the average new build dwelling size) would result in an impact fee of $18,303.

The impact fee revenue collected will be deposited into the impact fee Reserve Fund and used to fund capital projects to the extent to which the Chief Financial Officer (CFO) has determined that they are related to growth. A 2/3 majority vote of Council would be required to change the purpose of the Reserve Fund.

IMPLICATIONS OF THE RECOMMENDATIONS

Since 2005, the population of the City of Winnipeg has grown by more than 70,000 people, which has translated into more than 30,000 new housing starts. According to the Conference Board of Canada, this strong growth is anticipated to continue over the next several decades, with the City's population anticipated to increase from 718,000 in 2015 to 923,000 in 2040. Growth provides many benefits to our community but also has a significant impact on the City's operating and capital costs and revenues.



If the recommendations of this report are concurred in, the Public Service will operationalize the impact fee program. This program will better position City Council to invest in services and infrastructure to accommodate growth and change. More specifically, a number of benefits include:

- Fairness and Equity – the burden of paying general infrastructure shifts from the general public to those who require, benefit from and use the infrastructure.
- City Building – the impact fee program is rooted in the City's existing policy framework, including *OurWinnipeg* – our city's long-range development plan – and will support the efficient allocation of scarce resources and encourage infrastructure investment consistent with the City's goals and objectives for community building and sustainability.

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- Sustainability – the impact fee program builds on the concept of the 3 pillars of sustainability (social, economic and environment) and the belief that current generations should capitalize on existing and future assets without placing a burden on, or impacting future generations, or the environment.
- Diversification – the impact fee program provides for a more diversified stream of revenues for the City and reduces the reliance on property taxes. Reliable alternative funding sources promote fiscal stability and the orderly provision of infrastructure.

HISTORY/DISCUSSION

Background

Winnipeg has gone through a period of growth that has impacted the City's operating and capital costs and revenues. Annual population growth rates in Winnipeg have increased from an average of approximately 0.5 per cent between 2002 and 2005 to approximately 1.5 per cent between 2012 and 2015. Population growth is expected to remain relatively strong over the coming decades, with Winnipeg's population anticipated to increase from 718,400 in 2015 to 922,600 in 2040.

Recent population growth is also reflected in housing development, with annual growth rates reaching nearly 3 per cent in recent years. In 2015, there was a total of 291,900 households in Winnipeg. This number is expected to grow to 391,900 by 2040.

This growth requires significant capital and operating investment. The City's planning policy framework recognizes the need to plan for this growth while supporting sustainability and economic growth. Currently, the majority of city-wide capital costs are funded through property taxes. Further, the City has frequently frozen or reduced property tax rates since the late 1990s, resulting in tax rates that are significantly lower than comparable Canadian municipalities.

As a result of limited revenues and competing capital funding priorities, the City is experiencing a deterioration of existing infrastructure and a growing city-wide infrastructure deficit. The infrastructure deficit is expected to reach a total of $7.4 billion by 2018, including $3.6 billion in development-related infrastructure deficit. The majority of the development-related deficit relates to transportation infrastructure.

As illustrated, growth is placing pressure on public infrastructure and services and on City Council to invest in additional capacity to accommodate growth. With relatively strong population growth and development expected to continue well into the future, funding new infrastructure for expanded City services will continue to be a challenge.

Studying Growth

For more than a decade, the Public Service has studied innovative financial mechanisms to support growth management, without raising property taxes. In 2005, the City completed the Financing Infrastructure Related to Land Development study and in 2013 the City conducted a study on Growth Development Charges.

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On May 27, 2016 Hemson was awarded a contract to conduct a growth study for the City. The general scope of the work undertaken by Hemson includes the following:

- Determination of growth-related costs and revenues:
  - Define best practice methodology to assess growth-related City of Winnipeg costs and revenues;
  - Compare past growth-related cost and revenue reviews conducted on the City of Winnipeg against best practice methodology; and
  - Following best practice methodology, carry out a new analysis to determine City of Winnipeg growth-related costs (operating and capital expenditure; current and expected) and growth-related revenues.

- Determination of a growth financing implementation framework:
  - Define best practice by researching growth finance models used in other Canadian or international cities;
  - Apply those best practices to the City of Winnipeg and prepare recommendations for the implementation of a model for financing growth including rules and procedures for administration.

Hemson conducted industry consultations as part of its process on July 19, 2016 and August 18, 2016.

Hemson's Reports

The chart above illustrates actual population growth which has a direct correlation to new construction. Winnipeg has experienced continued population growth which results in increased demand for new construction and increases pressure for new and improved infrastructure. Other jurisdictions across Canada have found that the introduction of legislative charges has not impacted growth.

Currently the City depends on property taxes and fees to pay for infrastructure improvements. However, property taxes and fees have not kept pace with demand for services as noted above in reference to the significant infrastructure deficit that Winnipeg faces.

Hemson prepared two reports which are attached in Appendices A and B. A summary of the contents of Hemson's Reports follows:

(i) Use of funds

- Reserve funds or accounts should be established for each service adopted under a regulatory fee by-law.
- It is recommended that Council adopt the development-related capital forecast included in this study, subject to annual review through the City's normal capital budget process. Projects may be removed, added or substituted as long as they are development-related.

(ii) Timing of payment

- It is proposed that the regulatory fee be collected at building permit issuance or development permit issuance. These are common collection points in other municipalities.

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(iii) Indexing of fees

- It is recommended that the City establish a by-law policy for the indexing of fees once they are established.
- Indexing is commonly done annually (and in some cases semi-annually) in other communities using construction cost indices.

(iv) Updating of by-law

- It is recommended that Council update the by-law as needed for changes relating to the application of charges, definitions, exemptions and discounts.
- The regulatory fees may be commonly updated at three to five year intervals or when there are significant changes to the capital plan or development forecast.

(v) Public Communication

- It is recommended that City advertise the adoption of the regulatory fee by-law including the applicable fees.
- The regulatory fees and rules should be included within a pamphlet that can be posted on the City's website and made available at Planning, Property and Development offices.

(vi) Discounts and exemptions

- This section includes examples of exemptions and discounts that Council may wish to consider. Exemptions and discounts result in revenue losses that are typically recovered through tax or utility rates. It is expected that the City may refine its discount and exemption policy over time following the initial adoption of a regulatory fee.
- The most common land-use exemptions used across Canada are for government buildings. This may include
    - Federal, provincial and municipal buildings, including agencies, boards and commissions;
    - Public schools; or
    - Exemptions for universities and colleges

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- Other land-use exemptions or discounts that could be considered are:
    - for non-profit organizations. This may include land uses such as places of worship and affordable housing.
    - economic development incentives. Some municipalities reduce fees within a defined area to encourage investment. Typically, this may include the downtown area of a community where growth has been slow to occur.
    - some municipalities also choose to reduce charges for industrial development, the rationale being that it is more of a "footloose" sector than residential, office and retail uses, making it thereby more sensitive to fees and charges.

(vii) Phase-ins

- The phase-in of regulatory fees is commonly advocated by the building industry when significant increases in charges are proposed.
- As with other discounts, phase-ins result in revenue losses that have to be made up through other revenue sources.

In consideration of the above observations the Public Service is recommending the following:

The Impact Fee By-law

1. Legal Authority

For Winnipeg, the function of managing and accommodating growth and development is fundamental. Section 5 of the Charter specifies that the purposes of the City include developing and maintaining safe, orderly, viable and sustainable communities, and promoting and maintaining the health, safety, and welfare of the inhabitants. The function of managing and accommodating growth and development is integral to fulfilling these purposes.

In order to ensure that new development takes place in a way that is orderly, viable and sustainable within the broader municipality, the City, like other cities throughout Canada, creates, applies and enforces rules in its zoning by-laws governing the uses to which various properties may be put as well as dimensional restrictions on development taking place on properties (e.g. restrictions on the size of buildings, mandatory setbacks and building heights). In order to ensure that the construction that is a necessary part of development results in buildings that promote and maintain the safety, health and welfare of occupants, the City enforces building codes, another type of regulation. The City also acts in other ways in order to accommodate and manage growth and development. The City engages in the planning and construction of infrastructure to support the new residents and businesses in the new developments – streets, roads, alleys, sewer and water, libraries, recreation facilities, police and fire stations, etc. – both on and off-site. This infrastructure is also necessary to create safe, orderly, viable and sustainable communities and to promote and maintain the health, safety, and welfare of the inhabitants. Together, all of these elements constitute a comprehensive regulatory regime or system to manage and accommodate growth to ensure that it is safe, orderly, viable and sustainable.

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Obviously, this regulatory regime or system is expensive. Some of the costs of managing and accommodating growth are currently recovered by the City, through various permit and approval fees as well as through development and zoning agreements. For example, developers typically pay for most of the costs of infrastructure within a development and sometimes boundary roads through development agreements and zoning agreements. Fees for permits and approvals are designed to recover the costs of providing administration and enforcement of that aspect of this system.

However, as Hemson's Reports make clear, not all of the costs of this regulatory system are currently being recovered by the City from the developers, builders or residents/occupants who most directly benefit from the new growth or development. In particular, the costs of off-site infrastructure necessary to support growth are not being recovered by the City.

As noted above, the authority given to the City in its planning legislation differs from that enjoyed by other municipalities in Canada and in Manitoba. Other municipalities have the authority to impose charges, often referred to as Development Cost Charges (DCCs), as part of the development process to recover the costs of managing and accommodating growth. When Council previously requested legislative changes from the Province of Manitoba (the Province), the Province advised that the City had sufficient existing statutory authority to recover the costs of growth.

Since then, the Public Service has reviewed existing City powers – other than Development Cost Charges – that could be used to recover the costs of managing and accommodating growth to the extent that they are currently tax-supported. One such power is the City's authority to impose fees. More recent judicial interpretation of the powers of governments to impose fees has demonstrated a greater willingness to recognize the legitimacy of fees to defray the costs of comprehensive regulatory systems, broadly defined.

As a result, the Public Service has concluded the powers currently available to the City in Part 5 of Charter to impose fees, and especially sections 209 and 210, can be used to support the proposed By-law to manage and accommodate growth. This authority is separate and distinct from any power to impose Development Cost Charges through planning legislation, which would be contained in Part Six of the Charter, and it does not depend on the Province to make any legislative changes or to provide any approvals. A Fee imposed under Part 5 would allow the City to recover more of the costs of managing and accommodating growth and development incurred by the City. And it would do so without the need to resort to increased taxes on Winnipeggers in general. In other words, the Public Service's opinion is that, if Council wants to do so, it has the legal authority to impose a regulatory fee of the kind proposed in this Report to ensure that growth more fully pays for the costs of growth.

2. impact fee

This Report recommends the introduction of an impact fee through a new by-law (draft attached as Appendix C). The specifics of the impact fee set out in the attached draft By-law are as follows:

(a) <u>Framework of the fee</u>

- The fee would be imposed on the basis of the gross floor area of buildings;
- A different charge per square metre would be imposed in each of five fee categories – residential, office, retail and commercial, public and institutional, and industrial;

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- For the purposes of the By-law, garages, decks, porches, 3-season sun rooms, gazebos, and basements would be excluded when calculating the fee for residential development;
- The fee would be imposed on any development, including construction and/or a conversion from one of the five fee categories to another because of a change in the building's use under one of the City's two zoning by-laws.

(b) Replacements, expansions and conversions of buildings

- If a new building replaces a building that was demolished within the previous 5 years no fee would be imposed except to the extent that the new building extends the square footage or involves a conversion to a different, higher priced fee category. Similarly, if part of a building is demolished and rebuilt within 5 years, so long as both are in the same fee category, no fee would be imposed except to the extent that the rebuilt floor space exceeds the floor space it is replacing.
- As a general rule, if a building is expanded, the fee is only payable on the floor area being added. However, the fee would not be applicable at all to an expansion of a residential building unless additional dwelling units are being added
- If all or part of a building is converted to a new fee category, the fee would only be charged to the extent that the new fee category results in a higher fee (ie. the notional fee that would be applied to the existing building or part thereof is subtracted from the fee applicable to the new build or conversion)
- Where a mixed use building is being built or converted, the floor area of the common areas will be assigned to each fee category in proportion to that fee category's share of the entire building. (e.g. if a building is 20% retail and 80% residential, the common areas will be treated as 20% retail and 80% residential.)

(c) Discounts and exemptions

- An exemption would be provided to the following organizations in respect of dwelling units that they agree to provide as affordable housing for at least 10 years.
  - Winnipeg Housing Rehabilitation Corporation;
  - The Manitoba Housing and Renewal Corporation;
  - any level of Government; or
  - any organization who has been approved to receive funding from the Government of Canada or the Province of Manitoba under an affordable housing program.

(d) Time of payment

- The fee is imposed – and must be paid – before a building permit or development permit can be issued (but not at time of application).
- If a building or development permit is amended after it has been issued, an additional fee must be paid to reflect additional square footage or a higher fee category that the amended permit is allowing. Again, this must be paid before the permit is issued.

(e) Refunds

- If a permit is voluntarily withdrawn by the permit holder before it expires (e.g. if the project doesn't proceed), the entire fee is refunded less an administrative fee set by Council.

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(f) Penalties for non-compliance

- A monetary penalty in the amount of the impact fee applicable to that development is imposed for a failure to pay the fee prior to beginning the development. Effectively, this means that the person then has to pay twice the fee – once for the fee and once for the monetary penalty.
- In addition, the City could prosecute the offender for violating the By-law. The fine for proceeding with construction or conversion of a building without paying the fee is twice the amount of the applicable fee.

(g) Reviews and Appeals

- Anyone subject to the fee can have the actions or decisions of City employees applying the By-law reviewed by the Director of PP&D upon payment of a refundable fee set by Council
- Any appeal specified in the *Charter* would be heard by Executive Policy Committee. Again, a refundable fee set by Council would apply.

In large part, the structure of the impact fee proposed in this Report corresponds to the recommendations of the Hemson Report. In addition, the fee categories set out in the By-law and the amount of the proposed fee in each category have been determined on the basis of the data supplied in Hemson's Reports.

The recommended fees per square metre for the five fees effective January 1, 2017 are as follows:

Residential	$109.45
Office	$226.51
Commercial/Retail:	$152.91
Industrial:	$ 61.16
Institutional	$ 94.08

These fees would rise by the rate of construction inflation, as determined by the Chief Financial Officer. This increase would take place on January 1 of each year, unless Council had established a new fee within the previous 12 months.

The proposed fees for refunds, applications for review by the Director, and appeals to Executive Policy Committee, are based on the estimated costs of administration of each of these functions.

Financial Implications

As noted above, the Public Service recommends adopting the above impact fees to be charged commencing on January 1, 2017. Projected revenue is a function of expected development and the charge per unit. Proceeds will vary year by year depending on development activity.

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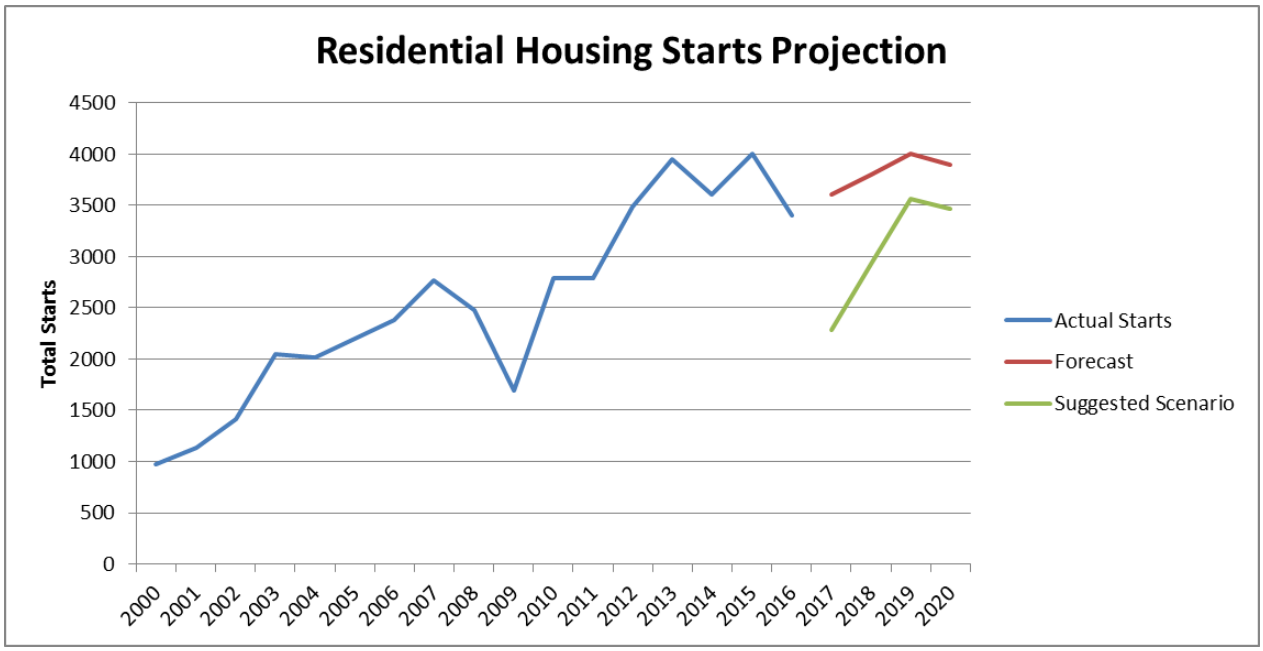
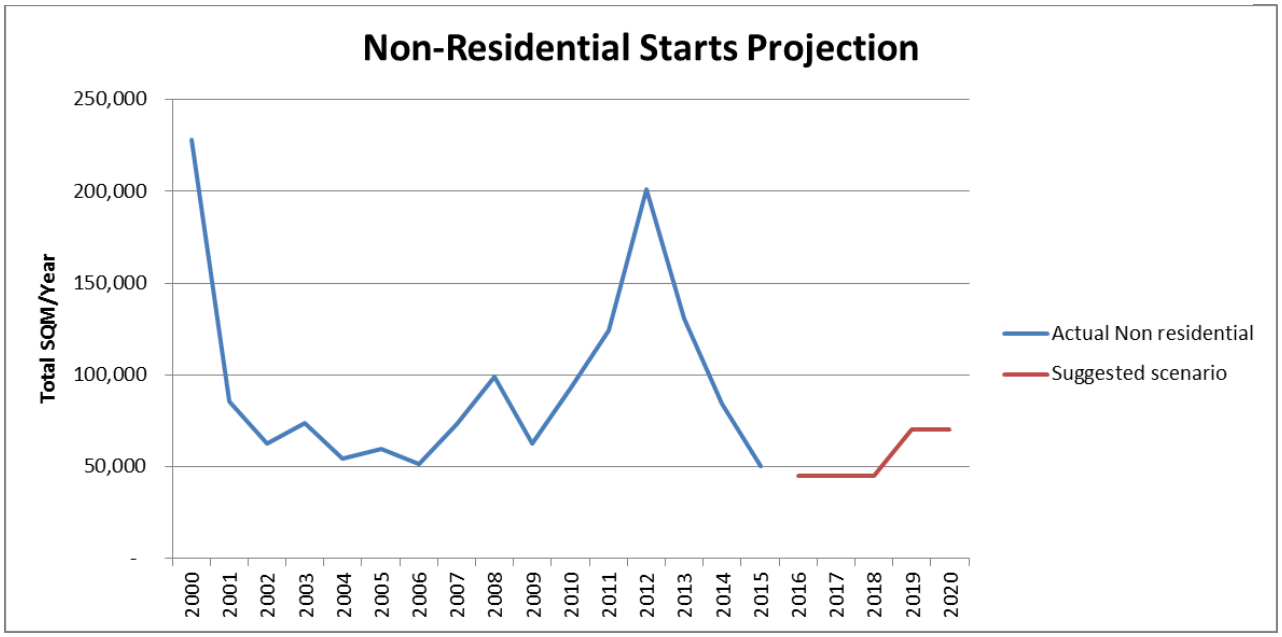
Revenue Assumptions



- Based on the above chart setting out past and projected residential starts, on a conservative basis the Public Service estimates it will collect $30.7m of residential fee revenue in 2017. Based on 2015 actual results, residential fee revenue would have been $49.7m.



- The above chart sets out past and projected non-residential starts. On a conservative basis the Public Service estimates it will collect $4.4m of fee revenue in 2017. Using 2015 actual results, fee revenue on non-residential starts would have been $4.9m.

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Using the estimates above total residential and non-residential revenue on a conservative basis may be in the range of $35.1m. Of this total, $6.8m would relate to Utility capital and the balance or approximately $28.3m would apply to tax-supported capital.

impact fee Reserve

This Report recommends that all funds generated through the impact fee should be deposited into the proposed impact fee Reserve Fund. The purpose of this reserve fund is twofold:

- to fund capital projects to the extent that they are determined by the Chief Financial Officer to be growth-related and
- to pay the costs of administering the impact fee By-law and reserve fund.

It is also recommended that the Chief Financial Officer be appointed as manager of the reserve fund.

The primary purpose of the reserve fund is to pay all costs of eligible capital works, including financing charges. As manager of the reserve fund, the Chief Financial Officer would determine which, and to what extent, capital works were eligible for funding. Infrastructure would be eligible only to the extent that the work is determined by the Chief Financial Officer to be growth-related (e.g. aligned with the management and accommodation of growth and development). There are well-developed formulae and analysis tools for making this determination.

Funds from the Reserve Fund would also be used to pay the costs of administration of the impact fee By-law and the impact fee Reserve Fund, including the funding required for new full-time equivalent positions.

It should be noted that the establishment of a reserve fund for funds generated by the impact fee is not required by law, as it is for development cost charges in some other Canadian cities and municipalities. It is being proposed in this Report to provide transparency as to the use of funds generated by the impact fee.

This recommendation differs from the recommendations of the Hemson Reports in that it proposes the creation of a single reserve fund rather than the creation of individual reserve funds for each type of infrastructure. This is being done to make administration of the reserve fund more efficient, flexible and straightforward. If, at the review in 24 months' time, individual reserve funds are determined to be preferable, the change can be made at that time.

Resources

Additional staff will be required to administer the program. An estimate of FTE's required for this purpose both in Property Planning and Development and Corporate Finance will be included in deliberations concerning the 2017 budget process if this report is adopted by Council.

Other

It should be noted that exemptions or discounts added beyond those included in this report will reduce the amount of City revenue available by assessment of the Fee.

In reference to the City's debt strategy, improved Revenue will allow the City to increase its borrowing capacity for future capital projects.

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Review Period
As with any new initiative, issues and problems are likely to arise which were not anticipated at the outset. A 24 month review period will give the Public Service a reasonable opportunity to observe the operation of the impact fee and to identify opportunities for improvement.

In addition, a 24 month period will give the public, Council and the Public Service an opportunity to consider how to integrate policy priorities into the By-law.

Summary
Adoption of the impact fee will be transformative and will provide a significant opportunity to ensure that growth does pay for growth without affecting existing property owners. It recognizes the principal that growth creates the need for new infrastructure throughout Winnipeg.

FINANCIAL IMPACT

Financial Impact Statement **Date: September 2, 2016**

Project Name: Implementation of an impact fee

COMMENTS:

Collection of the impact fees will be accounted for through the impact fee Reserve. Expenditures from the reserve will be identified by Corporate Finance and publicly disclosed on an annual basis. Additional staff will be required to administer this program and these FTE's will be identified in the 2017 budget process.

(Original signed by R. Hodges)
Ramona Hodges
Manager of Finance (Campus)
Corporate Finance Department

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CONSULTATION

Consultation with:

a) Legal Services (as to legal issues)
b) Property Planning and Development
c) Hemson Consulting Ltd,
d) Fire/Ambulance
e) Community Services
f) Public Works
g) Water and Waste
h) Corporate Finance

OURWINNIPEG POLICY ALIGNMENT

The impact fee program is rooted in the City's existing policy framework, advancing policy directions in *OurWinnipeg* (By-Law 67/2010) and its four direction strategies (*Complete Communities* [By-Law 68/2010], *A Sustainable Winnipeg*, *Sustainable Water and Waste*, and *Sustainable Transportation*) along with the *Transportation Master Plan*.
OurWinnipeg policy directions are reflected through some of the impact fee program's key principles:

Fairness and equity – *OurWinnipeg* commits to providing equitable access to municipal programs, services and facilities. One way to achieve this is for everyone to pay their "fair share" of the costs of new infrastructure and services (03-1, p.74).

City Building – To build "A City that works", *OurWinnipeg* commits to growth management objectives, ensuring "land use, transportation and infrastructure planning efforts are aligned to identify where growth will be accommodated and how it will be serviced" (*OurWinnipeg* p.27*)*. Other key directions for the entire city involve sustainable asset management, integrating transportation with land use, developing more complete communities, and providing sustainable wastewater management.

Sustainability – Direction related to the three sustainability pillars (social, economic and environmental) are found throughout *OurWinnipeg* and its direction strategies. *OurWinnipeg* also provides specific direction to develop and implement tools to support sustainability (02-1, p. 67).

Diversification – *OurWinnipeg* notes that the City must re-think regulation and taxation from the viewpoint of fostering economic growth (01-3, p.50). The 'basics' matter; public safety, water quality, wastewater and transportation infrastructure and public amenities are essential, but attractiveness and better-than-average services are integral to achieving a high quality of life and attracting economic development at a global scale. Diversification of City income streams is an important way to increase quality of services and add to the general attractiveness of the City.

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In its section on prosperity, *OurWinnipeg* calls the City to provide efficient and focused civic administration and governance (Direction 1), and demonstrate visionary civic leadership and commitment to sustainable long-term planning (Direction 5). Policy decisions, programs and services, budget allocation and development activity must all be monitored and evaluated from a long-term sustainability perspective (01-3, p.51). The proposed program responds to this call for visionary leadership that considers current realities but plans for a prosperous future.

SUBMITTED BY

Department:
Division:
Prepared by: Tyler Markowsky
Date: September 1, 2016
File No.

Attachments:
Appendix A - Review of Municipal Growth Financing Mechanisms
Appendix B - Regulatory Fee to Finance Growth – Background Study
Appendix C - Impact Fee By-Law

Appendix A -Comparative Practice

Appendix B - Hemson - Winnipeg Regulator

Appendix C - Impact Fee By-law - 2016 09

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Growth-fee lawsuit keeping Winnipeg, developers from further talks

Lawyers ice working group that was supposed determine where fees would be applied next

By Bartley Kives, CBC News Posted: Mar 07, 2017 12:11 PM CT Last Updated: Mar 07, 2017 5:50 PM CT

The legal battle over growth fees has cast a new chill on the already frosty relationship between developers and the City of Winnipeg.

A working group that was supposed to determine where the fees would be applied in the future is on hold because of the legal challenge against the new city revenue-generating mechanism, council property chair John Orlikow (River Heights-Fort Garry) said Tuesday.

City council approved a plan last year for growth fees to be applied in stages, beginning with new residential areas in selected neighbourhoods at the fringes of the city this May.

- Council approves growth fees in the face of legal threats from developers

The plan called for a working group involving city officials and developers to figure out where the fees would be applied next year and in 2019, both in terms of the types of development — for example, on industrial and commercial lands — as well as the specific areas of the city, including downtown.

Orlikow said the city was about to send out invitations when the city's legal staff put the brakes on the working group, whose creation was part of the plan approved by council last October.

- Developers get ball rolling on Winnipeg growth fee legal challenge

"The legal department is not too sure if we should have a working group because of this idea of the legal challenge," said Orlikow, referring to the lawsuit commenced by developers in February.

"We had the invitations ready to go. We had the list ready to go. Then all of a sudden we were told by legal we had to take a pause here and re-evaluate the idea of organizing it. My intent is to still have the working group going."

Developers are challenging the city's legal authority to levy growth fees.

Orlikow said he still intends to meet with them and will speak to city lawyers next week to hear their rationale for placing the working group on hiatus or getting rid of it altogether.

That group is supposed to have 10 people, but Orlikow said he sent out a total of 50 invitations to developers. His plan was to involve industrial developers first, and then infill developers.

The councillor said the elimination of the working group is "a roadblock" that may impact the city's timeline for imposing growth fees on other areas and in turn, affect the city's ability to generate revenue from the new charges.

Mike Moore of the Manitoba Home Builders Association said he knew there must have been some problem because the working group was supposed to be created last fall.

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"I imagine there are people in industrial, commercial and infill [development] that are fairly nervous now that they're getting no feedback on where potential fees are going," Moore said in a telephone interview from Ottawa.

"I'm still hoping the working group gets formed because I don't see any way in the world that council and the planning, property and development department can create unilaterally the policy and the decisions toward implementation.

You have to involve the people in the industry in order to move forward."

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THE CITY OF WINNIPEG

BY-LAW No. 127/2016, as amended

A By-law of The City of Winnipeg to impose fees on new development to assist with the costs associated with accommodating and managing growth and development.

WHEREAS subsection 5(1) of *The City of Winnipeg Charter* defines the purposes of The City of Winnipeg as follows:

(a) To provide good government for the city;
(b) To provide services, facilities or other things that council considers to be necessary or desirable for all or part of the city;
(c) To develop and maintain safe, orderly, viable and sustainable communities; and
(d) To promote and maintain the health, safety and welfare of the inhabitants;

AND WHEREAS accommodating and managing growth and development so that it is safe, orderly, viable and sustainable and so that it promotes and maintains the health, safety and welfare of the inhabitants requires urban planning, zoning and land use restrictions, enforcement of building codes and the creation of a variety of infrastructure and services, including (but not restricted to) transportation, sewer, water, land drainage, recreation and police, fire, paramedic and emergency services;

AND WHEREAS to date, the costs to The City of Winnipeg of accommodating and managing growth and development have been only partially paid through development agreements, zoning agreements and fees for the permits and approvals required to develop and construct buildings;

AND WHEREAS the Council of The City of Winnipeg has determined that the costs of accommodating and managing growth should be more fully paid for by the individuals and businesses directly benefitting from growth and development;

AND WHEREAS clause 210(1)(b) of *The City of Winnipeg Charter* provides as follows:

210(1) *The city may, if authorized by council, establish*

...

(b) fees, and the method of calculating and the terms of payment of fees, for

(i) applications,
(ii) filing appeals under this Act or a by-law,
(iii) permits, licences, consents and approvals,

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(iv) inspections,
(v) copies of by-laws and other city records including records of hearings, and
(vi) other matters in respect of the administration of this Act or the administration of the affairs of the city.

AND WHEREAS subsection 6(1) of *The City of Winnipeg Charter* provides as follows:

6(1) *The powers given to council under this Act are stated in general terms*
(a) to give broad authority to council to govern the city in whatever way council considers appropriate within the jurisdiction given to it under this or any other Act; and
(b) to enhance the ability of council to respond to present and future issues in the city.

AND WHEREAS the imposition of fees under subsection 210(1) of *The City of Winnipeg Charter* promotes the purposes of the City of Winnipeg and enhances the ability of Council to respond to present and future issues in the City, as set out in subsection 5(1) and clause 6(1)(b) of the *The City of Winnipeg Charter.*

NOW THEREFORE the City of Winnipeg, in Council assembled, enacts as follows:

Short title
1 This By-law may be cited as the Impact Fee By-law.

Definitions and interpretation
2(1) In this By-law

Accessory structure means a building or structure that is located on the same zoning lot as, and is subordinate or incidental to, a principal building, and includes an outbuilding, garage, gazebo, utility building, play structure, sign and structures supporting a sign, garbage enclosure, awning, fence, racking, storage unit or container, deck, antenna, canopy, marquee, satellite dish, mechanical penthouse, hot tub, fountain, water barrel, pond and swimming pool, but does not include an attached secondary suite or a detached secondary suite;

Affordable housing means any dwelling unit provided for persons of low or moderate income where the total shelter cost of the dwelling unit represents 30% or less of the median household total income for private households, as defined by Statistics Canada for the City of Winnipeg;

Attached secondary suite has the same meaning as "secondary suite, attached" in the Winnipeg Zoning By-law;

Basement has the same meaning as in the Neighbourhood Liveability By-law;

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Building means any building used or intended to be used to support or shelter any use or occupancy;

Building permit means a permit issued pursuant to the Winnipeg Buildings By-law;

City means The City of Winnipeg continued under the Charter;

Change in use means a change of the use of a particular zoning lot under either the Winnipeg Zoning By-law or the Downtown Winnipeg Zoning By-law;

Charter means the "*The City of Winnipeg Charter*";

Commercial and Retail Uses means a development that falls within the following use categories, depending on the applicable zoning by-law:

(a) under the Winnipeg Zoning By-law:

(i) Recreation and Entertainment, Indoor;

(ii) Recreation and Entertainment, Outdoor;

(iii) Accommodation;

(iv) Animal Sales and Service;

(v) Food and Beverage Service;

(vi) Personal Services;

(vii) Retail;

(viii) Restricted; and

(ix) Private Motor Vehicle Related, and

(b) under the Downtown Winnipeg Zoning By-law:

(i) Commercial Sales & Service;

(ii) Private Motor Vehicle-Related;

(iii) Cultural and Entertainment, except Cultural centre, Gallery, and Museum; and

(iv) Restricted;

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Common area, with respect to a mixed use development, means the portion of the total floor area which

(a) connects; or

(b) is used by

two or more areas within the development that fall into different fee categories;

Construction means the erection, placement, alteration, renovation, extension, or relocation of any building or part of a building for which a building permit is required;

Conversion, with respect to a building, means a change in use of all or part of the building under either the Winnipeg Zoning By-law or the Downtown Winnipeg Zoning By-law with the result that all or part of the building falls under a different fee category after the change in use;

Designated employee means the Director and any employee of the City to whom the Director has delegated a duty or authority under this By-law;

Detached secondary suite has the same meaning as "secondary suite, detached" in the Winnipeg Zoning By-law;

Development means construction, conversion, or both construction and conversion;

Development permit means a permit authorizing a development issued under either the Downtown Winnipeg Zoning By-law or the Winnipeg Zoning By-law;

Director means the Director of Planning, Property and Development for the City of Winnipeg;

Dwelling has the same meaning as in the Neighbourhood Liveability By-law;

Dwelling unit has the same meaning as in the Neighbourhood Liveability By-law;

Expansion means, with respect to a building, an increase in floor area of the building;

Fee category means one of the five fee categories set out in subsection 4(2);

Floor area means the sum of the gross horizontal areas of the several floors of all buildings on a zoning lot, measured from the exterior faces of exterior walls, or from the centre line of partitions, except:

(a) with respect to residential development:

(i) any accessory structure;

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(ii) any basement, and

(iii) any part of the dwelling unit that is not habitable throughout the year, including porches and sun rooms;

(b) with respect to non-residential development:

(i) any space within the building used as a parking area or a loading area;

Impact fee means a fee applicable to a development which is imposed pursuant to clause 3(1)(b);

Industrial Uses means a development that falls within the following use categories, depending on the applicable zoning by-law:

(a) under the Winnipeg Zoning By-law:

(i) Industrial Service;

(ii) Manufacturing and Production;

(iii) Warehouse and Freight Movement; and

(iv) Waste and Salvage, and

(b) under the Downtown Winnipeg Zoning By-law:

(i) Light Industrial;

Mixed use development means a development which contains more than one fee category;

Office Uses means a development that falls within the following use categories, depending on the applicable zoning by-law:

(a) under the Winnipeg Zoning By-law:

(i) Office, and

(b) under the Downtown Winnipeg Zoning By-law:

(i) Office;

Principal building has the same meaning as in the Neighbourhood Liveability By-law;

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Public and Institutional Uses means a development that falls within the following use categories, depending on the applicable zoning by-law:

(a) under the Winnipeg Zoning By-law:

(i) Community Facilities;

(ii) Education;

(iii) Park and Park-Related;

(iv) Other Public and Institutional;

(v) Cultural Facilities;

(vi) Transit and Transportation; and

(vii) Utility, and

(b) under the Downtown Winnipeg Zoning By-law:

(i) Public and Institutional;

(ii) Cultural and Entertainment – Cultural Centre, Gallery, and Museum only;

(iii) Park and Park-related; and

(iv) Transportation, Utility, & Communications;

Renovation, with respect to residential development, has the same meaning as in the Winnipeg Building By-law;

Replacement, with respect to a building, means the demolition or removal of a building and the construction of another building on the same zoning lot within 5 years following the demolition or removal;

Residential development means the development of dwelling units;

Zoning lot has the same meaning as "lot, zoning" in the Winnipeg Zoning By-law;

Fee imposed

3(1) Every person who is issued a building permit or a development permit must pay to the City

(a) the applicable fee or fees set out in the Planning, Development and Building Fees By-law; and

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(b) an Impact Fee in accordance with this By-law.

3(2) The Impact Fee must be paid prior to the issuance of any building permit or development permit for the development in respect of which the Impact Fee applies.

3(3) For greater certainty, where both a building permit and a development permit are issued in respect of a development, only one Impact Fee is payable under clause 3(1)(b).

3(4) Where the Impact Fee in respect of a development:

(a) has been paid;

(b) has not been refunded by the City; and

(c) the development authorized by the building permit or development permit applicable to that development has not been completed,

the Impact Fee paid shall be credited towards any subsequent Impact Fee payable under this By-law in respect of a building permit or development permit issued for the land on which the original development was located within 5 years of the date the initial Impact Fee was paid.

Impact Fee calculation

4(1) Subject to subsection (3), the Impact Fee payable in respect of a development is the product of the total floor area that is being constructed or converted multiplied by the fee per square metre established by Council for the fee category applicable to the development.

4(2) For the purposes of subsection (1), the following fee categories are hereby established:

(a) Residential Uses;

(b) Office Uses;

(c) Commercial and Retail Uses;

(d) Public and Institutional Uses; and

(e) Industrial Uses.

4(3) Subject to subsection 6(1), where all or part of an existing building is being converted, expanded or replaced, the amount of the Impact Fee payable is the difference between the amount of the Impact Fee applicable to the converted, expanded or replacement building less the amount of the Impact Fee that would have been payable for the existing building prior to its conversion, expansion or replacement if the

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Impact Fee determined in accordance with current rates were applicable to it. Where the difference is $0.00 or less, no Impact Fee is payable and no refund shall be issued.

Mixed use development

5(1) The Impact Fee payable in respect of mixed use development shall be calculated separately for the floor area of the development that falls within each fee category in accordance with subsection 4(1).

5(2) For the purposes of subsection (1), common areas within mixed use development shall be attributed proportionately to each fee category based on the proportion of the floor area of the entire development that falls within each fee category.

Exemptions

6(1) Notwithstanding subsection 4(1), no Impact Fee is payable in respect of residential development on land where

(a) one or more existing dwelling units are being renovated, expanded or, replaced; and

(b) there is no increase in the total number of dwelling units on that land.

6(2) Notwithstanding subsection 4(1), no Impact Fee is payable in respect of dwelling units which the following organizations have entered into a written agreement with the City, under such terms and conditions deemed necessary by the Director of Legal Services and City Solicitor to protect the interests of the City, to provide as affordable housing for a period of no less than 10 years:

(a) Winnipeg Housing Rehabilitation Corporation;

(b) The Manitoba Housing and Renewal Corporation;

(c) The Government of Canada or the Province of Manitoba; or

(d) any organization that has been approved to receive funding from the Government of Canada or the Province of Manitoba under an affordable housing program, as determined by that government.

Withdrawals of and changes to permits

7(1) Where an Impact Fee has been paid and the building permit or development permit to which the Impact Fee is applicable is voluntarily withdrawn prior to its expiration pursuant to the Winnipeg Building By-law, the person who paid the Impact Fee is entitled to a refund of the entire Impact Fee paid, less an administration fee established by Council.

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7(2) Where, after being issued, a building permit or development permit is amended in a way that results in an increase in floor area or a change in the fee category applicable to all or part of the development, the person to whom the building permit or development permit has been issued must pay an additional Impact Fee which reflects the increase of floor area or change in fee category, as the case may be. The additional Impact Fee is the difference between the Impact Fee payable in respect of the development authorized by the amended permit less the Impact Fee that either was paid or would have been payable in respect of the development authorized by the original permit. Where the difference is $0.00 or less, no Impact Fee is payable and no refund shall be issued. The additional Impact Fee, if any, must be paid prior to the issuance of the amended building permit or development permit.

Powers of designated employees

8 Designated employees have authority to conduct inspections and take steps to administer and enforce this By-law or remedy a contravention of this By-law in accordance with the Charter and, for those purposes, have the powers of a designated employee under the Charter.

Director review

9(1) Upon payment of a refundable application fee established by Council, a person may apply to the Director for a review of the application or interpretation of this By-law by a designated employee.

9(2) An application under subsection (1) must be submitted within 14 days following the date the Impact Fee in respect of a development is paid.

9(3) The requirement in subsection 3(1) to pay the Impact Fee as determined by a designated employee prior to a building permit or development permit being issued is not suspended because an application for a review has been made.

9(4) In conducting a review, the Director must give the applicant an opportunity to explain the basis for his or her conclusion that this By-law was misapplied or misinterpreted. This may be done in person, by telephone, in writing or by any other any media determined by the Director to be appropriate.

9(5) Where an application is made under subsection (1), the Director must make a decision with respect to the application within 90 days following the date the application is received and must notify the applicant of his or her decision in accordance with the Charter.

9(6) Where, after conducting his or her review, the Director determines that the designated employee erred in the application or interpretation of this By-law, resulting in an incorrect Impact Fee being paid or applied, the Director may refund all or part of the application fee and may also refund the Impact Fee paid in respect of a development in order to correct the error.

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Appeals

10(1) An appeal

(a) from a decision of the Director in respect of issuing, granting, suspending or cancelling, or refusing to issue or grant, a licence, permit, approval or consent under this By-law; or

(b) any other matter for which an appeal is authorized by *The City of Winnipeg Charter*

may be made to the Executive Policy Committee.

10(2) An appeal must not be accepted until an appeal fee in an amount established by Council is paid. The appeal fee may be refunded by the Executive Policy Committee if the committee considers that the appeal has been made in good faith and has merit.

10(3) The requirement in subsection 3(1) to pay the Impact Fee as determined by a designated employee prior to a building permit or development permit being issued is not suspended because an appeal has been made.

Development without paying fee an offence

11 The owner of land must not permit development in respect of which an Impact Fee is payable to occur on the land prior to the Impact Fee being paid.

Penalties for non-compliance

12(1) Any person who contravenes any section of this By-law is guilty of an offence and liable upon conviction to a fine in the amount of:

(a) not less than double the amount of the applicable Impact Fee for a contravention of subsection 3(1) or section 11; and

(b) not less than $5,000.00 for any other contravention.

12(2) Where development in respect of which an Impact Fee is payable occurs prior to the Impact Fee being paid, the owner of the land on which development has taken place must pay to the City:

(a) the Impact Fee; and

(b) a monetary penalty, that is in addition to a fine under subsection (1), for the contravention of this by-law in an amount equal to the Impact Fee.

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Transition

13(1) The Impact Fee applies only to those areas identified on Map 1, and further depicted in detail on Maps 2 to 11, inclusive, all attached as Schedule "A".

13(2) Notwithstanding subsection 3(1), no Impact Fee is payable at the time a building permit or development permit is issued if

(a) an application for the building permit or development permit is made prior to May 1, 2017;

(b) the building permit or development permit is issued within 6 months following the date of the application, or such later date as determined by the Director to be reasonable in the circumstances; and

(c) the construction of the development begins, or the conversion of the development takes place, prior to November 1, 2017.

13(3) Notwithstanding that a development meets the criteria set out in clauses (2)(a) and (b), a building permit or development permit that has been issued in respect of the development expires when a designated employee determines and provides notice to the permit holder that the development does not meet the requirement set out in clause (2)(c). A new permit in respect of that development is required and is subject to payment of the Impact Fee.

DONE AND PASSED, this 26th day of October, 2016

Mayor

M. A.

Deputy City Clerk

Approved as to content:

FOR Director of Planning, Property and Development

Approved as to form:

For Director of Legal Services/City Solicitor

City Clerk's Office, Winnipeg
NOV 18 2016
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M.A.
Deputy City Clerk

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SCHEDULE "A"

ATTACHED UNDER SEPARATE COVER

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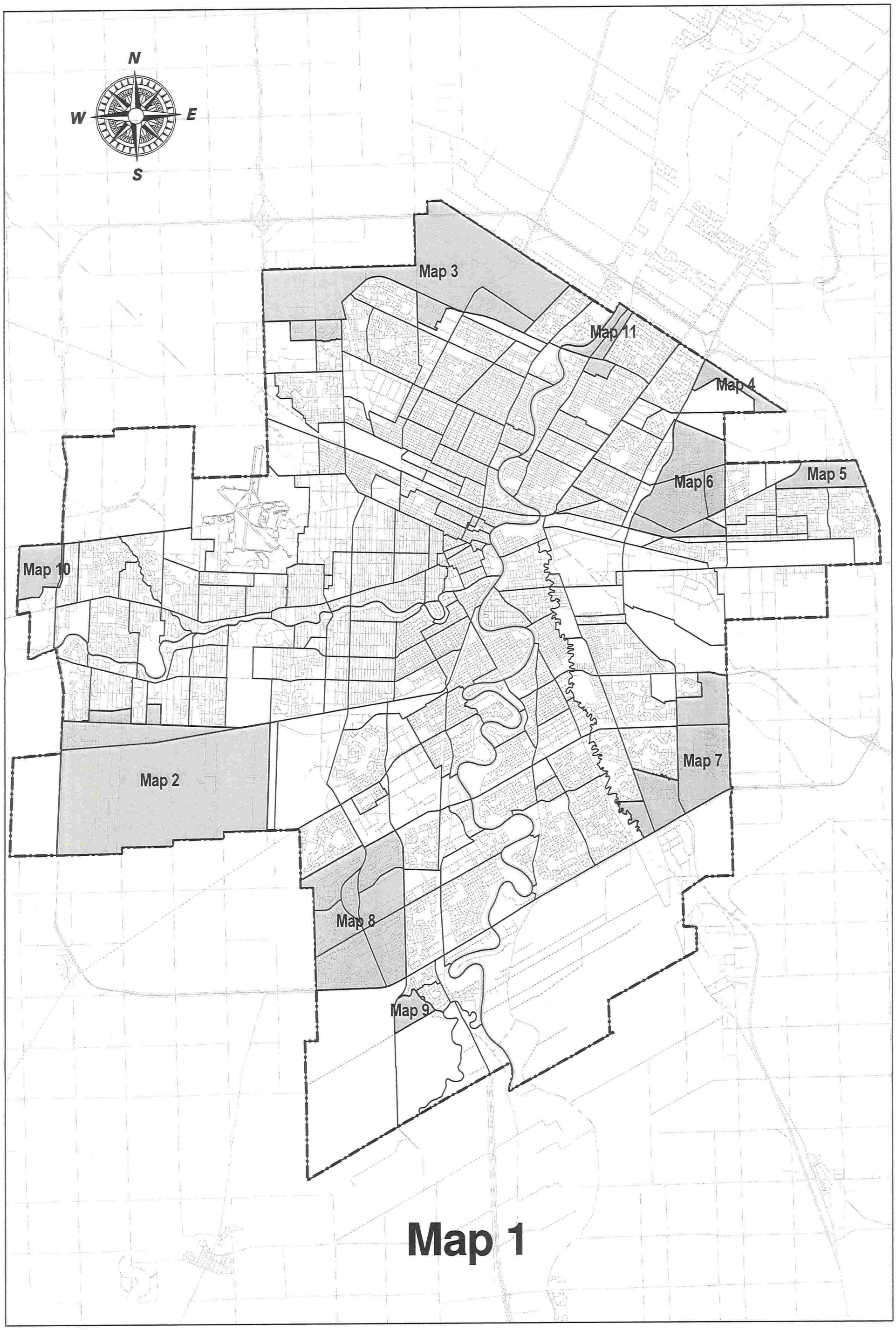

Map 1

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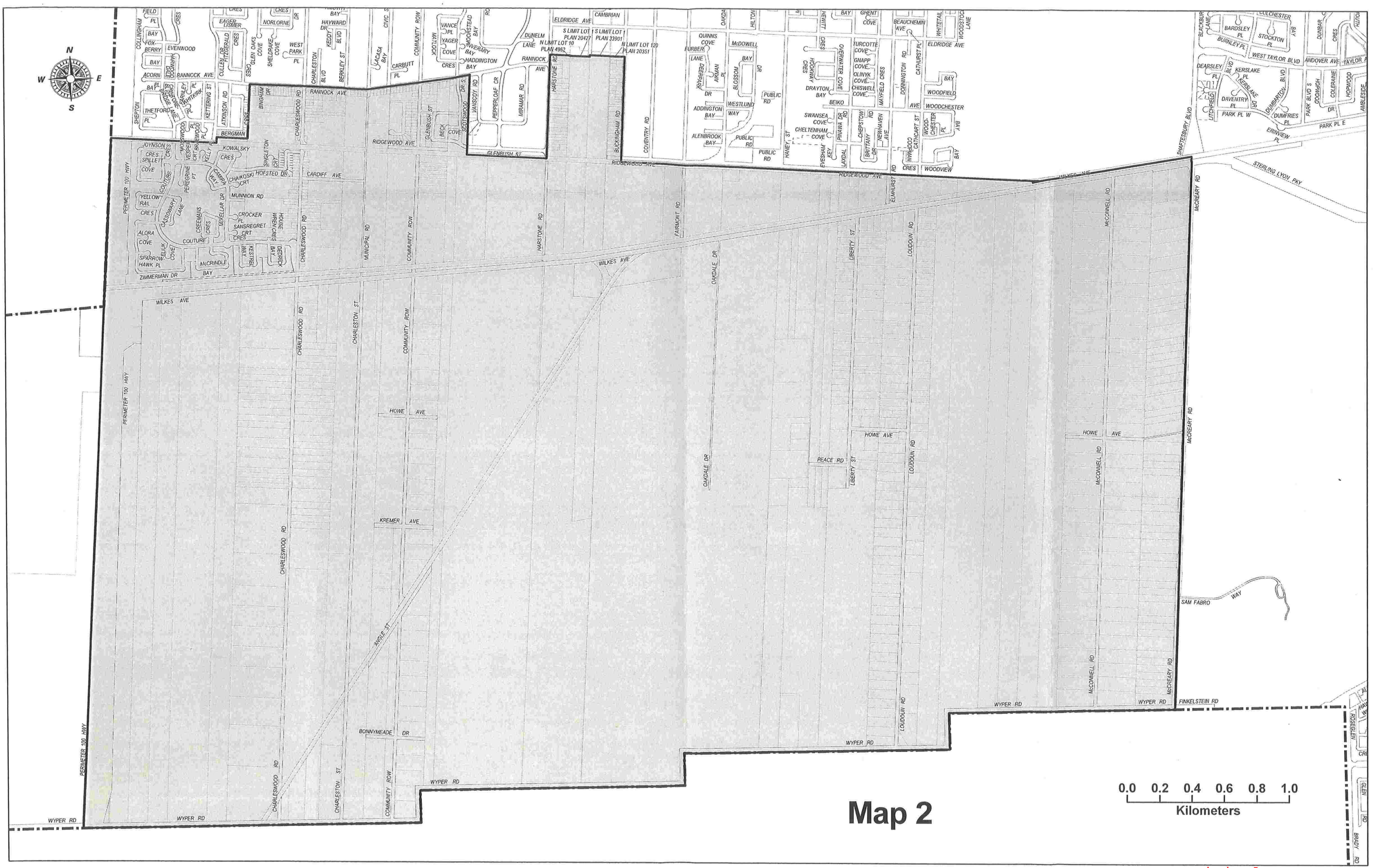

Map 2

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Map 3

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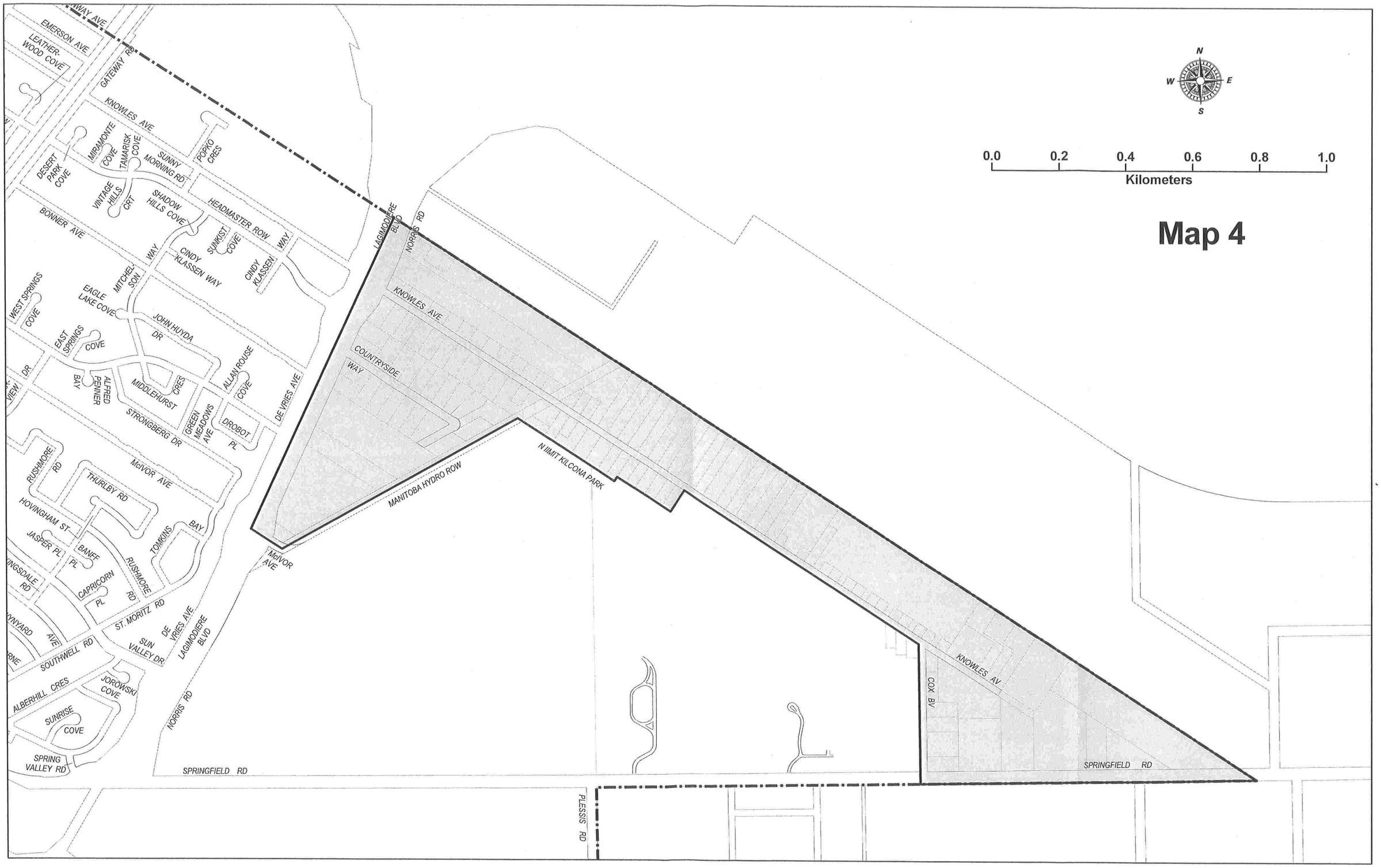

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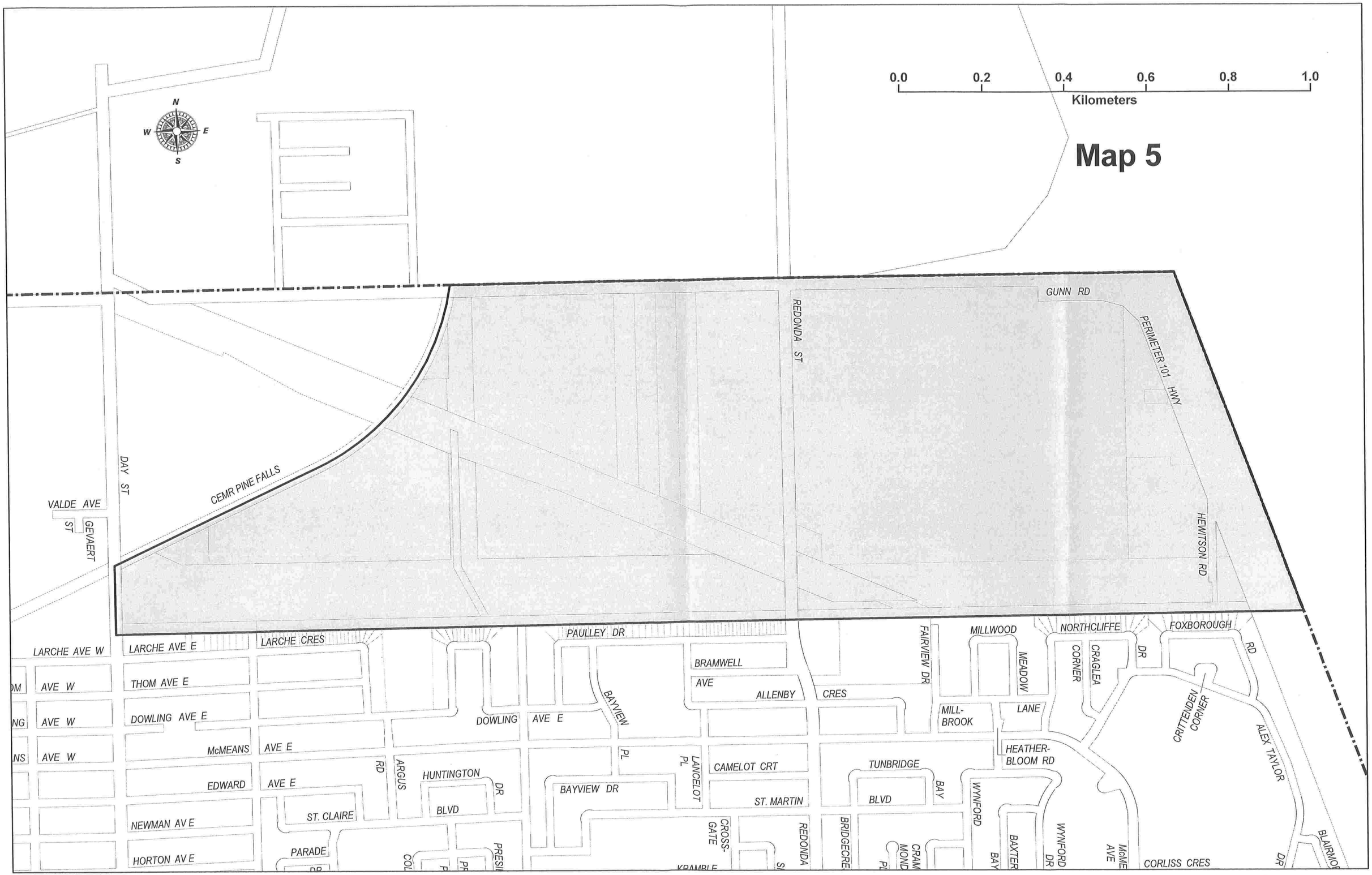

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Map 8

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Map 9

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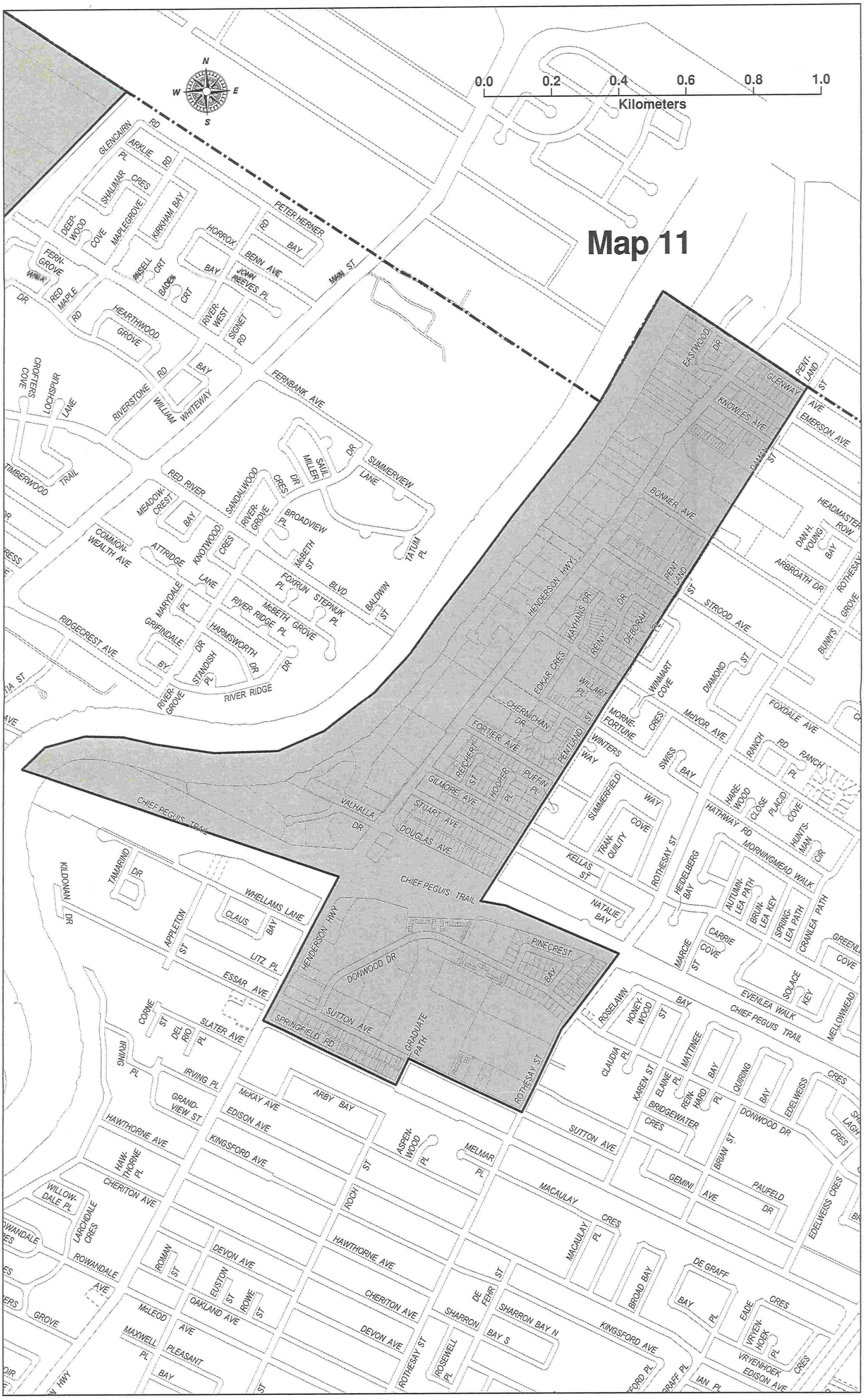

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This is Exhibit 23 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

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the Province of Manitoba

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Agenda – Council – October 26, 2016

Report – Executive Policy Committee – October 19, 2016

Item No. 5 Implementation of an Impact Fee

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On October 19, 2016, the Executive Policy Committee submitted to Council that the Implementation of an Impact Fee report (the "Report"), as considered by Executive Policy Committee on September 21, 2016, be concurred in subject to the following amendments and recommendations:

1. That an Impact Fee Working Group be established as per the "Impact Fee Working Group Terms of Reference" to ensure long-term, ongoing collaboration and consultation with industry and community stakeholders which will review market trends, exemption options and provide recommendations to the Ad Hoc Committee on Development Standards and the "Impact Fee Working Group Terms of Reference" (draft attached) be included in the report and attached as Appendix E.

2. That the "Phase One: Impact Fee Implementation Plan" (attached) be attached to the report as Appendix D.

3. That the recommendations set out in the Report be replaced with the following:

   "1. That the reports prepared by Hemson Consulting Ltd., Review Of Municipal Growth Financing Mechanisms and Determination Of Regulatory Fees To Finance Growth: Technical Report, dated August 31, 2016 (attached as Appendices A and B) be received as information.

   2. That the Impact Fee By-law (draft attached as Appendix C) which will apply an impact fee effective May 1, 2017, for residential development in New Communities and Emerging Communities as set forth in Our Winnipeg and Complete Communities, outlined in bold in Appendix D be enacted, and that for the purposes of the Impact Fee By-law, the following be established:

      A. that the fee amounts increase on January 1 of each year by the rate of construction inflation for the previous year as determined by the Chief Financial Officer;

      B. an administration fee for refunds in the amount of $100.00;

      C. an application fee for Director review in the amount of $100.00; and

      D. an appeal fee in the amount of $250.00.

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3. That the following be established as Phase One of the Impact Fee Implementation Plan: effective May1, 2017 as fee amounts per square meter of gross floor space in the following five categories for residential development in New and Emerging Communities, as identified in OurWinnipeg and outlined in bold in Appendix D:

   A. Residential: $54.73 per m2
   B. Office: $0.00 per m2 -
   C. Commercial: $0.00 per m2
   D. Industrial: $0.00 per m2
   E. Public and Institutional: $0.00 per m2

4. That Council, with recommendations from the Working Group, may consider rates for implementation for the following:

   A. non-residential uses in New and Emerging Communities as identified in OurWinnipeg and outlined in bold in Appendix D no earlier than November 1, 2018 – Phase 2

   B. All uses in all other areas of the City no earlier than November 1, 2019- Phase 3

5. That the Impact Fee Reserve Fund be established as follows:

   A. All funds generated by the impact fee are to be deposited into the Fund;

   B. The purposes of the Fund are:

      i. to fund capital projects approved by Council recommended by the Chief Financial Officer with consideration given to the input provided by the Working Group;

      ii. to pay the costs of administering the Impact Fee By-law and Reserve Fund.

6. That the Winnipeg Public Service report to Council every 24 months with the results of a review of the impact fee, which must include consideration of recommendations provided by the Working Group and alignment of the impact fee with OurWinnipeg."

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4. That the draft Impact Fee By-law (Appendix C to the Report) be changed:

   A. To reflect the content of the altered Report recommendations set out above

   B. To exempt from application of the fee building or development permits issued within 6 months of receipt of application made prior to May 1, 2017, at the discretion of the Director of Property and Development, where construction begins or conversion takes place by November 1, 2018.

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

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DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On October 19, 2016, the Executive Policy Committee passed the following resolution:

WHEREAS for more than a decade the City of Winnipeg has reviewed, analyzed, consulted and discussed options to create and implement ways to pay for increasing demands due to growth, without placing complete reliance for funding solely on property tax revenues;

AND WHEREAS during the planning of the 2016 Budget, the City contemplated growth-related fees and through discussion with Winnipeg's local development and homebuilder industry, a one-year delay was determined to be required to study the relationship between growth-related costs in Winnipeg and funds were allocated in the 2016 Budget to conduct this study externally;

AND WHEREAS the results of the study conducted and completed by Hemson Consulting Inc, published September 1, 2016, concluded that growth in Winnipeg is not funding its fair share of growth related costs;

AND WHEREAS the Winnipeg Public Service presented its report Implementation of an Impact Fee to Executive Policy Committee September 21, 2016, at which time the Executive Policy Committee laid the matter over for additional consultation with Council and industry stakeholders to be led by the Chair of Property and Development, Heritage and Downtown Development, Councillor Orlikow;

AND WHEREAS meetings with more than 40 stakeholders have been held by the Chair of Property, Development, Heritage and Downtown Development over the past weeks;

AND WHEREAS through consultation and collaboration with industry and Council members, no fees will be applied to building permits for 6 months, a phased-in approach of reduced rates, based on categories, along with developing a process to build-in ongoing, meaningful consultation with industry stakeholders has been determined;

THEREFORE BE IT RESOLVED that the Executive Policy Committee recommend that Council concur with the Implementation of an Impact Fee report (the "Report"), as considered by Executive Policy Committee on September 21, 2016, subject to the following amendments and Recommendations:

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Report – Executive Policy Committee – October 19, 2016

DECISION MAKING HISTORY (continued):

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

1. That an Impact Fee Working Group be established as per the "Impact Fee Working Group Terms of Reference" to ensure long-term, ongoing collaboration and consultation with industry and community stakeholders which will review market trends, exemption options and provide recommendations to the Ad Hoc Committee on Development Standards and the "Impact Fee Working Group Terms of Reference" (draft attached) be included in the report and attached as Appendix E.

2. That the "Phase One: Impact Fee Implementation Plan" (attached) be attached to the report as Appendix D.

3. Replacing the recommendations set out in the Report with the following:

   "1. That Council receive the reports prepared by Hemson Consulting Ltd., Review Of Municipal Growth Financing Mechanisms and Determination Of Regulatory Fees To Finance Growth: Technical Report, dated August 31, 2016 (attached as Appendices A and B) as information.

   2. That the Impact Fee By-law (draft attached as Appendix C) which will apply an impact fee effective May 1, 2017, for residential development in New Communities and Emerging Communities as set forth in Our Winnipeg and Complete Communities, outlined in bold in Appendix D be enacted, and that for the purposes of the Impact Fee By-law, the following be established:

      A. that the fee amounts increase on January 1 of each year by the rate of construction inflation for the previous year as determined by the Chief Financial Officer;

      B. an administration fee for refunds in the amount of $100.00;

      C. an application fee for Director review in the amount of $100.00; and

      D. an appeal fee in the amount of $250.00.

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DECISION MAKING HISTORY (continued):

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

3. That Council establish the following as Phase One of the Impact Fee Implementation Plan: effective May1, 2017 as fee amounts per square meter of gross floor space in the following five categories for residential development in New and Emerging Communities as identified in OurWinnipeg and outlined in bold in Appendix D:

   A. Residential: $54.73 per m2
   B. Office: $0.00 per m2 -
   C. Commercial: $0.00 per m2
   D. Industrial: $0.00 per m2
   E. Public and Institutional: $0.00 per m2

4. That Council, with recommendations from the Working Group, may consider rates for implementation for the following:

   A. non-residential uses in New and Emerging Communities as identified in OurWinnipeg and outlined in bold in Appendix D no earlier than November 1, 2018 – Phase 2

   B. All uses in all other areas of the City no earlier than November 1, 2019- Phase 3

5. That Council establish the Impact Fee Reserve Fund as follows:

   A. All funds generated by the impact fee are to be deposited into the Fund;

   B. The purposes of the Fund are:

      i. to fund capital projects approved by Council recommended by the Chief Financial Officer with consideration given to the input provided by the Working Group;

      ii. to pay the costs of administering the Impact Fee By-law and Reserve Fund.

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DECISION MAKING HISTORY (continued):

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

6. That the Winnipeg Public Service report to Council every 24 months with the results of a review of the impact fee, which must include consideration of recommendations provided by the Working Group and alignment of the impact fee with OurWinnipeg."

4. Changing the draft Impact Fee By-law (Appendix C to the Report):

   A. To reflect the content of the altered Report recommendations set out above

   B. To exempt from application of the fee building or development permits issued within 6 months of receipt of application made prior to May 1, 2017, at the discretion of the Director of Property and Development, where construction begins or conversion takes place by November 1, 2018.

5. That the proper officers of the City of Winnipeg be authorized to do all things necessary to implement the intent of the foregoing.

and submitted the matter to Council.

Further on October 19, 2016, the Executive Policy Committee received from Justin Swandel, Terracon Development Limited, a PowerPoint Presentation titled "Questions All Councillors Should Be Able to Answer", in opposition to the matter.

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On September 21, 2016, the Executive Policy Committee laid over the matter to allow Councillor Orlikow to proceed with further discussions with stakeholders, including Members of Council, industry, and the Winnipeg Public Service.

Further on September 21, 2016, the Executive Policy Committee received submissions with respect to the matter from the following:

- Tom Thiessen, Executive Director, BOMA Manitoba, submitted a communication dated September 20, 2016

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DECISION MAKING HISTORY (continued):

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

- Tim Comack, Ventura Land Company Inc., Ventura Developments Inc., submitted a value listing of 369 Stradbrook, and a copy of a communication dated September 13, 2016 from Tacium Vincent & Associates in relation to the proposed fee
- Justin Swandel, submitted Taxed Supported Summaries of the 2008 – 2016 Adopted Operating Budgets, a comparison of Annual Capital Spending across Eight Canadian Municipalities, a page of the Capital Project Summary of the 2014 Adopted Capital Budget, and a copy of City of Toronto's 2014 – 2023 Capital Budget and Plan.

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ADMINISTRATIVE REPORT

Title: Implementation of an impact fee

Critical Path: Executive Policy Committee – Council

AUTHORIZATION

Author	Department Head	CFO	CAO
Georges Chartier	Mike Ruta	Mike Ruta	Doug McNeil

RECOMMENDATIONS

1) That Council receive the reports prepared by Hemson Consulting Ltd., Review Of Municipal Growth Financing Mechanisms and Determination Of Regulatory Fees To Finance Growth: Technical Report, dated August 31, 2016 (attached as Appendices A and B) as information.

2) That Council enact the Impact Fee By-law (draft attached as Appendix C), which will impose an impact fee and will take effect on January 1, 2017.

3) That, for the purposes of the Impact Fee By-law, Council establish the following :

   a) fee amounts per square meter of gross floor space for the following five fee categories:

	Non-Residential Uses				**Residential Uses**
	Office	Commercial and Retail	Public and Institutional	Industrial	
Fee Amount (per m^2)	$226.51	$152.91	$94.08	$61.16	$109.45

   and that the fee amounts increase on January 1 of each year by the rate of construction inflation for the previous year as determined by the Chief Financial Officer;

   b) an administration fee for refunds in the amount of $100.00;

   c) an application fee for Director review in the amount of $100.00; and

   d) an appeal fee in the amount of $250.00.

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4) That Council establish the impact fee Reserve Fund, as follows:

   a) All funds generated by the impact fee are to be deposited into the Fund;

   b) The purposes of the Fund are:

      i) to fund capital projects to the extent that they are determined by the Chief Financial Officer to be growth-related; and

      ii) to pay the costs of administering the impact fee By-law and Reserve Fund;

   c) The Chief Financial Officer is the manager of the Fund; and

   d) The purpose of the fund may only be changed by a 2/3 majority vote of Council.

5) That the Winnipeg Public Service report to Council within 24 months of implementation to provide an update on the impact of the impact fee which will include a review evaluating the alignment of the impact fee to the *OurWinnipeg* policy.

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

REASON FOR THE REPORT

The City of Winnipeg's 2016 Budget authorized an expenditure of $250,000 to "study and review smart growth funding options, including a regulatory growth fee." Following a request for proposals process, Hemson Consulting Ltd. (Hemson) was awarded a contract to conduct the growth study for the City. Hemson prepared two reports entitled Review Of Municipal Growth Financing Mechanisms and Determination Of Regulatory Fees To Finance Growth: Technical Report (Hemson's Reports), copies of which are attached as Appendices A and B, respectively, for Council's information.

Based on the analysis provided by Hemson's Reports, a by-law creating a new financial mechanism to fund growth is being proposed (draft attached as Appendix C), which requires enactment by Council before it can be implemented. In addition, a new reserve fund is being proposed, which only Council can approve.

EXECUTIVE SUMMARY

Over the last decade, the City of Winnipeg (Winnipeg) has experienced significant growth in population, which in turn has resulted in new housing, businesses, jobs and a vibrant community with many opportunities. In the next decade, Winnipeg is expected to continue experiencing robust growth, which will require significant investment in community services, transit, transportation, police and protection services, water and waste, and other areas.

The City of Winnipeg Charter identifies the purposes of the City of Winnipeg as including the development and maintenance of safe, orderly, viable and sustainable communities, and the promotion and maintenance of the health, safety, and welfare of the inhabitants. *OurWinnipeg* establishes a vision for Winnipeg that promotes a socially, economically and environmentally

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sustainable city that offers a high quality of life that current citizens expect and that prospective citizens will value. The proposed impact fee will help position Winnipeg to achieve this vision and ensure that future growth and change is supported by adequate investment in the required infrastructure. Some key findings from Hemson's Reports include:

- In Winnipeg "Growth does not pay for growth";
- Winnipeg is one of the few cities in Canada that has not implemented an infrastructure-related growth charge of some nature;
- New development could be assessed the fee at the time a building permit is issued; and
- There are examples of municipalities who have implemented exemptions or discounts in some form.

Unlike most major Canadian cities, the City of Winnipeg (the City) does not currently impose any fee designed to recover the costs of infrastructure external to new development from developers, builders or property owners who are engaged in development. The City's legislative authority to impose fees under Part 6 of *The City of Winnipeg Charter* (the Charter) differs from that of most other major Canadian cities and other Manitoba municipalities who have been given specific legislative authority in their planning legislation to impose development cost charges or "DCCs".

However, under the *Charter*, the City has broad authority to impose fees for a variety of purposes, including applications, permits, licenses, consents, approvals, and other matters in respect of the administration of the Charter and the affairs of the City. Furthermore, the *Charter* states that the powers of the City are stated in general terms to give broad authority to Council to govern the city in whatever way Council considers appropriate within the jurisdiction given to it under the Charter or other legislation, and to enhance the ability of Council to respond to present and future issues in the city.

The Winnipeg Public Service has concluded that these and other empowering provisions in the *Charter* grant Council the authority it requires to enact the Impact Fee By-law (the By-law) proposed in this Report, a draft of which is attached to this report as Appendix C. The goal of the impact fee (the Fee) which would be imposed by the By-law is to assist the City in paying for the costs associated with managing and accommodating growth in Winnipeg thereby reducing the need for these costs to be paid for by taxpayers.

In this regard, the City has prepared the By-law which includes the following:

- Fee collected at the time a building or development permit is issued;
- Fee calculated per square metre on all residential and non-residential new construction. The fee amount will vary based on the following 5 categories:
  - (i) Residential: $109.45
  - (ii) Office: $226.51
  - (iii) Commercial/Retail: $152.91
  - (iv) Industrial: $61.16
  - (v) Institutional: $94.08;
- Exemptions relating to affordable housing and home renovations;
- Hearing body for appeals; and
- In force and effect January 1, 2017.

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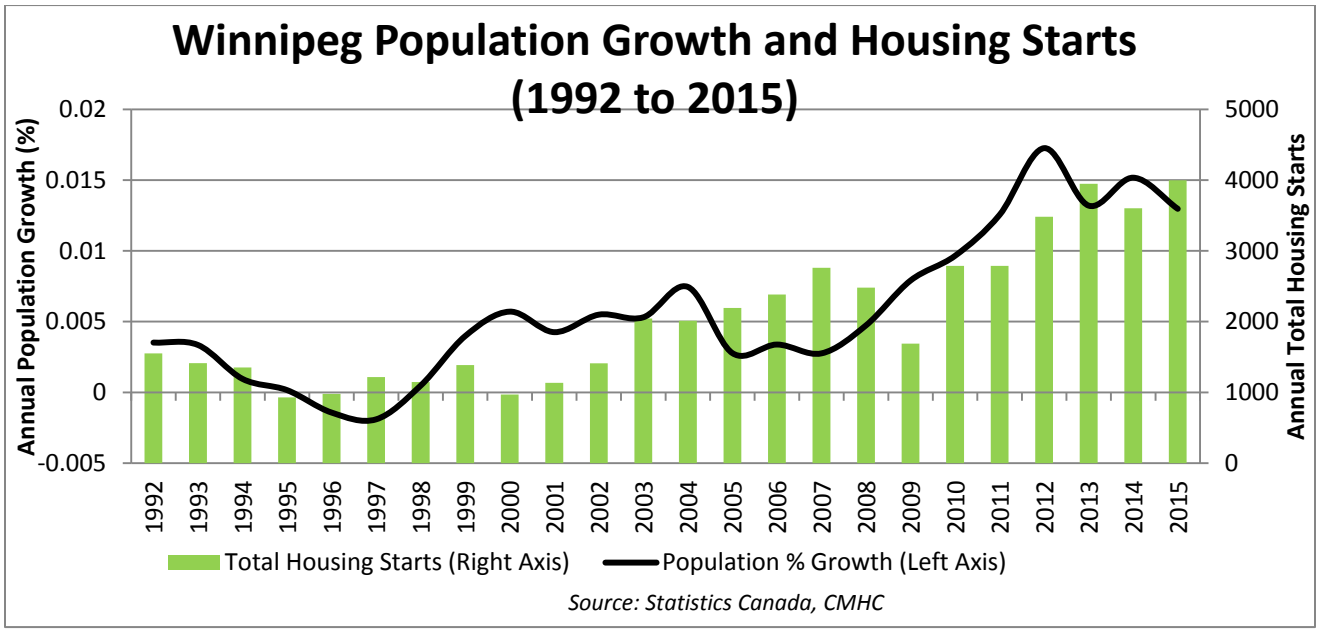
To provide some context in respect of the above, the residential square metre fee amount proposed above calculated for an 1,800 square foot home (167 square metres) (representing the average new build dwelling size) would result in an impact fee of $18,303.

The impact fee revenue collected will be deposited into the impact fee Reserve Fund and used to fund capital projects to the extent to which the Chief Financial Officer (CFO) has determined that they are related to growth. A 2/3 majority vote of Council would be required to change the purpose of the Reserve Fund.

IMPLICATIONS OF THE RECOMMENDATIONS

Since 2005, the population of the City of Winnipeg has grown by more than 70,000 people, which has translated into more than 30,000 new housing starts. According to the Conference Board of Canada, this strong growth is anticipated to continue over the next several decades, with the City's population anticipated to increase from 718,000 in 2015 to 923,000 in 2040. Growth provides many benefits to our community but also has a significant impact on the City's operating and capital costs and revenues.



If the recommendations of this report are concurred in, the Public Service will operationalize the impact fee program. This program will better position City Council to invest in services and infrastructure to accommodate growth and change. More specifically, a number of benefits include:

- Fairness and Equity – the burden of paying general infrastructure shifts from the general public to those who require, benefit from and use the infrastructure.
- City Building – the impact fee program is rooted in the City's existing policy framework, including *OurWinnipeg* – our city's long-range development plan – and will support the efficient allocation of scarce resources and encourage infrastructure investment consistent with the City's goals and objectives for community building and sustainability.

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- Sustainability – the impact fee program builds on the concept of the 3 pillars of sustainability (social, economic and environment) and the belief that current generations should capitalize on existing and future assets without placing a burden on, or impacting future generations, or the environment.
- Diversification – the impact fee program provides for a more diversified stream of revenues for the City and reduces the reliance on property taxes. Reliable alternative funding sources promote fiscal stability and the orderly provision of infrastructure.

HISTORY/DISCUSSION

Background

Winnipeg has gone through a period of growth that has impacted the City's operating and capital costs and revenues. Annual population growth rates in Winnipeg have increased from an average of approximately 0.5 per cent between 2002 and 2005 to approximately 1.5 per cent between 2012 and 2015. Population growth is expected to remain relatively strong over the coming decades, with Winnipeg's population anticipated to increase from 718,400 in 2015 to 922,600 in 2040.

Recent population growth is also reflected in housing development, with annual growth rates reaching nearly 3 per cent in recent years. In 2015, there was a total of 291,900 households in Winnipeg. This number is expected to grow to 391,900 by 2040.

This growth requires significant capital and operating investment. The City's planning policy framework recognizes the need to plan for this growth while supporting sustainability and economic growth. Currently, the majority of city-wide capital costs are funded through property taxes. Further, the City has frequently frozen or reduced property tax rates since the late 1990s, resulting in tax rates that are significantly lower than comparable Canadian municipalities.

As a result of limited revenues and competing capital funding priorities, the City is experiencing a deterioration of existing infrastructure and a growing city-wide infrastructure deficit. The infrastructure deficit is expected to reach a total of $7.4 billion by 2018, including $3.6 billion in development-related infrastructure deficit. The majority of the development-related deficit relates to transportation infrastructure.

As illustrated, growth is placing pressure on public infrastructure and services and on City Council to invest in additional capacity to accommodate growth. With relatively strong population growth and development expected to continue well into the future, funding new infrastructure for expanded City services will continue to be a challenge.

Studying Growth

For more than a decade, the Public Service has studied innovative financial mechanisms to support growth management, without raising property taxes. In 2005, the City completed the Financing Infrastructure Related to Land Development study and in 2013 the City conducted a study on Growth Development Charges.

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On May 27, 2016 Hemson was awarded a contract to conduct a growth study for the City. The general scope of the work undertaken by Hemson includes the following:

- Determination of growth-related costs and revenues:
  - Define best practice methodology to assess growth-related City of Winnipeg costs and revenues;
  - Compare past growth-related cost and revenue reviews conducted on the City of Winnipeg against best practice methodology; and
  - Following best practice methodology, carry out a new analysis to determine City of Winnipeg growth-related costs (operating and capital expenditure; current and expected) and growth-related revenues.

- Determination of a growth financing implementation framework:
  - Define best practice by researching growth finance models used in other Canadian or international cities;
  - Apply those best practices to the City of Winnipeg and prepare recommendations for the implementation of a model for financing growth including rules and procedures for administration.

Hemson conducted industry consultations as part of its process on July 19, 2016 and August 18, 2016.

Hemson's Reports

The chart above illustrates actual population growth which has a direct correlation to new construction. Winnipeg has experienced continued population growth which results in increased demand for new construction and increases pressure for new and improved infrastructure. Other jurisdictions across Canada have found that the introduction of legislative charges has not impacted growth.

Currently the City depends on property taxes and fees to pay for infrastructure improvements. However, property taxes and fees have not kept pace with demand for services as noted above in reference to the significant infrastructure deficit that Winnipeg faces.

Hemson prepared two reports which are attached in Appendices A and B. A summary of the contents of Hemson's Reports follows:

(i) Use of funds

- Reserve funds or accounts should be established for each service adopted under a regulatory fee by-law.
- It is recommended that Council adopt the development-related capital forecast included in this study, subject to annual review through the City's normal capital budget process. Projects may be removed, added or substituted as long as they are development-related.

(ii) Timing of payment

- It is proposed that the regulatory fee be collected at building permit issuance or development permit issuance. These are common collection points in other municipalities.

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(iii) Indexing of fees

- It is recommended that the City establish a by-law policy for the indexing of fees once they are established.
- Indexing is commonly done annually (and in some cases semi-annually) in other communities using construction cost indices.

(iv) Updating of by-law

- It is recommended that Council update the by-law as needed for changes relating to the application of charges, definitions, exemptions and discounts.
- The regulatory fees may be commonly updated at three to five year intervals or when there are significant changes to the capital plan or development forecast.

(v) Public Communication

- It is recommended that City advertise the adoption of the regulatory fee by-law including the applicable fees.
- The regulatory fees and rules should be included within a pamphlet that can be posted on the City's website and made available at Planning, Property and Development offices.

(vi) Discounts and exemptions

- This section includes examples of exemptions and discounts that Council may wish to consider. Exemptions and discounts result in revenue losses that are typically recovered through tax or utility rates. It is expected that the City may refine its discount and exemption policy over time following the initial adoption of a regulatory fee.
- The most common land-use exemptions used across Canada are for government buildings. This may include
    - Federal, provincial and municipal buildings, including agencies, boards and commissions;
    - Public schools; or
    - Exemptions for universities and colleges

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- Other land-use exemptions or discounts that could be considered are:
    - for non-profit organizations. This may include land uses such as places of worship and affordable housing.
    - economic development incentives. Some municipalities reduce fees within a defined area to encourage investment. Typically, this may include the downtown area of a community where growth has been slow to occur.
    - some municipalities also choose to reduce charges for industrial development, the rationale being that it is more of a "footloose" sector than residential, office and retail uses, making it thereby more sensitive to fees and charges.

(vii) Phase-ins

- The phase-in of regulatory fees is commonly advocated by the building industry when significant increases in charges are proposed.
- As with other discounts, phase-ins result in revenue losses that have to be made up through other revenue sources.

In consideration of the above observations the Public Service is recommending the following:

The Impact Fee By-law

1. Legal Authority

For Winnipeg, the function of managing and accommodating growth and development is fundamental. Section 5 of the Charter specifies that the purposes of the City include developing and maintaining safe, orderly, viable and sustainable communities, and promoting and maintaining the health, safety, and welfare of the inhabitants. The function of managing and accommodating growth and development is integral to fulfilling these purposes.

In order to ensure that new development takes place in a way that is orderly, viable and sustainable within the broader municipality, the City, like other cities throughout Canada, creates, applies and enforces rules in its zoning by-laws governing the uses to which various properties may be put as well as dimensional restrictions on development taking place on properties (e.g. restrictions on the size of buildings, mandatory setbacks and building heights). In order to ensure that the construction that is a necessary part of development results in buildings that promote and maintain the safety, health and welfare of occupants, the City enforces building codes, another type of regulation. The City also acts in other ways in order to accommodate and manage growth and development. The City engages in the planning and construction of infrastructure to support the new residents and businesses in the new developments – streets, roads, alleys, sewer and water, libraries, recreation facilities, police and fire stations, etc. – both on and off-site. This infrastructure is also necessary to create safe, orderly, viable and sustainable communities and to promote and maintain the health, safety, and welfare of the inhabitants. Together, all of these elements constitute a comprehensive regulatory regime or system to manage and accommodate growth to ensure that it is safe, orderly, viable and sustainable.

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Obviously, this regulatory regime or system is expensive. Some of the costs of managing and accommodating growth are currently recovered by the City, through various permit and approval fees as well as through development and zoning agreements. For example, developers typically pay for most of the costs of infrastructure within a development and sometimes boundary roads through development agreements and zoning agreements. Fees for permits and approvals are designed to recover the costs of providing administration and enforcement of that aspect of this system.

However, as Hemson's Reports make clear, not all of the costs of this regulatory system are currently being recovered by the City from the developers, builders or residents/occupants who most directly benefit from the new growth or development. In particular, the costs of off-site infrastructure necessary to support growth are not being recovered by the City.

As noted above, the authority given to the City in its planning legislation differs from that enjoyed by other municipalities in Canada and in Manitoba. Other municipalities have the authority to impose charges, often referred to as Development Cost Charges (DCCs), as part of the development process to recover the costs of managing and accommodating growth. When Council previously requested legislative changes from the Province of Manitoba (the Province), the Province advised that the City had sufficient existing statutory authority to recover the costs of growth.

Since then, the Public Service has reviewed existing City powers – other than Development Cost Charges – that could be used to recover the costs of managing and accommodating growth to the extent that they are currently tax-supported. One such power is the City's authority to impose fees. More recent judicial interpretation of the powers of governments to impose fees has demonstrated a greater willingness to recognize the legitimacy of fees to defray the costs of comprehensive regulatory systems, broadly defined.

As a result, the Public Service has concluded the powers currently available to the City in Part 5 of Charter to impose fees, and especially sections 209 and 210, can be used to support the proposed By-law to manage and accommodate growth. This authority is separate and distinct from any power to impose Development Cost Charges through planning legislation, which would be contained in Part Six of the Charter, and it does not depend on the Province to make any legislative changes or to provide any approvals. A Fee imposed under Part 5 would allow the City to recover more of the costs of managing and accommodating growth and development incurred by the City. And it would do so without the need to resort to increased taxes on Winnipeggers in general. In other words, the Public Service's opinion is that, if Council wants to do so, it has the legal authority to impose a regulatory fee of the kind proposed in this Report to ensure that growth more fully pays for the costs of growth.

2. impact fee

This Report recommends the introduction of an impact fee through a new by-law (draft attached as Appendix C). The specifics of the impact fee set out in the attached draft By-law are as follows:

(a) <u>Framework of the fee</u>

- The fee would be imposed on the basis of the gross floor area of buildings;
- A different charge per square metre would be imposed in each of five fee categories – residential, office, retail and commercial, public and institutional, and industrial;

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- For the purposes of the By-law, garages, decks, porches, 3-season sun rooms, gazebos, and basements would be excluded when calculating the fee for residential development;
- The fee would be imposed on any development, including construction and/or a conversion from one of the five fee categories to another because of a change in the building's use under one of the City's two zoning by-laws.

(b) Replacements, expansions and conversions of buildings

- If a new building replaces a building that was demolished within the previous 5 years no fee would be imposed except to the extent that the new building extends the square footage or involves a conversion to a different, higher priced fee category. Similarly, if part of a building is demolished and rebuilt within 5 years, so long as both are in the same fee category, no fee would be imposed except to the extent that the rebuilt floor space exceeds the floor space it is replacing.
- As a general rule, if a building is expanded, the fee is only payable on the floor area being added. However, the fee would not be applicable at all to an expansion of a residential building unless additional dwelling units are being added
- If all or part of a building is converted to a new fee category, the fee would only be charged to the extent that the new fee category results in a higher fee (ie. the notional fee that would be applied to the existing building or part thereof is subtracted from the fee applicable to the new build or conversion)
- Where a mixed use building is being built or converted, the floor area of the common areas will be assigned to each fee category in proportion to that fee category's share of the entire building. (e.g. if a building is 20% retail and 80% residential, the common areas will be treated as 20% retail and 80% residential.)

(c) Discounts and exemptions

- An exemption would be provided to the following organizations in respect of dwelling units that they agree to provide as affordable housing for at least 10 years.
  - Winnipeg Housing Rehabilitation Corporation;
  - The Manitoba Housing and Renewal Corporation;
  - any level of Government; or
  - any organization who has been approved to receive funding from the Government of Canada or the Province of Manitoba under an affordable housing program.

(d) Time of payment

- The fee is imposed – and must be paid – before a building permit or development permit can be issued (but not at time of application).
- If a building or development permit is amended after it has been issued, an additional fee must be paid to reflect additional square footage or a higher fee category that the amended permit is allowing. Again, this must be paid before the permit is issued.

(e) Refunds

- If a permit is voluntarily withdrawn by the permit holder before it expires (e.g. if the project doesn't proceed), the entire fee is refunded less an administrative fee set by Council.

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(f) Penalties for non-compliance

- A monetary penalty in the amount of the impact fee applicable to that development is imposed for a failure to pay the fee prior to beginning the development. Effectively, this means that the person then has to pay twice the fee – once for the fee and once for the monetary penalty.
- In addition, the City could prosecute the offender for violating the By-law. The fine for proceeding with construction or conversion of a building without paying the fee is twice the amount of the applicable fee.

(g) Reviews and Appeals

- Anyone subject to the fee can have the actions or decisions of City employees applying the By-law reviewed by the Director of PP&D upon payment of a refundable fee set by Council
- Any appeal specified in the *Charter* would be heard by Executive Policy Committee. Again, a refundable fee set by Council would apply.

In large part, the structure of the impact fee proposed in this Report corresponds to the recommendations of the Hemson Report. In addition, the fee categories set out in the By-law and the amount of the proposed fee in each category have been determined on the basis of the data supplied in Hemson's Reports.

The recommended fees per square metre for the five fees effective January 1, 2017 are as follows:

Residential	$109.45
Office	$226.51
Commercial/Retail:	$152.91
Industrial:	$ 61.16
Institutional	$ 94.08

These fees would rise by the rate of construction inflation, as determined by the Chief Financial Officer. This increase would take place on January 1 of each year, unless Council had established a new fee within the previous 12 months.

The proposed fees for refunds, applications for review by the Director, and appeals to Executive Policy Committee, are based on the estimated costs of administration of each of these functions.

Financial Implications

As noted above, the Public Service recommends adopting the above impact fees to be charged commencing on January 1, 2017. Projected revenue is a function of expected development and the charge per unit. Proceeds will vary year by year depending on development activity.

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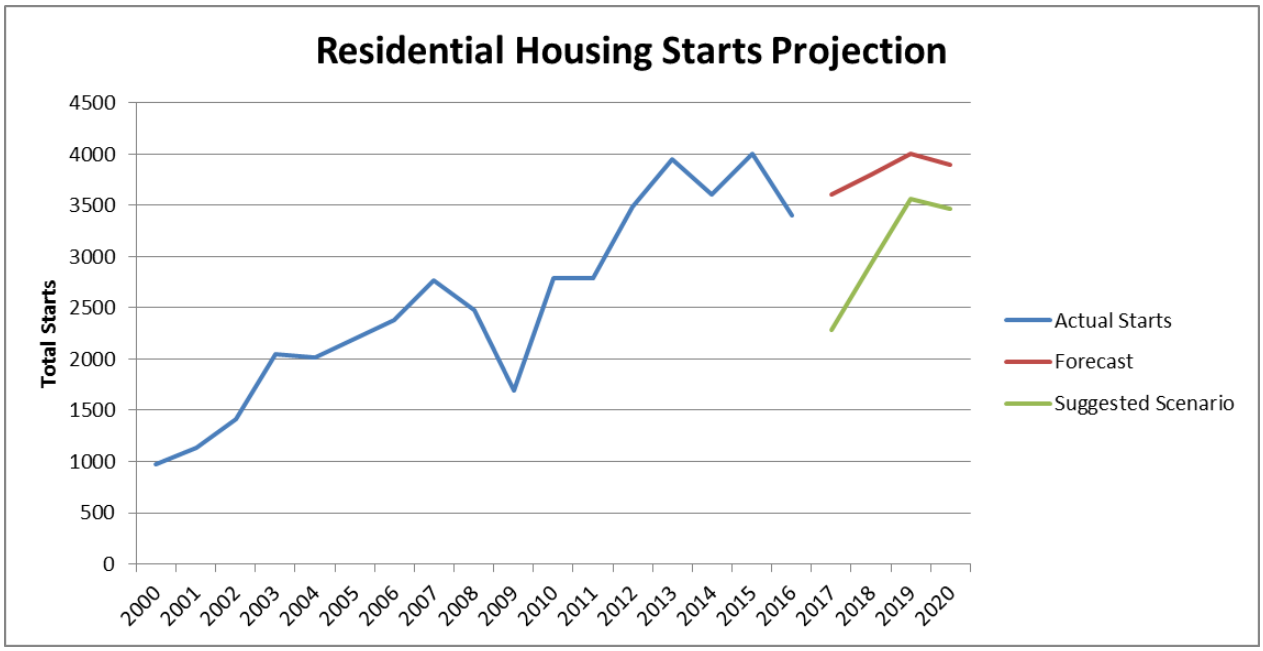
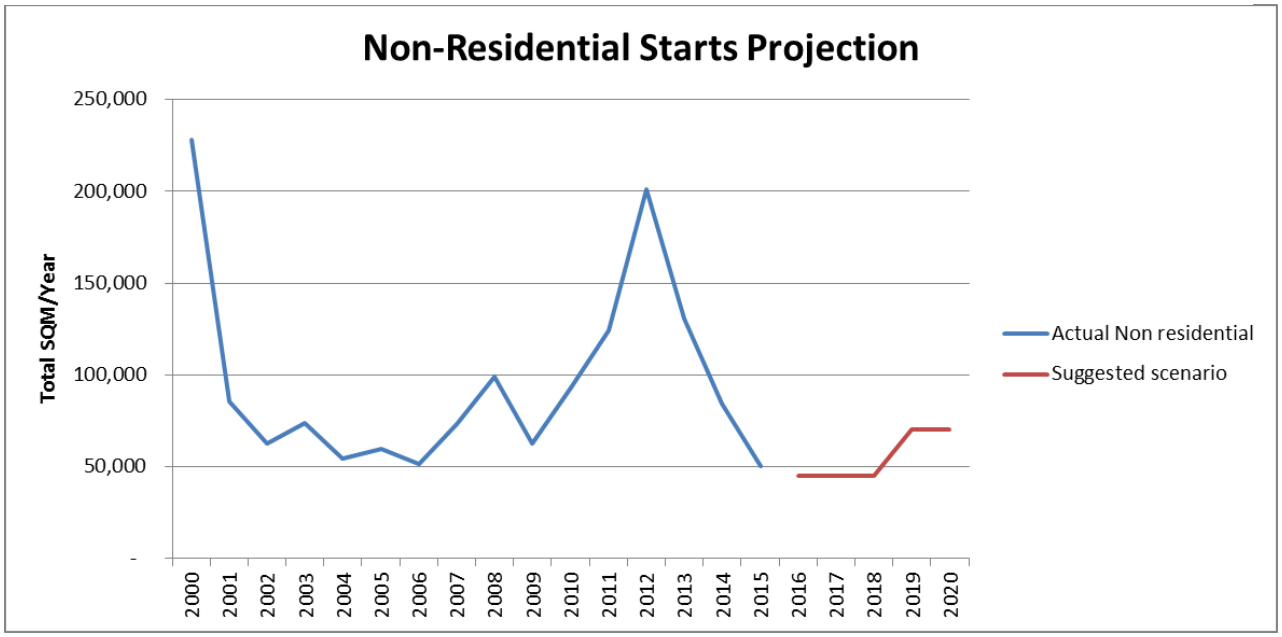
Revenue Assumptions



- Based on the above chart setting out past and projected residential starts, on a conservative basis the Public Service estimates it will collect $30.7m of residential fee revenue in 2017. Based on 2015 actual results, residential fee revenue would have been $49.7m.



- The above chart sets out past and projected non-residential starts. On a conservative basis the Public Service estimates it will collect $4.4m of fee revenue in 2017. Using 2015 actual results, fee revenue on non-residential starts would have been $4.9m.

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Using the estimates above total residential and non-residential revenue on a conservative basis may be in the range of $35.1m. Of this total, $6.8m would relate to Utility capital and the balance or approximately $28.3m would apply to tax-supported capital.

impact fee Reserve

This Report recommends that all funds generated through the impact fee should be deposited into the proposed impact fee Reserve Fund. The purpose of this reserve fund is twofold:

- to fund capital projects to the extent that they are determined by the Chief Financial Officer to be growth-related and
- to pay the costs of administering the impact fee By-law and reserve fund.

It is also recommended that the Chief Financial Officer be appointed as manager of the reserve fund.

The primary purpose of the reserve fund is to pay all costs of eligible capital works, including financing charges. As manager of the reserve fund, the Chief Financial Officer would determine which, and to what extent, capital works were eligible for funding. Infrastructure would be eligible only to the extent that the work is determined by the Chief Financial Officer to be growth-related (e.g. aligned with the management and accommodation of growth and development). There are well-developed formulae and analysis tools for making this determination.

Funds from the Reserve Fund would also be used to pay the costs of administration of the impact fee By-law and the impact fee Reserve Fund, including the funding required for new full-time equivalent positions.

It should be noted that the establishment of a reserve fund for funds generated by the impact fee is not required by law, as it is for development cost charges in some other Canadian cities and municipalities. It is being proposed in this Report to provide transparency as to the use of funds generated by the impact fee.

This recommendation differs from the recommendations of the Hemson Reports in that it proposes the creation of a single reserve fund rather than the creation of individual reserve funds for each type of infrastructure. This is being done to make administration of the reserve fund more efficient, flexible and straightforward. If, at the review in 24 months' time, individual reserve funds are determined to be preferable, the change can be made at that time.

Resources

Additional staff will be required to administer the program. An estimate of FTE's required for this purpose both in Property Planning and Development and Corporate Finance will be included in deliberations concerning the 2017 budget process if this report is adopted by Council.

Other

It should be noted that exemptions or discounts added beyond those included in this report will reduce the amount of City revenue available by assessment of the Fee.

In reference to the City's debt strategy, improved Revenue will allow the City to increase its borrowing capacity for future capital projects.

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Review Period
As with any new initiative, issues and problems are likely to arise which were not anticipated at the outset. A 24 month review period will give the Public Service a reasonable opportunity to observe the operation of the impact fee and to identify opportunities for improvement.

In addition, a 24 month period will give the public, Council and the Public Service an opportunity to consider how to integrate policy priorities into the By-law.

Summary
Adoption of the impact fee will be transformative and will provide a significant opportunity to ensure that growth does pay for growth without affecting existing property owners. It recognizes the principal that growth creates the need for new infrastructure throughout Winnipeg.

FINANCIAL IMPACT

Financial Impact Statement **Date: September 2, 2016**

Project Name: Implementation of an impact fee

COMMENTS:

Collection of the impact fees will be accounted for through the impact fee Reserve. Expenditures from the reserve will be identified by Corporate Finance and publicly disclosed on an annual basis. Additional staff will be required to administer this program and these FTE's will be identified in the 2017 budget process.

(Original signed by R. Hodges)
Ramona Hodges
Manager of Finance (Campus)
Corporate Finance Department

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CONSULTATION

Consultation with:

a) Legal Services (as to legal issues)
b) Property Planning and Development
c) Hemson Consulting Ltd,
d) Fire/Ambulance
e) Community Services
f) Public Works
g) Water and Waste
h) Corporate Finance

OURWINNIPEG POLICY ALIGNMENT

The impact fee program is rooted in the City's existing policy framework, advancing policy directions in *OurWinnipeg* (By-Law 67/2010) and its four direction strategies (*Complete Communities* [By-Law 68/2010], *A Sustainable Winnipeg*, *Sustainable Water and Waste*, and *Sustainable Transportation*) along with the *Transportation Master Plan*.
OurWinnipeg policy directions are reflected through some of the impact fee program's key principles:

Fairness and equity – *OurWinnipeg* commits to providing equitable access to municipal programs, services and facilities. One way to achieve this is for everyone to pay their "fair share" of the costs of new infrastructure and services (03-1, p.74).

City Building – To build "A City that works", *OurWinnipeg* commits to growth management objectives, ensuring "land use, transportation and infrastructure planning efforts are aligned to identify where growth will be accommodated and how it will be serviced" (*OurWinnipeg* p.27*)*. Other key directions for the entire city involve sustainable asset management, integrating transportation with land use, developing more complete communities, and providing sustainable wastewater management.

Sustainability – Direction related to the three sustainability pillars (social, economic and environmental) are found throughout *OurWinnipeg* and its direction strategies. *OurWinnipeg* also provides specific direction to develop and implement tools to support sustainability (02-1, p. 67).

Diversification – *OurWinnipeg* notes that the City must re-think regulation and taxation from the viewpoint of fostering economic growth (01-3, p.50). The 'basics' matter; public safety, water quality, wastewater and transportation infrastructure and public amenities are essential, but attractiveness and better-than-average services are integral to achieving a high quality of life and attracting economic development at a global scale. Diversification of City income streams is an important way to increase quality of services and add to the general attractiveness of the City.

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In its section on prosperity, *OurWinnipeg* calls the City to provide efficient and focused civic administration and governance (Direction 1), and demonstrate visionary civic leadership and commitment to sustainable long-term planning (Direction 5). Policy decisions, programs and services, budget allocation and development activity must all be monitored and evaluated from a long-term sustainability perspective (01-3, p.51). The proposed program responds to this call for visionary leadership that considers current realities but plans for a prosperous future.

SUBMITTED BY

Department:
Division:
Prepared by: Tyler Markowsky
Date: September 1, 2016
File No.

Attachments:
Appendix A - Review of Municipal Growth Financing Mechanisms
Appendix B - Regulatory Fee to Finance Growth – Background Study
Appendix C - Impact Fee By-Law

Appendix A -Comparative Practic

Appendix B - Hemson - Winnipeg Regulator

Appendix C - Impact Fee By-law - 2016 09

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Winnipeg

AGENDA OF THE

COUNCIL OF THE CITY OF WINNIPEG

LOCATION:	Council Chamber, Council Building
DATE:	**October 26, 2016**
TIME:	**9:30 a.m.**
MEMBERS:	His Worship Mayor Bowman The Speaker, Councillor Sharma Deputy Speaker Councillor Gerbasi Councillor Allard Councillor Browaty Councillor Dobson Councillor Eadie Councillor Gillingham Councillor Gilroy Councillor Lukes Councillor Mayes Councillor Morantz Councillor Orlikow Councillor Pagtakhan Councillor Schreyer Councillor Wyatt
WINNIPEG PUBLIC SERVICE:	Mr. R. Kachur, City Clerk Mr. M. Lemoine, Deputy City Clerk Ms D. Watt, Senior Committee Clerk Mr. D. McNeil, Chief Administrative Officer

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REPORT OF THE EXECUTIVE POLICY COMMITTEE DATED OCTOBER 12, 2016

1. Memorandum of Understanding with YMCA-YWCA - Three Model Expansion Partnership
2. Agreement between Canadian Centre for Child Protection Inc. and The City of Winnipeg
3. Federal Funding for the Intergovernmental Strategic Aboriginal Alignment (ISAA) Working Group Coordinator

REPORT OF THE EXECUTIVE POLICY COMMITTEE DATED OCTOBER 19, 2016

1. Initiation of the OurWinnipeg Review Process
2. Funding Contribution for Jurisdictional Economic Advantage Assessment
3. Amendment to SHED TIF Zone By-law No. 98/2012 to remove three properties from the Sports, Hospitality and Entertainment District (SHED)
4. Agreement to establish the Winnipeg Police Service School Resource Officer Program in the Louis Riel School Division
5. Implementation of an Impact Fee
6. Annual Evaluations of City Council's Four Statutory Officers
7. Citizen Members Appointments – Board of Adjustment

EXECUTIVE POLICY COMMITTEE – NOTICE OF MOTION

EXECUTIVE POLICY COMMITTEE – CONSIDERATION OF BY-LAWS

By-law No. 117/2016, to amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at 237 Lowson Crescent in the Assiniboine Community - DAZ 204/2016

By-law No. 118/2016, to amend the SHED TIF Zone By-law

By-law No. 119/2016, to close part of James Avenue between Amy Street and Waterfront Drive - DAC 11/2016

By-law No. 120/2016, to approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at Bridgwater Trails Phase 4 in the Riel Community - DASZ 41/2015

By-law No. 127/2016, to impose fees on new development to assist with the costs associated with accommodating and managing growth and development

REPORT OF THE STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS DATED OCTOBER 4, 2016

1. Unmanned Aerial Vehicles (UAVs) and Drones
2. Diamond Lane Pilot Project – Taxi and Handi-Transit
3. Waverley Street at CN Mainline (Rivers) Grade Separation Project – Delegation of Authority to Award a Construction Contract Exceeding $5,000,000 and a Single Source Contract for Rail Work – MM Ref. #749-2016
4. Extension of Emes Road West of McPhillips Street – Maintenance Agreement

STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS – CONSIDERATION OF BY-LAWS

By-law No. 105/2016, to open parts of Waverley Street and Taylor Avenue for the purpose of construction of the Waverley Street at CN Mainline (Rivers) Grade Separation Project, in the City of Winnipeg, in Manitoba

By-law No. 112/2016, to amend the Schedule to the Reduced-Speed School Zones By-law to correct an error

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STANDING POLICY COMMITTEE ON FINANCE – NO REPORT

REPORT OF THE STANDING POLICY COMMITTEE ON WATER AND WASTE, RIVERBANK MANAGEMENT AND THE ENVIRONMENT DATED OCTOBER 3, 2016

1. Basement Flooding Protection Subsidy Program
2. Agreement with the Government of Manitoba regarding financial support for the 4R Winnipeg Depot Project
3. Award of Contract for Integrated Solid Waste Collection in the City of Winnipeg - Request for Proposal No. 302-2016

STANDING POLICY COMMITTEE ON WATER AND WASTE, RIVERBANK MANAGEMENT AND THE ENVIRONMENT – NOTICE OF MOTION

REPORT OF THE STANDING POLICY COMMITTEE ON INNOVATION DATED SEPTEMBER 23, 2016

1. Winnipeg Parking Authority (Special Operating Agency) Selection Report – 2016 Business Plan

REPORT OF THE STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT DATED OCTOBER 11, 2016

1. Closing of part of Chief Peguis Trail and Opening of Public Lane, both adjoining No. 1513 Rothesay Street – DAOC 2/2016
2. Extension of Time – 741-765 Bonner Avenue – DASZ 19/2014
3. Extension of Time – 1101-1121 Wabasha Street – DASZ 31/2013
4. Local Area Planning Initiatives for 2016-2017
5. Review of the Southdale Arena Plant
6. Amendment to the Building Communities Initiative II – Phase 2 – St. Norbert Ward Capital Program Budget
7. Amendment to the 2016 Cemeteries Improvements Capital Program Budget

STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT – CONSIDERATION OF BY-LAWS

By-law No. 121/2016, to open the West side of King Edward Street between Legion Avenue and Notre Dame Avenue - DAO 7/2015

By-law No. 122/2016, to approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at 255 Redonda Street in the East Kildonan-Transcona Community - DASZ 22/2016

By-law No. 123/2016, to open the South-East Corner of Rue Archibald and Mission Street - DAO 3/2015

By-law No. 124/2016, to approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at 472 and 474 Henderson Highway in the East Kildonan-Transcona Community - DASZ 1/2015

By-law No. 125/2016, to approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at Waterford Green Phase 3: East of King Edward Street and Old Commonwealth Path in the Lord Selkirk-West Kildonan Community - DASZ 12/2016

By-law No. 126/2016, to approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at 60 Osborne Street North in the City Centre Community - DASZ 31/2015

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Table of Contents (continued):

REPORT OF THE STANDING POLICY COMMITTEE ON PROTECTION, COMMUNITY SERVICES AND PARKS DATED OCTOBER 14, 2016

1. Agreement to Share Data between the Winnipeg Fire Paramedic Service and the University of Manitoba, Manitoba Centre for Health Policy
2. Winnipeg Police Board – 2015 Annual Report
3. Winnipeg Police Board – 2015 Summary of Expenses
4. Winnipeg Police Service – 2015 Statement of Revenues and Expenses

REPORT OF THE GOVERNANCE COMMITTEE OF COUNCIL DATED OCTOBER 6, 2016

1. Amendment to Councillors' Ward Allowance (CWA) Fund Policy
2. 2017 Council and Committee Schedule of Meetings

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AGENDA

The Clerk advises the Speaker that a quorum is present.

The Speaker calls the meeting to order.

Opening Prayer read by Councillor Schreyer.

Roll call.

INTRODUCTION AND WELCOME OF GUESTS AND ANNOUNCEMENTS

MINUTES

Councillor moves that the minutes of the meeting held September 28, 2016, be taken as read and confirmed.

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Winnipeg

CITY CLERK'S DEPARTMENT

DISPOSITION OF ITEMS

COUNCIL MEETING

WEDNESDAY, OCTOBER 26, 2016

MEMBERS PRESENT	WINNIPEG PUBLIC SERVICE
His Worship Mayor Bowman	Mr. R. Kachur, City Clerk
The Speaker, Councillor Sharma	Mr. M. Lemoine, Deputy City Clerk
Deputy Speaker Councillor Gerbasi	Mr. C. Gameiro, Manager of the Decision Making Process
Councillor Allard	Ms D. Watt, Senior Committee Clerk
Councillor Browaty	Mr. D. McNeil, Chief Administrative Officer
Councillor Dobson	Mr. M. Jack, Chief Corporate Services Officer
Councillor Eadie	
Councillor Gillingham	
Councillor Gilroy	
Councillor Lukes	
Councillor Mayes	
Councillor Morantz	
Councillor Orlikow	
Councillor Pagtakhan	
Councillor Schreyer	
Councillor Wyatt	

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COUNCIL MEETING – OCTOBER 26, 2016
DISPOSITION OF ITEMS

REPORT OF THE EXECUTIVE POLICY COMMITTEE dated October 12, 2016		
1	Memorandum of Understanding with YMCA-YWCA – Three Model Expansion Partnership	FOR REPORT BACK IN 30 DAYS
2	Agreement between Canadian Centre for Child Protection Inc. and The City of Winnipeg	ADOPTED
3	Federal Funding for the Intergovernmental Strategic Aboriginal Alignment (ISAA) Working Group Coordinator	ADOPTED

REPORT OF THE EXECUTIVE POLICY COMMITTEE dated October 19, 2016		
1	Initiation of the OurWinnipeg Review Process	ADOPTED
2	Funding Contribution for Jurisdictional Economic Advantage Assessment	ADOPTED
3	Amendment to SHFD TIF Zone By-law No. 98/2012 to remove three properties from the Sports, Hospitality and Entertainment District (SHED)	ADOPTED
4	Agreement to establish the Winnipeg Police Service School Resource Officer Program in the Louis Riel School Division	ADOPTED
5	Implementation of an Impact Fee	AMENDED AND ADOPTED
6	Annual Evaluations of City Council's Four Statutory Officers	30 DAY EXTENSION OF TIME GRANTED
7	Citizen Members Appointments – Board of Adjustment	ADOPTED

REPORT OF THE STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS dated October 4, 2016		
1	Unmanned Aerial Vehicles (UAVs) and Drones	FOR REPORT BACK IN 120 DAYS
2	Diamond Lane Pilot Project – Taxi and Handi-Transit	FOR REPORT BACK IN 180 DAYS
3	Waverley Street at CN Mainline (Rivers) Grade Separation Project –Delegation of Authority to Award a Construction Contract Exceeding $5,000,000 and a Single Source Contract for Rail Work – MM Ref. #749-2016	ADOPTED
4	Extension of Emes Road West of McPhillips Street – Maintenance Agreement	ADOPTED

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REPORT OF THE STANDING POLICY COMMITTEE ON WATER AND WASTE, RIVERBANK MANAGEMENT AND THE ENVIRONMENT dated October 3, 2016		
1	Basement Flooding Protection Subsidy Program	ADOPTED
2	Agreement with the Government of Manitoba regarding financial support for the 4R Winnipeg Depot Project	ADOPTED
3	Award of Contract for Integrated Solid Waste Collection in the City of Winnipeg – Request for Proposal No. 302-2016	ADOPTED

REPORT OF THE STANDING POLICY COMMITTEE ON INNOVATION dated September 23, 2016		
1	Winnipeg Parking Authority (Special Operating Agency) Selection Report – 2016 Business Plan	RECEIVED AS INFORMATION

REPORT OF THE STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT dated October 11, 2016		
1	Closing of part of Chief Peguis Trail and Opening of Public Lane, both adjoining No. 1513 Rothesay Street – DAOC 2/2016	ADOPTED
2	Extension of Time – 741-765 Bonner Avenue – DASZ 19/2014	ADOPTED
3	Extension of Time – 1101-1121 Wabasha Street – DASZ 31/2013	ADOPTED
4	Local Area Planning Initiatives for 2016-2017	RECEIVED AS INFORMATION
5	Review of the Southdale Arena Plant	FILED
6	Amendment to the Building Communities Initiative II – Phase 2 – St. Norbert Ward Capital Program Budget	ADOPTED
7	Amendment to the 2016 Cemeteries Improvements Capital Program Budget	ADOPTED

REPORT OF THE STANDING POLICY COMMITTEE ON PROTECTION, COMMUNITY SERVICES AND PARKS dated October 14, 2016		
1	Agreement to Share Data between the Winnipeg Fire Paramedic Service and the University of Manitoba, Manitoba Centre for Health Policy	ADOPTED
2	Winnipeg Police Board – 2015 Annual Report	RECEIVED AS INFORMATION
3	Winnipeg Police Board – 2015 Summary of Expenses	RECEIVED AS INFORMATION
4	Winnipeg Police Service – 2015 Statement of Revenues and Expenses	RECEIVED AS INFORMATION

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Disposition of Items – Council Meeting – October 26, 2016

REPORT OF THE GOVERNANCE COMMITTEE dated October 6, 2016		
1	Amendment to Councillors' Ward Allowance (CWA) Fund Policy	ADOPTED
2.	2017 Council and Committee Schedule of Meetings	ADOPTED

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NOTICE OF MOTION		
MOVER & SECONDER	**SUBJECT**	**DISPOSITION**
Dobson / Wyatt	That the City of Winnipeg Organizational By-law No. 7100/97 be amended so as to provide for a dual reporting relationship of Department Heads to both the Chief Administrative Officer and the Standing Committees, in order to provide for better information sharing. That the City of Winnipeg Organizational By-law No. 7100/97 be further amended to grant Standing Committees the authority to recommend to Council individuals for appointment as Department Heads, and where necessary or appropriate, the suspension or dismissal of a Department Head. That the City Solicitor/ Director of Legal Services be directed to submit within 30 days to Council, the appropriate amendments to the City of Winnipeg Organizational By-law No. 7100/97, to reflect the intent of the above.	LOST
Wyatt / Eadie	That the City Organizational By-law be amended to allow Council to: 1) Conduct a full, comprehensive and independent civic governance and operational review and performance assessment that will set as its goal an improved civic government in terms of democratic reforms, transparency, openness, and accountability, by directly taking steps to reduce administrative red tape and costs and restore the balance of power between the Office of the Mayor, Councillors and the Public Service via structural changes that will permanently empower the elected Council and the Standing Policy Committees, including but not limited to the following process: a) To review the adopted George B. Cuff – Organizational Review and Performance Assessment Report of October, 1997, including an analysis of its strengths and weaknesses b) To review all revisions made to the Organization By-law, including changes to the administrative and political structures since the adoption of the George B. Cuff – Organizational Review and Performance Assessment Report of October, 1997, including an analysis of all strengths and weaknesses c) To review the powers, roles, responsibilities, budgetary costs/resources and reporting relationships of the: i) CAO/City Manager model and the senior management team (See Organization Chart, Appendix B), including an analysis of the advantages/strengths, disadvantages/weaknesses, and the best practices with Manitoba Cities and Canadian Cities in English Canada; ii) Office of the Mayor/Strong Mayor Model, including an analysis of its advantages/strengths, disadvantages/weaknesses, and the best practices with Manitoba Cities and Canadian Cities in English Canada, iii) Executive Policy Committee and that of informal/planning Executive Policy Committee, its legality under existing legislation, and its ability to conduct priority setting/strategic planning and budget formulation and delivery, including an analysis of its advantages/strengths and disadvantages/weaknesses and the best practices with Manitoba Cities and Canadian Cities in English Canada	REFERRED TO THE EXECUTIVE POLICY COMMITTEE

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	iv) Office of the City Councillor and Council in general, including an analysis of its advantages/strengths, disadvantages/weaknesses, and the best practices with Manitoba Cities and Canadian Cites in English Canada v) Standing Policy Committees, including an analysis of its advantages/strengths, disadvantages/weaknesses, the number of Standing Policy Committees and their alignment and the best practices with Manitoba Cities and Canadian Cities in English Canada vi) Administrative departments, including an analysis of its advantages/strengths, disadvantages/weaknesses, the number of departments and their alignment and the best practices with Manitoba Cities and Canadian Cities in English Canada d) An analysis of the potential benefits of a Treasury Board or Board of Control within the Civic Government and how this may be applied to ensure the oversight and the effective use of resources for both operational program spending and capital budget project spending. 2) Council shall oversee and approve the Terms of Reference, the tendering, hiring, public consultation and reviews of draft and final reports of the full and independent civic governance and operational review and performance assessment, with said final report being submitted to Council for consideration and approval, as outlined in clause 1), within six months as of the approval of this motion. 3) The said final report shall, as outlined in Clause 1 and Clause 2 provide comprehensive recommendations including, but not limited to, all necessary steps that will provide for the systematic structural changes required for the democratic reforms and mandate outlined in all Council By-laws, Procedures, informal or not, Council Policies, Administrative Directives and Provincial Legislation required for the democratic reform of civic governance and to be reported with the said timeline stated in Clause 2 4) A temporary suspension, effective 4:00 p.m., Friday, September 23, 2016 of the CAO's powers to reorganize the administrative structure/organization, and said suspension of said delegated powers shall be in effect until such time as determined by Council. That resources for said independent civic governance and operational review and performance assessment shall be found from within the existing administrative budgets and that appropriate officers of the Public Service do all things necessary to implement the foregoing.	
Schreyer / Dobson	That Council direct the Administration to call public hearings on the proposed Water and Sewer Rate Increases of 2017 and 2018	LAID OVER TO APRIL 2017

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Disposition of Items – Council Meeting – October 26, 2016

COUNCIL MOTIONS			
MOTION	MOVER & SECONDER	SUBJECT	DISPOSITION
1	Orlikow/Morantz	1. That the Map in Appendix D of Item No. 5 of the Report of the Executive Policy Committee dated October 19, 2016 be replaced with Map 1 attached to this motion. 2. That Map 1 and Map 6 of Schedule "A" to By-law No. 127/2016 be replaced with the maps attached to this motion and identified as Map 1 and Map 6, respectively, and the map attached to this motion and identified as Map 11 be added as Map 11 to Schedule "A" to By-law No. 127/2016 to • exclude the 1500 Plessis Road Major Redevelopment Site; and • show the area within The North Henderson Highway District Plan as approved in By-law No. 1300/76 and the portion of the area within the Henderson Highway Corridor Secondary Plan as approved in Bylaw No. 3215/82 that falls within the Recent Communities policy plate. 3. Subsection 13(1) of By-law No. 127/2016 be amended by replacing "Maps 2 to 10" with "Maps 2 to 11" to reflect the addition of Map 11 to Schedule "A".	CARRIED
2	Orlikow/Wyatt	That the annual fee increase by construction inflation be capped at 5% per year. That the City of Winnipeg record the fees collected by each area as outlined on the map in Appendix D, and allow Councillors access to the area information on an ongoing basis with accumulative totals.	CARRIED
3	Dobson/Eadie	That all bid opportunity documents provide for the following: A. That all future bid opportunities issued by the City of Winnipeg incorporate wording that states that Elected Officials may be provided access to information submitted as part of the bid; B. That Members of Council be granted, upon request and upon having signed an appropriate non-disclosure document, access to the summary of all bids received and access to Materials Management Standards Scoring Matrix, for any bids being decided upon by Council and its Committees.	WITHDRAWN
4	Mayes/Browaty	That the Public Service be directed to explore and report back by September 2017 on cost sharing options for residents living on gravel roads, based on the cost-sharing pilot project model adopted by Council in November 2013 for gravel lanes. This study will include options for concrete, asphalt and/ or chip sealing of gravel roads.	AUTOMATIC REFERRAL TO THE STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS
5	Eadie/Schreyer	That the Winnipeg Public Service undertake all things necessary to bring the collection of "bulky waste" into the Winnipeg Public Service with enough flexibility all allow environmental efforts from organizations for specific types of bulky waste.	AUTOMATIC REFERRAL TO THE STANDING POLICY COMMITTEE ON WATER AND WASTE, RIVERBANK MANAGEMENT AND THE ENVIRONMENT
6	Dobson/Eadie	That all future Solicitations (such as Bid Opportunities and Requests for Proposals) issued by the City of Winnipeg be	NOTICE OF MOTION

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		amended to incorporate wording to provide for the following: That when in the role of the Award Authority or a Committee considering an Award Report in the process of being submitted to the Award Authority, Members of Council will, upon request and upon having signed an appropriate non-disclosure document, be granted access to the summary of all bids received and access to Materials Management Standard Scoring Matrix.	

BY-LAWS PASSED (RECEIVED THIRD READING)		
BY-LAW NO.	**SUBJECT**	**DISPOSITION**
105/2016	To open parts of Waverley Street and Taylor Avenue for the purpose of construction of the Waverley Street at CN Mainline (Rivers) Grade Separation Project, in the City of Winnipeg, in Manitoba	PASSED
112/2016	To amend the Schedule to the Reduced-Speed School Zones By-law to correct an error	PASSED
117/2016	To amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at 237 Lowson Crescent in the Assiniboine Community – DAZ 204/2016	PASSED
118/2016	To amend the SHED TIF Zone By-law	PASSED
119/2016	To close part of James Avenue between Amy Street and Waterfront Drive	PASSED
120/2016	To approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at Bridgwater Trails Phase 4 in the Riel Community – DASZ 41/2015	PASSED
121/2016	To open the West side of King Edward Street between Legion Avenue and Notre Dame Avenue – DAO 7/2015	PASSED
122/2016	To approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at 255 Redonda Street in the East Kildonan-Transcona Community – DASZ 22/2016	PASSED
123/2016	To open the South-East Corner of Rue Archibald and Mission Street – DAO 3/2015	PASSED
124/2016	To approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at 472 and 474 Henderson Highway in the East Kildonan-Transcona Community – DASZ 1/2015	PASSED
125/2016	To approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at Waterford Green Phase 3: East of King Edward Street and Old Commonwealth Path in the Lord Selkirk-West Kildonan Community – DASZ 12/2016	PASSED
126/2016	To approve a plan of subdivision and amend Winnipeg Zoning By-law No. 200/2006 to rezone land located at 60 Osborne Street North in the City Centre Community – DASZ 31/2015	PASSED
127/2016	To impose fees on new development to assist with the costs associated with accommodating and managing growth and development	AMENDED AND PASSED

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RECORDED VOTES FOR REPORTS, MOTIONS AND BY-LAWS			
SUBJECT	**YEAS**	**NAYS**	**DISPOSITION**
Motion 2	His Worship Mayor Bowman Councillor Allard Councillor Browaty Councillor Dobson Councillor Eadie Councillor Gerbasi Councillor Gilroy Councillor Mayes Councillor Morantz Councillor Orlikow Councillor Pagtakhan Councillor Schreyer Councillor Wyatt	Councillor Gillingham Councillor Lukes Councillor Sharma	CARRIED
Motion 1	His Worship Mayor Bowman Councillor Allard Councillor Eadie Councillor Gerbasi Councillor Gilroy Councillor Mayes Councillor Morantz Councillor Orlikow Councillor Pagtakhan Councillor Wyatt	Councillor Browaty Councillor Dobson Councillor Gillingham Councillor Lukes Councillor Schreyer Councillor Sharma	CARRIED
Report 5 of the Executive Policy Committee, as amended, dated October 19, 2016 – Implementation of an Impact Fee	His Worship Mayor Bowman Councillor Allard Councillor Eadie Councillor Gerbasi Councillor Gilroy Councillor Mayes Councillor Morantz Councillor Orlikow Councillor Pagtakhan Councillor Wyatt	Councillor Browaty Councillor Dobson Councillor Gillingham Councillor Lukes Councillor Schreyer Councillor Sharma	CARRIED
Notice of Motion – Executive Policy Committee – Governance	Councillor Dobson Councillor Eadie Councillor Schreyer Councillor Wyatt	His Worship Mayor Bowman Councillor Allard Councillor Browaty Councillor Gerbasi Councillor Gillingham Councillor Gilroy Councillor Lukes Councillor Mayes Councillor Morantz Councillor Orlikow Councillor Pagtakhan Councillor Sharma	LOST
By-law No. 127/2016 (second reading)	His Worship Mayor Bowman Councillor Allard Councillor Eadie Councillor Gerbasi Councillor Gilroy Councillor Mayes Councillor Morantz Councillor Orlikow Councillor Pagtakhan Councillor Wyatt	Councillor Browaty Councillor Dobson Councillor Gillingham Councillor Lukes Councillor Schreyer Councillor Sharma	CARRIED

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Disposition of Items – Council Meeting – October 26, 2016

Suspension of Rules for third reading of By-law No. 127/2016	His Worship Mayor Bowman Councillor Allard Councillor Browaty Councillor Dobson Councillor Eadie Councillor Gerbasi Councillor Gillingham Councillor Gilroy Councillor Lukes Councillor Mayes Councillor Morantz Councillor Orlikow Councillor Pagtakhan Councillor Schreyer Councillor Wyatt Councillor Sharma		CARRIED
By-law No. 127/2016 (third reading)	His Worship Mayor Bowman Councillor Allard Councillor Eadie Councillor Gerbasi Councillor Gilroy Councillor Mayes Councillor Morantz Councillor Orlikow Councillor Pagtakhan Councillor Wyatt	Councillor Browaty Councillor Dobson Councillor Gillingham Councillor Lukes Councillor Schreyer Councillor Sharma	CARRIED
Report 3 of the Standing Policy Committee on Water and Waste, Riverbank Management and the Environment dated October 3, 2016 - Award of Contract for Integrated Solid Waste Collection in the City of Winnipeg - Request for Proposal No. 302-2016	His Worship Mayor Bowman Councillor Browaty Councillor Gerbasi Councillor Gillingham Councillor Gilroy Councillor Lukes Councillor Mayes Councillor Morantz Councillor Orlikow Councillor Pagtakhan	Councillor Allard Councillor Dobson Councillor Eadie Councillor Schreyer Councillor Wyatt Councillor Sharma	CARRIED

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This is Exhibit 23A to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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This document is an office consolidation of by-law amendments which has been prepared for the convenience of the user. The City of Winnipeg expressly disclaims any responsibility for errors or omissions.

CONSOLIDATION UPDATE: OCTOBER 25, 2017

THE CITY OF WINNIPEG

BY-LAW No. 127/2016, as amended

A By-law of The City of Winnipeg to impose fees on new development to assist with the costs associated with accommodating and managing growth and development.

WHEREAS subsection 5(1) of *The City of Winnipeg Charter* defines the purposes of The City of Winnipeg as follows:

(a) To provide good government for the city;
(b) To provide services, facilities or other things that council considers to be necessary or desirable for all or part of the city;
(c) To develop and maintain safe, orderly, viable and sustainable communities; and
(d) To promote and maintain the health, safety and welfare of the inhabitants;

AND WHEREAS accommodating and managing growth and development so that it is safe, orderly, viable and sustainable and so that it promotes and maintains the health, safety and welfare of the inhabitants requires urban planning, zoning and land use restrictions, enforcement of building codes and the creation of a variety of infrastructure and services, including (but not restricted to) transportation, sewer, water, land drainage, recreation and police, fire, paramedic and emergency services;

AND WHEREAS to date, the costs to The City of Winnipeg of accommodating and managing growth and development have been only partially paid through development agreements, zoning agreements and fees for the permits and approvals required to develop and construct buildings;

AND WHEREAS the Council of The City of Winnipeg has determined that the costs of accommodating and managing growth should be more fully paid for by the individuals and businesses directly benefitting from growth and development;

AND WHEREAS clause 210(1)(b) of *The City of Winnipeg Charter* provides as follows:

210(1) *The city may, if authorized by council, establish*

…

(b) fees, and the method of calculating and the terms of payment of fees, for
(i) applications,
(ii) filing appeals under this Act or a by-law,

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(iii) permits, licences, consents and approvals,
(iv) inspections,
(v) copies of by-laws and other city records including records of hearings, and
(vi) other matters in respect of the administration of this Act or the administration of the affairs of the city.

AND WHEREAS subsection 6(1) of *The City of Winnipeg Charter* provides as follows:

6(1*) The powers given to council under this Act are stated in general terms*
(a) to give broad authority to council to govern the city in whatever way council considers appropriate within the jurisdiction given to it under this or any other Act; and
(b) to enhance the ability of council to respond to present and future issues in the city.

AND WHEREAS the imposition of fees under subsection 210(1) of *The City of Winnipeg Charter* promotes the purposes of the City of Winnipeg and enhances the ability of Council to respond to present and future issues in the City, as set out in subsection 5(1) and clause 6(1)(b) of the *The City of Winnipeg Charter.*

NOW THEREFORE the City of Winnipeg, in Council assembled, enacts as follows:

Short title
1 This By-law may be cited as the Impact Fee By-law.

Definitions and interpretation
2(1) In this By-law

Accessory structure means a building or structure that is located on the same zoning lot as, and is subordinate or incidental to, a principal building, and includes an outbuilding, garage, gazebo, utility building, play structure, sign and structures supporting a sign, garbage enclosure, awning, fence, racking, storage unit or container, deck, antenna, canopy, marquee, satellite dish, mechanical penthouse, hot tub, fountain, water barrel, pond and swimming pool, but does not include an attached secondary suite or a detached secondary suite;

Affordable housing means any dwelling unit provided for persons of low or moderate income where the total shelter cost of the dwelling unit represents 30% or less of the median household total income for private households, as defined by Statistics Canada for the City of Winnipeg;

Attached secondary suite has the same meaning as "secondary suite, attached" in the Winnipeg Zoning By-law;

Basement has the same meaning as in the Neighbourhood Liveability By-law;

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Building means any building used or intended to be used to support or shelter any use or occupancy;

Building permit means a permit issued pursuant to the Winnipeg Buildings By-law;

City means The City of Winnipeg continued under the Charter;

Change in use means a change of the use of a particular zoning lot under either the Winnipeg Zoning By-law or the Downtown Winnipeg Zoning By-law;

Charter means the "*The City of Winnipeg Charter*";

Commercial and Retail Uses means a development that falls within the following use categories, depending on the applicable zoning by-law:

(a) under the Winnipeg Zoning By-law:

(i) Recreation and Entertainment, Indoor;

(ii) Recreation and Entertainment, Outdoor;

(iii) Accommodation;

(iv) Animal Sales and Service;

(v) Food and Beverage Service;

(vi) Personal Services;

(vii) Retail;

(viii) Restricted; and

(ix) Private Motor Vehicle Related, and

(b) under the Downtown Winnipeg Zoning By-law:

(i) Commercial Sales & Service;

(ii) Private Motor Vehicle-Related;

(iii) Cultural and Entertainment, except Cultural centre, Gallery, and Museum; and

(iv) Restricted;

Common area, with respect to a mixed use development, means the portion of the total floor area which

(a) connects; or

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(b) is used by

two or more areas within the development that fall into different fee categories;

Construction means the erection, placement, alteration, renovation, extension, or relocation of any building or part of a building for which a building permit is required;

Conversion, with respect to a building, means a change in use of all or part of the building under either the Winnipeg Zoning By-law or the Downtown Winnipeg Zoning By-law with the result that all or part of the building falls under a different fee category after the change in use;

Designated employee means the Director and any employee of the City to whom the Director has delegated a duty or authority under this By-law;

Detached secondary suite has the same meaning as "secondary suite, detached" in the Winnipeg Zoning By-law;

Development means construction, conversion, or both construction and conversion;

Development permit means a permit authorizing a development issued under either the Downtown Winnipeg Zoning By-law or the Winnipeg Zoning By-law;

Director means the Director of Planning, Property and Development for the City of Winnipeg;

Dwelling has the same meaning as in the Neighbourhood Liveability By-law;

Dwelling unit has the same meaning as in the Neighbourhood Liveability By-law;

Expansion means, with respect to a building, an increase in floor area of the building;

Fee category means one of the five fee categories set out in subsection 4(2);

Floor area means the sum of the gross horizontal areas of the several floors of all buildings on a zoning lot, measured from the exterior faces of exterior walls, or from the centre line of partitions, except:

(a) with respect to residential development:

(i) any accessory structure;

(ii) any basement, and

(iii) any part of the dwelling unit that is not habitable throughout the year, including porches and sun rooms;

(b) with respect to non-residential development:

(i) any space within the building used as a parking area or a loading area;

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Impact fee means a fee applicable to a development which is imposed pursuant to clause 3(1)(b);

Industrial Uses means a development that falls within the following use categories, depending on the applicable zoning by-law:

(a) under the Winnipeg Zoning By-law:

(i) Industrial Service;

(ii) Manufacturing and Production;

(iii) Warehouse and Freight Movement; and

(iv) Waste and Salvage, and

(b) under the Downtown Winnipeg Zoning By-law:

(i) Light Industrial;

Mixed use development means a development which contains more than one fee category;

Office Uses means a development that falls within the following use categories, depending on the applicable zoning by-law:

(a) under the Winnipeg Zoning By-law:

(i) Office, and

(b) under the Downtown Winnipeg Zoning By-law:

(i) Office;

Principal building has the same meaning as in the Neighbourhood Liveability By-law;

Public and Institutional Uses means a development that falls within the following use categories, depending on the applicable zoning by-law:

(a) under the Winnipeg Zoning By-law:

(i) Community Facilities;

(ii) Education;

(iii) Park and Park-Related;

(iv) Other Public and Institutional;

(v) Cultural Facilities;

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(vi) Transit and Transportation; and

(vii) Utility, and

(b) under the Downtown Winnipeg Zoning By-law:

(i) Public and Institutional;

(ii) Cultural and Entertainment – Cultural Centre, Gallery, and Museum only;

(iii) Park and Park-related; and

(iv) Transportation, Utility, & Communications;

Renovation, with respect to residential development, has the same meaning as in the Winnipeg Building By-law;

Replacement, with respect to a building, means the demolition or removal of a building and the construction of another building on the same zoning lot within 5 years following the demolition or removal;

Residential development means the development of dwelling units;

Zoning lot has the same meaning as "lot, zoning" in the Winnipeg Zoning By-law;

Fee imposed

3(1) Every person who is issued a building permit or a development permit must pay to the City

(a) the applicable fee or fees set out in the Planning, Development and Building Fees By-law; and

(b) an Impact Fee in accordance with this By-law.

3(2) The Impact Fee must be paid prior to the issuance of any building permit or development permit for the development in respect of which the Impact Fee applies.

3(3) For greater certainty, where both a building permit and a development permit are issued in respect of a development, only one Impact Fee is payable under clause 3(1)(b).

3(4) Where the Impact Fee in respect of a development:

(a) has been paid;

(b) has not been refunded by the City; and

(c) the development authorized by the building permit or development permit applicable to that development has not been completed,

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the Impact Fee paid shall be credited towards any subsequent Impact Fee payable under this By-law in respect of a building permit or development permit issued for the land on which the original development was located within 5 years of the date the initial Impact Fee was paid.

Impact Fee calculation

4(1) Subject to subsection (3), the Impact Fee payable in respect of a development is the product of the total floor area that is being constructed or converted multiplied by the fee per square metre established by Council for the fee category applicable to the development.

4(2) For the purposes of subsection (1), the following fee categories are hereby established:

(a) Residential Uses;

(b) Office Uses;

(c) Commercial and Retail Uses;

(d) Public and Institutional Uses; and

(e) Industrial Uses.

4(3) Subject to subsection 6(1), where all or part of an existing building is being converted, expanded or replaced, the amount of the Impact Fee payable is the difference between the amount of the Impact Fee applicable to the converted, expanded or replacement building less the amount of the Impact Fee that would have been payable for the existing building prior to its conversion, expansion or replacement if the Impact Fee determined in accordance with current rates were applicable to it. Where the difference is $0.00 or less, no Impact Fee is payable and no refund shall be issued.

Mixed use development

5(1) The Impact Fee payable in respect of mixed use development shall be calculated separately for the floor area of the development that falls within each fee category in accordance with subsection 4(1).

5(2) For the purposes of subsection (1), common areas within mixed use development shall be attributed proportionately to each fee category based on the proportion of the floor area of the entire development that falls within each fee category.

Exemptions

6(1) Notwithstanding subsection 4(1), no Impact Fee is payable in respect of residential development on land where

(a) one or more existing dwelling units are being renovated, expanded or, replaced; and

(b) there is no increase in the total number of dwelling units on that land.

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6(2) Notwithstanding subsection 4(1), no Impact Fee is payable in respect of dwelling units which the following organizations have entered into a written agreement with the City, under such terms and conditions deemed necessary by the Director of Legal Services and City Solicitor to protect the interests of the City, to provide as affordable housing for a period of no less than 10 years:

(a) Winnipeg Housing Rehabilitation Corporation;

(b) The Manitoba Housing and Renewal Corporation;

(c) The Government of Canada or the Province of Manitoba; or

(d) any organization that has been approved to receive funding from the Government of Canada or the Province of Manitoba under an affordable housing program, as determined by that government.

Withdrawals of and changes to permits

7(1) Where an Impact Fee has been paid and the building permit or development permit to which the Impact Fee is applicable is voluntarily withdrawn prior to its expiration pursuant to the Winnipeg Building By-law, the person who paid the Impact Fee is entitled to a refund of the entire Impact Fee paid, less an administration fee established by Council.

7(2) Where, after being issued, a building permit or development permit is amended in a way that results in an increase in floor area or a change in the fee category applicable to all or part of the development, the person to whom the building permit or development permit has been issued must pay an additional Impact Fee which reflects the increase of floor area or change in fee category, as the case may be. The additional Impact Fee is the difference between the Impact Fee payable in respect of the development authorized by the amended permit less the Impact Fee that either was paid or would have been payable in respect of the development authorized by the original permit. Where the difference is $0.00 or less, no Impact Fee is payable and no refund shall be issued. The additional Impact Fee, if any, must be paid prior to the issuance of the amended building permit or development permit.

Powers of designated employees

8 Designated employees have authority to conduct inspections and take steps to administer and enforce this By-law or remedy a contravention of this By-law in accordance with the Charter and, for those purposes, have the powers of a designated employee under the Charter.

Director review

9(1) Upon payment of a refundable application fee established by Council, a person may apply to the Director for a review of the application or interpretation of this By-law by a designated employee.

9(2) An application under subsection (1) must be submitted within 14 days following the date the Impact Fee in respect of a development is paid.

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9(3) The requirement in subsection 3(1) to pay the Impact Fee as determined by a designated employee prior to a building permit or development permit being issued is not suspended because an application for a review has been made.

9(4) In conducting a review, the Director must give the applicant an opportunity to explain the basis for his or her conclusion that this By-law was misapplied or misinterpreted. This may be done in person, by telephone, in writing or by any other any media determined by the Director to be appropriate.

9(5) Where an application is made under subsection (1), the Director must make a decision with respect to the application within 90 days following the date the application is received and must notify the applicant of his or her decision in accordance with the Charter.

Where, after conducting his or her review, the Director determines that the designated employee erred in the application or interpretation of this By-law, resulting in an incorrect Impact Fee being paid or applied, the Director may refund all or part of the application fee and may also refund the Impact Fee paid in respect of a development in order to correct the error.

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Appeals

10(1) An appeal

(a) from a decision of the Director in respect of issuing, granting, suspending or cancelling, or refusing to issue or grant, a licence, permit, approval or consent under this By-law; or

(b) any other matter for which an appeal is authorized by *The City of Winnipeg Charter*

may be made to the Standing Policy Committee on Property and Development, Heritage and Downtown Development.

amended 112/2017

10(2) An appeal must not be accepted until an appeal fee in an amount established by Council is paid. The appeal fee may be refunded by the Standing Policy Committee on Property and Development, Heritage and Downtown Development if the committee considers that the appeal has been made in good faith and has merit.

amended 112/2017

10(3) The requirement in subsection 3(1) to pay the Impact Fee as determined by a designated employee prior to a building permit or development permit being issued is not suspended because an appeal has been made.

Development without paying fee an offence

11 The owner of land must not permit development in respect of which an Impact Fee is payable to occur on the land prior to the Impact Fee being paid.

Penalties for non-compliance

12(1) Any person who contravenes any section of this By-law is guilty of an offence and liable upon conviction to a fine in the amount of:

(a) not less than double the amount of the applicable Impact Fee for a contravention of subsection 3(1) or section 11; and

(b) not less than $5,000.00 for any other contravention.

12(2) Where development in respect of which an Impact Fee is payable occurs prior to the Impact Fee being paid, the owner of the land on which development has taken place must pay to the City:

(a) the Impact Fee; and

(b) a monetary penalty, that is in addition to a fine under subsection (1), for the contravention of this by-law in an amount equal to the Impact Fee.

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Transition

13(1) The Impact Fee applies only to those areas identified on Map 1, and further depicted in detail on Maps 2 to 11, inclusive, all attached as Schedule "A".

13(2) Notwithstanding subsection 3(1), no Impact Fee is payable at the time a building permit or development permit is issued if

(a) an application for the building permit or development permit is made prior to May 1, 2017;

(b) the building permit or development permit is issued within 6 months following the date of the application, or such later date as determined by the Director to be reasonable in the circumstances; and

(c) the construction of the development begins, or the conversion of the development takes place, prior to January 1, 2018.
amended 112/2017

13(3) Notwithstanding that a development meets the criteria set out in clauses (2)(a) and (b), a building permit or development permit that has been issued in respect of the development expires when a designated employee determines and provides notice to the permit holder that the development does not meet the requirement set out in clause (2)(c). A new permit in respect of that development is required and is subject to payment of the Impact Fee.

DONE AND PASSED, this 26TH day of October, 2016.

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This is Exhibit 24 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

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the Province of Manitoba

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Understanding Development in Winnipeg

An Informational Briefing for City Council and Winnipeg Citizens

Presented by:

Urban Development Institute, MB

Manitoba Home Builders' Association

September 20, 2016

Prepared by MNP

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1. Executive Summary

The City of Winnipeg is exploring new mechanisms for funding infrastructure deficits and impacts of growth. In the spring of 2016, the City commissioned a study to identify options, determine development-related costs and revenues, and define a growth financing model and implementation framework. The study, completed by Toronto-based Hemson Consulting (the Hemson Report), was released to the public on September 1, 2016. The Hemson Report recommended development charges for residential, office, commercial/retail, institutional and industrial development. On Friday September 16, 2016, the City of Winnipeg put forward a proposed by-law to introduce 'impact fees' on the Executive Policy Committee agenda. If approved, the by-law would come into force January 1, 2017. The administrative report that accompanied this item included recommended fees for each type of development. The administrative report also recommends the Chief Financial Officer be provided the authority to determine how the fees collected through this scheme will be used.

The development industry has a long history of working with the City of Winnipeg to build new communities. This has included extensive work in planning these communities, determining the measureable impacts of the development, and negotiating developer and City responsibilities for the costs. It is in the context of this relationship, and a sincere interest in a strong, sustainable Winnipeg, that this report is offered.

Residential and commercial developers and Manitoba home builders are very concerned about the proposed development financing mechanism because:

- There was no true stakeholder engagement on principles, impacts or attribution of costs through what became a rushed process;
- The capital project costs that are the basis for calculating the proposed fees appear to be significantly inflated, are not supported by detailed infrastructure plans, include projects that have not been approved by Council, and include projects already completed and in use since in 2009; and
- There is no clear explanation of the basis on which costs have been attributed to growth, how benefit was determined, or how this relates to who pays.

State of Winnipeg's Infrastructure

The Hemson Report put forward an argument that development is not paying for new development, because Winnipeg does not have a development charge system. The report does not consider the net new revenues from property taxes from new development or other reasons for under-funded infrastructure.

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In the 1990's, a lack of growth in the city and decisions to spend money on operations instead of capital led to a serious infrastructure deficit. In 2009, the City of Winnipeg estimated that 'the added investment required to maintain infrastructure assets at appropriate service levels and in a good state of repair' was $3.8 billion for existing infrastructure and $3.6 billion for 'new strategic' infrastructure. For both types of infrastructure, approximately half was to maintain at current (2008) condition and half was to "raise the average condition to appropriate asset management condition". A significant amount of the investment identified as strategic new infrastructure is really 'catch up' needed to service the City as it exists today. For example, bringing wastewater treatment plants up to modern standards is included in new infrastructure. The City has previously stated these treatment plants had existing, sufficient capacity to service not only growth in the city, but also in neighbouring municipalities, and were already included in rate plans.

Current Development Agreement Parameters Process

The City of Winnipeg Charter requires an owner seeking approval of a subdivision to enter into a development agreement. The City of Winnipeg and the development community negotiated Development Agreement Parameters that were adopted by City Council in July 2002. The existing development agreement parameters, that have been in existence for 15 years, address land acquisition and dedication, services and improvement, maintenance, compliance and general administration and finance. Developers are required to transfer land to the City for various purposes and to construct various types of municipal services that become part of the City's infrastructure. Currently, developers pay 100% of the costs within the development and the costs of identified impacts outside the development (e.g. adjacent roads, nearby intersections). The City has recorded over $630 million in this private sector investment over a 9 year period.

> Developers have built over $630 million in infrastructure since 2007 that are now City of Winnipeg assets.

In December 2015, the City and the development community agreed to discuss improvements to the Development Agreement Parameters. A schedule of meetings was agreed to begin in the winter of 2016. Instead, the City deferred these discussions, electing instead to undertake a study into alternative financing mechanisms. The Urban Development Institute and the Manitoba Home Builders Association offered to contribute to the cost of a comprehensive study that would form the basis for new agreement parameters. The City declined, choosing to pursue the study independently through the Finance department, without industry engagement.

UDI and MHBA want to return to discussions, with all relevant departments, of how costs of development should be funded through the Development Agreement Parameters process. They are seeking a process that incorporates detailed plans for infrastructure development; objective analysis based on reasonable costing at the level of detail that ensures fair attribution; clear, consistent policy; transparency and accountability of both the City of Winnipeg and the

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development community; and dedicated reserves that ensure the funds collected to pay for the impacts of new development are spent to execute those projects.

The Urban Development Institute and the Manitoba Home Builders Association want to return to discussions of how cost of development should be funded through the Development Agreement Parameters process

The Overarching Vision for Winnipeg

Modern, thriving cities provide their citizens and future citizens with **choice** of where they want to live -- reflective of their needs and wants at different stages of their lives. *OurWinnipeg* was developed after extensive consultation and establishes the City of Winnipeg's vision for the next 25 years. It focuses on three key directions -- a city that works, sustainability and quality of life. These directions are intended to address questions such as how growth and change will be accommodated while making sure the city stays liveable, affordable and desirable.

The development community has fully embraced SMART Growth principles and the vision of Complete Communities

Complete Communities is one of the four Direction Strategies supporting *OurWinnipeg.* It is intended to guide Winnipeg's physical growth and development by introducing a new urban structure. *Complete Communities* states that new development should only be approved when a full range of municipal services can be provided in an environmentally sound, economical and timely manner; there is a reasonable relationship between the supply of land and the projected demand; new development is adjacent to and compatible with existing development, and is designed to minimize the spatial use of land. Some have referred to recent growth in Winnipeg as "urban sprawl". Urban sprawl generally includes low density, homogenous, single use developments disconnected from the existing development. This is not a true characterization of recent development in Winnipeg. Recognized principles for Smart Growth include mixed land use, a range of housing opportunities and choice, walkable neighborhoods, distinctive, attractive communities with a strong sense of place. **Recent developments such as Waverley West and Sage Creek are clear examples of modern, complete communities designed with Smart Growth principles and the *Complete Communities* vision.**

The Value of New Development

New development expands the number and value of properties, enabling the city to grow its assessment base. This revenue is crucial to support the services of a modern city. Without new development, the existing tax base must pay higher taxes as the costs of delivering municipal services rise, along with the backlog of needed investments in infrastructure renewal to meet

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modern regulatory standards and citizens' expectations. New development also provides modern infrastructure that costs less to maintain and provides the capacity and appeal necessary to support and attract population growth.

Without new development the existing tax payer will pay higher taxes for:

- Rising costs of delivery of municipal services
- Infrastructure renewal to meet modern service requirements and regulatory standards

Once lots are sold and new homes constructed, homeowners pay property taxes on the assessed value of the property. New homes are generally assessed at a much higher value than the 'average home' in Winnipeg and thus contribute a larger share of municipal revenue than the average home. Winnipeg has the oldest housing stock in western Canada and the 3rd oldest housing stock of major cities in Canada which contributes to lower assessed values. This explains, in part, why average property taxes in Winnipeg appear low compared to other cities. Assessed values, and thus property taxes, vary significantly by neighborhood. The average municipal levy per dwelling in Winnipeg was $1,303 in 2015. In 2013, an average new single detached home paid over $2,900 in property taxes and frontage levies, 2.2 times the amount paid by the 'average home'.

New homes contribute a larger share of municipal revenue than the average home

New homes built from 2006- 2015 are estimated to have contributed about $200 million in new assessment revenue, and will continue to add over $33 million to city coffers per year. These new homes also pay frontage levies, waste diversion fees, and utility rates for water and sewer. New businesses in commercial developments also pay the business tax.

Cost benefit studies required by the City of Winnipeg as part of the development approval process have repeatedly shown the net benefits of these new developments to Winnipeg. Waverley West is estimated to provide the city with $892 million (NPV of $250 million) net revenue, after paying all capital, operating and maintenance costs.

Waverley West will provide the city with $892 million net revenue *after* paying all capital, operating and maintenance costs

Comparison to Neighbouring Municipalities

A new home is for most people the most significant investment a family will make. This is also true of facilities built for business owners. Cost is an important consideration to individuals,

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businesses and families. Homebuyers and new businesses are price and value sensitive and can be highly mobile in these decisions.

As the total cost of ownership increases in one area, new homebuyers will look to another. There are many attractive areas in the CMA surrounding the city that provide these alternatives within an easy commute. While there are development charges in Manitoba municipalities outside of Winnipeg, homeowners consider the total cost of buying and operating a new home. A sample of active listings of to-be or just built homes indicates that the cost per square foot of the homes in Winnipeg averaged over 10% higher than comparable homes (3 bedroom, two bath under $400,000) in surrounding municipalities. The average selling price for the Winnipeg homes averaged over $16,000 higher, for smaller homes, and smaller lots. Property taxes for CMA municipalities also average 1/3 less than in Winnipeg. The combination of these factors lead many new home purchasers to perceive greater value in neighboring municipalities, even with the current charges. Surrounding municipalities are growing at double the rate of Winnipeg. If new homebuyers choose to build a home outside the city, the related new assessment revenue is lost. These individuals and families then use Winnipeg roads, parks and other amenities without providing the taxes that support their maintenance. An additional tax on a new home in Winnipeg will drive more people to the surrounding municipalities.

> Surrounding municipalities are growing at over two (2) times the rate of Winnipeg. This new assessment revenue is lost to Winnipeg

Growth Assumptions

Underpinning the calculation of the development taxes proposed in the Hemson Report are population and employment forecasts. Winnipeg grew at an average annual rate of .086% from 2001 to 2015. The Census Metropolitan Area outside of Winnipeg grew at 1.78% over the same period, over two times the rate inside the city. The forecast to 2040 shows a similar trend where growth in the areas surrounding Winnipeg (77%) is expected to be more than two times the growth rate inside the city (28%). International immigration is the major contributor to population growth in Winnipeg. Although it is expected that Winnipeg will benefit from continued international migration, caution is warranted. While Winnipeg is the seventh largest city in Canada in 2006, it ranked 22nd in attractiveness to migrants in the Conference Board of Canada's benchmarking report (2010). Employment growth is projected at 1.1% for 2015, down from a 20 year high of 3.4% in 2015. The Conference Board of Canada's employment outlook indicates growth will continue to be the highest in the service sectors in the next five years.

> If the assumptions are wrong, the numbers are wrong and the fees are wrong

> The Census Metropolitan Area outside of Winnipeg grew at over two times the rate inside the city

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The City of Winnipeg forecasts an average of 4,000 new housing starts per year, although this level of housing start has only been seen in two out of the last 20 years. The Hemson Report has forecast an average of 4,200 housing units per year for the next ten years. Rental vacancy rates have now increased to 3% from 1% and are expected to rise as new units under construction are introduced to the market. According to CMHC's Housing Market Assessment, complete and unsold multi-family units remain elevated and are at the threshold of overbuilding. The CMHC Spring Housing Market Outlook for Winnipeg CMA forecasts total housing starts below the levels of the last three years. For the *entire CMA,* the forecast for 2017-2018 housing starts is 3,600 compared to 4,200 in 2016. The rate of building in the other municipalities has been two times the rate of growth in the city and will absorb some of this demand. Developers in Winnipeg confirm market conditions in Winnipeg have somewhat cooled. Many have not increased lot prices for two or more years and have needed to offer incentives to encourage lot sales. While everyone hopes that the population grows at the rate projected in the study and this translates into greater housing starts, actual growth may be more modest.

Capital Project Assumptions

A second key component in the calculation of the new charge is the identification of capital costs associated with projects considered related to development. This data is based on information provided to Hemson by the City of Winnipeg. Hemson refers to them in their report as "development-related projects and their gross and net costs." It is not clear what criteria was used to determine what was 'development related'. The projects and their costing were not independently validated by the consultant. Hemson has stated that the "development related capital forecast ensures that regulatory fees are only imposed to help pay for projects that have been or are intended to be purchased or built in order to accommodate future anticipated development". An initial analysis finds that:

Many of these projects are not included in sufficiently detailed plans and cannot be reliably and accurately costed

- Many projects are not included in sufficiently detailed plans to enable reliable and accurate costing
- Many projects are listed at amounts far above the amount in approved budgets or plans
- Many projects are not included in capital budgets or master plans and have not been approved by Council
- Several projects have already been completed, with any additions to capacity unclear.

The methodology deducts grants and contributions from other levels of government and the "portion of the project that may confer benefits to existing residents". It is unclear how the relative demand from growth and related benefit has been determined.

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The City of Winnipeg has repeatedly said that those who benefit from growth should pay for the impacts of this growth. What the actual impacts are of growth and who benefits is at the crux of this issue. Although it could be argued that all Winnipeggers benefit from ongoing growth and development, the methodology employed by Hemson Consulting (citywide average), ***results in anyone purchasing new homes or opening new businesses regardless of where in the city will pay for all estimated costs attributed to growth regardless of where the development is in the city***. For example, homeowners in the north east of the city will pay for investments in the south west. While the vice versa applies, the related investments are not necessarily equal.

Other Jurisdictional Practices

The City of Winnipeg has repeatedly referenced development charges in other major cities and surrounding Manitoba municipalities as justification for the imposition in Winnipeg. ***Every municipality has its own unique characteristics, including the provincial legislation and regulatory scheme, physical geography, social and economic environment, extent and condition of existing infrastructure, and growth characteristics***. While the general mechanisms to generate revenue are similar, municipalities may employ them in different ways or with different emphasis. There may be different policy considerations or goals that the municipality is trying to achieve. In all cases, understanding what underlies another city's policy, budgets or costs, and how they are affected by timing, reporting and other considerations is important to make a fair comparison. The practices in British Columbia, Alberta, Saskatchewan and Ontario were reviewed to understand what may be learned from the experience in these other jurisdictions. While there are significant differences in the 'basket of services' included in the costing and the amounts charged, there are common principles that may be found where systems have been established to recover capital costs from new developments.

Determination of Costs

In all cases, the fundamental premise of a development levy is that costs charged to new development must be related to the development. Determining the amount of the levy begins with a clear understanding of what these costs are, and how they are connected to the development, generally through detailed infrastructure planning.

Stakeholder Engagement

Methods for involving the public in the decision making process in other provinces included external advisory groups and general provisions for a meaningful public process to obtain input on the proposed changes. Methods implemented include opportunities for municipal departments, local developers and the public to review and contribute their opinions.

Attribution to Growth

The concept of those who benefit should pay is reflected in all reviewed jurisdictions. Other jurisdictions include some parameters for what may reasonably be attributed to new growth.

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Accountability and Transparency

Attributing cost and collecting levies is only one part of the necessary system of development levies. Establishing the administrative structures to ensure the funds collected are clearly spent for the purpose which they are collected, returned when warranted, and clear public accountability and reporting are also key elements that are required in Acts, Regulations and By-laws of other jurisdictions. In every province examined, development charges must be used only for the projects outlined in the DCC program. In most cases this involves segregated special reserves for each purpose, with separate accounting and reporting on their use.

Authority

The City of Winnipeg does not have the legal authority to implement broad-based impact fees

The City of Winnipeg only has the legal authority that it is granted by the Province of Manitoba through *The City of Winnipeg Charter Act (*The Charter*).* The Charter sets out a development approval process that places clear limits on what costs, fees and charges the City of Winnipeg may impose on new developments.

The Hemson Report does not address the question of whether the City of Winnipeg has the authority to impose regulatory charges, levies or fees. In a similar study conducted by Hemson for the City of Saskatoon, Hemson commented that The Charter does not provide the City of Winnipeg the authority to implement development charges. The City itself has previously come to this conclusion.

The proposed by-law states its authority is found in the general authority of the City under subsection 6(1) of *The City of Winnipeg Charter Act*. It does not acknowledge the more specific direction of The Charter under Part 6 - Planning and Development, or subsection 259(1) which is quite specific on the matter. Use of the General Authority when specific authority has been clearly contemplated and subsequently restricted is an unreasonable use of this general authority, and could be considered an attempt to subvert the authority of the Act.

The City of Winnipeg has not completed planning at the level of detail necessary to accurately and reliably determine which projects are required because of new development or what costs should be attributed to new development. This lack of rigour and detail undermines the validity of any regulatory scheme.

Winnipeg requires detailed and approved plans before it can properly state what infrastructure needs to be built and what should be attributed to new development

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2. Introduction and Background

The City of Winnipeg is exploring new mechanisms for funding infrastructure deficits and impacts of growth. In the spring of 2016, the City commissioned a study to identify options, determine development-related costs and revenues, and define a growth financing model and implementation framework. The study, completed by Toronto-based Hemson Consulting (the Hemson Report), was released to the public on September 1, 2016. The Hemson Report recommended development charges for residential, office, commercial/retail, institutional and industrial development. On Friday September 16, 2016, the City of Winnipeg put forward a proposed by-law to introduce 'impact fees' on the Executive Policy Committee agenda. If approved, the by-law would come into force January 1, 2017. The administrative report that accompanied this item included recommended fees for each type of development. The administrative report also recommends the Chief Financial Officer be provided the authority to determine how the fees collected through this scheme will be used.

Mayor Bowman has stated on numerous occasions that "growth does not pay for growth" and in his February 2016 State of the City address, indicated "It's a choice of higher property taxes for all, or higher property prices for some" (Keele, 2016). This implies that new development is the only aspect of growth and that new development does not already pay for impacts of these developments.

The Winnipeg development community wants to ensure any decisions about growth financing mechanisms are fully informed about the actual revenue and costs of development, and the impact poorly constructed fees will have on future growth and City of Winnipeg revenue.

The development community in Winnipeg recognizes their responsibility for the capital costs of the new communities they build, guided by the vision of *OurWinnipeg* and *Complete Communities.* This may also include off-site infrastructure where there are measurable impacts from this development. The development community is seeking enhancements to the development agreement parameters and willingly participated in the Ad Hoc Committee established by City Council in December 2015. Unfortunately, these meetings were stopped in favour of the above-mentioned study. The development community welcomes the opportunity to return to these discussions. This type of collaborative process is critical to future, sustainable growth in Winnipeg.

About UDI / MHBA

The **Urban Development Institute** (UDI) is a national non-profit association representing the development industry across Canada. The Urban Development Institute (Manitoba Division) is the voice of the land development industry in Manitoba. Established in 1962, it was formed to promote:

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- Well-planned communities by encouraging the reasonable and unselfish use of land for residential, public, commercial and industrial purposes;
- Efficiency and a high standard of ethics among persons, firms and corporations engaged in the business of land assembly and development; and
- Pleasant and efficient relationships between persons, firms, corporations and municipal planning and other governmental authorities and agencies.

UDI Manitoba's membership consists of a broad cross section of commercial, industrial and residential developers and associated professionals. The members include development companies and professionals involved in the industry such as engineers, architects, surveyors and planners. UDI's membership nationwide stands at over 1,000 companies, with chapters in British Columbia, Alberta, Manitoba, Ontario, Quebec and the Maritimes.

The **Manitoba Home Builders Association** (MHBA) is a non-profit trade association whose mandate is to provide members, the public and all levels of government with ongoing education and information about the housing industry in our province. As the voice of the residential construction industry in Manitoba since 1937, MHBA is committed to promoting affordability and choice of housing for all Manitobans. They ensure members are always up-to-date on the latest developments, building techniques and government regulations so homebuyers know they're getting the very best in craftsmanship and quality. MHBA is a member of the Canadian Home Builder's Association, 'the voice of Canada's residential construction industry' since 1943, with a membership of over 8,500 companies.

Purpose of This Report

This report is intended to provide objective, balanced and well-supported information about development funding and an understanding of the significant risks to our city of a poorly constructed growth financing scheme.

This report is intended to provide the decision-makers at the City of Winnipeg and concerned citizens with objective, balanced and well-supported information about development funding and an understanding of the significant risks to our city of a poorly constructed growth financing scheme. It provides information on historical and current development in Winnipeg, including why it is important, how it is planned, and the respective responsibilities of developers and the City of Winnipeg. It includes a review of accepted principles and lessons from other jurisdictions that are critical to effective public policy. The report also includes a recommended path forward, with the development community and the City of Winnipeg working together to ensure sound solutions that truly support the long-term best interests of our city.

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Why It's Important

New development expands the number and value of properties, enabling the City to grow its assessment base. This revenue is critical in supporting the services of a modern city. Without new development, the existing tax base must pay higher taxes as the costs of delivering municipal services rise, along with the backlog of needed investments in infrastructure renewal, to meet modern regulatory standards and citizens' expectations. New development also provides modern infrastructure and appeal, and is necessary to support and attract population growth.

A new home is, for most people, the most significant investment a family will make. Cost is an important consideration to these families. The City itself has acknowledged that new home buyers consider this important financial decision carefully.

"One of the most important financial decisions a Winnipegger can make is whether to purchase and own a house. For younger individuals, homeownership may be a financial challenge, tying up a larger share of disposable income. For older Winnipeggers, ownership of a home is viewed as an implicit source of income; equity held in reserve that may be liquidated and used as income" (City of Winnipeg, 2016)

Homebuyers are thus price and value sensitive and can be highly mobile in these decisions. As costs increase in one area, new homebuyers will look to another. In the case of Winnipeg, there are many attractive areas in the Capital Region surrounding the city that provide these alternatives within an easy commute. If new home buyers choose a home outside the city, the new assessment revenue is lost to the city.

The private sector makes significant long-term investments that ultimately result in new communities. This includes purchase of the land, engineering and design of new subdivisions, shepherding applications through the comprehensive processes of approval, and building the actual infrastructure to service the subdivision. These investments are often carried for many years before revenue is earned from the sale of serviced lots. The developer must consider the risks associated with how long the process will take, and whether the lots will sell quickly at the price needed to warrant the investment. If this does not appear to be the case, the investment will be deferred until market conditions improve, or will be moved to where conditions are more favourable. Given the length of time for a new development, these decisions could result in growth being delayed for many years.

Municipal policies that unreasonably increase the regulatory cost burden will slow growth and reduce the amount of new assessment revenue available to the city. Housing starts are a key economic indicator and this may have a snowball effect in other investment decisions, further slowing growth.

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Existing taxpayers will need to pay more as a result. The development community supports a fair, transparent, accountable development framework that will enable growth *and* new revenue. This requires careful consideration.

A long term public policy solution that enables growth *and* new revenue requires careful consideration.

3. Context

State of Winnipeg Infrastructure

In the 1990's, a lack of growth in the city and decisions to spend money on operations instead of capital led to a serious infrastructure deficit.

Possible funding that could have been used for capital was used to balance the operating budget. With the debt being paid down, the freed up interest payments were used to fund operations instead of increasing capital spending. The increased GST exemption was [also] used to fund operations (City of Winnipeg, 2009).

Past decisions to divert funds from infrastructure investment have led to current deficits.

In 2009, the City estimated that 'the added investment required to maintain [infrastructure assets] at appropriate service levels and in a good state of repair' was $3.8 billion for existing infrastructure, and $3.6 billion for 'new strategic' infrastructure. For both types of infrastructure, approximately half was to maintain at current (2008) condition, and half was to "raise the average condition to appropriate asset management condition" (City of Winnipeg, 2009). By definition, using the criteria of who benefits, all Winnipeg property owners should be contributing.

A significant amount of the investment identified as strategic new infrastructure is 'catch up' needed to service the City as it exists today. For example, over 40% of 'new strategic infrastructure' was identified as related to regional roads, a longstanding problem --

"…all of the traffic typically handled by [a] fourth level of streets in the road hierarchy in other cities is handled by the arterial street system in Winnipeg…. Despite relatively modest population growth, this has resulted in ever

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increasing pressure on the arterial street system by both commuters and commercial development over the past 30 years" – Sustainable Transportation (City of Winnipeg, 2011)

Bringing wastewater treatment plants up to modern standards is also included in "new" infrastructure. The City has previously stated these treatment plants had existing, sufficient capacity to service not only growth in the city, but also in neighbouring municipalities.

> While there are investments that may be reasonably attributed to growth, the level of planning detail necessary to understand the purpose of an investment, the relative demand from existing and new growth, the associated commitment to proceed, and timing of the investment is not in place to fairly attribute infrastructure costs to new growth.

City of Winnipeg Financial Situation

The 2016 Budget Highlights compare property tax changes in Winnipeg with a number of other cities. The chart, as shown below, indicates that the City of Winnipeg increased property taxes at a much lower level than comparative cities, totalling only 6.7% from 1999 to 2015.

Figure 1 Property Tax Changes in Cities (City of Winnipeg, 2016).

	Cumulative 1999 to 2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Cumulative 1999 to 2015	2016
Vancouver	28.7%	8.0%	1.2%	5.8%	2.0%	2.0%	2.8%	2.0%	1.9%	2.4%	56.8%	2.3%
Edmonton	30.3%	5.0%	7.5%	7.3%	5.0%	3.9%	5.4%	3.3%	4.9%	5.7%	78.3%	3.4%
Calgary	30.0%	2.6%	4.5%	5.3%	4.8%	5.0%	6.0%	5.5%	5.0%	4.5%	73.2%	3.5%
Saskatoon	24.0%	4.8%	5.4%	2.9%	3.9%	4.0%	4.0%	5.0%	7.43%	5.34%	66.8%	3.96%
Regina	16.9%	3.9%	2.8%	0.0%	4.0%	4.0%	3.9%	4.5%	5.9%	3.9%	49.8%	3.3%
Winnipeg	-6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%	3.9%	2.95%	2.3%	6.7%	2.33%P*

According to the City's financial statements, combined revenue from taxation, service and regulatory fees have increased by 34.5% over the past 9 years.

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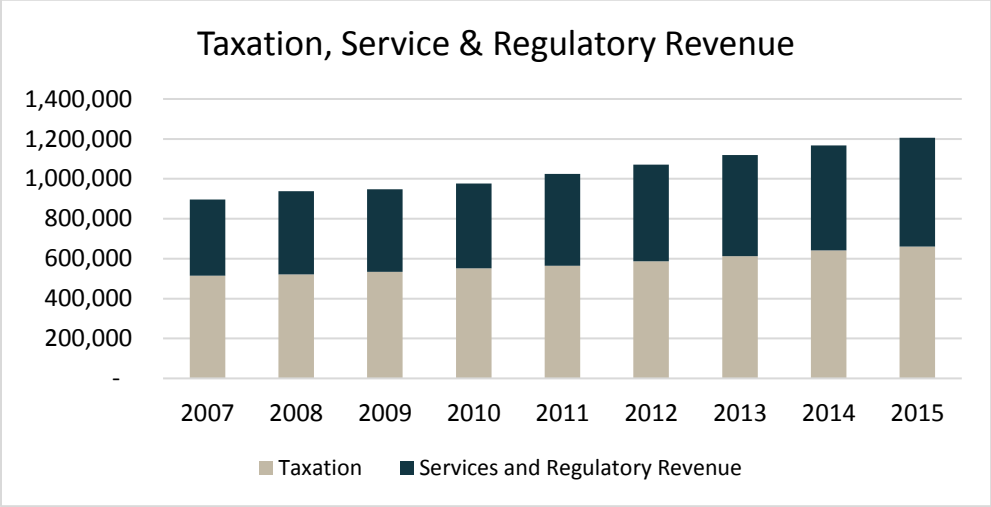
Revenue from taxation, service and regulatory fees increased by 34.5% between 2007 and 2015

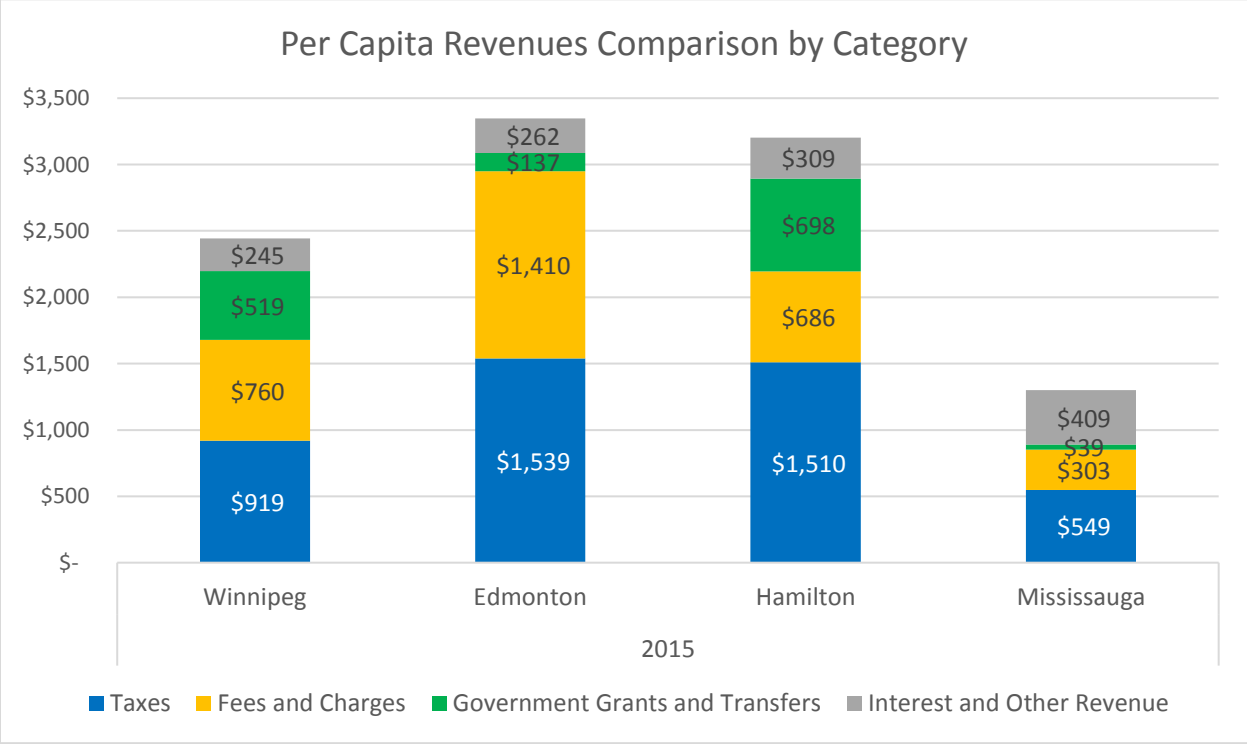
Figure 2 City of Winnipeg Taxation, Service & Regulatory Revenue, 2007-2015



Source: City of Winnipeg Annual Financial Reports

A comparison of revenue per capita indicates that Winnipeg collects significantly less tax revenue per capita than Edmonton and Hamilton. Fees and charges are higher in Winnipeg than Hamilton. Edmonton collects the highest per capita amount of both tax and fees. Mississauga is lower than all compared cities, and may be influenced by its position within the Greater Toronto Area.

Figure 3 Per Capita Revenue Comparison



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Revenue from all sources has resulted in an annual operating surplus, and an increasing accumulated surplus as shown in the charts below.

Figure 4 City of Winnipeg Revenue and Expenses

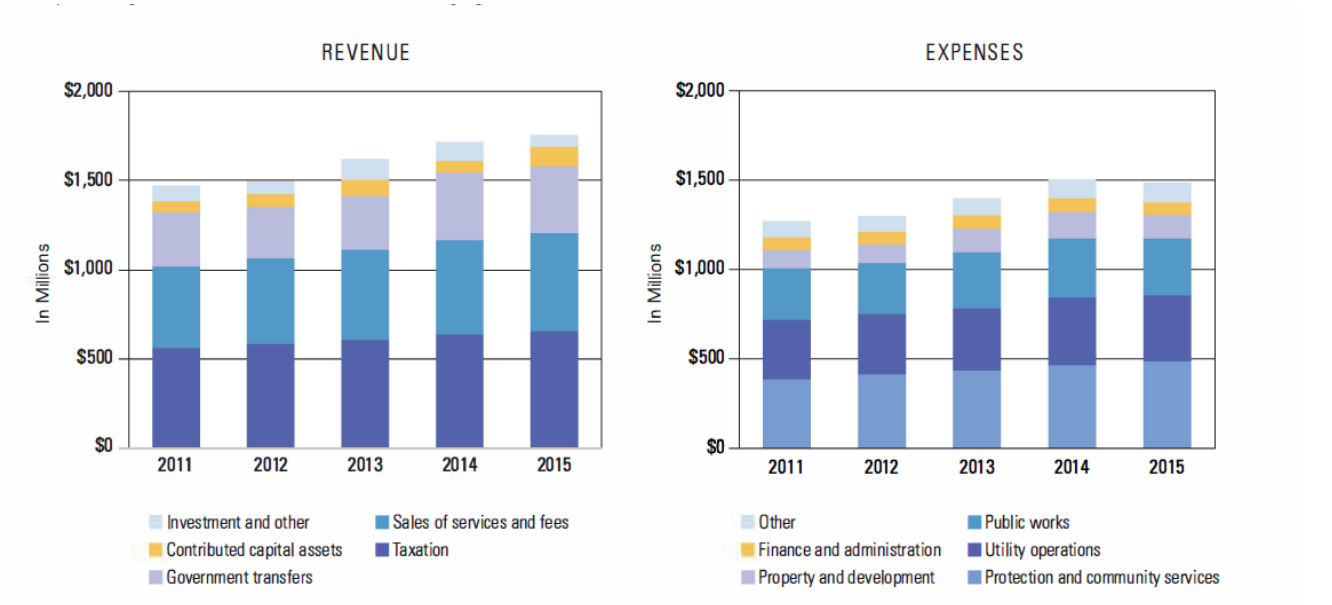

Figure 5 City of Winnipeg Accumulated Surplus

Source: City of Winnipeg 2015 Annual Financial Report

The City's 2016 Community Trends and Performance Report illustrated capital spending at $393 per capita in Winnipeg based on the 2014 multi-year budget to show a low level of investment compared to other cities. This was the information used by Hemson as part of its argument about the lack of spending on infrastructure. Due to timing and financing methods, the illustration did not fully account for all capital investments. According to the city's financial statements, actual

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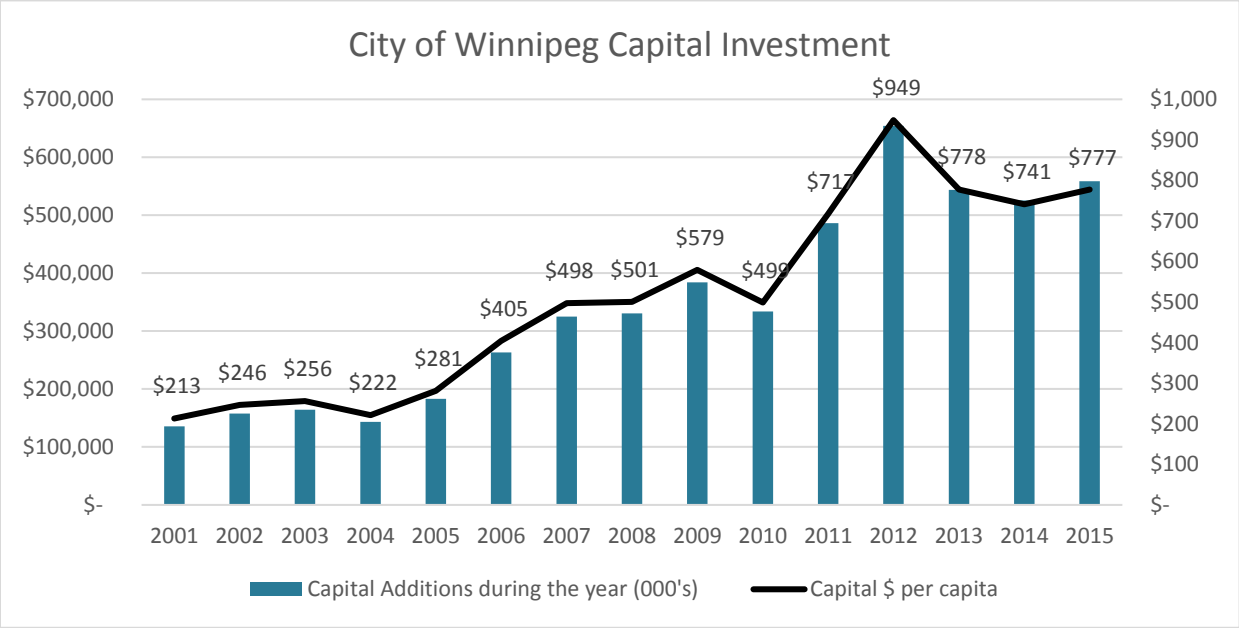
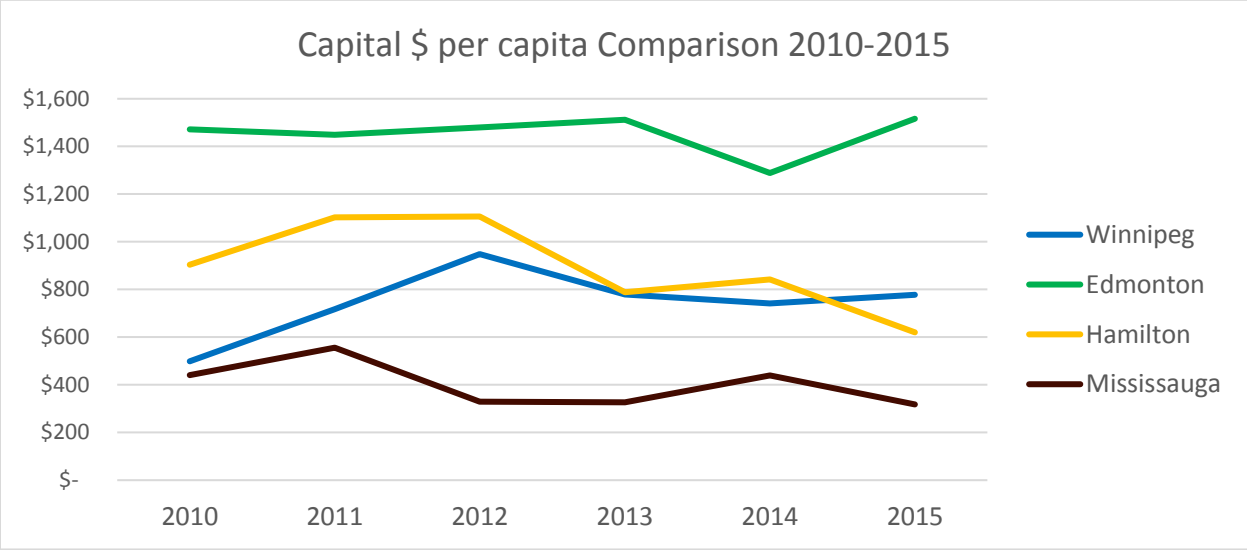
annual capital additions during the year averaged $744 per capita from 2010 to 2015, as illustrated below.

Figure 6 City of Winnipeg Capital Investment



A comparison to other similar sized cities shows that Winnipeg's investment since 2012 is relatively similar to Hamilton and higher than Mississauga. Edmonton shows significantly higher than the other three.

Figure 7 Capital Spending Per Capita Comparison



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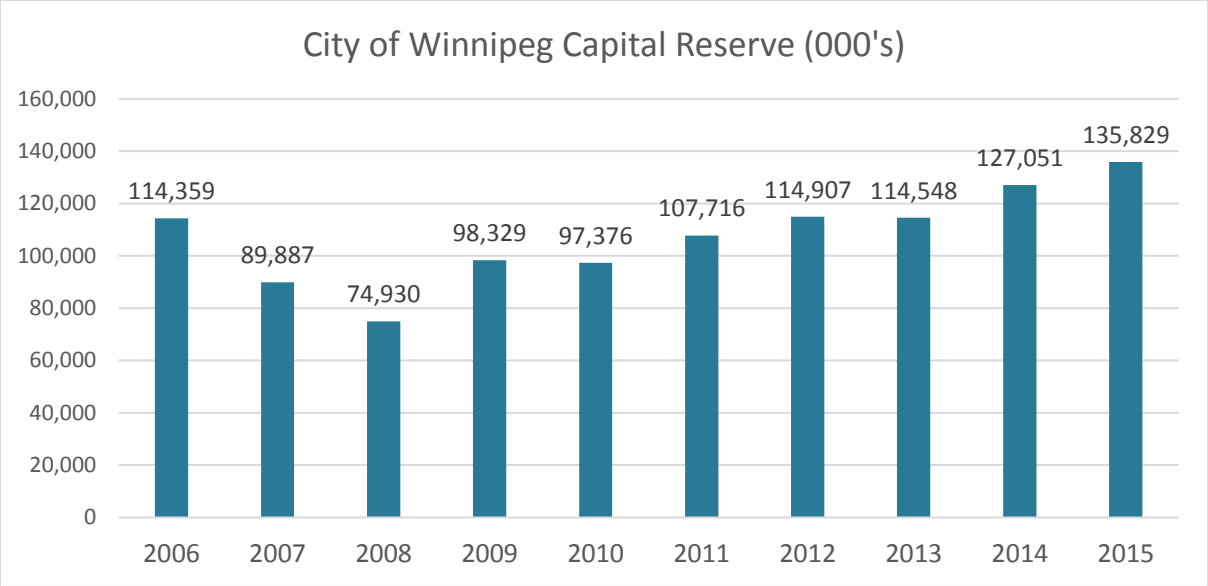
Capital reserves in Winnipeg have also steadily increased since 2010.

Figure 8 City of Winnipeg Capital Reserve, 2007-2015



Source: City of Winnipeg 2007, 2008, 2013, 2015 Annual Financial Reports

In spite of balanced budgets and increasing reserves, the City is on an active search for alternative sources of revenue.

"There is a growing gap between revenues and spending to support the services that Winnipeggers need. We have a growing structural operating deficit and not enough revenue to cover current expenditure levels. We need a new funding model. We need new, stable sources of revenue"
-Mayor Bowman (City of Winnipeg, 2016)

The City has historically taken funds collected for one purpose and used them for another. In the 90's, this led, in part, to the infrastructure deficit situation. There is concern this practice will continue with funds collected for investments in new infrastructure. In April 2016, City Council approved increases to water and sewer rates, but re-directed $32 million of the revenue to a general reserve in spite of massive upgrades underway at the City's four water treatment plants. (CBCNews, 2016). The Minister of Conservation and Water Stewardship objected and wanted to see Winnipeg refer the planned rate hike to the Public Utilities Board to provide "good professional analysis" on whether taking a dividend payment from water revenue is appropriate.

While the PUB regulates the rates charged by all water and sewer utilities outside Winnipeg, City Council has sole authority for utility rates in Winnipeg. According to the PUB, this is not in the public interest. After hearings in December 2011 to see how the City of Winnipeg handles its

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water and sewer utilities, the PUB found the practice of cross subsidizing to be a hidden tax. The PUB further found that:

"Winnipeg's water and sewer utilities are in excellent financial health with combined surpluses of $1.6 billion as of December 31, 2010… The money…could be used to significantly accelerate the removal of existing infrastructure deficits, including the separation of combined sewers (to reduce or eliminate raw sewage discharges into rivers) if such monies were kept and used in the two utilities…The Board is of the view that it would be in the public interest for the Public Utilities Board to regulate the rates charged by these utilities." (Manitoba Public Utilities Board, 2012).

A number of projects for the water and sewer utility are included in the costs to be charged to new development, even though another funding method exists, to which new homeowners and commercial properties also contribute.

The Mayor campaigned on finding alternative revenues and has actively lobbied the province for a greater share of the PST (Kives, 2014). Other lucrative opportunities have been rejected, such as ending the generous tax break enjoyed by MTS for its landlines that has been the same flat rate for more than four decades, even when given the opportunity with a sale to Bell (Annable, 2016). The proposed target for alternative revenues in the 2017 budget is now families investing in new homes.

"We are either looking at higher property taxes for everyone, or higher property values for some that choose to build and grow"
– Mayor Brian Bowman (Taylor, 2016).

Creating an unfair burden on those that choose to build and grow the city will dampen growth. Without the new, annual assessment revenue that comes with new growth, there *will* need to be higher property taxes for everyone.

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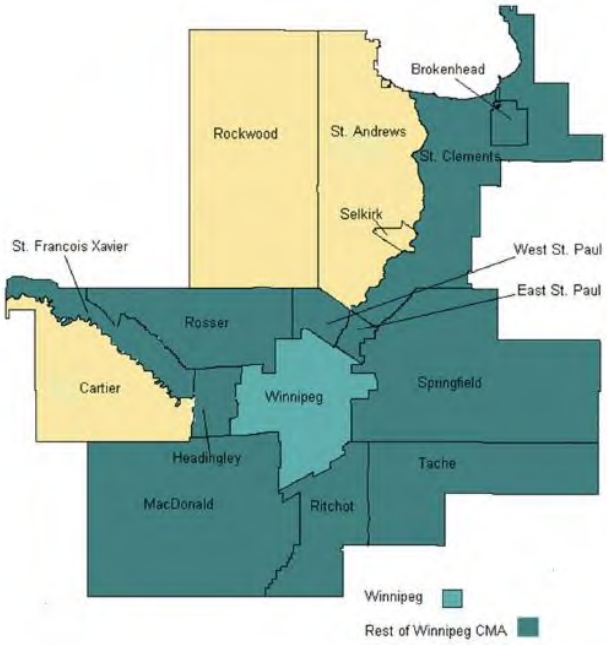
Historic and Projected Growth

Population

Determining realistic projections for population growth in Winnipeg is a key factor in identifying the volume and type of growth. The City of Winnipeg created the 2016 City of Winnipeg Population, Housing and Economic Forecast to support planning for the city. This report includes information based on the Census Metropolitan Area (CMA). The CMA includes the City of Winnipeg and neighboring municipalities where 50% or more of the labour force works in the core city. There are eleven (11) municipalities included in Winnipeg's CMA. By definition, at least half the population in the CMA outside of Winnipeg pay taxes in their home municipalities and use City of Winnipeg infrastructure and amenities.

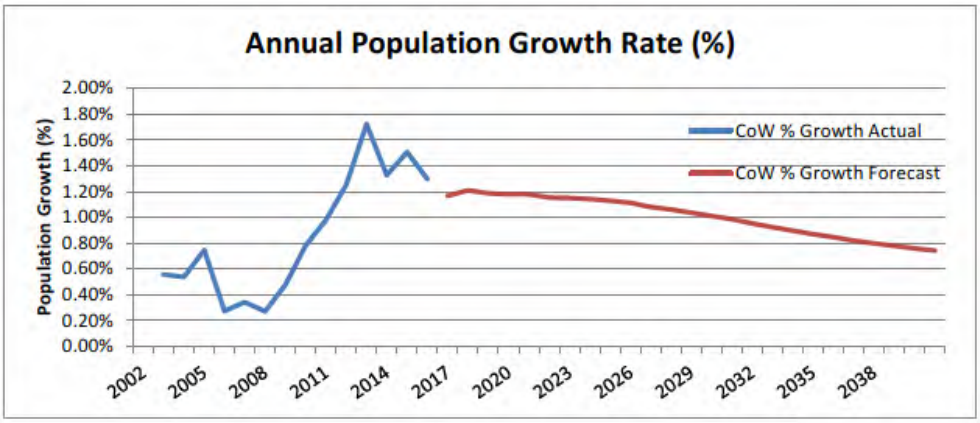
Figure 9 Winnipeg Census Metropolitan Area (CMA)



Population growth in the surrounding municipalities is two times the rate inside the city.

This forecast reports the city of Winnipeg grew at an average annual rate of 0.86% from 2001 to 2015. The CMA outside of Winnipeg grew at 1.78% over the same period. The forecast to 2040 shows a similar trend where growth in the areas surrounding Winnipeg (77%) is expected to be more than two times the rate of growth inside the City (28%). Following a short spike where growth was at or over 1.4% from 2013-2015, the annual population growth rate is expected to return to more normal historical rates of near or less than one per cent.

Figure 10 Annual Population Growth Rate



Source: CANSIM, The Conference Board of Canada, City of Winnipeg regression analysis

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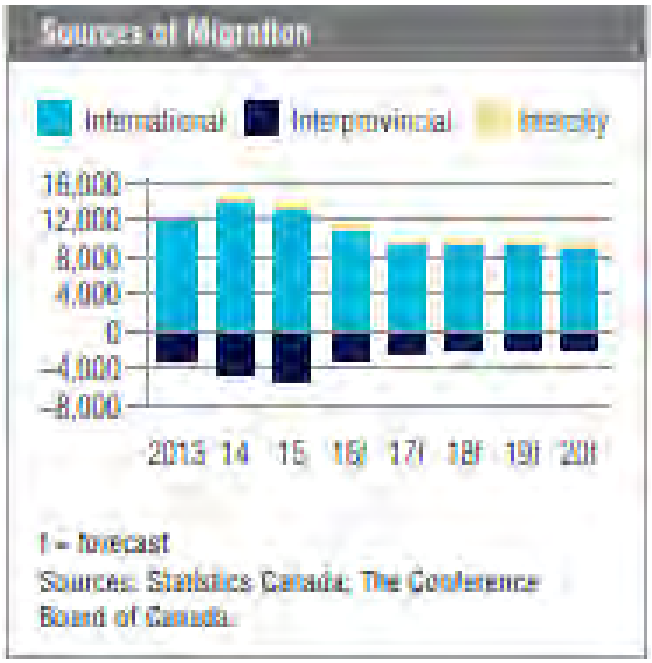
Figure 11 Sources of Migration



International immigration is the major contributor to population growth in Winnipeg. Government policy determines the level of immigration. Manitoba's Provincial Nominee Program supports and promotes the introduction of business owners and skilled workers to the province. Federal government policy has recently changed, allowing increases in the family and refugee categories.

Although it is expected that Winnipeg will benefit from continued international migration, caution in this optimism is warranted. While Winnipeg was the seventh largest city in Canada in 2006, it ranked 22nd in attractiveness to Migrants in the Conference Board of Canada's benchmarking report (Cappe, 2010). Winnipeg scored a 'C' grade in all categories, with the exception of a 'B' for environment, which considers air quality, average temperature, and driving distance for commuters, among other factors. Relative to housing, Winnipeg ranked 21st, behind many smaller cities such as Regina, Saskatoon, Sudbury and St. John's. The report indicates factors considered in housing decisions included the percentage of household income spent on mortgages or rent, and the percentage of homes in need of major repair. For all migrants, the Economy category appeared to matter the most in the decision to locate, followed by society and environment. Factors related to the economy category included GDP per capita, employment growth, unemployment, disposable income per capita, knowledge employment, and proportion of the workforce commuting outside the City for work. Winnipeg ranked 31st on this factor (Cappe, 2010).

> For all migrants the Economy category appeared to matter the most in the decision to locate

Employment

The service sector is the primary employer in the Winnipeg CMA. In 2015, 51% of employment was in commercial services; 30% in public administration and non-commercial services (Conference Board of Canada, 2016). Approximately 19% of employment was in the goods producing sectors of manufacturing, construction, primary and utilities.

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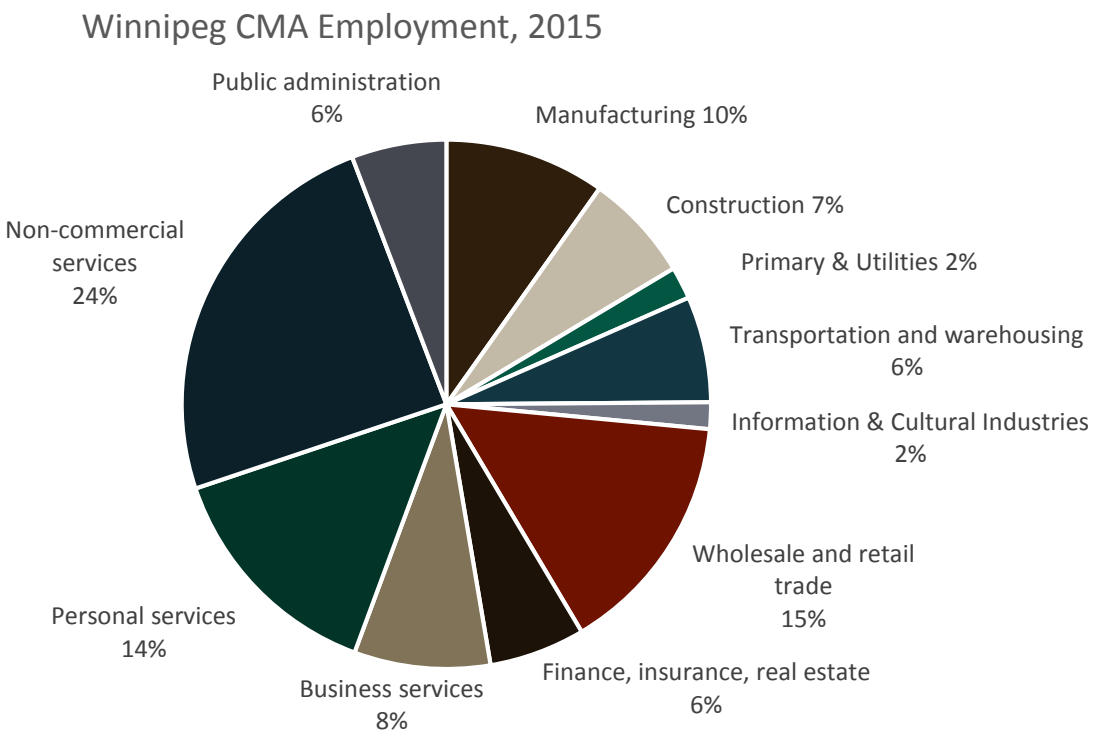
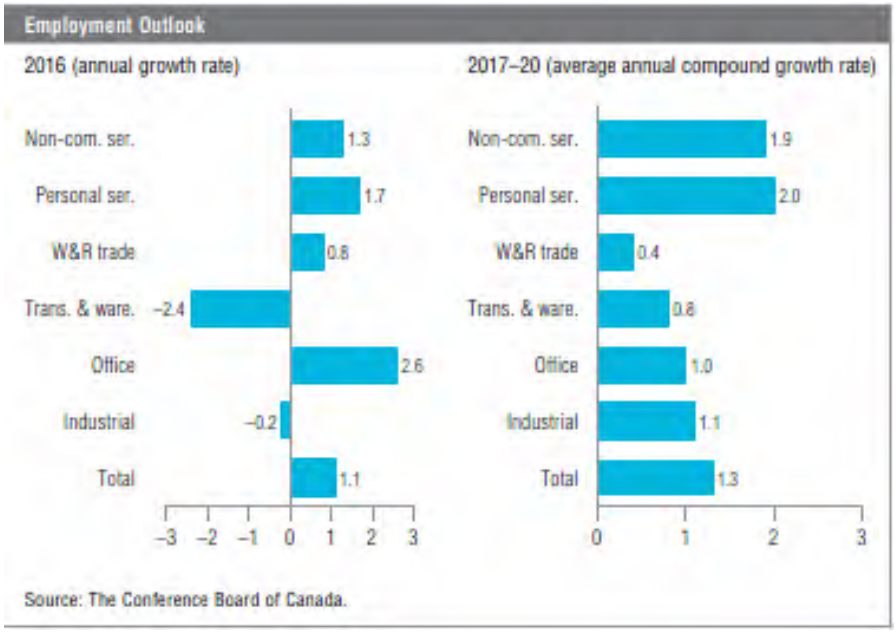
Figure 12 Winnipeg CMA Employment



Employment growth is projected at 1.1 per cent for 2016, down from a 20 year high of 3.4% in 2015. The employment outlook indicates growth will continue to be highest in the service sectors over the next five years (Conference Board of Canada, 2016).

Figure 13 Employment Outlook 2016-2020



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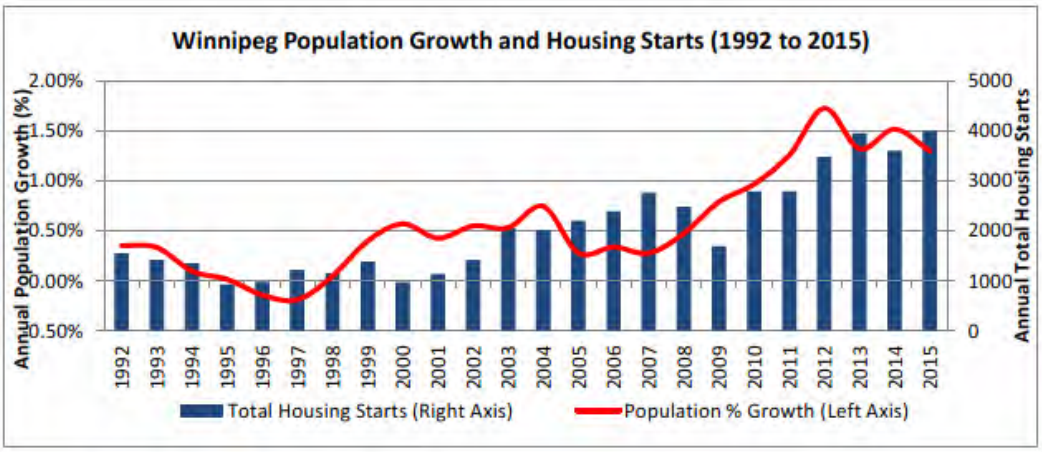
Housing Market

The City's forecast also indicates an average of 4,000 new housing starts per year (City of Winnipeg, 2016). This level of housing starts has only been seen in two out of last 20 years.

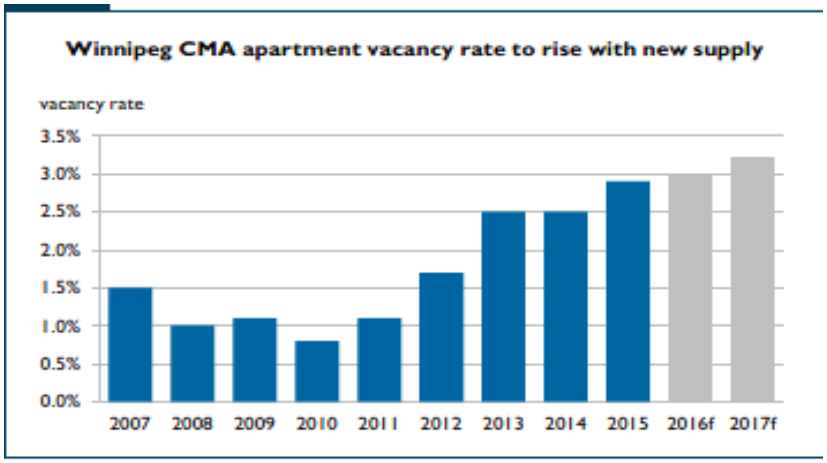
Figure 14 Population Growth and Housing Starts



Source: Statistics Canada, CMHC

For several years, Winnipeg's rental vacancy rate remained near or below 1%, creating a buildup of demand. In 2012 Conference Board forecasts suggested a much higher future demand for multi-unit housing than in the past. Builders responded, sparking a significant jump in multi-unit construction for the rental universe. Rental vacancy rates have now increased to 3% and are expected to continue to rise as new units under construction are introduced to the market. Increasing vacancy rates mean rents will not experience the same upward pressure as in the recent past (CMHC, Spring 2016).

Figure 15 Rental Vacancy Rate



Source: CMHC, Fall Rental Market Survey, CMHC Forecast (f)

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According to CMHC's Housing Market Assessment, complete and unsold multi-family units remain elevated and are at the threshold of overbuilding (CMHC, Q2 2016). Apartment units intended for the ownership market (condominiums) made up the majority of unsold units. By contrast, single detached inventories are down.

Figure 16 Complete and Unsold Housing Inventory

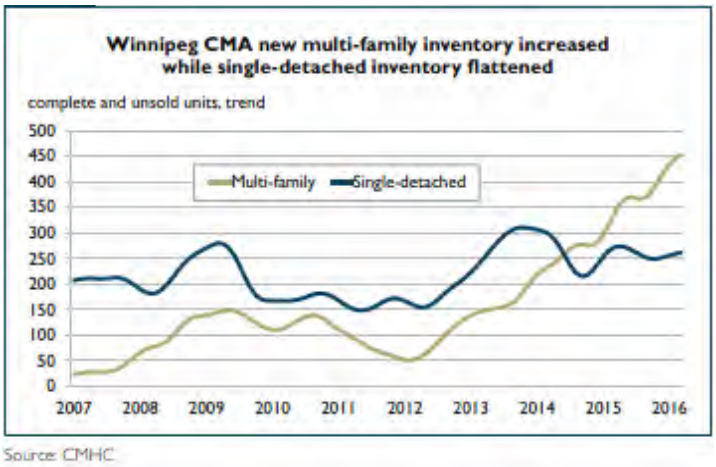
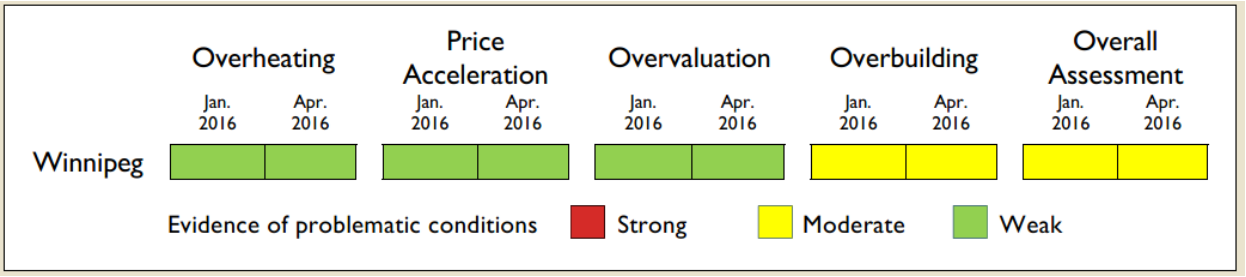


Figure 17 Evidence of Problematic Conditions (CMHC, Q2 2016)



The CMHC Spring Housing Market Outlook for Winnipeg CMA forecasts total housing starts below the levels of the last three years, particularly in multi-units. For *the entire CMA,* the forecast for 2017-2018 housing starts is 3,600 compared to 4,200 in 2016. At recent rates, about 20% of these starts would be in the other municipalities in the CMA.

Developers in Winnipeg confirm market conditions have meant lot prices have stayed flat for two or more years, and some have needed to offer incentives to encourage lot sales. New home construction and development is expected to be vulnerable to further increases in cost.

Commercial and Industrial Market

Commercial real estate in Winnipeg is approximately 75% industrial, with the balance split approximately equally between retail and office (The Johnson Report, 2016).

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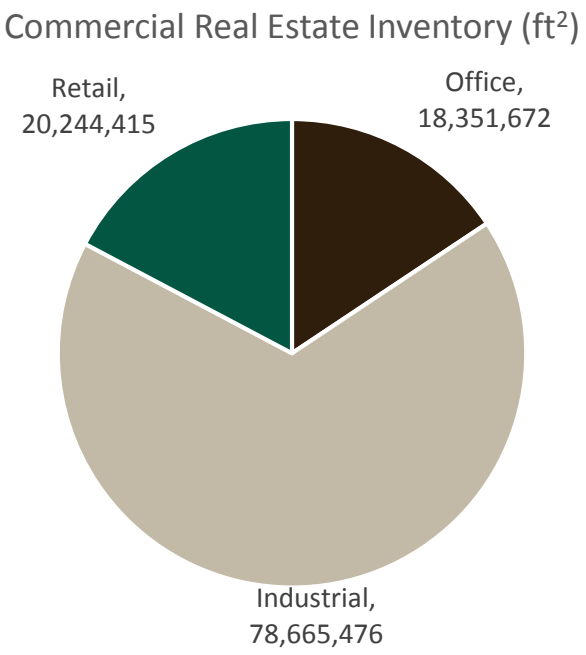
Figure 18 Commercial Real Estate Inventory, 2015



Office vacancy has been increasing over the last 10 years from 5.7% to 7.5%, with average annual growth of 189,546 ft^2 (17,616 m^2), or about one per cent. Leasing activity has been historically weak, with no new head offices attracted to Winnipeg. The highest, and steadily increasing vacancy (8.4%) is seen downtown.

Industrial vacancy is a good indicator of the health of the industrial market and the overall health of the city's commerce. The market has been relatively stable in the 1.5 to 3 million ft^2 vacancy range for more than a decade. Vacancy was at a 10 year low in 2009 at 1.5 million ft^2, and increased to about 2.5 million ft^2 in 2014, with a small reduction in 2015. Total industrial inventory is currently 78.7 million ft^2. Average annual growth from 2005 to 2015 was 277,555 ft^2 (25,795 m^2) or 0.3 per cent.

Winnipeg's current **retail** inventory consists of enclosed malls, shopping centres, strip centres, storefronts and restaurants. Over 3 million ft^2 have been added to the inventory since the end of 2000, mostly power centre and strip mall development. The closing of Target Canada has left two locations remaining vacant, accounting for nearly 1/5th of the total market vacancy. Average annual growth from 2005-2015 has been 240,850 ft^2 (22,384 m^2) or 1.2 per cent (The Johnson Report, 2016).

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4. Current Planning Environment

Municipal Authority

The City of Winnipeg derives its authority from *The City of Winnipeg Charter Act*. Subsection 150(a) of the Charter provides City Council with the authority to pass bylaws respecting construction and occupancy of buildings. Subsection 174(d) (vii) enables council to establish a system for licencing, permits or approvals and procedures for dealing with applications, including the method of calculating charges. Fees and charges for development applications, permits, and related matters are imposed by the *Planning, Development and Building Fees By-Law No. 77/2009* (the "Planning Fees By-law") and the *Fees and Charges By-law No. 196/2008.*

Under Part 6 - Planning and Development, the City has the authority to require development agreements and may establish a subdivision standards by-law that includes criteria and requirements for layout of streets, transportation, public works, utilities, sites for schools, parks and recreation areas, dedication of land to the City, and environmental considerations.

Under subsection 259(1)(i) these agreements may include requirements for the owner to pay to the city some or all of the cost of existing or future public works, including the cost of any related environmental, engineering or other studies or reports, *which benefit or will benefit the proposed subdivision.* This is the authority that is used by the city to require the owner to pay for, or more typically construct, all on-site infrastructure (streets, sidewalks, active transportation, streetlights, water and sewer, etc. within the bounds of the subdivision), bordering streets, and some traffic interchanges that are off site but nearby.

> The City of Winnipeg Charter Act specifies costs that may be charged for a development. It does not include a broad-based charge. In other provinces where the authority is intended, it is clearly given.

The City of Winnipeg has previously stated that it does not have the legal authority to establish a standard charge on new development for an expansive set of future infrastructure investments, much of which may be quite distant and unrelated to the development, except in the broadest sense of an overall benefit to the entire city. In other provinces where such authority is intended, it is clearly given.

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Conditions for plans of subdivision

259(1) Council may, by by-law, provide that approval of proposed plans of subdivision be made subject to one or more of the following conditions:

(a) that at least 10% of the land be conveyed to the city for purposes of the city other than streets, without consideration or for nominal consideration;

(b) that instead of setting the condition under clause (a), money be paid to the city for the purchase of land for purposes of the city other than streets;

(c) that all outstanding taxes, including local improvement taxes, be paid;

(d) that streets within the proposed subdivision be dedicated as council considers necessary;

(e) that where land in the proposed subdivision abuts on an existing street, land in the proposed subdivision, other than land occupied by an existing building, be conveyed for the purposes of making the street conform with any provision respecting streets of a by-law passed under section 255 (subdivision standards by-law);

(f) that the owner of land within a proposed subdivision enter into one or more agreements with the city respecting such matters as council considers advisable or necessary, which agreements may include, without limiting the generality of the foregoing, requirements that

(i) the owner pay to the city some or all of the cost of existing or future public works, including the cost of any related environmental, engineering or other studies or reports, which benefit or will benefit the proposed subdivision,

(ii) the owner construct or pay for all or part of the capacity of the public works in excess of the capacity required for the proposed subdivision, and

(iii) the city reimburses the owner for the cost, including interest at such rate as is agreed on, of the excess capacity referred to in subclause (ii) when money is recovered by the city from owners of other lands benefited by the excess capacity or at some earlier time.

The City of Winnipeg Charter Act, A.M. 2002, c.39

Other municipalities in Manitoba have different authority. Under *The Planning Act* 143(1), a council may, by by-law, set the levies to be paid by applicants to compensate the municipality for the capital costs specified in the by-law *that may be incurred by the subdivision of land.* The Planning Act does not apply to the City of Winnipeg, with the exception of provincial land use policies.

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Municipal Plans

OurWinnipeg

OurWinnipeg establishes the City of Winnipeg's vision for the next 25 years. It focuses on three key directions -- a city that works, sustainability and quality of life. These directions are intended to address questions such as how growth and change will be accommodated while making sure the city stays livable, affordable and desirable, and how to maintain and enrich what is valued while finding room for a growing population. The "City Building" section of the plan speaks to creating complete communities, providing options to accommodate growth and connecting and expanding sustainable transportation and infrastructure networks.

Complete Communities

Complete Communities is one of the four Direction Strategies supporting *OurWinnipeg*. Its primary focus is to guide Winnipeg's physical growth and development by introducing a new urban structure. "New communities should contribute to the City's balance of residential, commercial, industrial, natural and recreational land uses to ensure economic, social and environmental sustainability" (City of Winnipeg, 2011). It states that new development should only be approved when:

- A full range of municipal services can be provided in an environmentally sound, economical and timely manner
- There is a reasonable relationship between the supply of land and the projected demand
- New development is adjacent to, and compatible with, existing development and is designed to minimize the spatial use of land

It also states that new communities will increase opportunities to live, work, learn and play in the same neighborhood. This encourages higher residential density in areas adjacent to commercial and employment lands, especially where the area is served by transit, services and other community amenities. It encourages new communities to include a mixture of residential, commercial, employment and institutional uses that are supported by multiple transportation options for residents and greater choices in housing type, density, style and tenure. Parks at the neighborhood and community level must address both active and passive requirements for recreation, sport and leisure, and promote connectivity and walkability between park sites and neighborhood features. New communities will also be developed with complete streets enabling safe and convenient spaces for pedestrians, bicyclists, public transit ridership and motorists to promote physical activity, health and active transportation.

As shown on the maps below, recent communities are adjacent to and connected with the established areas of the City.

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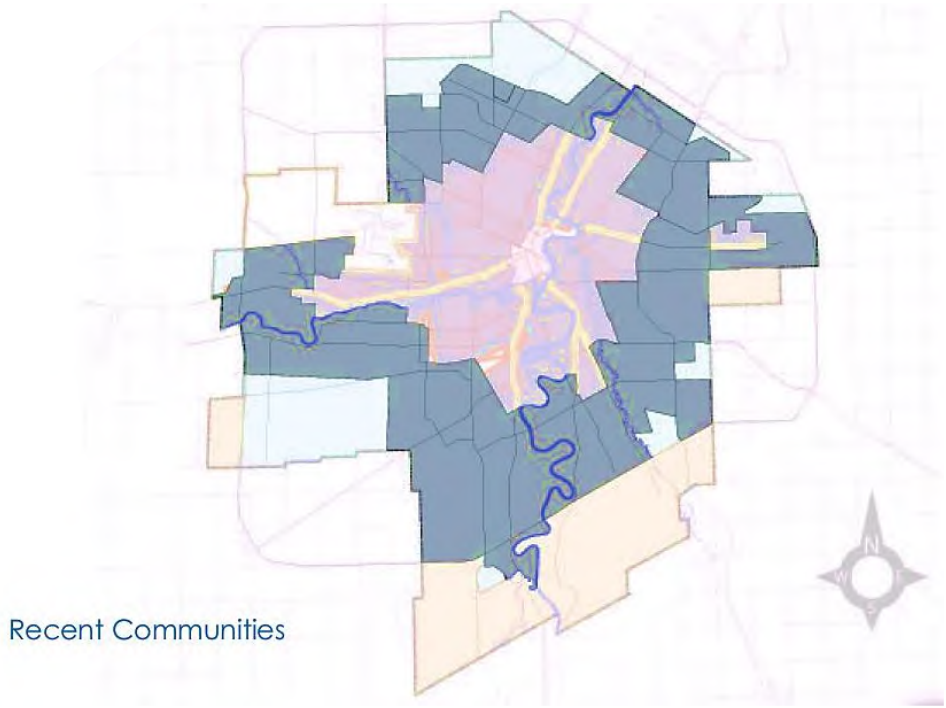
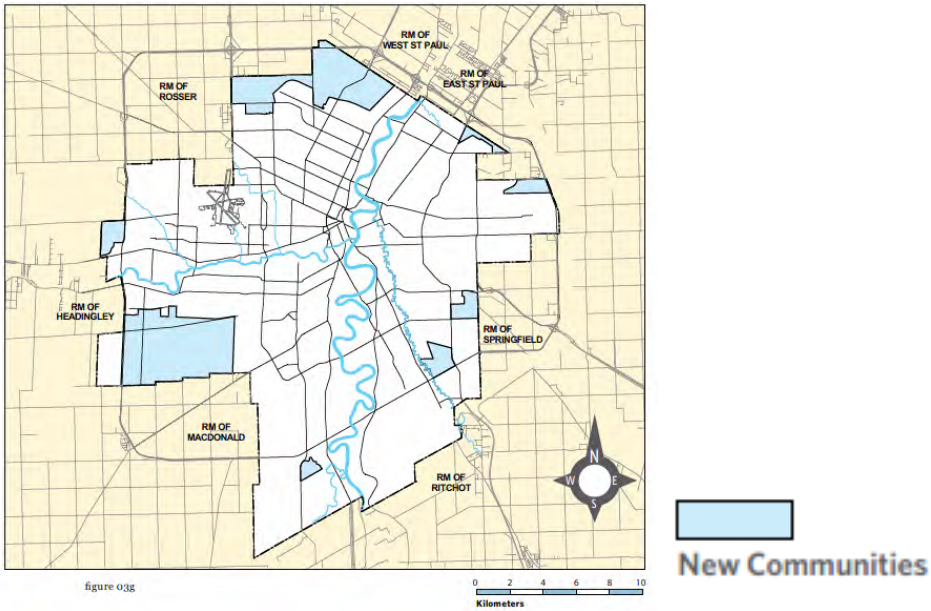
Figure 19 Recent Communities



Source: Planning Ed. Land Use Planning: The Big Picture. June 4, 2016. City of Winnipeg

New communities, as shown below, represent a relatively small amount of land area, also contiguous to existing developed areas.

Figure 20 New Communities (City of Winnipeg, 2011)



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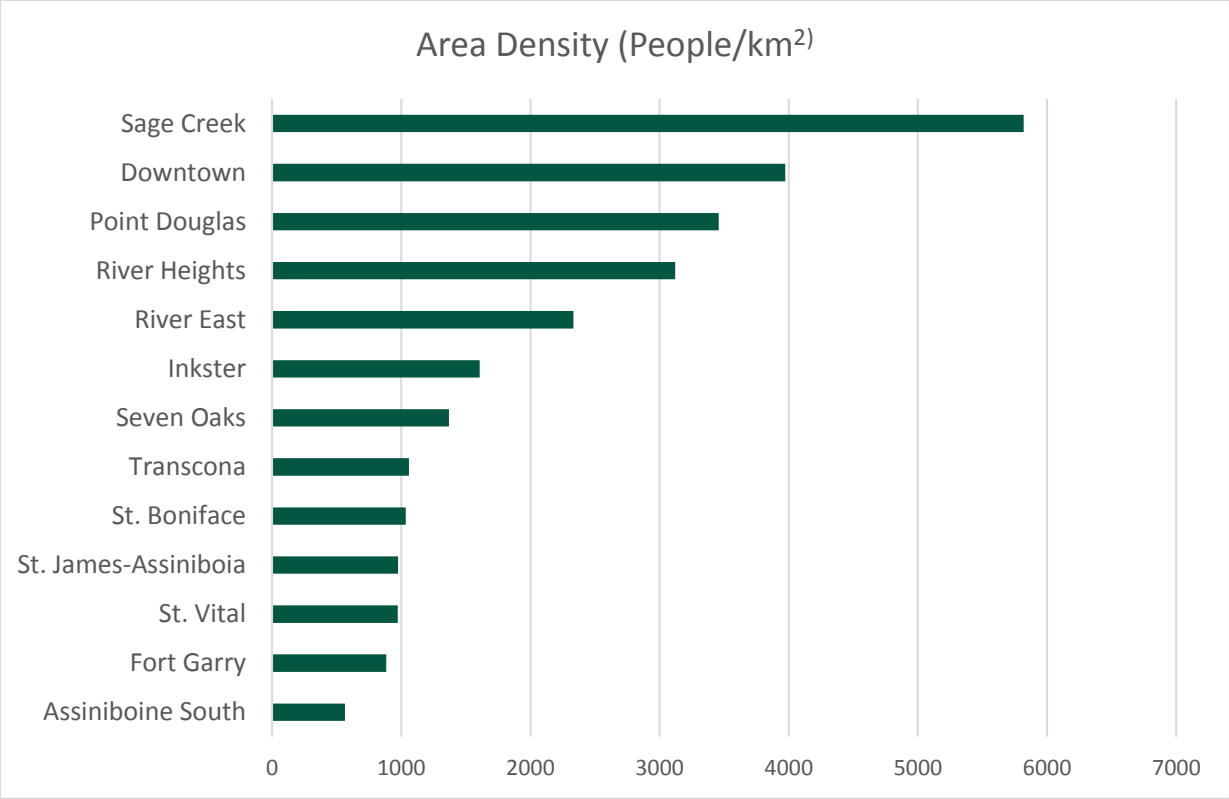
Urban sprawl is an uninformed characterization of recent development in Winnipeg. Waverley West and Sage Creek are clear examples of modern, complete communities designed with Smart Growth principles

"Urban sprawl" has been used by some as a critical description of recent development in Winnipeg. This is not an informed characterization. Urban sprawl generally includes low density, homogenous, single use developments disconnected from the existing urban area. Smart Growth, in contrast includes mixed land uses, a range of housing opportunities and choice, walkable neighbourhoods, and distinctive, attractive communities with a strong sense of place. These Smart Growth principles are quickly evident in the Complete Communities strategy. These standards have been incorporated into the City's review of development proposals even before the adoption of this directional strategy. Waverley West and Sage Creek are clear examples of modern, complete communities designed with Smart Growth principles.

The chart below illustrates area densities for the established areas of the city, with comparison to Sage Creek, which at completion would host a population of approximately 17,800 people in 7,533 housing units (both single and multi-family, at 2.36 persons per household). While the other community data is from 2006 (latest published by the City of Winnipeg) (City of Winnipeg, 2016) the overall pattern is expected to remain.

Figure 21 Density of Areas of Winnipeg



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The Sage Creek Masterplan below illustrates this higher density, with a housing mix that includes a range of apartments, townhomes and single family homes; neighbourhood commercial and mixed use, and modern standards for active transportation, storm water management, and overall design. Neighbourhood commercial services include grocery, restaurants, gas station, convenience stores, banks, insurance, pharmacy, personal services, retail, etc.

Figure 22 Sage Creek Master Plan

Figure 23 Sage Creek Medium Density Homes

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Urban Sprawl vs Smart Growth (CaRDI , 2016)

While no single definition has been universally accepted, there is some agreement on defining characteristics of sprawl. These include, but are not limited to (CaRDI , 2016):

- the *low density* of population settlement patterns
- the *increasing spread*, or de-concentration over time, of urbanized development into formerly rural areas
- the *pattern* of overall settlement which evolves from a compact gradient around a center to an irregular, discontinuous, and dispersed pattern with multiple centers
- the *separation and distance* between residential, commercial, and other land uses
- the *form and design* of buildings and their neighborhood contexts which tend to be single story, homogeneous, and support only single use (e.g., single family residential)

These have been simplified into four major factors in measuring sprawl: development density, land use mix, activity centering (proportion of people and businesses in close proximity) and street network accessibility.

Smart Growth has been advocated as an antidote to the undesirable impacts of sprawl. Ten common Smart Growth Principles have been identified by the national Smart Growth Network (Smart Growth Network, 2016) as:

1. Mix land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty, and critical environmental areas
7. Strengthen and direct development towards existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair, and cost effective
10. Encourage community and stakeholder collaboration in development decisions

The spread of development of land to suburban and rural areas outside of an urban centre is an important characterization of sprawl that arguably *is* happening with the extent of development in the CMA outside of Winnipeg. This would be further encouraged by adding costs within the urban area.

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Sustainable Transportation

One of the four directional strategies of *OurWinnipeg*, Sustainable Transportation establishes, at a high level, how transportation will be provided in Winnipeg for the next 25 years. This strategy forms the policy framework for the Transportation Master Plan (TMP). The Sustainable Transportation strategy anticipated that the TMP will include a step-by-step action plan for implementing the public transit, active transportation, goods movement and other transportation initiatives for the near term (5 year), mid-term (10 year) and long-term (25 year) planning horizons. It was to outline the specific timing, responsibilities, operational/coordination issues between agencies, cost to implement, policy/bylaw requirements and interactions with other activities (City of Winnipeg, 2011).

> The schedule of road network improvements does not have the implementation detail contemplated in the Sustainable Transportation Strategy

The Transportation Master Plan was published in October 2011. It describes its purposes as setting out a strategic vision for transportation in Winnipeg, and to provide an updated and expanded set of policies to guide future transportation and land development decisions. It clarifies that it is a long term, *strategic planning document, not intended to address site-specific or corridor-specific issues* (City of Winnipeg, 2011).

A schedule of road network improvements is included in the TMP, intended to address existing network constraints and recurrent congestion at river and railway crossings and in the downtown during peak periods. It was noted that all figures are preliminary estimates only. **This schedule does not have the implementation detail contemplated in the Sustainable Transportation Strategy. It does not reference transportation studies of the load created by new developments in any given area versus existing demand, or to what extent cost is driven by the simple need to modernize infrastructure designed under old standards as it is rehabilitated or replaced**. It does not identify the street classification to enable understanding of the economic value (and therefore attribution of benefit and fair funding contributions) associated with goods movement, or need driven by ex-urban demand on regional routes. It does not have timelines beyond short, medium and long term, implementation plans or coordination with other infrastructure.

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Other Infrastructure Plans

There is a significant gap in planning for all types of infrastructure in Winnipeg. The City has not published strategic or detailed plans for new water and wastewater infrastructure. While there are some policies that identify principles for facility types and service levels, the City has not published a libraries, recreation or protective services plan that identifies the specific investments required, timing or costs beyond the 2016 capital plan. **The level of detail to responsibly determine costs associated with future development to 2041 is not at the standard seen in other communities that have implemented development cost charges.**

There is a significant gap in planning for all types of infrastructure in Winnipeg

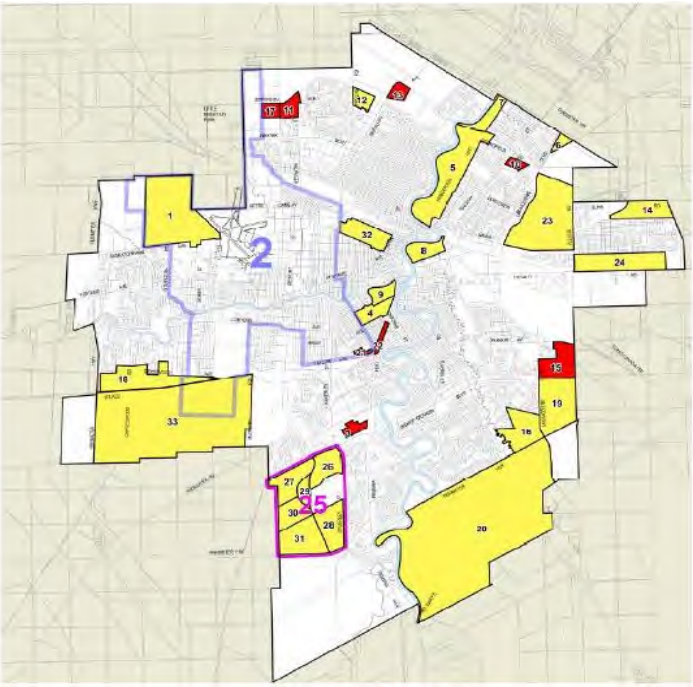
City of Winnipeg Development Process

New developments in Winnipeg are subject to extensive approval processes. *The City of Winnipeg Charter Act* provides specific requirements related to the Plan Winnipeg By-Law (*OurWinnipeg*), Secondary Plans (Local Area Plans), Development Applications, and Decision Making processes. A secondary or local area plan formally establishes and documents a vision for a specific geography, and policy related to the respective land use, urban form, transportation, parks, and open spaces.

Subdivision and rezoning applications are reviewed against *OurWinnipeg*, Complete Communities, any applicable secondary plans, and any other relevant plan or policy. Subdivisions that require a zoning change or create new public streets require Council approval, with a public hearing at a Community Committee.

The professional planning staff of the Planning and Property Development department administer the City's plans, oversee development of new plans and policies, and administer development application processes. The department provides reports and recommendations to inform Council decision making. It does not have independent decision authority.

Figure 24 City of Winnipeg Secondary Plans



An application initiates the development approval process. Applications for planning new communities must include, at a minimum (City of Winnipeg, 2011):

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- Definition of the study area
- Public engagement to identify the local character and community needs
- Assessment of parks, community facilities and service capacities
- Assessment of infrastructure condition and capacities
- Vision and sustainability principles
- Locations for intensification, transition and conservation
- Land use diversity and development densities
- Multi-modal transportation infrastructure, locations and connectivity
- Development phasing, staging and public investment
- Cultural Heritage, including buildings, sites, archaeological or other issues or features as applicable
- Implementation
- Other policies or context specific guidelines as deemed appropriate
- Cost / benefit analysis

Applicants will often hold an open house prior to submitting the application for interested members of the public. The City works with the applicant to ensure it is aligned with the Complete Communities vision and other City policies.

Public hearings are a statutory requirement of the decision-making process. These hearings are carried out by the City before a Committee of Council. Open houses, while not legally required, are often held by the applicant to inform and consult with the local community that may be affected by the proposed development.

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Through the process there are a variety of fees that must be paid to the city, ranging from $550 for plan reviews by staff and the Council Committee to $35,000 for a new secondary plan.

Figure 25 Waverley West Approval Process

Waverley West Approval Process

Amendments to Plan Winnipeg

- Multiple studies on supply and demand, transportation review, engineering studies
- Extensive consultations with City of Winnipeg Planning & Property Development, Public Works, Water and Waste
- Cost-benefit study
- Public consultation
- Hearing before Executive Policy Committee
- Ministerial approval

Regional Secondary Plan – covering multiple developments within a larger area

- Public consultations, including a Design Charette, meetings with Neighbourhood Advisory Groups, Open Houses, Workshops
- Hearing before Community Committee
- By-Law passed by Council to approve the Plan.

Secondary Plans

- Seven "neighbourhood plans"
- Extensive consultations with City of Winnipeg
- Consultations with Neighbourhood Advisory Groups and Open Houses
- Community Committee Hearing

Subdivision and Rezoning processes, including public hearings

Negotiations with City and Province on land transfers, environmental licenses

Development Agreement Parameters

Section 259(1) (f) of The Charter provides that the City may require an owner seeking approval of a subdivision to enter into a development agreement. The City of Winnipeg and the development community negotiated Development Agreement Parameters. These parameters, adopted by City Council on July 17, 2002, serve as guidelines for conditions of approval. They are intended to convey the general policy of the City toward new and infill developments. The adoption/ amendment of these Parameters is determined by a majority vote of the City Council. The primary purpose of these parameters are to ensure that:

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- All developers pay their equitable share of costs associated with development (equity and fairness)
- Development agreement obligations are consistent across all developments (consistency and predictability)
- Development complies with City of Winnipeg's construction specifications (quality and standards)

The existing Development Agreement Parameters address land acquisition and dedication, services and improvements, maintenance, compliance and general administration and finance. Developers are required to transfer land to the City for various purposes and to construct various types of municipal services that subsequently become part of the City's infrastructure.

> With few exceptions these parameters are negotiated based on the principle of cost attributed to benefit

With few exceptions, these parameters are negotiated based on the principle of cost attributed to benefit or impact. The question of whether the entire city, areas of the city or the individual homeowner primarily benefits from the development is at the crux of 'who should pay', and underpins the identification of the City of Winnipeg and development community responsibilities for growth and development.

Under the current scheme, the developer builds and pays for the infrastructure costs within the boundaries of the development (internal costs) as well as the required infrastructure to connect the subdivision to City services. The developer pays directly for construction of all streets, sidewalks, active transportation routes, water and sewer connections, all land drainage, street lights, street signs, boulevards, and landscaping, and 50% of arterial roads. Under the Charter, the developer is required to dedicate 10% of the land to the city for purposes other than streets (typically used for parks / green space) or cash in lieu of this land. The developer is also required to dedicate (give over) to the city the streets, rights of way, walkways, frontage roads, lane rights of way, easements, rivers and creeks, and storm water retention basins. The City may also require the developer to pay for or construct off-site public works that are impacted by (benefit) the new development. Developers pay for access to major arterials and expressways by installing all the intersection improvements including extra lanes, traffic lights, landscaping and drainage. Trunk sewer rates are paid for land drainage. This is an area charge portioned on an acreage basis that every developer pays for their portion in a precinct. This is no different than a developer charge for land drainage in Springfield, East St. Paul, Toronto or Calgary.

In many cases, developers pay for one lane of the roadway in each direction where it fronts their property. Developers also contribute a significant amount of land for the right-of-ways where these roadways are installed. In other jurisdictions, the developers are credited for the land used for City purposes at market value. This is significantly greater than the value used by the City of Winnipeg. Some examples of the significant contributions of developers to off-site infrastructure:

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- Twinning Highway 59 south from Bishop Grandin
- Pavement and right-of-way for Bishop Grandin from Highway 59 east to the city border
- Cost of one lane of existing Bishop Grandin along the full north frontage
- Cost of one lane of existing Waverley from Bishop Grandin to Bison
- Coast of intersection improvements along existing Waverley
- Front ending for the upgrading and twinning of Waverley from Bison south to the southern edge of South Pointe
- Contributions to lanes of Kenaston from Bishop to Waverley
- Full cost of all intersections on Kenaston from Bishop to but not including the Perimeter
- Contribution of land for the right-of-ways

A summary of the existing Development Agreement Parameters is included in Appendix B.

Once the services have been installed, the developer is responsible for the maintenance/ warranty of the works for a defined length of time to ensure they meet the City's specifications before they become the responsibility of the City. The existing development agreement parameters require that developers maintain and warranty, for a period of one year, water mains, land drainage systems, storm water impoundments, wastewater sewer systems, street and lane pavements, sidewalks and walkways, lot line connections, structures and sodding of public and private-owned lands.

The Development Agreement Parameters also guide consideration of when the city will reimburse a developer that pays or installs services that have excess capacity or benefit adjacent private lands, an existing or future development.

> The City and the development community had agreed to review and update the Development Agreement Parameters regarding off-site infrastructure

These parameters have not been updated in almost 15 years. In December 2015, the City and the development community agreed to discuss improvements to the Development Agreement Parameters.

A schedule of meetings was anticipated beginning in the winter of 2016. The development community had identified a number of challenges, including a lack of consistency in developer obligations from one agreement to the other, particularly regarding off-site obligations. To enable more clarity, certainty and consistency, developers had identified for discussion:

- A more expansive road classification system beyond the existing "regional" and "local" system, and formulas for developers' responsibilities for the various classes of roadways, associated intersections, and traffic impact.

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- Land dedication, landscaping, recreation and community facility contributions (libraries, police, fire) and formulas
- Sewer and water model
- Transit, including planning and responsibility of new growth, revenue models and contributions from other sources
- Storm water management
- Legacy challenges – obsolete infrastructure, impact of lack of planning.

Meetings between the Committee of Council, city planners and developers to discuss these issues were deferred by the City as it elected instead to undertake a study into alternative financing mechanisms. UDI and MHBA had offered to contribute to the cost and collaborate with the City on such a study. The City declined, choosing instead to pursue the study independently through the Finance Department, without industry engagement. UDI and MHBA would welcome the opportunity to return to discussions, with all relevant city departments, of how costs of development should be funded through the Development Agreement Parameters process.

5. Value of Development to Winnipeg

Where you live, where you work and where you establish and run your business are critically important decisions in people's lives. In addition to individuals and families moving from other provinces or countries, most people make decisions about where they live at three significant points in their lives -- when they leave their parent's home, when they start a family, and when retiring. A thriving, sustainable city focuses on effectively managing the foundation elements of safety, water quality and transportation, developing community facilities and amenities desired by today's population, and promoting sports, cultural and recreational opportunities (Florida, 2008). Perhaps more importantly, progressive municipal governments plan for the type of growth and development that they both need and desire, decades in the future. They also recognize that this type of planning requires true collaboration with business and community leaders including the development community who invest significantly in the long-term growth of a city.

> A thriving, modern city provides the infrastructure and amenities that individuals, families, businesses and visitors want.

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Economic Impact of Home Construction

The home building industry is essential to Manitoba's economic strength and prosperity. In 2014, new home construction in Winnipeg provided 6,200 jobs, one of the largest employers in Winnipeg. These jobs provided $320 million in wages, which translate into purchases across the entire local economy. New home construction represented $940 billion in direct investment in our city, with new home purchases representing the largest single wealth builder for most families (Canadian Home Builders Association, 2014). The construction industry as a whole employs 28,000 people in the Winnipeg CMA (Conference Board of Canada, 2016).

New home construction represented $940 billion in direct investment in Winnipeg

How New Development Pays for Its Impacts

Direct Investment

From 2007 to 2015, developers built and turned over $630 million in infrastructure to the city.

New communities are built and funded by developers and ultimately paid for by the people who purchase homes or commercial properties in the new communities. Developers purchase the land, initiate the application process, perform related requirements and pay all related fees, plan the subdivisions, perform the engineering, and build the infrastructure to service the communities. From 2007 to 2015, developer in-kind contributions to capital as reported by the City amounted to over $630 million dollars (City of Winnipeg, 2008-2015). Developers may carry their investment in the land for many years before generating revenue through lot sales to homebuilders, and are responsible for property taxes during this period. The homebuilder then markets a proposed new home designed for the lot to a new homebuyer. Homes and commercial developments are typically built 'on-demand', with construction scheduled only after a buyer has signed a purchase agreement.

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Figure 26 Infrastructure Built by Developers, Paid for by New Home and Commercial Property Buyers

Assessment Contribution of New Homes

Once lots are sold and new homes are constructed, homeowners pay property taxes based on the assessed value of the property. New homes are generally assessed at a higher value than the 'average home' in Winnipeg, and thus contribute a larger share of municipal revenue than the average home.

Winnipeg has the 3rd oldest housing stock of major cities in Canada, which contributes to lower average assessed values. This explains, in part, why average properties taxes in Winnipeg appear low compared to other cities. Assessed values, and thus property taxes, vary significantly by neighbourhood. The average municipal levy per dwelling in Winnipeg was $1,303 in 2015. The map below shows neighbourhoods that pay below average taxes in red, about average in yellow, and above average in green (City of Winnipeg; Statistics Canada, 2015). The green areas include much of the recent development.

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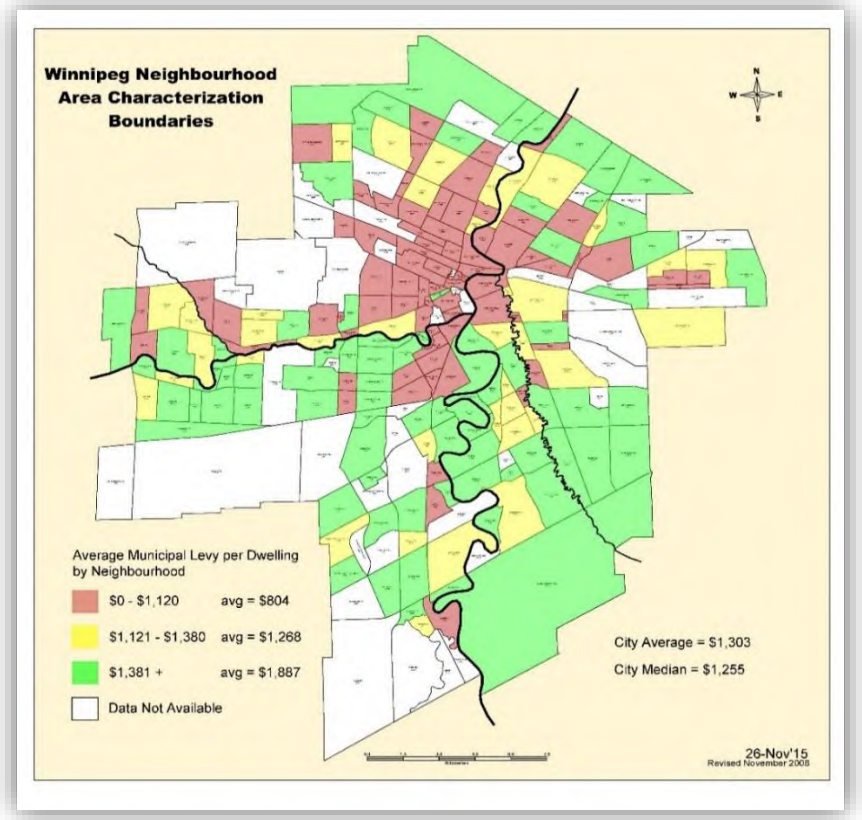
Figure 27 Municipal levies by neighbourhood



Source: 2015 Municipal Assessment Data by Neighbourhood, 2011 Census by Neighbourhood, Building permits 2012-2014

Based on the average value of a new single detached home sold in 2013, property taxes and frontage levies were calculated at over $2,900 (Deloitte LLP, 2014), or 2.2 times the amount paid by the 'average' home. According to the City of Winnipeg's Building Permit Statistics, there were 14,631 single family homes built over the ten year period 2006-2015 (CMHC, Dec 2014; Aug 2016). Using building permit values grossed up for land values (Winnipeg PPD, 2016) and applying the mill rates of the day, this would result in combined tax revenues of $199,518,000 to the City of Winnipeg to 2015. These homes would continue to contribute $33.6 million per year at 2016 mill rates, or about $14.5 million more per year than an equivalent number of 'average homes'. *It is important to note single detached dwellings represent less than half the value (46%) of residential construction. The total value of residential permits was $6.3 billion over this period of time. Non-residential construction permits totalled $12 billion.* These homes are further estimated to have generated over $60 million in land transfer taxes to the Province of Manitoba.

New single family homes built from 2006-2015 have contributed about $200 million in new property tax revenues to the City of Winnipeg

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Housing price growth in the new home market has historically been above inflation. New homes can be expected to continue to disproportionally support City revenues into the future.

Figure 28 New Housing and Consumer Price Indexes

Winnipeg	2011	2012	2013	2014	2015
New Housing Price Index (Statistics Canada, 2016) (2007=100)	124.1	129.3	135.6	137.8	139.3
Consumer Price Index (Statistics Canada, 2016) (2002=100)	118.1	119.9	122.6	124.9	126.6

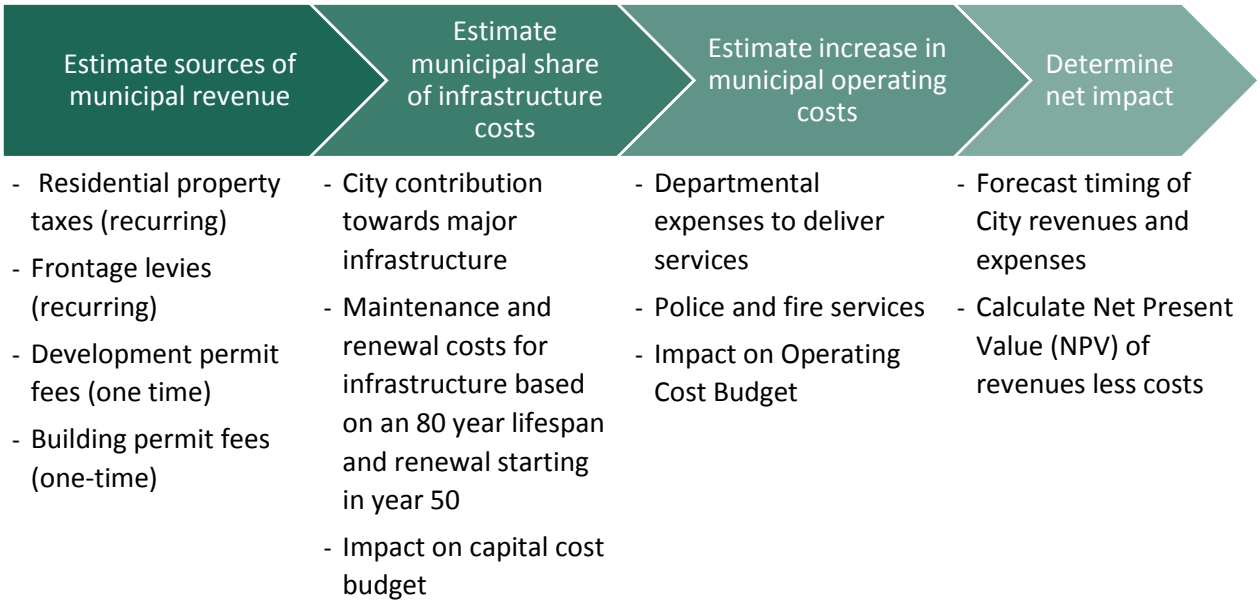
Without surplus contribution from new development, all property owners would need to pay more.

Cost Benefit Studies

Cost benefit studies are required by the City of Winnipeg as part of the development approval process. These studies ensure that revenues generated from development of new communities will pay for up-front and ongoing costs to the City. The typical approach to these studies is shown below (Deloitte LLP, 2014):

Cost benefit studies are required by the City of Winnipeg as part of the development approval process

Figure 29 Cost Benefit Study Approach



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Waverley West has been the subject of repeated cost benefit studies. ND Lea conducted an original analysis for MHRC and Ladco in 2004. The City administration completed their own Cost Benefit report in 2004 as well. An update was prepared by MMM Group Ltd. with current figures as of December 31, 2013. The 2013 update indicated a total of $892.2 million (NPV of about $250 million), meaning that the City would receive net revenues of over $892 million from this development over 80 years, *after all capital and operating costs associated with the development have been paid, with infrastructure renewal beginning in year 35*. Capital costs included extensions and improvements to Waverley, Bison Drive and Kenaston Boulevard, off-site transportation improvements, Fire and Paramedic services, Police, Community Services and a reserve for infrastructure renewal after 50 years.

Waverley West is estimated to provide the City with $892 million more revenue than it will cost, after all capital, operating and maintenance costs.

Of important note, Waverley West is built with twinned sewers and all the ratepayers pay the same rates as those with combined sewers. A properly constructed developer cost charge would have to offset for this inequity. That means significantly higher rates for homes in older neighbourhoods.

While Waverley West is a larger development, other cost benefits studies have similarly reported net benefits to the City from development of new communities (Deloitte LLP, 2014):

- Precinct K - $40 million NPV
- Ridgewood - $54 million NPV
- Waterford Green - $49 million NPV
- Precinct T - $10 million NPV

6. Other Jurisdictions

Considerations when Comparing Winnipeg to Other Jurisdictions

Every municipality has its own unique characteristics, including the provincial legislation and regulatory scheme, physical geography, social and economic environment, extent and condition of existing infrastructure, and growth characteristics. While the general mechanisms to generate revenue are similar, municipalities may employ them in different ways or with different emphasis. There may be different policy considerations or goals that the municipality is trying to achieve. In all cases, understanding what underlies another city's policy, budgets or costs, and how they are affected by timing, reporting and other considerations is important to make a fair comparison.

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Recognized Practices for Attributing Costs of Growth

MNP reviewed the practices in British Columbia, Alberta, Saskatchewan and Ontario to understand what may be learned from the experience in these other jurisdictions. While there are some differences in the categories of costs included and the amounts charged, there are common principles that may be found where systems have been established to recover capital costs from new developments. Various labels are used -- development cost charge (BC), off-site levy (AB), development levy (SK) or development charge (ON). Other municipalities in Manitoba also refer to these costs in a variety of ways, including 'capital levy' or 'dedication fee'. 'Development levy' will be the general term used for the purpose of this paper.

Planning and Background Study Requirements

In all cases, the fundamental premise of a development levy is that costs charged to new development must be related to the development. Determining the amount of the levy begins with a clear understanding of what these costs are, and how they are connected to the development, generally through detailed infrastructure planning. Examples of how this is reflected in other provinces are described below.

Alberta Regulation 48/2004 requires that calculation of any levy is to include a description of the specific infrastructure, description of the benefitting areas, supporting technical data and analysis, estimated costs and mechanisms to address cost increases over time. In Calgary, plans that informed development of the off-site levy included (City of Calgary, 2015):

- Calgary Transportation Plan
- Route Ahead: A Strategic Plan for Transit in Calgary (30 year Strategic Plan)
- Investing in Mobility: 10 year Transportation Infrastructure Investment Plan
- Investing in Communities; 10 Year Community Services & Protective Services Infrastructure Investment Plan
- Water Infrastructure Investment Plan: 10 Year Water Resources Capital Plan
- Calgary Recreation Master Plan 2010-2020
- 10 Year Strategic Plan for Sport Facility Development and Enhancement
- Calgary Fire Department 30 Year Infrastructure Master Plan
- Calgary Fire Department Infrastructure Requirement: Proposed Plan for Growth Related Stations
- Employment Areas Growth and Change
- Calgary Public Library 2010 Library Master Facility Plan

In Saskatchewan a development levy by-law must be based on studies that determine capital costs of municipal servicing and recreational requirements, future land use patterns and development and phasing of public works (Saskatchewan Planning and Development Act, 2007).

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In Ontario, the increase in the need attributable to the anticipated development must be estimated for each service, and costs should be included only to the extent the municipality has indicated it intends to ensure that such an increase in need will be met. There must be a clear understanding of the long-term capital and operating costs of the infrastructure required for the service, and there must be an asset management plan (Ontario Development Charge Act).

The BC Development Cost Charge Best Practices Guide identifies sources of data and background documents to compile the program as including a Master Transportation Plan, Master Drainage Plan (or Storm Water Management Plan), Master Sewage Plan, Water Distribution Modeling Reports, and Parks Master Plan, in addition to the Official Community Plan and Financial Plan. Projects included in the DCC program must be included in the Financial Plan (five year budget). For each capital project, a **'detail sheet'** should be appended that itemizes all components of the cost estimate such as construction elements as well as planning, engineering, contingencies, etc. (BC Ministry of Community Services, 2005). A suggested format for capital costing is included in Appendix C. The approach to the program should consider the degree of available detail in plans. A long horizon 'build out' program can be very difficult given the uncertainty of timing and future costs. A revolving program that aligns the DCC program with the revolving financial plan allows for greater certainty and clarity. Regardless, the DCC program should be aligned with the term of the financial plan. For example, the full standard and build out of a multiphase 20-year program **should not be include**d within a five-year revolving DCC program – only the development to be completed within the five-year period.

Meaningful Stakeholder Engagement and Collaboration

Methods for involving the public in the decision making process in other provinces included external advisory groups and general provisions for a meaningful public process to obtain input on the proposed changes. Methods implemented include opportunities for municipal departments, local developers and the public to review and contribute their opinions.

Alberta Regulation 48/2004 states the *calculation* of the levy is to be determined in consultation with affected landowners and developers. In completing the review of the Off-Site Levy By-law, the City of Calgary developed a comprehensive stakeholder engagement process including the creation of an internal and external advisory group. The engagement process provided opportunities for stakeholders to contribute to the discussions in multiple platforms, such as workshops, information sessions and meetings. The process included:

- External Advisory Group, 14 meetings
- Technical Subcommittees, 20 meetings
- Internal Working team – 32 meetings
- Council, bi-monthly
- Quarterly Stakeholder Information Sessions
- Established Area Initial & Stakeholder Group (Staff/Stakeholder) 6 meetings

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- Established Area Working Group – 5 meetings
- One on one meetings (staff with developers) – 21+ meetings

More detail is included in Appendix C.

Within the British Columbia Development Cost Charges Best Practices Guidelines, public/stakeholder consultation is one of the guiding principles recognized to establish Development Cost Charges. It is recognized that public and stakeholder input in a meaningful manner makes the DCC bylaw process more effective and accepted by stakeholders. Minimum recommendations for consultation included in the Guidelines include representation from residential and non-residential developers, the public, and local government staff from planning and engineering practices. Stakeholders typically included in the Background Study process within the jurisdictions may include:

- Local Chapters of the National Home Builders Association
- Local Urban Development Institute
- Regional Developers
- General Public
- Local Real Estate Association
- Private land developers
- Chambers of Commerce
- Members of the General Public

Ontario's review of the development charges system and related legislation involved public and stakeholder consultation over several months, supported by a detailed discussion paper. A Development Charges Working Group of key stakeholders was established to provide advice on complex issues over a further period of approximately nine months.

In Regina, consultation for the background study included creation of a Stakeholder Consultation Group in the Background Review Phase, stakeholder surveys and interviews, consultation sessions on issues, draft policies, strategies and incentives.

Benefit

The concept of 'those who benefit should pay' is reflected in all reviewed jurisdictions.

Alberta Regulation 48/2004 section 3(3) states there is *a shared responsibility between the municipality and developers for addressing and defining existing and future infrastructure requirements,* and all beneficiaries of development are to be given the opportunity to participate in the cost of providing and installing the infrastructure in the municipality on an equitable basis related to the degree of benefit.

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The BC Best Practice Guide identifies the principle of "benefitter pays" – Infrastructure costs should be paid by those who will use and benefit from the installation of such systems.

In Ontario, the increase in the need for service must be reduced by the extent to which it would benefit existing development.

Limitations on Development Charges

Other jurisdictions include some parameters for what may reasonably be attributed to new growth.

In Ontario, a capital cost must not include an increase that would result in the level of service exceeding the average level of service provided in the municipality in the 10 year period prior. The increase in the need for service attributable to the anticipated development must further be *reduced by the part of that increase that can be met using the municipality's excess capacity*, other than excess capacity that the council of the municipality has indicated an intention would be paid for by new development.

The Local Government Act of BC specifies that a development cost charge is not payable if the development does not impose *new* capital cost burdens on the municipality. In BC, the local governments must take into account whether the proposed charges will be excessive in relation to the capital cost of prevailing standards of service, deter development, or discourage the development of reasonably priced housing and reasonably priced serviced land. The Act further stipulates that the charges cannot be excessive in relation to the capital cost of the prevailing standards of service.

The Municipal Government Act of Alberta provides that an off-site levy may be used only to pay for *new or expanded* facilities for water, sanitary sewage, storm sewer, road, or related land requirements.

The Planning and Development Act of Saskatchewan provides that development levies may only be imposed where the municipality will incur additional capital costs. The levies must be based on studies that determine the servicing requirements for the area in which the levy is to be applied.

Accountability and Transparency Mechanisms

Attributing cost and collecting levies is only one part of the necessary system of development levies. Establishing the administrative structures to ensure the funds collected are clearly spent for the purpose which they are collected, returned when warranted, and clear public accountability and reporting are also key elements that are required in Acts, Regulations and By-laws of other jurisdictions. In every province examined, development charges must be used only for the projects outlined in the program. In most cases this involves segregated special reserves for each purpose, with separate accounting and reporting on their use. Some borrowing may be

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allowed between funds, with interest paid by the municipality. Generally borrowing is not permitted for other uses.

The Local Government Act, BC provides that a development cost charge paid to a local government must be deposited by the local government in a separate special development cost charge reserve fund established for each purpose for which the local government imposes the development cost charge. The local government must prepare, consider and make public a report that includes the amount of development cost charges received, the expenditures from reserve funds, the balance of reserves, and any waivers or reductions. The Best Practices Guide elaborates on this matter, clarifying that monies collected shall be used to pay for the capital projects within the DCC program. The guide further recommends that a DCC monitoring and accounting system should be set up such that tracking of projects and the financial status of DCC accounts can be easily be facilitated, including any revisions to forecast amounts for the projects, grants received, amounts designated as 'credits', etc. The Act provides for the ability to temporarily lend money between DCC reserve funds with interest (for no longer than when needed in the source fund), but should not be used as temporary financing of non-DCC reserves.

The Ontario Development Charges Act requires the municipality to establish a separate reserve fund for each service to which the development charge relates. Monies in the reserve fund may only be spent for the capital costs specified in the development.

In BC, development levy bylaws must be sent to the Ministry of Community Services to be approved by the Inspector of Municipalities before they may be legally adopted

The Municipal Government Act in Alberta specifies that an off-site levy and any accumulated interest must be accounted for separately from other levies, and must be used for the specific purpose for which it is collected.

A senior level of oversight on development levies is seen in other provinces as well. The Saskatchewan Planning and Development Act provide that development levy bylaws require ministerial approval. In BC, development levy bylaws must be sent to the Ministry of Community Services to be approved by the Inspector of Municipalities before they may be legally adopted.

Capital Region Municipalities

A review of the region surrounding Winnipeg was undertaken to further understand the process for implementing development cost charges under *The Planning Act* (Government of Manitoba, 2005). Under the Manitoba Capital Region Partnership Act, there are 16 municipalities identified within the Manitoba Capital Region, which include:

- RM of East St. Paul
- RM of Headingley
- RM of Tache
- Town of Stonewall
- RM of Rosser
- RM of St. Francis Xavier

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- RM of Springfield
- RM of West St. Paul
- RM of St. Clements
- City of Selkirk
- RM of St. Andrews
- RM of Cartier
- RM of Hanover
- RM of Rockwood
- RM of Ritchot
- RM of Macdonald

Based on the 2011 Canadian Census, the Capital Region accounts for over two thirds of Manitoba's entire population. Currently, under *The Planning Act*, a Council may, by by-law, set the levies to be paid by applicants to compensate the municipality for capital costs that may be incurred by the subdivision of land. As well, a council must establish a reserve fund under The Municipal Act into which the levies are to be paid.

As development increases surrounding Winnipeg, so does the demand on the region to meet the infrastructure requirement for supporting this population growth. To provide a better understanding of the Capital Region principles for development cost charges, a review of the practices in the 16 communities was undertaken.

In some cases, an overall development levy is charged and fees are put into an overall reserve fund to pay for construction of off-site public services. Other municipalities have clearly defined the allocation of the development charges to specific areas such as roads, sewers, drainage, water mains and traffic signals.

Contributing Factors for Development Cost Charges in Small Municipalities

Manitoba's Capital Region includes large undeveloped areas, many of which are zoned for rural/agricultural development. As land use patterns change and development expands, demands for new infrastructure are placed on smaller municipalities. The municipal tax base is smaller in rural areas. By implementing development cost charges, the payments made by municipalities are applied directly to users or benefiters of the services. Many of these are due to the urgent need for water and sewage treatment facilities. In many cases not only new development pays these levies but existing properties pay them as well through hook-up fees or local improvement charges.

Fees range from approximately $2,000 to $19,200 per lot in the region, as shown in the table below.

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Figure 30 Capital Region Municipalities Development Charges

Capital Region Municipality	Total Development Charges
RM of Rosser – CentrePort (Commercial Land)	$50 377
RM of East St. Paul	$19 200
Town of Stonewall	$18 000
RM of Springfield	$12 350
RM of Tache (SFD)	$10 500
RM of Tache (Multi)	$8 700
RM of St. Clements	$9 250
RM of Headingley	$7 200
RM of West St. Paul	$6 500
RM of St. Francis Xavier	$6 300
RM of Rockwood	$4 500
RM of St. Andrews	$3 500
RM of Hanover	$2 500
RM of Cartier	$2 000

Table 1 in Appendix C provides more detail on the specific elements for which fees are charged and the respective amounts.

The following are general findings from the review of these municipal practices.

- Development Charges are allocated to specified reserve funds, in addition to the general Capital Levy Reserve Fund in 9 of the 16 jurisdictions
- Excluding the RM of Rosser's commercial land development charges, development charges are calculated for each subdivided lot.
- Within the RM of Tache, unique development cost charges, higher than the overall RM of Tache are allocated for the LUD of Lorette and the LUD of Landmark, which are the highest population centers in the RM of Tache.
- There are provisions made for single family lots and multi-unit dwellings in some jurisdictions.
- Within the RM of Springfield, development cost charges are assessed at a higher rate in the communities of Oakbank, Dugald, and Anola.
- Excluding the Capital Reserve Levy, the highest amount of charges assessed are for sanitary sewers/lagoons and water supply/distribution.
- Excluding the Capital Reserve Levy, the most common charges are related to parks and recreation/active transportation/culture reserve funds.
- Three (3) of the municipal areas apply a general administration fund to their levy structure.

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- Two (2) of the municipal areas apply a planning amount to their fees, which is applied to a reserve for future land use planning and other related studies which may need to be completed.

In considering comparisons to charges in these municipalities, it is important to understand the context and perspective of a prospective homeowner. A review of a selection of active listings of to-be or just-built homes indicates that the cost per square foot of homes in Winnipeg averages over 10% higher than comparable homes (3 bedroom/2 bath, under $400,000) in surrounding municipalities. The average selling price for the sample of Winnipeg homes averaged over $16,000 higher for the Winnipeg homes, for a smaller average home. These comparable homes also show that lot sizes in surrounding municipalities are, on average, over 50% larger than in Winnipeg. Detail on these listings is included in Appendix E.

Figure 31 Comparison of New Homes

	Average List Price	Average Size	Cost per Square Foot	Average Lot Size
CMA, Outside Winnipeg (23 properties)	$340,573	1,416 sf	$244.56	7,441 (20 properties)
City of Winnipeg (9 properties)	$356,896	1,327 sf	$271.18	4,818 (5 properties)

The total cost of ownership includes taxes. Property taxes in surrounding municipalities average about one-third lower than Winnipeg ($1,266 average).

Figure 32: Winnipeg CMA Community Averages

Winnipeg CMA – Property Tax Comparisons					
	Population			**Mill Rate**	**Property Taxes on $350,000 Home**
	2011	**2006**	**Change**		
Winnipeg	663,617	633,451	4.8%	12.77	$2,010.65
Springfield	14,069	12,990	8.3%	9.38	$1,477.35
St. François Xavier	1,240	1,087	14.1%	9.11	$1,434.51
West St. Paul	4,932	4,357	13.2%	8.50	$1,338.75
East St. Paul	9,046	8,733	3.6%	8.29	$1,305.05
St. Clements	10,505	9,706	8.2%	8.09	$1,273.39
Macdonald	6,280	5,653	11.1%	7.99	$1,258.74
Taché	10,284	9,083	13.2%	7.78	$1,225.82
Ritchot	5,478	5,051	8.5%	7.49	$1,180.15
Headingley	3,215	2,726	17.9%	7.00	$1,102.50
Rosser	1,352	1,364	-0.9%	6.74	$1,061.24
TOTAL/Average	**732,029**	**696,207**	**5.2%**	**8.47**	**$1,333.47**

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7. Concerns with the 2016 Growth Study

The Determination of Regulatory Fees to Finance Growth: Technical Report dated August 31, 2016 (the Hemson Report) recommends imposition of regulatory fees for development related costs.

A key component of this work was the determination of the City's growth related costs and revenues. The services included in the growth financing model included Public Works (yards and active transportation and roads), Parks and Open Spaces, Community Services, Police, Fire and Paramedic Services, Planning, Property and Development, Transit, Water, Wastewater and Storm water and Solid Waste. Their methodology involved the identification of development related capital costs, the determination of those with 10 year, 15 year and 25 year benefitting periods, apportionments of costs to residential and non-residential development, and identification of per square metre rates.

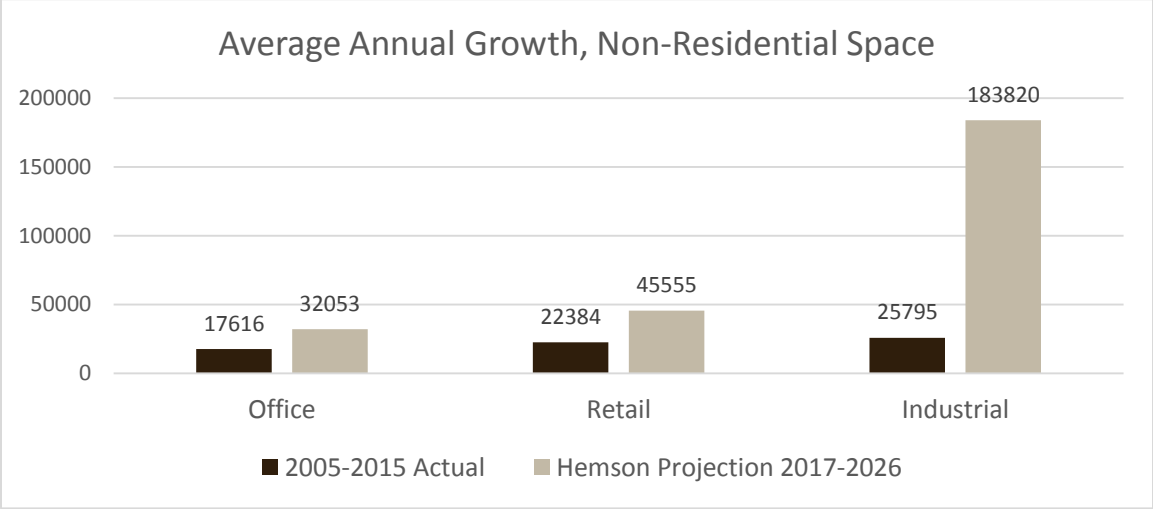
The development community has a number of concerns with the data used in this report.

Growth Projections

Growth projections are a primary assumption underlying both the need for infrastructure and the distribution of costs. While showing a somewhat different pattern, the population projections in the Hemson Report are reasonably consistent, over the long term, with those of the Conference Board of Canada. However, housing growth is projected at close to 4,200 units while the CMHC forecast for 2017 - 2018 is 3,600 for the entire CMA.

Projections for average annual growth of non-residential space appears to exceed recent history quite significantly.

Figure 33 Growth in Non-Residential Space



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The Technical Report assumes 34% of employment growth in the City will be industrial over each of the forecast horizons. In most jurisdictions across Canada, industrial employment has tended to fall, or at least decline in share, with growth concentrated in retail, office and institutional sectors. Employment growth does not necessarily translate into growth in space. For example, while the Technical Report indicates industrial employment increased 18% over the previous 10 years, local market reports indicate total industrial space inventory increased by only 4% over the same period (The Johnson Report, Sept 2016).

Identification of Costs

There are many instances where costs have been inflated significantly beyond budgeted or planned amounts without any explanation. There are also costs included that are questionable in their relationship to future development. These costs in question create an added burden of about $575 million to be charged to future development and represent about 40% of total costs.

Projects Not Approved or Listed Above Approved Costs

A core concept of a development levy system is that costs should only be charged for projects that the Municipality has committed to implement. The gross project cost of all projects totals $8.1 billion. The 2016 adopted capital budget identified a total capital program of $2.89 billion over six years. The Transportation Master Plan to 2031 anticipates expenditures just over $4.3 billion (some of which are included in the capital budget).

The City's Capital Budget does not include any mention of the YMCA or Maples Community Centre projects, which total $121 million. $16.2 million is budgeted for the Waverley West Community Campus that may be related to the South Winnipeg Recreation Centre, which is listed in the Technical Report at $30 million.

Many of the listed projects either don't identify the timeframe (marked as 'various') or extend beyond the period anticipated in the Capital Budget. In some cases, there may be approval to conduct a feasibility study (e.g., Tyndall Park) or prepare a plan (Kilcona Park) but the actual project itself has not been approved.

The Transportation Master Plan (TMP) includes a longer horizon (2031) than the capital budget, while noting that costs are preliminary. There was no commitment to timing for the projects reflected in the TMP beyond short, medium and long term.

Further, there are a number of projects listed above the budgeted cost or amounts referenced in plans. For example:

- The Technical Report includes $330 million in Pedestrian/Bicycle Paths. The current capital budget totals $22.1 million over the 2016-2021 period, or $3.68 million per year. The Transportation Master Plan anticipates spending of $4.49 million per year for the period of 2022-2031, or a total of $66.9 million. The amount in the Hemson Report exceeds this amount by close to 500%.

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- In many cases costs for projects listed in the Technical Report have been increased by 21-30% from amounts included in the Transportation Master Plan in 2011 dollars. The non-residential construction cost index has only increased by about 9% since 2011 (Statistics Canada, 2016). There are projects where costs have increased significantly higher than the base increase range – from 59% to over 100% of the original estimated costs.

Figure 34 Comparison of Roads Project Costing

Comparison of Roads Project Costing, Winnipeg Regulatory Fee Study

		Hanson Study	TMP		Percent Change
4.3.10	Main U/P				
4.3.11	Kenaston (Ness to Taylor) Bridge and Approach				
4.3.12	Kenaston (Ness to Taylor), Road	259,151,280	129,000,000		100.9%
4.3.13	St. James Bridge Southbound				
4.3.14	Louise Bridge	123,405,371	TBD		
4.3.15	Arlington Bridge or alternative		TBD		
4.3.16	St. Mary's widening (St. Anne to Marion)	78,352,617	60,000,000		30.6%
4.3.17	Osborne U/P		TBD		
4.3.18	Fermor (Lagimodiere to Plessis)	50,929,201	40,000,000		27.3%
4.3.19	Chief Peguis Trail (Main to Rt 90)	380,952,381	240,000,000	(combined)	58.7%
4.3.20	Clement Parkway (Grant to Wilkes)	129,233,459	60,000,000		115.4%
4.3.21	Bishop Grandin (Lagimodiere to Fermor)	102,102,525	80,000,000		27.6%
4.3.22	Schreyer Parkway (Plessis to Peguis)	76,576,894	60,000,000		27.6%
4.3.23	Bishop Grandin (Kenaston to McGillivray)	122,000,000	100,000,000		22.0%
4.3.24	Clement Parkway (McGillivray to Wilkes)	122,000,000	100,000,000		22.0%
4.3.25	Silver (Rt 90 to Sturgeon)	109,000,000	90,000,000		21.1%
4.3.26	Chief Peguis Trail (Schreyer Pkwy to 101)	134,000,000	110,000,000		21.8%
4.3.27	Hwy 6 extension	182,000,000	150,000,000		21.3%

Source: Altus Group Economic Consulting based on Winnipeg TMP and Hanson Technical Report

- The costs for the Bus-Rapid Transit works in the Technical Report are significantly above what was included in the Transportation Master Plan, and appear to be more similar to the costs estimated for the Light-Rail option. The horizon for these projects in the Technical Report also extends to 2041, longer than the term of the Transportation Master Plan and the other listed Public Works.

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Figure 35 Comparison of Transit Project Costing

Comparison of Capital Costs for Transit Projects in Hemson Study and Winnipeg Transportation Master Plan

	Hemson Study (all shown as BRT Projects)	TMP		Difference between Hemson Study and TMP	
		LRT	BRT	LRT	BRT
		Dollars		*Percent*	
East Corridor	425,000,000	405,000,000	174,000,000	5%	144%
West Corridor	328,000,000	340,000,000	146,000,000	-4%	123%
North Corridor	166,000,000	177,000,000	76,000,000	-6%	118%
Northeast Corridor	485,000,000	n.a.	n.a.	n.a.	n.a.
Southeast Corridor	485,000,000	n.a.	n.a.	n.a.	n.a.
Total	1,887,000,000	922,000,000	396,000,000		

Source: Altus Group Economic Consulting based on Winnipeg TMP and Hemson Technical Report

The Technical Report recommends that the City adopt the development related capital forecast included in the study, essentially dispensing with the approval process for the projects that have not been properly planned or presented for approval.

Projects Previously Completed

Over $1 billion of listed projects have been completed, some over eight years ago. Two hundred and seven ($207) million of these projects are to be collected from new development. Concerns regarding this set of projects are many. First, this is clearly existing infrastructure, built and financed before any regulatory fee scheme was in place. It is unreasonable to attempt to capture *past* projects commissioned and in use for several years, as a cost arising for *new* development. Second, it is not clear what new capacity has been added. For example the largest project, the Disraeli Bridge, did not expand traffic lanes on the bridge, and was clearly described as a rehabilitation project in the value for money review. Thirty-five (35%) of this project has been attributed to new growth.

These past projects have also been included as 2017 costs, when costs are actually spread out over a long period. If included at all, the costs in the cash flow analysis should reflect the timing of scheduled payments. Further, costs in the Technical Report should include only future costs related to payback of any outstanding payments or payback.

For example, the Winnipeg Police Service Headquarters building payments are spread over a 37-39 year period (By-Law 145-2013; By-Law 93-2011). Growth related costs are all included in 2017. Further, the inflation that has been applied to the amount for recovery includes these amounts. As debt financing costs tend to be fixed annual payments that do not increase over time (like the

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anticipated cost for a typical project might), these costs should be separated from non-debt costs in the cash flow tables.

The Technical Report includes a $300 million Water Treatment Plant project that appears to have been completed and commissioned for use in 2009. According to the City's 2009 capital budget:

The City issued $100 million in debt in 2008 to finance a portion of the construction costs of the City's new Water Treatment Plant. The Water Treatment Reserve was first depleted as planned to finance a significant portion of the cost for this project.

The costs of the project do not appear to have been reduced to account for the share of costs already funded through the existing Reserve, or debt repayments made since the project was completed.

The Technical Report includes the West End Water Pollution Control Centre which was completed in 2006, ten years before the proposed scheme to collect regulatory fees.

If funds are being collected to pay for works already completed, what will the funds be used for?

Lack of Planning and Technical Rigour to Fairly Attribute Costs

> The lack of detailed, approved plans and supporting studies undermines the city's ability to effectively support growth, and severely impedes the ability to attribute costs in a responsible way

The lack of detailed, approved plans and supporting studies undermines the City's ability to effectively support growth, and severely impedes the ability to attribute costs in a responsible way. There is no supporting detail for the listed projects regarding the purpose of the project, or demand created by various populations or economic activity to support the attribution of costs. This lack of technical rigour and transparency does not enable informed consideration and creates concern that amounts may be unfairly apportioned. It also doesn't move the city ahead in its need for more effective and complete planning.

The Hemson Report "Review of Municipal Growth Financing Mechanisms" states that:

Service standards are of critical importance. The initial round of development-related capital infrastructure and facilities should be of roughly equal quality and quantity to that provided across the municipality. It would be inequitable

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for higher standards to be required in new areas than are generally available in the existing community.

Nowhere in the Technical Report is this analysis shown. This analysis is important to provide the transparency to evaluate whether new developments are being treated equitably under the proposed Regulatory Fees.

Appendix 1 to the City's 2015 Community Trends and Performance Report listed numbers projects to be included in the City's capital budget over the next 10 years. Some were shown as renewal projects. Those listed as renewal projects in the 2015 report appear in the Technical Report with a significant growth related element for projects that may be mostly or entirely replacement and renewal of existing roads.

The Hemson Report recognizes no Benefits to Existing or Prior Growth for a list of transportation projects (4.3.19-4.3.27) totalling almost $1.4 billion. Most of these projects include road extensions that would travel through and link existing built-up communities that would benefit to some degree from the new links being proposed (e.g., Chief Peguis Trail, Bishop Grandin, Clement Parkway, etc.).

Relying on this information and data as the basis for the development of growth charges is flawed as developers and ultimately citizens who are purchasing new homes will be paying for inaccurate and possibly non-existent expenditures.

Disregard of Winnipeg's Utility Model

The City of Winnipeg delivers services and collects fees for water and wastewater through a utility model. The PUB has previously confirmed that the utility has been effectively funded and has the financial capacity to invest in the major renewal projects it requires. The City has been diverting funds collected by the utility for other uses. $1.5 billion of these projects have been included in the model and over $300 million listed for recovery through development charges.

Process

After suspending a planned, collaborative process with the development community to review Development Agreement Parameters, the City of Winnipeg retained Hemson Consulting to identify options for funding growth and development, determine development-related costs and revenues, and define the growth-financing model and implementation framework.

The development community seeks true collaboration with the City of Winnipeg. Consultation means different things to different people. There are some common principles inherent in credible consultation processes:

- The involvement of those who may be affected by a decision is actively sought out
- Individuals have the information they need to meaningfully participate

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- Participants trust that their contributions will influence the decision and will know how their input affected the decision.

The methods used for consultation must also take into consideration what the City of Winnipeg is trying to achieve through participation, and what degree of inherent commitment is being made in return. This is illustrated below on the IAP2 Spectrum for Public Participation (IAP2):

	Inform	Consult	Involve	Collaborate	Empower
Participation Goal	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions	To obtain public feedback on analysis, alternatives and/or decisions	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
Promise to the Public	We will keep you informed	We will keep you informed, listen to and acknowledge your concerns and aspirations, and provide feedback on how public input influenced the decision	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.
Example Techniques	• Fact sheets • Web sites • Open houses	• Public comment • Focus groups • Surveys • Public meetings	• Workshops • Deliberative polling	• Citizen advisory committees Consensus building • Participatory decision-making	• Citizen juries • Ballots • Delegated decision

Hemson began its work in late June and issued a working report for discussion *Review of Growth Financing Mechanisms* on June 15, 2016. The development community and other stakeholders were invited to participate in a session with the representatives of Hemson Consulting and City of Winnipeg on July 19, 2016. The information within the above-mentioned report was presented at that meeting.

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On August 18, 2016, the City of Winnipeg and Hemson Consulting hosted a second session with these stakeholders to present the results of the growth financing analysis as well as policy options. It was clearly stated the purpose of the session was primarily to explain the methodology. Neither session involved real engagement on the issues or details underlying the study, or how to best support growth in our city. In fact, the Hemson consultant stated that "this is being done to you, not with you".

The development community is concerned that the process undertaken to arrive at the proposed fees was driven and accelerated by a search for revenue, not an understanding or intention to support effective planning and development in Winnipeg. There has been a clear disregard for unintended consequences that may result in exactly the situation the city is trying to avoid – higher taxes for existing citizens.

The development community is concerned that the process undertaken to arrive at the proposed fees was driven and accelerated by a search for revenue, not an understanding or intention to support effective planning and development in Winnipeg.

There is insight and cooperation to be gained through meaningful stakeholder engagement that will lead toward better solutions.

Those that invest and build the infrastructure of new developments, and those that ultimately must pay for it (home and commercial property buyers) are directly and immediately impacted by any decision to add a regulatory cost burden on development. The citizens of Winnipeg have a clear vested interest in ensuring the city continues to grow to provide economic and social opportunities for our families. There is insight and cooperation to be gained through meaningful stakeholder engagement that will lead toward better solutions than can be achieved through the incomplete exercise that has been conducted, based on incomplete information.

Impact

Vision for Winnipeg

The proposed scheme does not take into consideration the policy objectives of *OurWinnipeg* or Complete Communities. The imposition of a fee will drive behaviour. It may not be the desired behaviour. A per square metre fee will drive smaller properties, limiting the choice and character of the city. Neglecting adaptations to support affordable housing and infill developments to strengthen currently challenged areas of our city will further limit their potential. Burdening multi-family, commercial and industrial development with more costs is contrary to recent decisions to provide money to stimulate this activity. If Council determines it should exempt certain development from a fee, the entire basket of projects must be re-examined. Costs

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included because of these developments must be removed as they will have been unfairly attributed to the remaining new development.

Loss of Development to Surrounding Communities

After a long period of stagnant growth, immigration has provided a new wave of population growth that is hoped to continue. This new population, however, has choices, and their decisions will be influenced by the value they may gain for their investment. Winnipeg is an attractive city, but does not have the driving, resilient demand of cities such as Calgary or Toronto. Decreases in new home starts are often seen as evidence of a slowing economy and may impact the attraction of Winnipeg. Creating a system that increases costs in Winnipeg further beyond the differences in costs of ownership that already exist can be expected to result in home and commercial property buyers selecting locations outside the city. This will result in a loss of important assessment revenue and an increase in what all citizens must pay.

8. Concerns with the Proposed By-Law

The proposed By-Law to impose fees on new development is cause for great concern. There are none of the checks and balances in the proposed system as are evident in other jurisdictions. The broad authority under which the by-law is proposed would appear to contradict the intent of the more specific authority granted under *The City of Winnipeg Charter Act*.

Fairness and Equitable Application of Fees

Basis for the Fee. The proposed by-law establishes an impact fee of an amount to be determined by Council. It does not reference the basis upon which the fee is to be established. The Administration Report recommends impact fees at the amounts identified in the Hemson Report. It does not provide a rationale, basis or principles for the amount of the recommended charges. In addition to concerns that the amount in the Hemson Report is unreasonably inflated for the reasons identified in Section 7, it is important there be clear statements the amount is intended to represent the growth related share of a specific set of projects. The Hemson Report also recommends an annual review of the set of projects upon which the fee is based. If a project does not proceed or proceeds differently, the cost basis should be examined and re-calculated.

Authority to Determine Growth Related. The Administration Report recommends the determination of what capital projects are 'growth related' be at the Chief Financial Officer's discretion. "As manager of the reserve fund, *the Chief Financial Officer* would determine which, and to what extent, capital works were eligible for funding. Infrastructure would be eligible only to the extent that the work is determined *by the Chief Financial Officer* to be growth related". To ensure such a finding is valid, it must be based on an *engineering* analysis of the project and the respective demand that drives it. To ensure such a finding is transparent and to enable responsible oversight and accountability, this analysis must be part of the capital project recommendation to Council. This is not currently part of the Administration's recommendation.

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Exemptions. The proposed by-law identifies exemptions for affordable housing. The Mayor has indicated that further exemptions may be considered for in-fill or other classes of development. The set of projects used to calculate the proposed fee were identified on the assumption that the charge would be consistently applied. In many cases it may have been a simply a matter of population. Any exemptions that are being considered must cause a re-examination of costs and the entire underpinning of the proposed fee. Costs may have been included expressly because of assumptions for the development to be included. If the development is excluded, so must be related costs. If there were no costs considered associated with the development, the entire underpinning of the analysis is flawed.

Accountability and Transparency

Establishment of Reserves. The By-Law does not specify how funds shall be deposited or used. The Administration Report recommends Council establish a single Impact Fee Reserve Fund. The Hemson Report recommends separate reserves for each service to be funded through the development charges. This is also the common practice across other jurisdictions, including other municipalities in the Winnipeg CMA. It is also common to have restrictions on borrowing across reserve funds (for example, with clear accounting, interest paid, and return prior to projects demanding use of the funds in the original reserve).

Use of Funds. The purpose of the Impact Reserve Fund is "to fund capital projects to the extent that they are determined by the Chief Financial Officer to be growth-related". It is well-established in other jurisdictions and basic principles of public sector accountability that fees collected to pay for a set of projects should be used to pay for *those* capital projects. There is no assurance of such, nor any obligation upon the City to fund the balance to see the projects fulfilled. The Public Utilities Board has been clear that funds collected to fund a service should be used for that service.

Public Accountability. Neither the proposed by-law nor the Administrative Report identifies any obligation for public reporting. Many jurisdictions include obligations for a clear reporting on the use of funds. This is especially important in Winnipeg to provide public confidence that funds are in fact being used for the purpose for which they were collected.

Potential for Multiple Fees. The fee is proposed to be applied at either the development or permit stage. Under section 3(4) of the proposed by-law it appears that even if a fee has been paid once for a development, it may be charged again if it was collected more than five years before the permit application. In many cases, phases of development may be serviced and released for construction over a period of many years. Such potential for duplication violates the basic principle of a single fee, collected once. For sake of clarity, and to prevent such a circumstance, it should be clear that any fee be only collected once, without reference to a time limit.

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Authority

The proposed by-law states its authority is found in the general authority of the City under subsection 6(1) of the City of Winnipeg Charter Act. It does not acknowledge the more specific direction of the Act under Part 6 - Planning and Development, or subsection 259(1) which is quite specific on the matter. Use of the General Authority when specific authority has been clearly contemplated and subsequently restricted is an unreasonable use of this general authority, and could be considered an attempt to subvert the authority of the Act.

9. The Path Forward

UDI Manitoba and the Manitoba Home Builders appreciate that the city needs to ensure that new growth is sustainable and that new development pays for its impacts.

Collaborative Process

The Urban Development Institute and the Manitoba Home Builders Association are seeking to develop a relationship with the City of Winnipeg based on a shared understanding of both the long-term plans for residential, commercial and industrial development and the guidelines, parameters, principles, processes and fee structure that supports successful development. UDI and MHBA believe that progressive residential and commercial development is critical to a healthy city and is an integral component of long-term planning for sustainable communities. It is for this very reason that collaboration between government and industry is paramount to the success of long term planning.

Hemson Consulting Ltd. completed a study to assist in determining funding mechanisms to support growth. UDI and MHBA will continue to advocate that this report alone is not an accurate and fulsome representation of the current and future environment in Winnipeg. As well, they represent the view of the development community that decisions of this magnitude should not be made until a foundationally collaborative assessment has been completed. In order for the process to be truly collaborative, all stakeholders should be included and should work together to:

- Reach a common understanding of each other's roles in building complete communities and the city now and in the future
- Review and evaluate historic data and information to determine a mutually agreeable position on the best way for development to support growth
- Ensure that plans for the future balance the need of the City to support growth without putting a burden on tax payer dollars while at the same time not discouraging the private sector investment that has funded so much of what makes Winnipeg the vibrant city it is today.

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Sound Principles and Analysis

Effective City Planning, Fair Allocation

UDI and MHBA want to see clear, detailed plans for infrastructure development. It is this objective clarity that will ensure all stakeholder groups are working to common goals, planning is more effective, and a sustainable Winnipeg can be a reality.

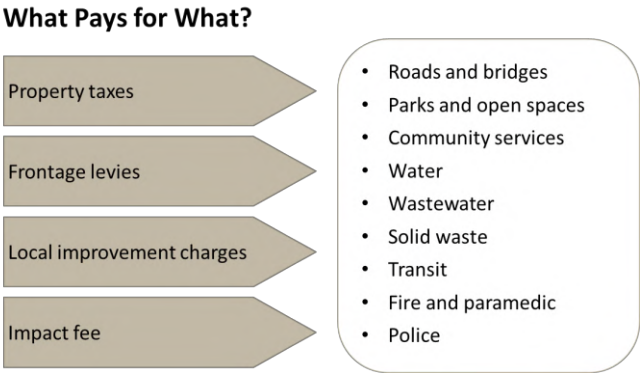
This process should be based on:

- Agreed-upon principles
- Responsible and objective analysis
- Reasonable costing with sufficient detail to fairly attribute costs

Diligent fiscal planning and management ensures existing communities can fund their required upgrades and maintenance. Fair attribution ensures there is no disincentive for new development.

Clear, Consistent Policy; Accountability and Transparency

Clear, consistent policy is a top priority. UDI and MHBA encourage this process to be transparent and accountable to ensure all stakeholders – from developers, to government, to future homebuyers – have a common understanding of how development works while ensuring Winnipeg continues to grow and thrive over the next 25 years, a time that we can only anticipate to be a great growth cycle for this province.



The City has indicated its driving concern for seeking a growth fee is to ensure that new development pays for its impacts. Any monies collected for this purpose must clearly be set aside and used for this purpose. Transparency and accountability to ensure that any monies raised for a project are used for that project are crucial to the credibility of any proposed scheme.

Next Steps to Long Term Sound Solutions

As a next step, UDI and MHBA urge the City to engage in proper consultations and establish a working group of stakeholders and City staff to ensure that the financing structure that is eventually adopted truly supports *OurWinnipeg*. There are long term solutions to the drivers of the City's operating costs that housing and development can be part of. The development community is keenly interested in a partnership with the City to support smart, sustainable growth in Winnipeg, now and into the future.

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Appendix A: Sources of City Revenues

The City of Winnipeg receives the bulk of the revenue it requires to provide its services through:

- Property taxation
- Frontage levies
- Grants and subsidies from other levels of government
- Business taxation
- Utility payments

> Mission of Assessment and Taxation
>
> To provide fair, open understandable and defensible property valuations and classifications for the equitable distribution of taxation

Property taxation is by far the largest source of revenue. Information on the City web-site, states that the Assessment and Taxation department is responsible for the valuation and classification of all real property, personal property and business occupancies within the City of Winnipeg for the purpose of distributing taxes fairly to the City's citizens. The department FAQs state that property taxation "helps pay for community services such as policing, firefighting, garbage collection and snow removal'.

The City determines the tax the homeowner will pay by assessing the value of their property. Property taxes are calculated by applying municipal and school mill rates against the portioned assessment of the property. By definition, a mill is one-thousandth part. For calculating taxes, one mill represents $1.00 of taxes for every $1000 of portioned assessment. The calculated amount will include all of the below (with the exception of local improvements):

Municipal taxes + Provincial education taxes + School division taxes + Local improvements = Total current taxes

Local improvements are alternations homeowners pay the City to make in their area. They can be initiated either by an area's resident or the City. These could include paving local lanes, oiling or lighting a lane, building sidewalks or boulevards or installing ornamental streetlights.

Frontage levies are charged separately from other taxes on real property. Information in frontage levy FAQs states that the "revenue collected is used for the upgrading, repair, replacement and maintenance of City streets and sidewalks". Council establishes a uniform rate to be applied throughout the city for each frontage tax imposed. Currently frontage is based on a property fronting on a street that contains a sewer main or water main. Calculation of the frontage levy is based on the length of the boundaries (frontage) of the property that fronts or abuts any portion of the services. That measurement is then multiplied by the applicable rate to determine the total frontage levy for the property.

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In Winnipeg, water and waste services are considered a utility. Homeowners are billed through a separate system. The billing is based on actual or estimated usage times established rates. Water and sewer charges are based on the amount of water you use as measured by the water meter. Waste diversion charges were introduced to fund new programs that provide residents with more ways to reduce, reuse and recycle. This charge is a daily charge for each dwelling unit.

A rate is established for 'per cubic metre per quarter'. Water, sewer and diversion rates have been set for 2016, 2017, and 2018. It is our understanding that these rates are based on the cost of providing water and waste services and forecast required capital expenditures. If capital waste and water estimates are included in the 'basket of services' on which development charges are based, again, homeowners will pay when they purchase a home and again on a quarterly basis when they pay their bill.

If capital waste and water estimates are included in the 'basket of services' on which development charges are based, again, homeowners will pay when they purchase a home and again on a quarterly basis when they pay their bill.

Other Revenue Sources

Municipalities in Canada are able to access infrastructure funding through different sources, including the following methods:

Federal Grants: Opportunities for Canadian municipalities to access federal funds for infrastructure investment are available through an assortment of federal grant programs. Current programs that can be utilized include the 2014 New Building Canada Plan, which includes the Community Improvement Fund, the National Infrastructure Component, and the Provincial-Territorial Infrastructure Component, which have funding available for nationally significant projects and for projects that may have an impact on smaller areas.

Provincial Infrastructure Funding: Funds are allocated to municipalities through joint initiatives, including Gas Tax Funding Agreements, between provinces and the Federal government. Funds are allocated to support initiatives including local roads and bridges, wastewater improvements, public transit and water projects. As well, funds may also be allocated to Community Energy Systems, solid waste infrastructure and capacity building. (Province of Manitoba, 2014).

Public-Private Partnerships: Long-term performance based approach to procure public infrastructure, in which the private sector will take on the majority of risk for financing and construction. The P3 model also puts the responsibility on the private sector to effectively design, plan and maintain the infrastructure.

Other Levies and Agreements: Policies are implemented across Canada to support infrastructure construction, operation and maintenance. These levies and agreements often follow similar principles to those of Development Cost Charge policies.

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Appendix B – Winnipeg Development Agreement Parameters

Land Acquisition and Dedication	
Right of Way Width for Walkways	• **Width of the right of way will be negotiated so it is it sufficient to remove snow**
Street Right-of Ways	• **The developer provides the City at no cost street right-of-ways required to serve the subdivision including right-of-way widths for streets that require ditch drainage or rural cross sections** • **The developer may also be required to provide land to the City at no extra cost for the purposes of widening of streets and/or widening collector streets serving the sub division** • **The developer may be required to pay a share of the cost to acquire street rights-of –way outside the sub division that are designated by the City as being acquired and/or required to provide access from the sub division to the regional street system** • **The developer may be required to provide or accommodate in the subdivision plan, for street rights-of way access designated by the City for future access or regional streets requirements (City would either purchase or acquire such lands from the developer)** • **The developer may be required to create and/or dedicate a reserve adjacent to an arterial road or expressway for the purposes of sound attenuation.**
Frontage Roads	• **The developer is required to provide to the City at no cost frontage road right-of-ways to the subdivision wherever required in accordance with the Transportation Standards Manual**
Lane Rights-of Way	• **The developer is required to provide at no cost lane rights-of-way wherever required in the subdivision**
Easements	• **The developer is required to provide easements where necessary for the installation and maintenance of utilities such as hydro, natural gas and telephone lines**
Rivers and Creeks	• **If a river or creek exists within a development area, additional lands may be required for land drainage flow** • **The developer would be required to transfer these lands to the City at a price negotiated with the City**
Stormwater Retention Basins	• **For any development with stormwater retention basins, the developer must provide an appropriate amount of land for access to the retention pond for public maintenance purposes**

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Public Park Reserves	• **Developers are required to dedicate an equivalent of 10% of the development area for use as active and/or passive parks** • **This includes 8% of the net subdivision area in land for the purposes of public park and the remaining 2% in an equivalent cash amount** • **If land is not dedicated for public purposes, the developer must pay a full cash payment equivalent to 10 per cent of the appraised value**
Services and Improvements	
Waste Water Sewers	• **The developer must construct all required wastewater sewers to service the subdivision and may be required to service adjacent lands in order to convey wastewater from the subdivision to the existing wastewater collection system** • **In situations where the City requires oversize sewers, the additional costs will be calculated and paid by the City (where internal diameter is 300 millimeters or less, the City is not liable)** • **The developer may be required to pay for existing services or services planned to be constructed in the future that directly benefit the proposed subdivision. These costs will be determined by the Director of Water and Waste and specified before or during the development agreement**
Lateral Local Land Drainage Services	• **The developer may be required to construct all required lateral local land drainage sewers to service the subdivision** • **If necessary, the developer may also be required to provide services and facilities in adjacent lands in order to convey wastewater from the subdivision to the existing land drainage**
Regional Land Drainage Trunk Facilities	• **The developer may be required to construct all required regional land drainage trunk facilities (stormwater retention basins, interconnection pipes, outfalls and linear waterways) to serve the subdivision** • **This may require the developer to construct services and facilities in adjacent lands to convey land drainage runoff from the subdivision to the existing land drainage system** • **If the City requires the developer to construct regional land drainage trunk facilities, these additional costs will be calculated to determine cost sharing based on Trunk Service Rate (*TSR- uniform per acre charge calculated by adding together all the costs for the regional land drainage system and dividing by the total drainage area it serves*)** • **The developer may be required to pay the TSR for existing services or services planned in the future that would benefit the proposed subdivision**

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Services and Improvements	
Floodproofing	• **The developer must specify an appropriate flood protection method, either floodproofing of individual units or construction of a primary dike system**
Water	• **The developer must construct all required watermains, including services in adjacent lands for connection to the existing water distribution systems** • **If the City requires oversize watermains, the additional costs will be calculated and be paid by the City; if the watermain diameter is 250 millimeters (10 inches) or less, the City is not liable** • **The developer may be required to pay for existing services or services planned to be constructed in the future that directly benefit the subdivision**
Lot Line Connections	• **The developer must construct all required wastewater sewer and domestic water services from the main lines to the individual (single family and two family) lots in accordance with the City's specifications**
Street Pavements and Lanes	• **The developer must construct in all street rights-of-way in the subdivision, pavements** • **The developer may be required to construct designated access roads and/or modifications to existing streets outside the subdivision boundaries** • **The developer may be required to construct pavements of greater width and depth to serve additional areas. The City will reimburse for the costs associated with additional width and depth** • **If development borders on an arterial road, the developer must pay the cost of one land of concrete pavement an a share of the land drainage, sidewalks, landscaping, street lighting and intersection improvements and modifications as determined by the City** • **Where regional street improvements constructed by an initial developer benefit other lands or the City, appropriate cost sharing formulas will be determined and agreed upon** • **Area charges may be applied in lieu of frontage charges where more than one developer chares the improvement costs** • **The developer may be required to pay a share of the cost of previously constructed access roads that serve the subdivision**
Traffic Control Devices and Traffic Signs	• **The developer must pay for modifications to existing and/or installation of required new traffic control devices within the development area** • **Where constructed traffic control devices benefit other areas or the City, an appropriate cost sharing formula will be applied**
Walkways	• **The developer may be required to construct sidewalks, appropriate fencing along the street frontage of the walkway and ornamental lighting and landscaping between the sidewalk and the property lines**

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Services and Improvements	
Sidewalks	• **The developer may be required to construct sidewalks along street right-of-ways, including all collector roads and streets adjacent or leading to schools or parks**
Boulevards	• **The developer must install pavements, unit paving stones or sod and plantation of trees in all nontraveled surfaces of boulevards, cul-de-sacs and medians**
Street Name Signs	• **The developer must pay for the cost of installation of street name signs at each intersection in the development area bearing street names approved by City Council**
Underground Services	• **The developer is responsible for the installation of all underground electrical, telephone and cable television services**
Street and Lane Lighting	• **The developer must install ornamental lights on all streets and lanes within the subdivision**
Stormwater Retention Basins	• **For every 4 acres of water surface within an impoundment area, the developer will provide one acre of land for public access purposes** • **The developer must grade, level and sod the public land component, install all services in road allowances located adjacent to the public land component and install chain link fencing to demarcate the public land component**
Public Park Reserves-Services	• **The developer must install services in road allowances located adjacent to public park reserves based on a formula of 100 feet of serviced frontage for each acre of dedicated parkland**
Public Park Reserves-Improvements	• **The developer must grade, level and sod the public park reserve, install irrigation equipment and land drainage systems**

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Appendix C – Other Jurisdictions

An evaluation of various Canadian jurisdictions was undertaken to understand current practices of municipalities in relation to development cost recovery. The evaluation looked at the following authorities and key legislation:

- British Columbia Local Government Act
- Alberta *Municipal Government Act* (Alberta Regulation 48/2004)
- Saskatchewan Planning and Development Act
- Ontario Development Charges Act
- City of Calgary, By-Law 2M2016

Under the authorities and legislation developed in other jurisdictions, best practices for development cost charges were evaluated.

British Columbia Local Government Act

Within the province of British Columbia, the *Local Government Act* (Government of British Columbia, 2015) has outlined the process for defining the following criterion related to Development Cost Charges (DCC):

- Imposition and Collection of Development Cost Charges
- The role of an inspector prior to a DCC By-law being adopted
- Circumstances in which DCC are not payable
- General prohibitions against waiving or reducing charges
- Amount of DCC and eligible deductions
- Establishment and usage of DCC
- Annual reporting requirements

Saskatchewan Planning Act

The *Saskatchewan Planning Act* (Government of Saskatchewan, 2007) indicates that if a council adopts and official community plan that authorizes the use of development levies, council may establish development levies through by-law. The levies may be applied to recover all or part of a municipality's capital costs for development of land. The levy may be assessed for the following:

- Sewage, water or drainage works
- Roadways and related infrastructure
- Parks and recreational facilities

Levies applied, must be on a background study which determines capital costs and recreational requirements of a service area, and considers future land use patterns and development.

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Alberta Municipal Government Act

Within the Province of Alberta's Municipal Government Act (Government of Alberta, 2004), Alberta Regulation 48/2004 was established to outline the principles and criteria for off-site levies ("Development Cost Charges"). The Regulation was developed to establish off-site levies. Generally, principles and criteria included in the regulation are related to the following concepts:

- Full and open disclosure of all levy costs and payments, including method for calculating the levy, information used to determine the levy
- Shared responsibility between the municipalities and developers for defining current and future infrastructure and servicing requirements
- Levy calculations are to be determined in consultation with affected landowners and developers.

City of Calgary Off-Site Levy By-law

Pursuant to the Alberta Municipal Government Act, the City of Calgary established The Off-Site Levy By-law (City of Calgary, 2016) to pay for all or part of capital costs for new or expanded facilities or land required in connection with new or expanded facilities.

In developing the Off-Site Levy By-Law, the City of Calgary recognized the importance of maintaining existing infrastructure and ensuring re-development continues to occur in already established neighbourhoods. To account for existing infrastructure and new increased demand, a density incentive program was created to offset costs of new charges on re-developed lands, and to promote ongoing redevelopment in existing neighborhoods.

Ontario Development Charges Act

The *Ontario Development Charges Act* (Government of Ontario, 1997) was established for Ontario municipal councils to impose development charges against land to offset increased capital costs required as a result of development areas. The Act provides guidance for establishing Development Charges, including the following general parameters:

- Methods to determining development charge amounts
- Requirements for a Background Study to be completed for all proposed development charge by-laws, including calculations and estimations of proposed charges, and preparation of an Asset Management Plan
- Availability of materials for the public in advance of approval process, including a public meeting.
- Methods for development charge allocation, including establishing reserve funds.

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Table 1 Overview of Development Charge Policies

	BC Local Government Act	*Greater Vancouver Sewerage and Drainage District Development Cost Charge*	*Alberta Regulation 48/2004*	*City of Calgary, By-Law 2M2016*	*Saskatchewan Planning and Development Act*	*Ontario Development Charges Act*
Development Cost Charges may be applied to recover capital costs directly and indirectly associated with a development.	●	●	●		●	●
Principles for exclusion of Development Cost Charges from certain types developments, including renovations to existing properties, defined land uses/zoning districts, affordable housing and permit values.	●	●			●	●
Development Cost Charges are calculated for new developments and areas of re-development.		●		●		
Development Cost Charge amounts must be specified in local by-laws and must be consistent across a municipality.	●	●	●		●	●
Development Cost Charge must be established based on background studies to understand municipal servicing and recreational requirements. As well, the Development Cost Charge must be based on future land use patterns and phasing of public works.			●			●
Stakeholder involvement in establishing Development Cost Charges, including full and open disclosure of the costs, payments and methods of determining the calculated amount. Information should be available to the public for a review period prior to implementing the by-law. Full and open disclosure of fees charged.	●		●		●	●
Development Cost Charges will be placed in a Reserve Fund for each of the purposes that the Charges are established for, e.g. School Sites, Capital Infrastructure, Public Utilities, Parks and Recreation, etc.	●	●	●		●	●
Balances and expenditures from the Development Cost Charge Reserves are reported on, and made public upon request.	●	●		●	●	●

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Example of Consultation Process (City of Calgary, 2015)

Figure 1 - Off-Site Levy Bylaw & Community Services Charges Process

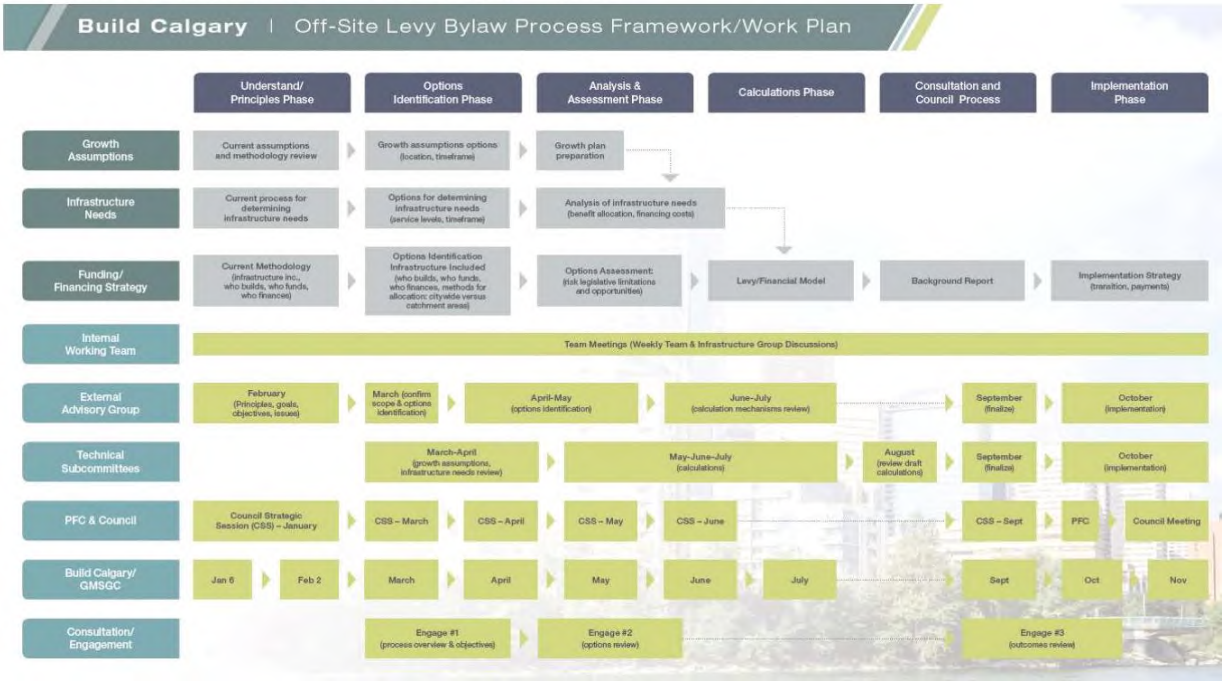

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Table 3 - Stakeholder Engagement Summary

Engagement Group	Members	Purpose	Frequency of Meetings
Internal Working Team	Predominantly city staff from various departments	• Developed guiding principles and framework of the work plan • Defined infrastructure projects, timing, cost estimates and options for funding	• Weekly • 32 meetings since Jan 29
External Advisory Group	City staff and external representatives from various sectors of the development industry including greenfield, inner-city and industrial	• Acted as Industry sounding board • Developed guiding principles for the project • Finalized the scope of the project • Reviewed options related to methodology, calculation of levy, funding	• Every 3 weeks • 14 meetings since Mar 11
Technical Subcommittee	City staff, external industry representatives and technical consultants	• Undertook technical analysis • Finalized the methodology and calculations	• Weekly • 20 meetings since May 5
Council	City staff and Council	• Updated on progress of project • Receive feedback	• Bi-monthly
Build Calgary /GMSGC/ALT	Build Calgary, General Managers Strategic Growth Committee (GMSGC) and Administrative Leadership Team (ALT)	• Weekly meetings with Build Calgary and monthly updates with GMSGC/ALT	• Monthly
Stakeholder Information Sessions	Developers (Greenfield and Established Area), community leaders, consultants, various committees and interest groups	• First session - overview of the Off-Site Levy Bylaw project and its objectives. • Second session -review of options • Third session - review project outcomes.	• Quarterly • Sessions in Apr, Jun & Oct
Established Area – Initial Group	City staff, large and small infill developers and interest groups that are related to Established Area of the city.	• Provided status of the work plan and receive relevant feedback • Acted as an Industry sounding board • Reviewed options related to the methodology and calculation of levy unique to the established areas of the city.	• 4 meetings since June 11
Established Area – Stakeholder Group	Established Area developers, consultants, and industry representatives	• Sessions were held in November and December with attendance of 40 to 55 industry representatives	• 2 meetings since November
Established Area – Working Group	Established Area developers, consultants, and industry representatives	• Ad hoc committee of representatives of Established Area group to develop strategy for Established Area levies	• 5 meetings since November
One on Ones	City staff and developers	• City staff met with members of the development industry at various occasions to discuss the Off-Site Levy Bylaw and the process.	• At least 21 meetings since January

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Examples of Project Cost Detail

Figure 36 Development Cost Charge Detail – BC Best Practice Guide [EXAMPLE]

EXAMPLE 5.1 – Suggested Format for DCC Program							
Road DCC Program							
Project No.	Location			Description	Cost Estimate	Year	Comment
	On	From	To				
R001	16 Ave.	Ironwood St.	Shoppers Row	Road reconstruction	$1,052,000	1998	Incl. R/W, 14m, C&G S/W
R002	88 Ave	212 St.	216 St.	Arterial Widening	$1,129,000	1998	Incl. Signals
R003	88 Ave.	202 St.		Signal	$97,000	1998	
R004	200 St.	26 Ave.		Bridge	$750,000	1999	As per traffic study
R005	Ospika Blvd.	Tyner Rd.	Hwy. 16	Arterial	$1,650,000	1999	Full arterial road
R006	S. Alder St.	Robron Rd.	Hilchey Rd.	Arterial	$8,559,000	1999	Full arterial road
R007	16 Ave.	248 St.	256 St.	Recap + Shoulders	$217,000	2000	
R008	16 Ave.	200 St.	208 St.	Major Collector	$2,632,000	2001+	Full urban standard
R009	30A Ave.	260 St.	264 St.	Top Lift	$53,000	2000	
R010	Austin Rd.	Poirier St.		Left Turn Bay	$280,000	1997	As per traffic study
R011	Clarke Rd.	Como Lake Rd.		Intersection Improve.	$800,000	1997	As per traffic study
R012	Mariner Way	Como Lake Rd.	Austin Rd.	Arterial Widening	$800,000	1997	Widening only
R013	1 St.	Arden Rd.	Willemar Ave.	Major Collector	$588,000	1997	Widening only
R014	10 St.	Willemar Ave.	McPhee Ave.	Top Lift	$192,000	2000	Incl. S/W
R015	Mission Rd.	Muir Rd.	Lerwick Rd.	Major Collector	$750,000	2000	Incl. R/W
R016	32 Ave.	256 St.	29 Ave.	ROW	$300,000	2001	R/W acquisition only
R017	88 Ave.	206 St.	207 St.	Median	$60,000	2001+	Incl. Landscaping
R018	62 Ave.	203 St.	204 St.	Half Road	$182,000	2001+	Incl. Road drains
			Total Road DDC Program		$20,091,000		

EXAMPLE 5.2 – Suggested Format for Detail Sheet					
16 Avenue				**Project:** R001	
From: Ironwood St.			**To:** Shoppers Row		
Description: Reconstruct existing road to full 14m standard c/w curb & gutter and sidewalks both sides.					
Length: 750m					
Notes: – will require some ROW acquisition – will require utility pole relocation – does not include watermain					
No.	**Item**	**Quantity**	**Unit**	**Unit Price**	**Total**
1	ROW acquisition	1	LS	$20,000	$20,000
2	Common excavation & disp. (0.30m)	4,450	m^3	$6	$26,700
3	Pit run gravel (0.30m)	4,450	m^3	$16	$71,200
4	20mm gravel (0.13m)	1,480	m^3	$32	$47,360
5	300 mm dia. storm sewer	210	m	$118	$24,780
6	1,050 mm dia. storm manholes	2	ea	$1,800	$3,600
7	Curb & gutter	1,500	m	$54	$81,000
8	Sidewalk (1.8m)	2,420	m	$40	$96,800
9	Asphalt (0.075m)	2,150	m^3	$56	$120,400
10	Boulevard restoration	1,500	m	$23	$34,500
11	Street lighting	22	ea	$3,500	$77,000
12	Relocate utility poles	3	ea	$2,000	$6,000
13	Signs and markings	750	ea	$5	$3,750
	Subtotal				**$613,090**
14	Engineering design				$42,916
15	Engineering field services				$30,655
16	Materials testing allowance				$3,065
17	City staff costs				$12,262
18	City overhead				$24,524
19	Hydro, tel, & envir. Allowance				$12,262
20	Contingencies				$61,309
	Total				**$800,082**

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Appendix D – Other Capital Region Municipalities

Table 2 Use and Allocation of Development Charges, Capital Region Municipalities

Capital Region Municipal Area	**Enabling Legislation**	**Usage and Allocation of Development Charges**									
		Sanitary Sewers	*Water Supply/Distribution*	*Storm Water Management*	*New or Expanded Roadways/Improvements*	*Traffic Signalization/Control*	*Parks/Recreation/AT/Culture*	*Capital Levy Reserve Fund*	*Environmental Services*	*Emergency Services/Management*	*Other Services*
RM of East St. Paul	By-law 2013-18	●	●		●	●	●	●	●		
RM of Headingley	By-law 11-13	●	●		●			●			
RM of Tache	By-law 017-2015						●	●			
RM of Springfield	By-law 98-22	●	●			●	●	●	●	●	
RM of West St. Paul	By-law 2012-01						●	●			Administrative Levy
RM of St. Clements	By-law 14-2009				●		●	●	●		
City of Selkirk	By-law 5195										Land, Utility and People Proportion
RM of St. Andrews	By-law 4148	●	●		●		●	●	●		
Town of Stonewall	By-law 5-15	●	●		●	●	●	●		●	Administration
RM of Rosser - CentrePort	By-law 5-2016	●	●		●	●	●				Land Use Planning, Transit
RM of St. Francois Xavier	By-law 7-2013						●	●		●	Municipal Facilities and Equipment
RM of Cartier	By-law 1641-15							●			
RM of Hanover	Not Specified	●	●				●	●	●		
RM of Rockwood	By-law 21/11	●	●		●		●	●	●	●	Civic/Assembly Hall, Other Capital Works

Municipalities with no information available: RM of Macdonald, RM of Ritchot. Data Sources: (RM of East St. Paul, 2007), (RM of Headingley, 2013) (RM of Tache, 2015) (RM of Springfield, 2013) (RM of West St. Paul, 2012) (RM of St. Clements, 2009) (Town of Stonewall, 2015) (RM of Rosser, 2016) (RM of St. Francois Xavier, 2013) (RM of Cartier, 2015) (RM of Hanover, 2016) (RM of Rockwood, 2011)

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Table 3 Capital Region Municipalities Levy Amounts

Capital Region Municipality	Unit of Fees Assessed	*Capital Levy Reserve Fund*	*Sanitary Sewers Levy*	*Water Supply / Distribution*	*New or Expanded Roadway Improvement*	*Traffic Signalization / Control*	*Parks / Recreation / Active Transport / Culture*	*Environment Services (Waste)*	*Emergency Services / Fire*	*Other Services*	Total Development Charges Collected	**Fee Notes**
RM of Rosser – CentrePort (Commercial Land)	Per acre of lands developed		$2 000	$39 934	$4 000		$1 800		$1 143	$1 500	$**50 377**	Water Supply (Water Feedermain $14,259 and Forcemain Levy $25,675) Roads (Includes Traffic Signalization) Other (Includes $1200 Admin, $300 Planning)
Town of Stonewall	Per Newly Developed Lot	$3 000	$4 900	$3 000	$2 000	$500	$500		$1 300	$2 800	$**18 000**	Sanitary (Includes $3400 Lagoon, $1500 Wastewater) Water Supply (Includes $1000 Water Connection, $2000 Reservoir) Other(Includes $2500 Admin, $300 Planning)
RM of East St. Paul	Per new developed Lot	$5 000	$6 000	$4 000	$3 000	$500	$300	$400			$**19 200**	
RM of Springfield	Per Lot in Oakbank, Dugald and Anola	$1 500	$4 000	$6 500		$350	♦	♦	♦		$**12 350**	♦ Fees Included in General Capital Lot Levy charge
RM of Tache (LUD of Lorette)	Per Single Family Lot	$10 500					$1 000 (incl in total)				$**10 500**	$8 500 LUD Landmark; $6 000 other rural clusters; $4 750 rural lots.
RM of Tache(LUD of Lorette)	Per Multi Family Dwelling	$8 700					$1 000 (incl in total				$8 **700**	

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Capital Region Municipality	Unit of Fees Assessed	*Capital Levy Reserve Fund*	*Sanitary Sewers Levy*	*Water Supply / Distribution*	*New or Expanded Roadway Improvement*	*Traffic Signalization / Control*	*Parks / Recreation / Active Transport / Culture*	*Environment Services (Waste)*	*Emergency Services / Fire*	*Other Services*	Total Development Charges Collected	**Fee Notes**
RM of St. Clements	Per Fully Serviced Parcel	$7 250			$1 000		$500	$500			**$9 250**	Fees total 6,750 for sewer serviced only; 4,250 for unserviced.
RM of Headingley	Per Newly Developed Lot	$2 500	$4 500		$200						**$7 200**	Sewer and Water Supply Included as one Charge
RM of West St. Paul	Per Newly Developed Lot	$4 900					$1 200			$400	**$6 500**	Other (Includes $400 Admin)
RM of St. Francis Xavier	Per Newly Developed Lot/Multi-Family Dwelling	$6 300					♦		♦	♦	**$6 300**	♦ Fees Included in General Capital Lot Levy charge
RM of Rockwood	Per Newly Developed Lot	$1 000	$2 500				$1 000				**$4 500**	
RM of St. Andrews	Per Newly Developed Lot	$3 500	♦	♦	♦		♦	♦			**$3 500**	♦ Fees Included in General Capital Lot Levy charge
RM of Hanover	Per Newly Developed Lot	$2 500	♦	♦			♦	♦	♦		**$2 500**	
RM of Cartier	Per Newly Developed Lot	$2 000	♦								**$2 000**	

♦ Fees Included in General Capital Lot Levy charge Municipalities with no information available: RM of Macdonald, RM of Ritchot

The City of Selkirk - Fees Charged Per Serviced Selkirk Road, assessed as the sum total of: the feet of building lot frontage multiplied by the per foot Land and Utility depreciation plus the number of units multiplied by the per unit depreciation, multiplied by the appreciation factor of 5.

Municipalities with no information available: RM of Macdonald, RM of Ritchot. Data Sources: (RM of East St. Paul, 2007), (RM of Headingley, 2013) (RM of Tache, 2015) (RM of Springfield, 2013) (RM of West St. Paul, 2012) (RM of St. Clements, 2009) (Town of Stonewall, 2015) (RM of Rosser, 2016) (RM of St. Francois Xavier, 2013) (RM of Cartier, 2015) (RM of Hanover, 2016) (RM of Rockwood, 2011)

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Appendix E - Comparative Prices for New Homes–Winnipeg and CMA Communities

The following provides a sample of homes to-be or recently built (2016) in communities surrounding Winnipeg, and areas of Winnipeg. Sourced from MLS listings, September 1, 2016.

Address	Community	List Price	SF	$ / SF	Bed	Bath	Lot area
6 Country Vista Drive	La Salle	324,500	1230	263.82	3	2.0	9360
164 Settlers Trail	Lorette	370,000	1666	222.09	3	2.5	7375
0 Notre Dame Drive	Lorette	309,999	1418	218.62	3	2.5	6875
0 Gaboury Place	Lorette	345,000	1522	226.68	3	2.0	7700
0 Notre Dame Drive	Lorette	285,999	1050	272.38	3	2.0	6875
0 Notre Dame Dr	Lorette	315,999	1245	253.81	3	2.0	6875
0 Notre Dame Dr	Lorette	319,999	1289	248.25	3	2.0	7125
0 Notre Dame Dr	Lorette	379,999	2057	184.73	3	2.5	6875
0 Notre Dame Dr	Lorette	325,999	1568	207.91	3	2.5	7700
223 Sauveur Place	Lorette	372,000	1717	216.66	3	2.5	7198
252 Marcoux Ave	Lorette	264,811	1296	204.33	3	3.5	
254 Marcoux Ave	Lorette	299,177	1590	188.16	3	2.5	
429 Notre Dame	Lorette	309,999	1418	218.62	3	2.5	6875
1 Heather Street	Oakbank	349,900	1190	294.03	3	2.0	8856
1 Yvette Street	Oakbank	399,900	1300	307.62	3	2.0	8614
18 Rosewood Way	Oakbank	370,000	1214	304.78	3	2.0	9100
0 Kemp's Way	St Adolphe	369,900	1522	243.04	3	2.0	7308
0 Kemp's Way	St Adolphe	351,900	1364	257.99	3	2.0	7308
714 Papillon Dr	St Adolphe	349,900	1353	258.61	3	2.0	7700
0 Kemp's Way	St Adolphe	349,900	1568	223.15	3	2.5	7308
6 Tyerman Trail	Stonewall	335,500	1147	292.50	3	2.0	5900
682 First St West	Stonewall	344,900	1380	249.93	3	2.0	
3 Tyreman Trail	Stonewall	387,900	1452	267.15	3	2.0	5900
Average		340,573	1416	245.00		2.2	7441
21 Tennant Gate	Winnipeg	362,900	1441	251.84	3	2.5	
44 Tennant Gate	Winnipeg	378,500	1569	241.24	3	2.5	

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Address	Community	List Price	SF	$ / SF	Bed	Bath	Lot area
180 Bonaventure Dr East (Island Lakes)	Winnipeg	354,800	1230	288.46	3	2.0	4452
113 Bonaventure Dr E	Winnipeg	394,256	1618	243.67	3	2.5	
184 Bonaventure Dr E	Winnipeg	363,900	1250	291.12	3	2.0	4536
207 Castlebury Meadows Dr	Winnipeg	334,900	1230	272.28	3	2.0	5200
134 Philip Lee Dr (Crocus Meadows)	Winnipeg	339,900	1230	276.34	3	2.0	6160
166 Philip Lee Dr	Winnipeg	331,000	1236	267.80	3	2.0	
65 Edward Tirmer Dr (Sage Creek)	Winnipeg	351,912	1143	307.88	3	2.5	3740
Average	Winnipeg	356,896	1327	271.18	3	2.2	4818

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This is Exhibit 24A to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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MNP LLP

Proposed Impact Fee By-Law

Industry Proposal for Alternative Approach

Presentation to City of Winnipeg Council Members
October 11, 2016

UDI

Manitoba Home Builders' Association

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Overview

- Introductions
- Principles
- Fundamental concerns
- Proposed approach
- Plan-based approach
- Discussion

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Introduction

- A proposed by law and accompanying Administrative Report were brought to Executive Policy Committee for its September 21 meeting. The matter was tabled to allow for further consultation. ***Thank You***.
- Councillor Orlikow has been holding a series of meetings to discuss concerns with the By Law. We understand his mandate is to make recommendations on exemptions, implementation, and the fee itself.
- UDI and MHBA appreciate the opportunity for this further discussion.
- **Our fundamental concern, regarding the basic underpinnings of the proposed fee, remains.**
- We understand there are demands for new infrastructure created by new development, and these need to be paid for.
- On behalf of industry, UDI and MHBA confirm an ongoing and sincere interest to work together with the City to get this right.
- The consequences of the wrong approach will set the City back a number of years, and it may not regain the current momentum.

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Principles from the Hemson Report

We have no objection to the principles stated in the Hemson Report. Our concern is that they have not been fully applied.

- *Benefits Received* – those who benefit from a service should pay for them
- *Economic Efficiency* – marginal benefit equals marginal cost
- *Equity or Fairness*
  - Service Standards – Roughly equal quality and quantity to today / across municipality
  - Inter-generational equity – one generation should not be required to pay for another
  - Equity or Fairness –all developments do not generate the same cost
- *Accountability and Transparency*
- *Ease of Administration*
- *Revenue Security or Reliability* – stable and predictable, aligned with financial budgets and plans

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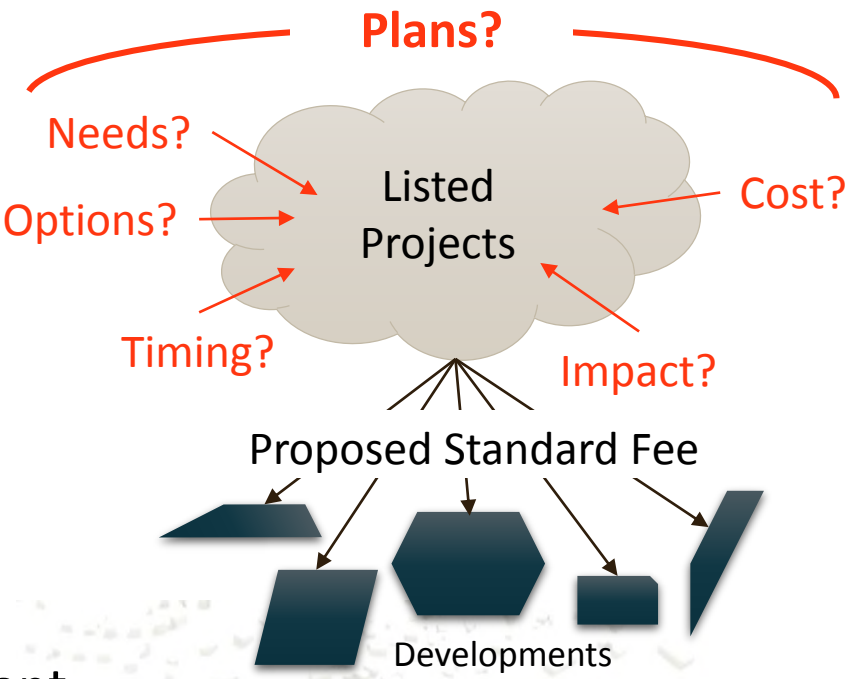
Fundamental Concerns

- There is not a clear connection between the impacts of developments, the listed projects, and the proposed fee
  - Plans have not been developed to a sufficient state to enable a fair, technically sound attribution to growth
  - On this basis, the 'fee' simply becomes a tax



- The impact on Winnipeg will be significant.
  - Severely curb recent momentum across all sectors of development
  - Encourage further residential and industrial development outside city limits
    - Devastate multi-family
  - Hamper or even halt commercial development
    - Winnipeg is NOT a must-have market
  - Loss of important new assessment revenue
    - Existing taxpayers will be left to carry the entire burden of Winnipeg's infrastructure renewal and growing needs for a modern city

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Fundamental Priority

This must be about building a sustainable city

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Proposed Approach

- ***Plan-based***
  - To enable, support and stimulate growth
  - To ensure the city has the capability to grow aligned with *OurWinnipeg*, Complete Communities
  - To enable proper technical analysis to determining demand/impact from new growth
- Collaborative
  - Engaging all relevant departments of the City, impacted stakeholders and the public
    - Two levels – general advisory group and technical working group
- Fair
  - So that taxpayers generally are not unfairly burdened by the impacts of new growth
  - So that new growth is not unfairly burdened up-front by investments that should be borne by the entire City
- Practical
  - An agreed, time-bound process with clear objectives and outcomes
  - With a commitment from all parties, work necessary to get to reasonable cost-sharing models *could be completed in a year*
- Transparent
  - Information on the process, progress and result shared publicly

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Plan-based Approach

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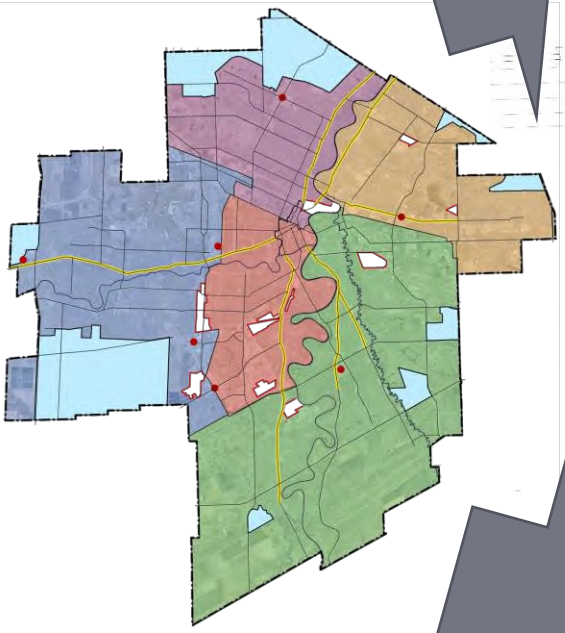
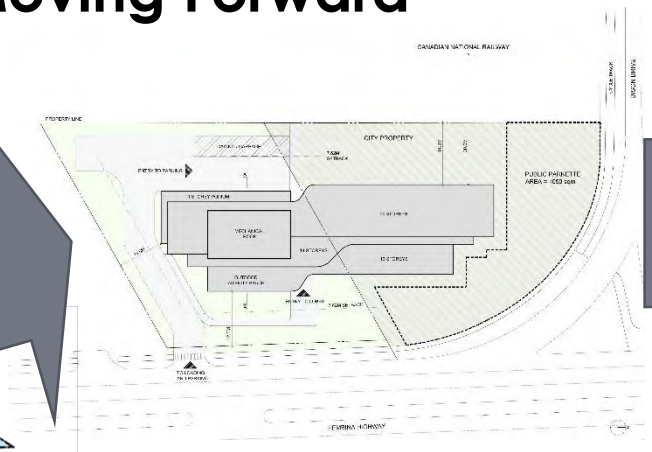
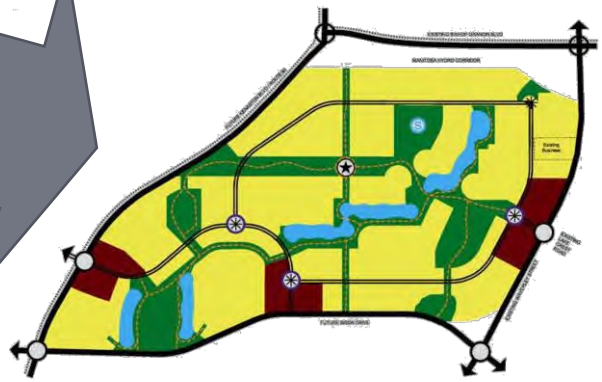
Reviving the Planned Based Approach – Roadmap for Moving Forward







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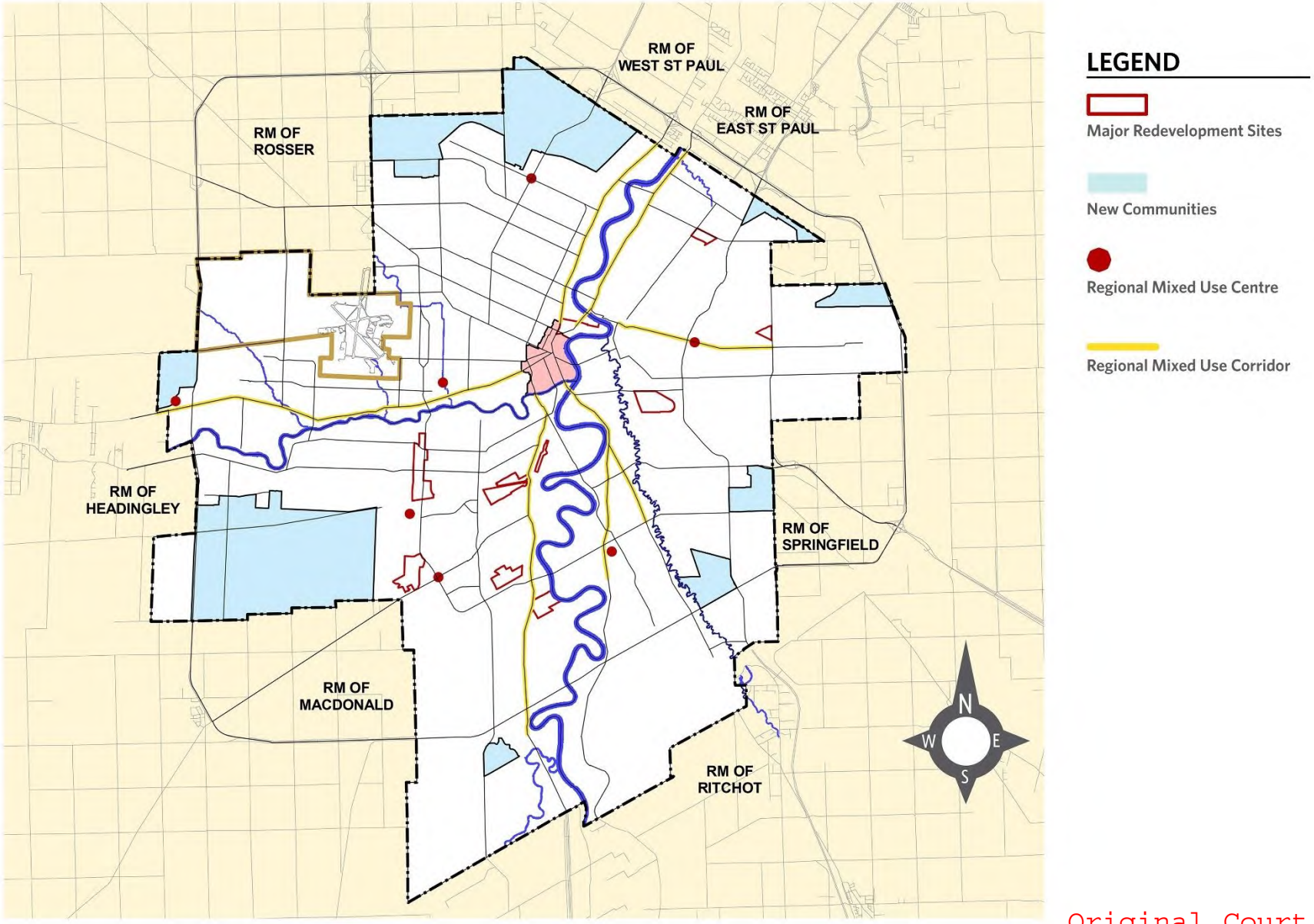
Where Will Winnipeg Grow?



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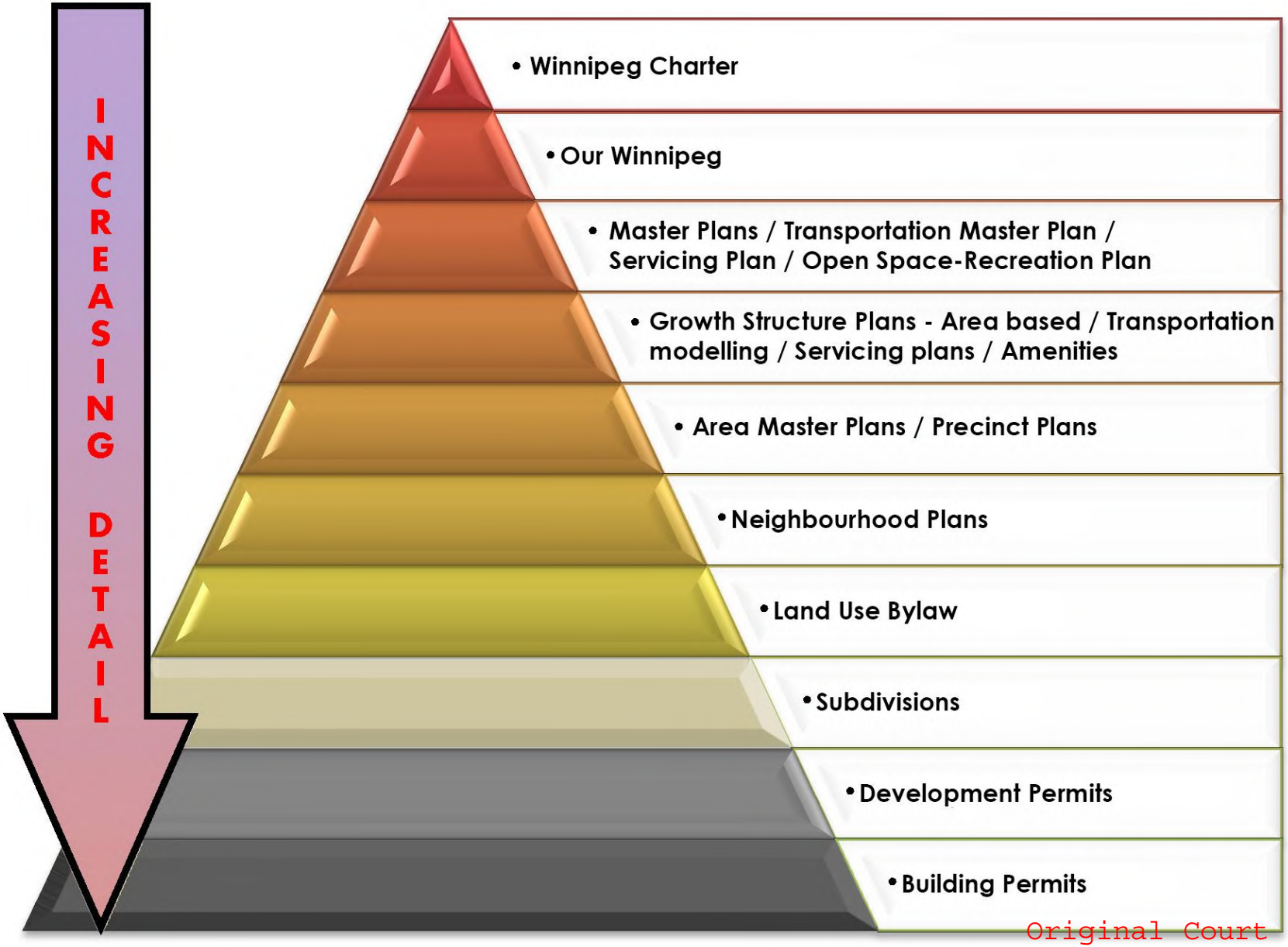
What it Takes to Realize a Great Development



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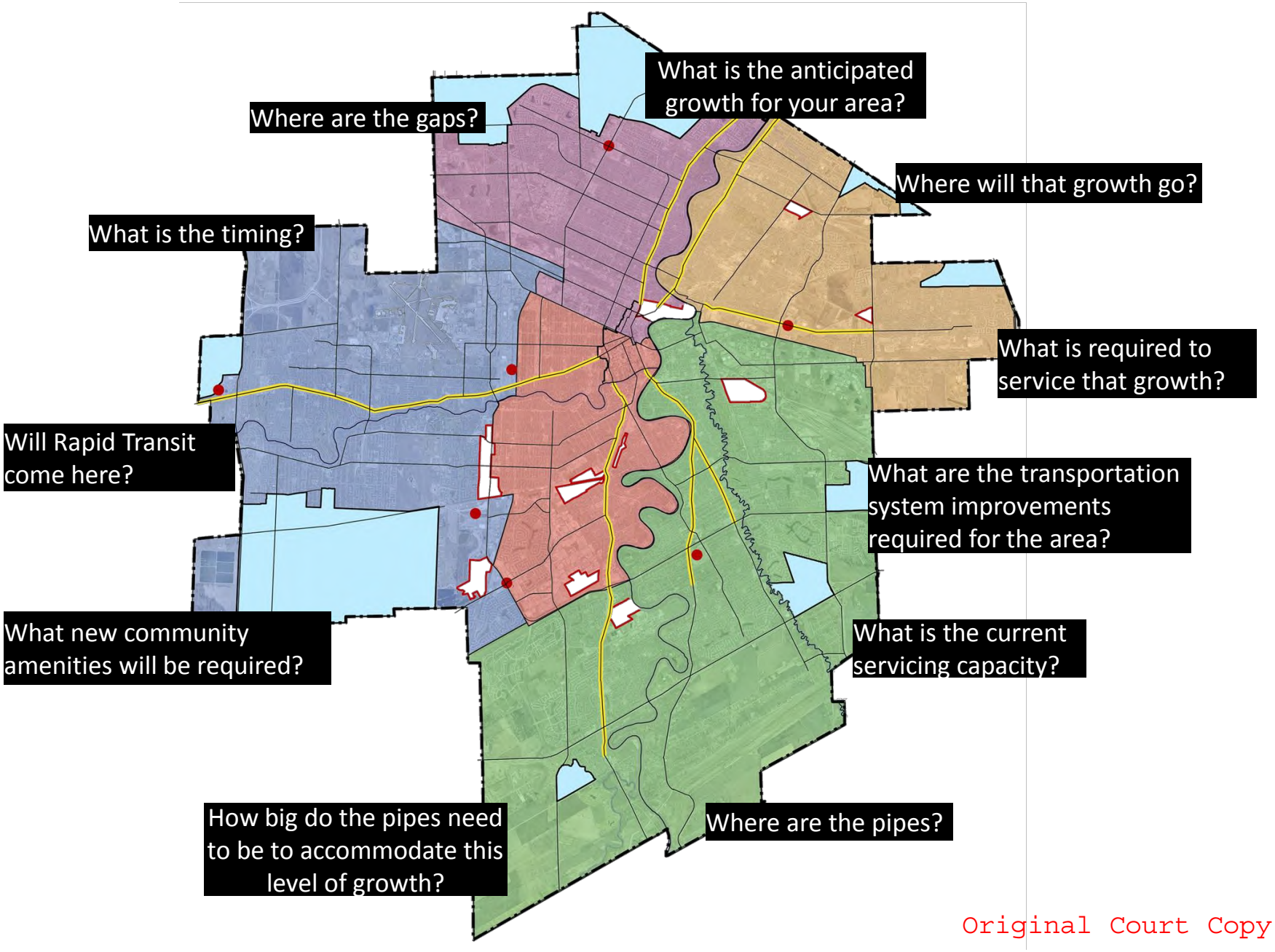
What is Your Area's Growth Plan?



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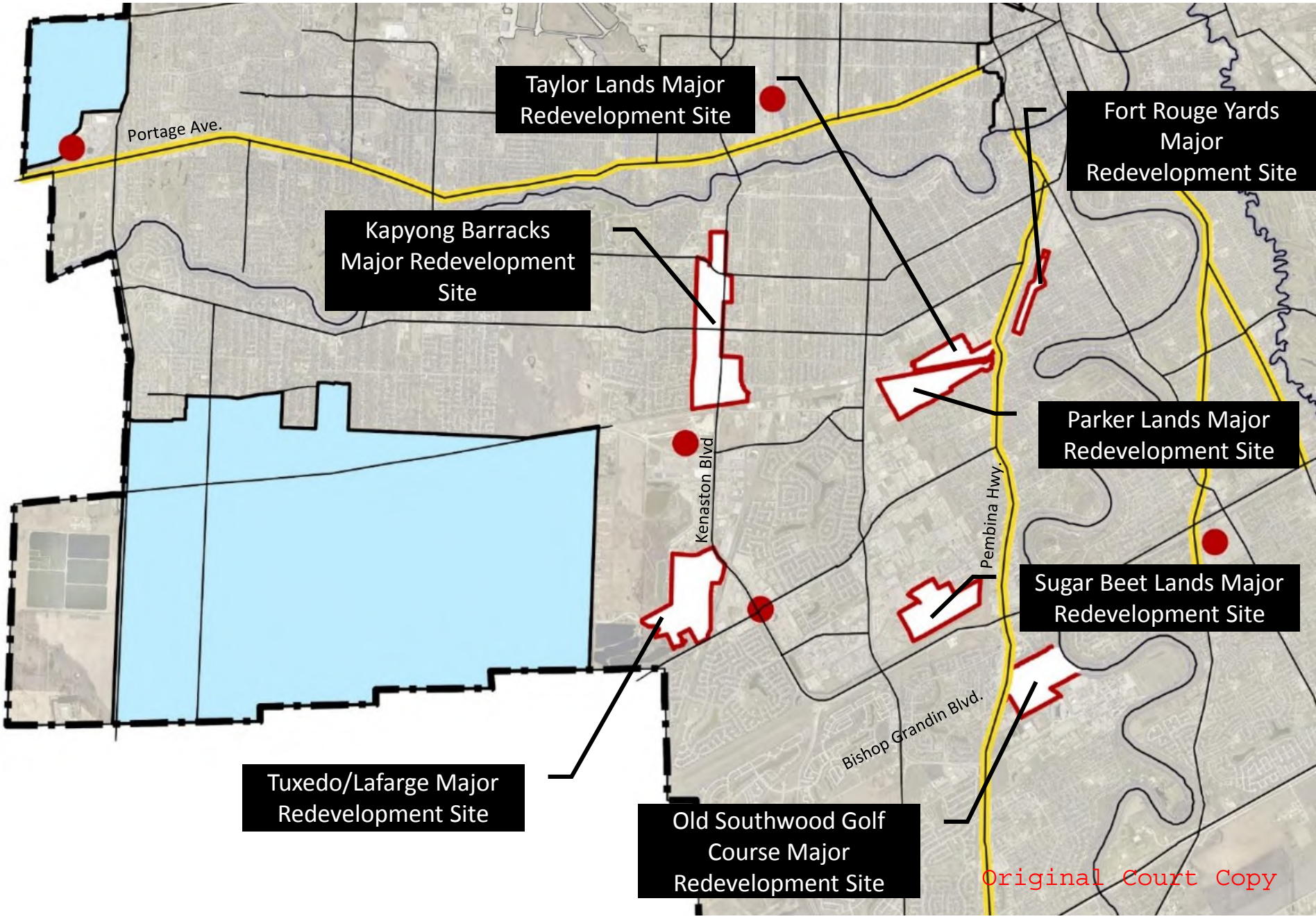
What Does This Mean On the Ground?



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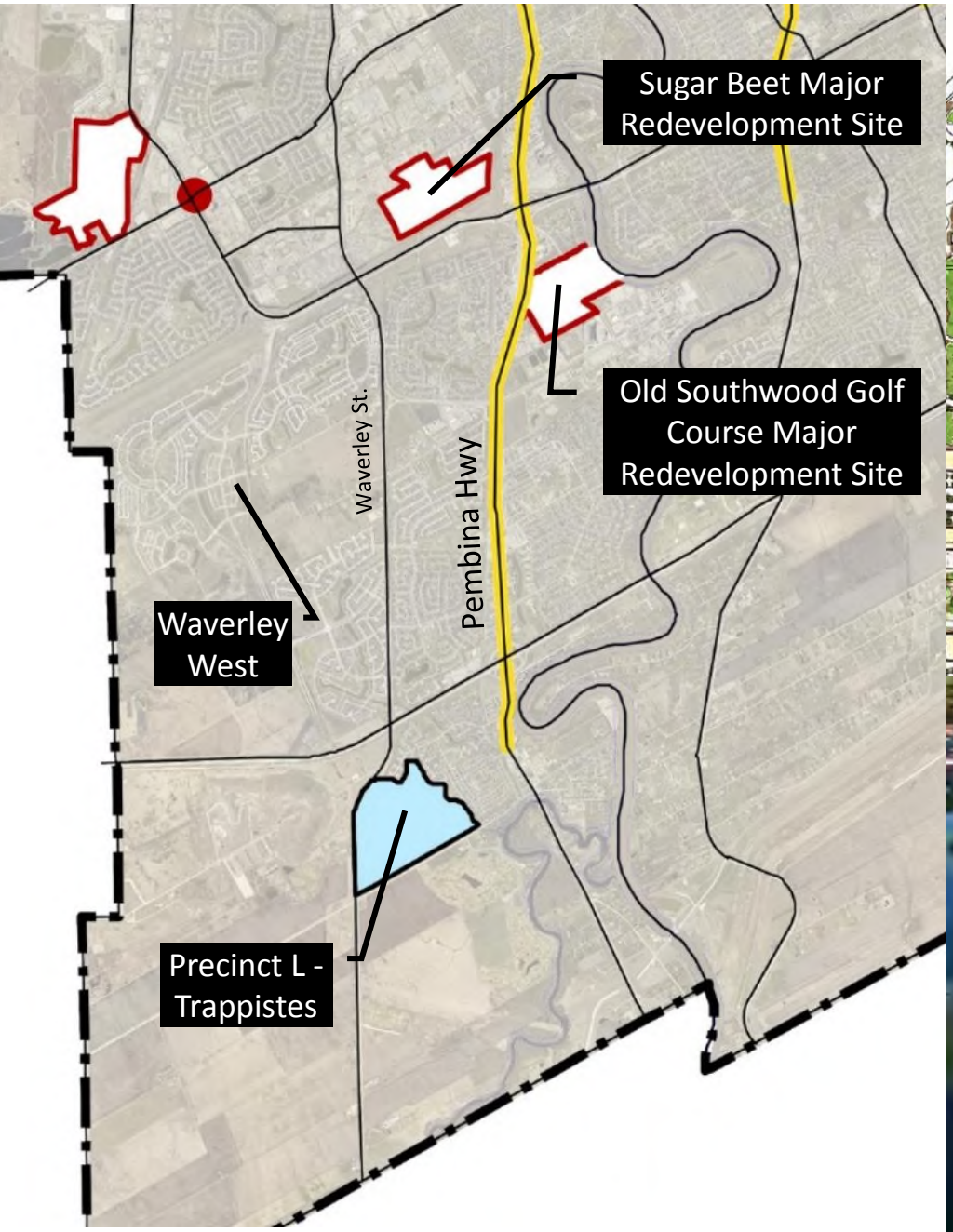
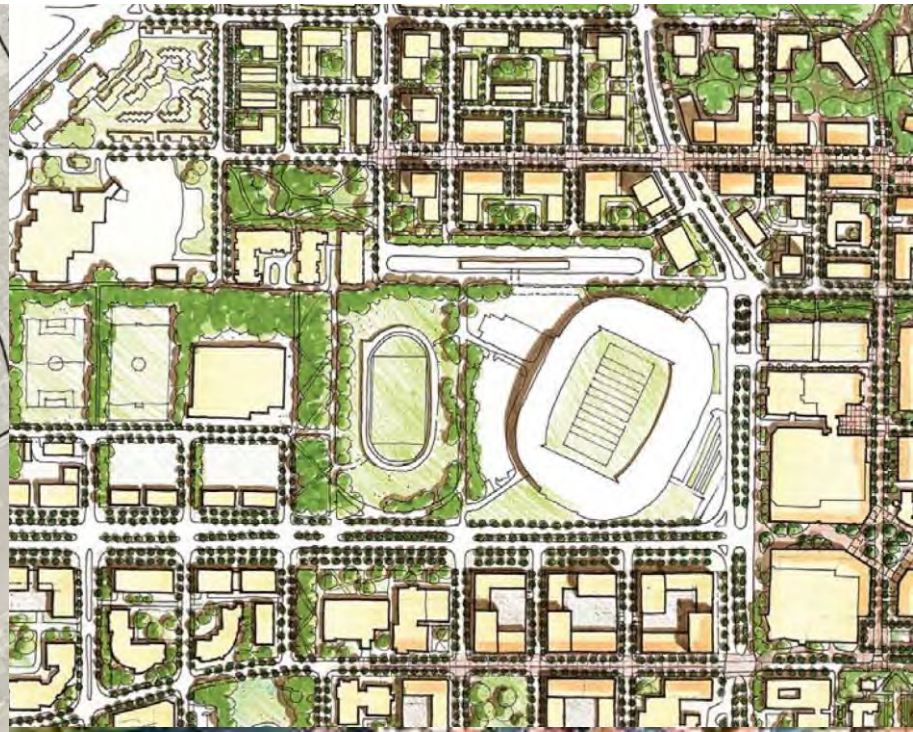
South End





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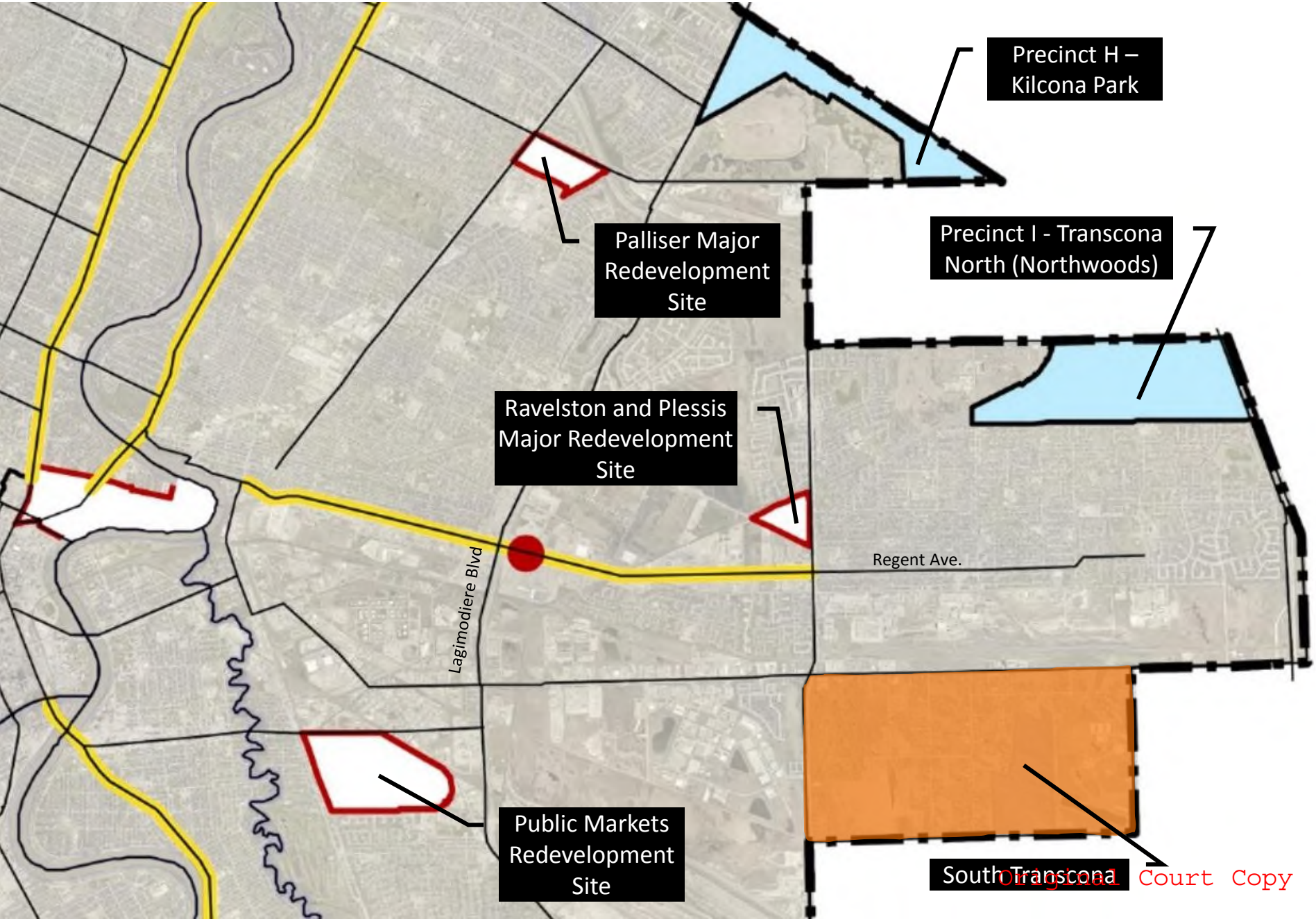
East End



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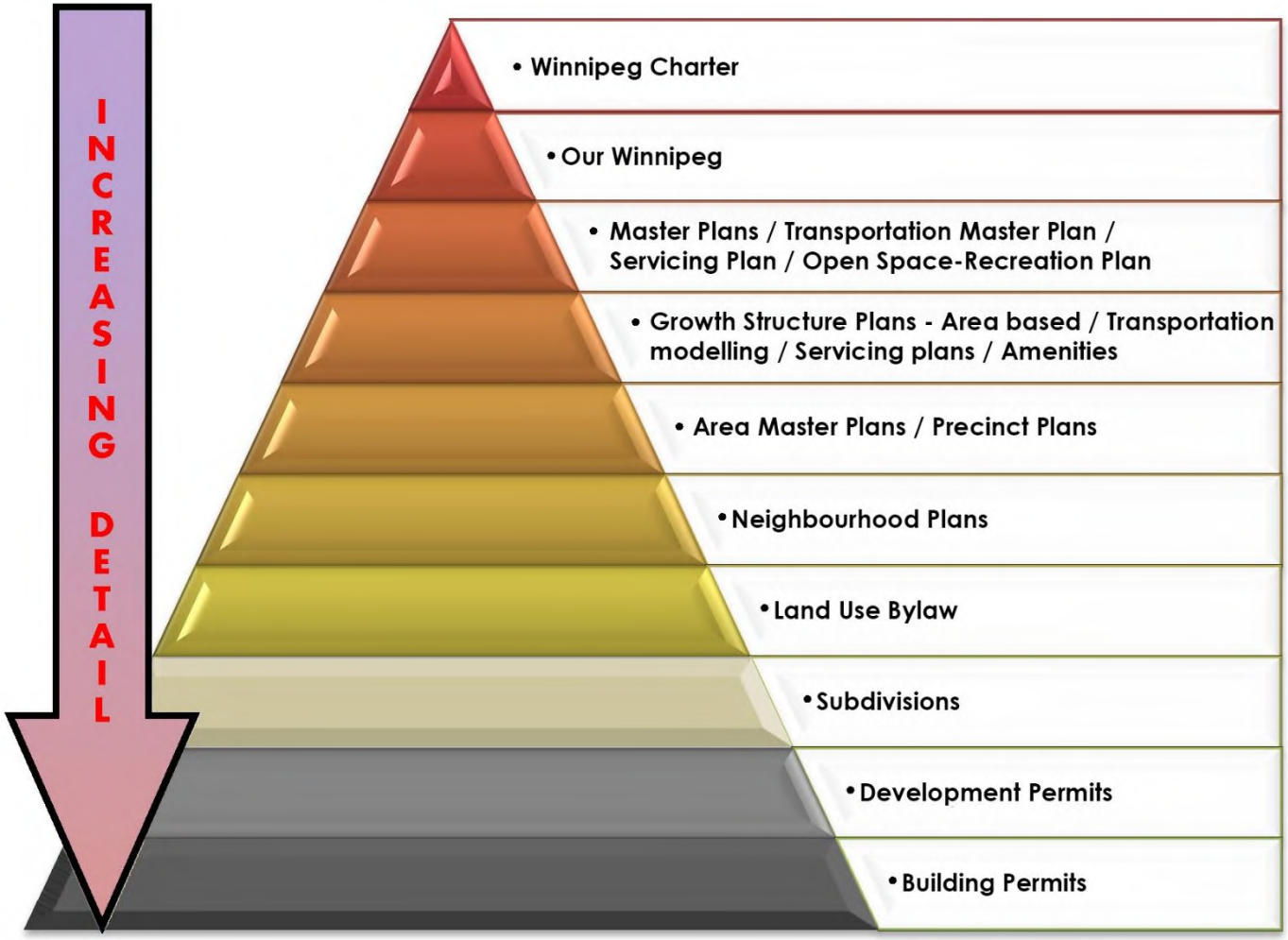
How to Create Great Development



- Missing gap
- Growth Plans at Area Level
- Will explore options to address the costs of new infrastructure
- Planning Ahead of Time – Transparent; Coherent; Sustainable

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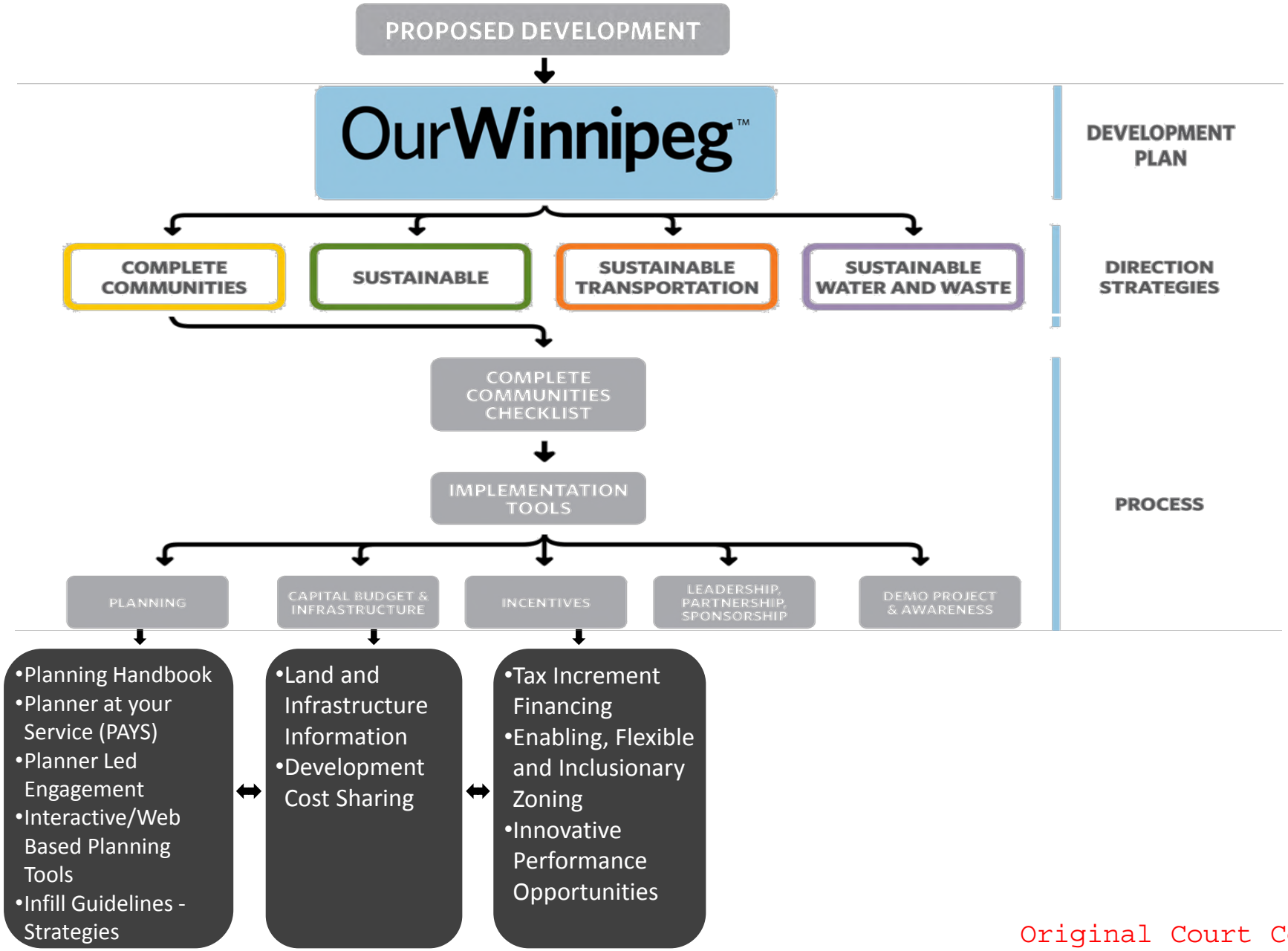
Planned Based Approach



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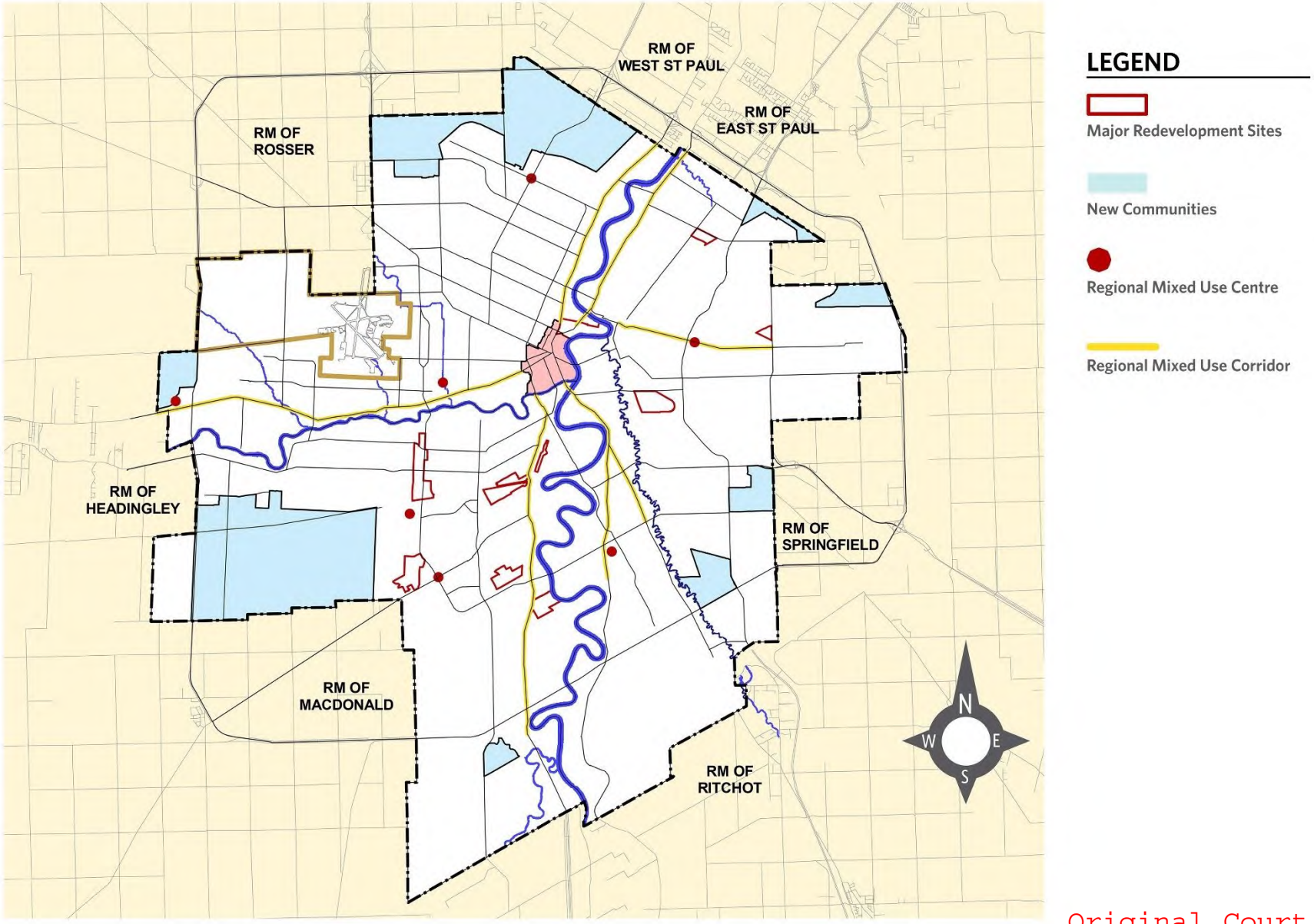

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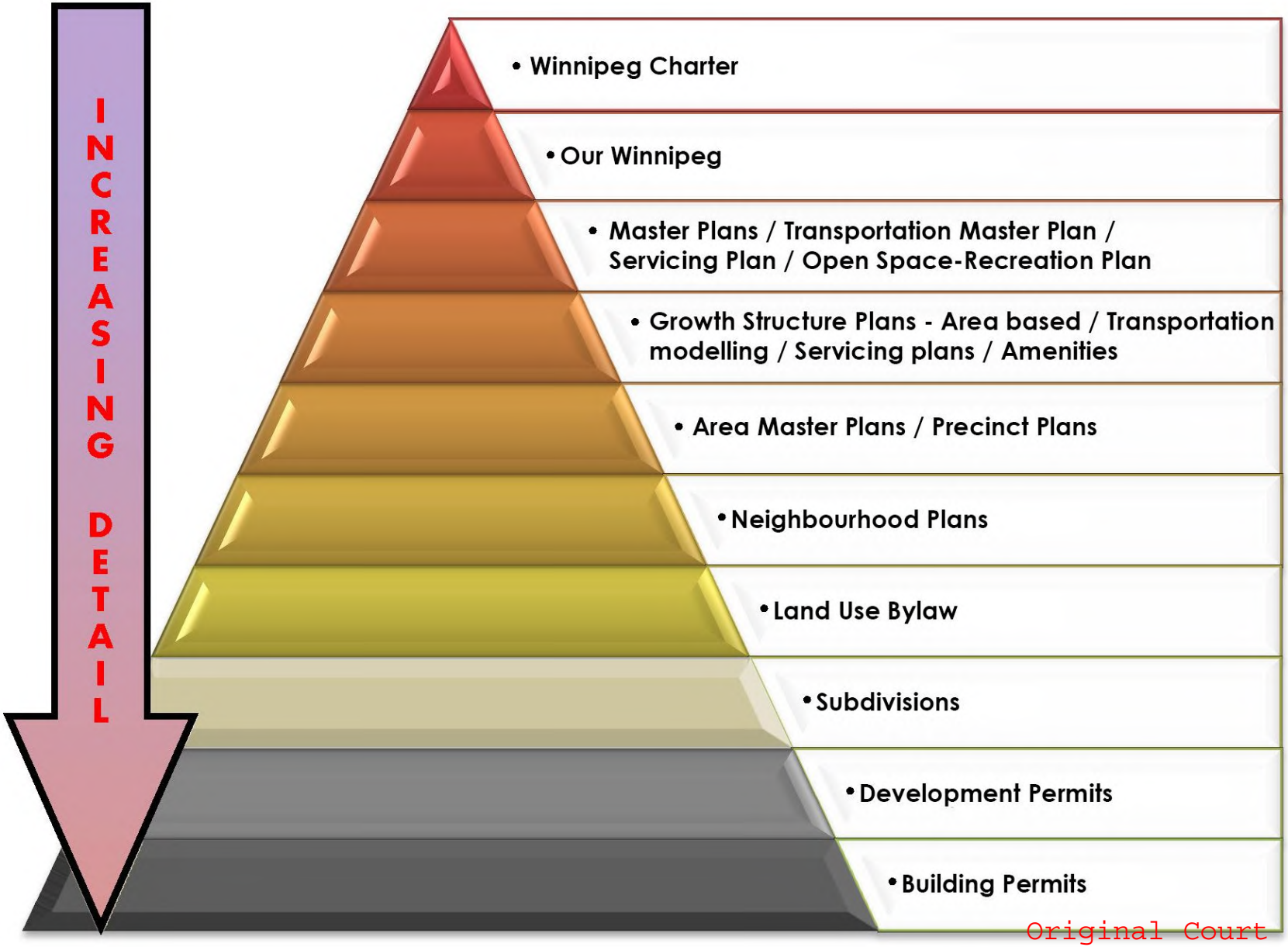
Planning Ahead



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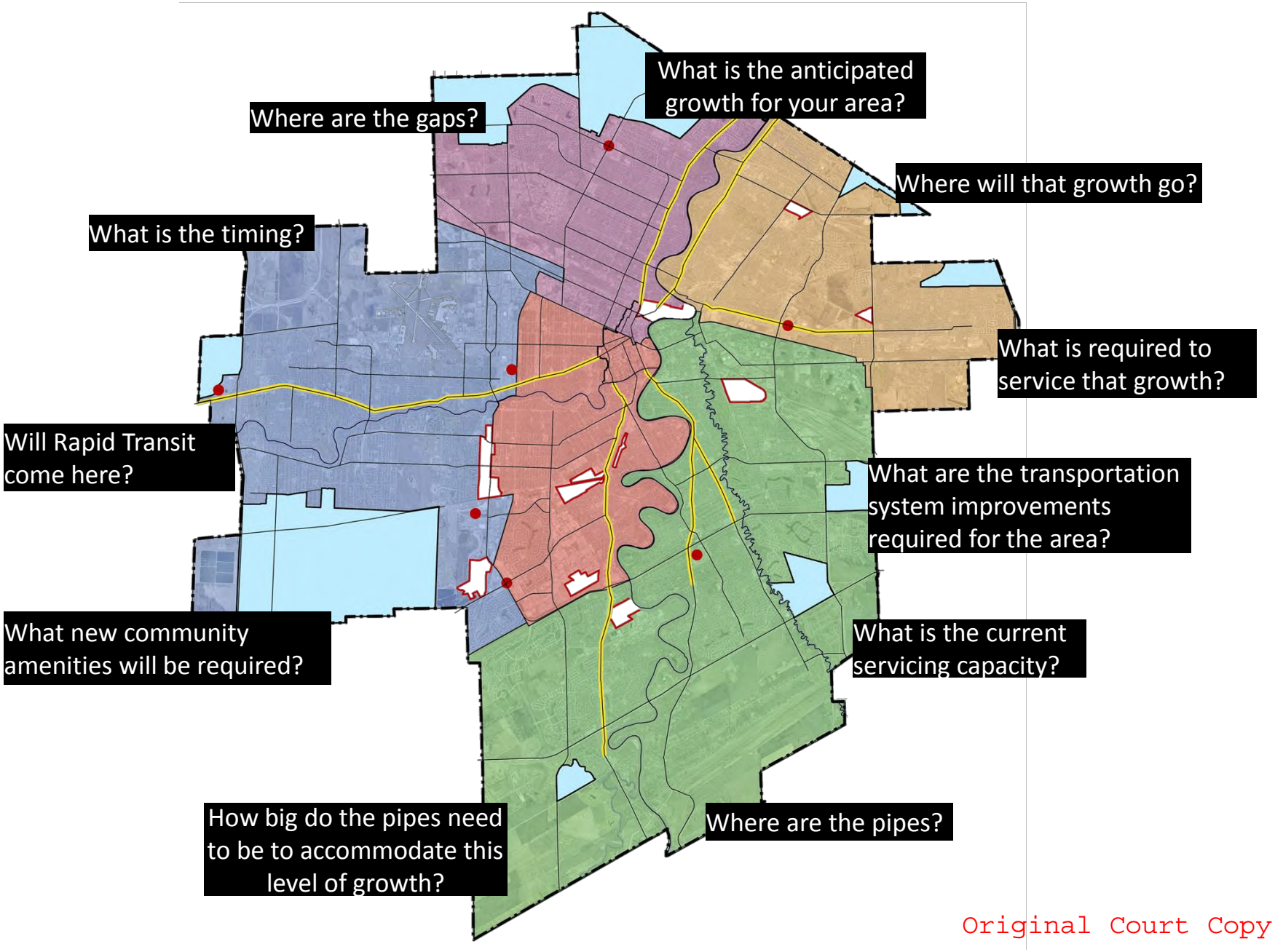

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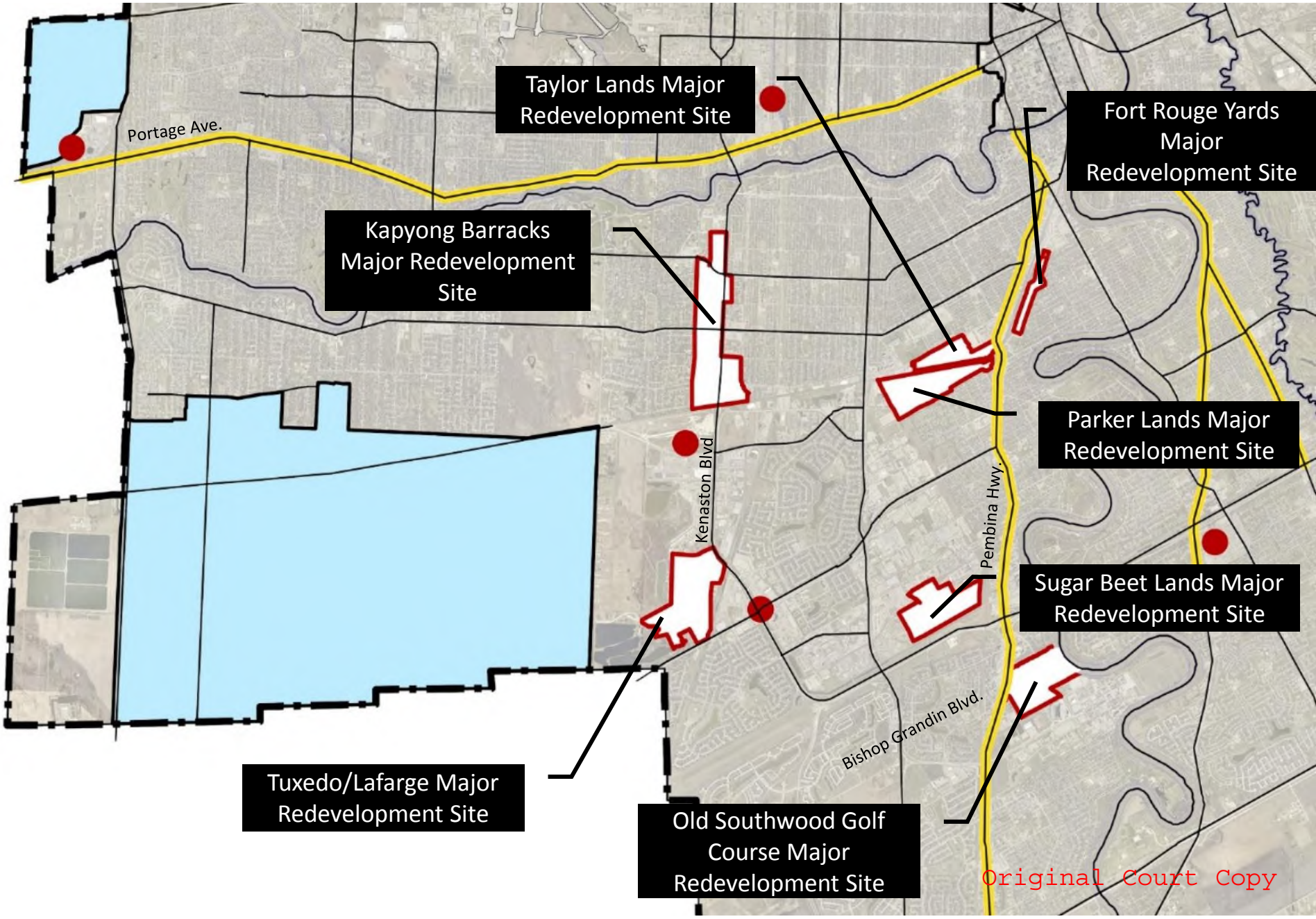

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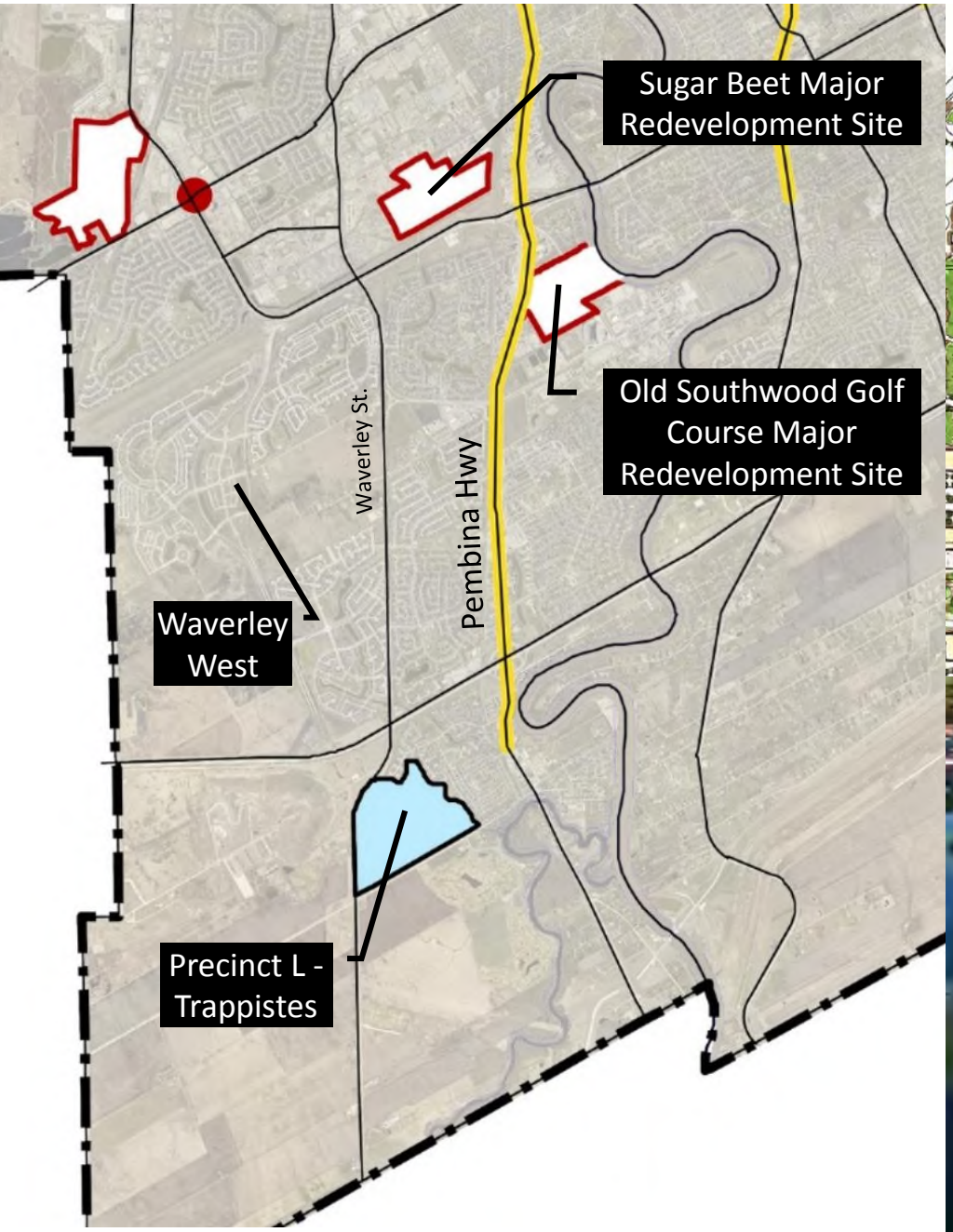

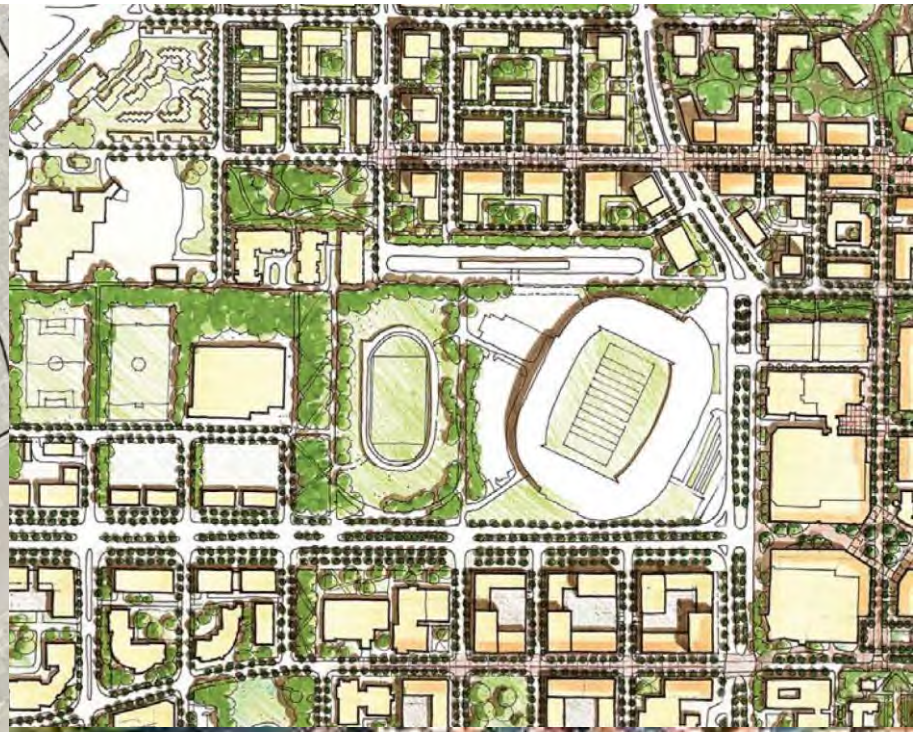

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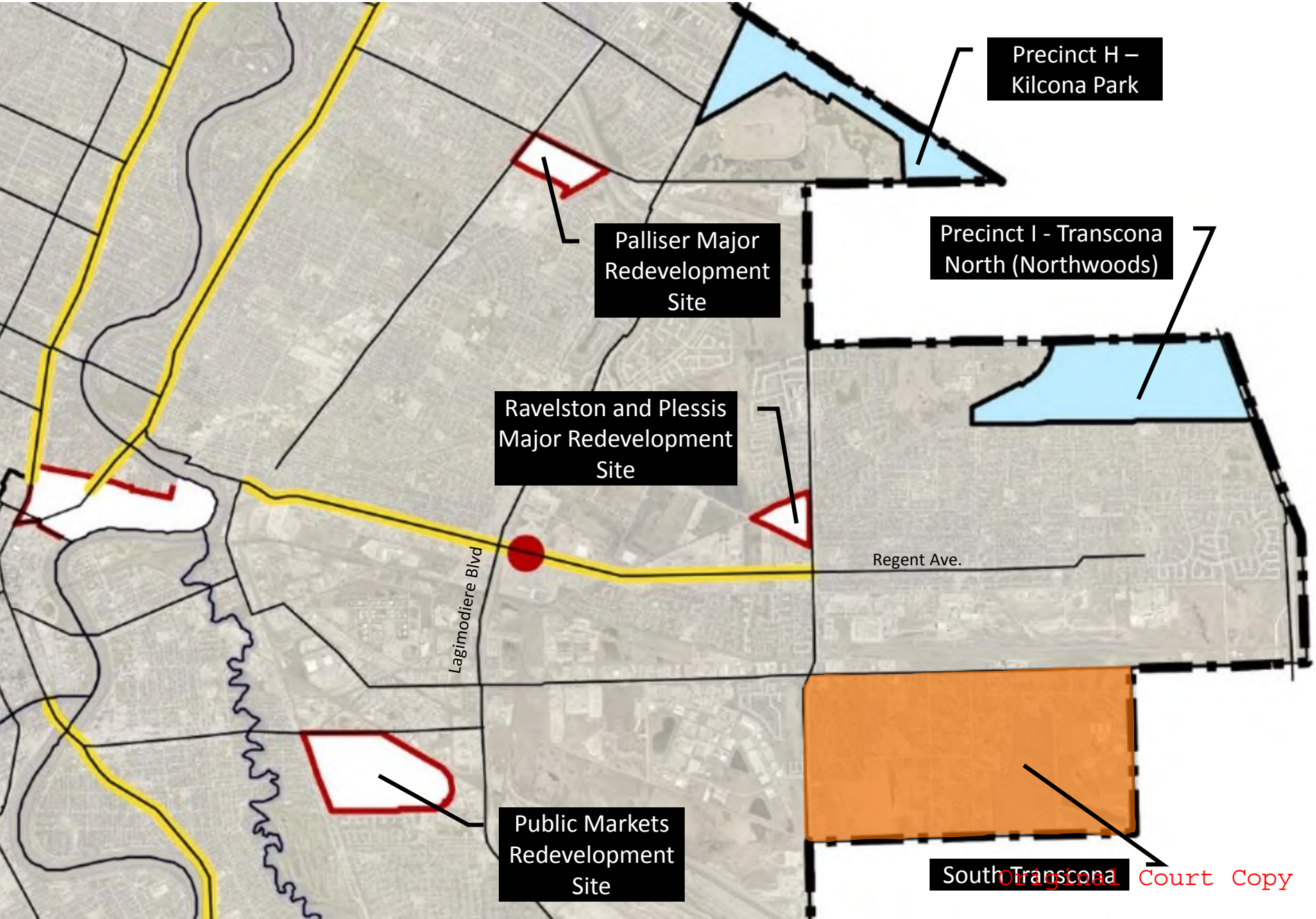
East End



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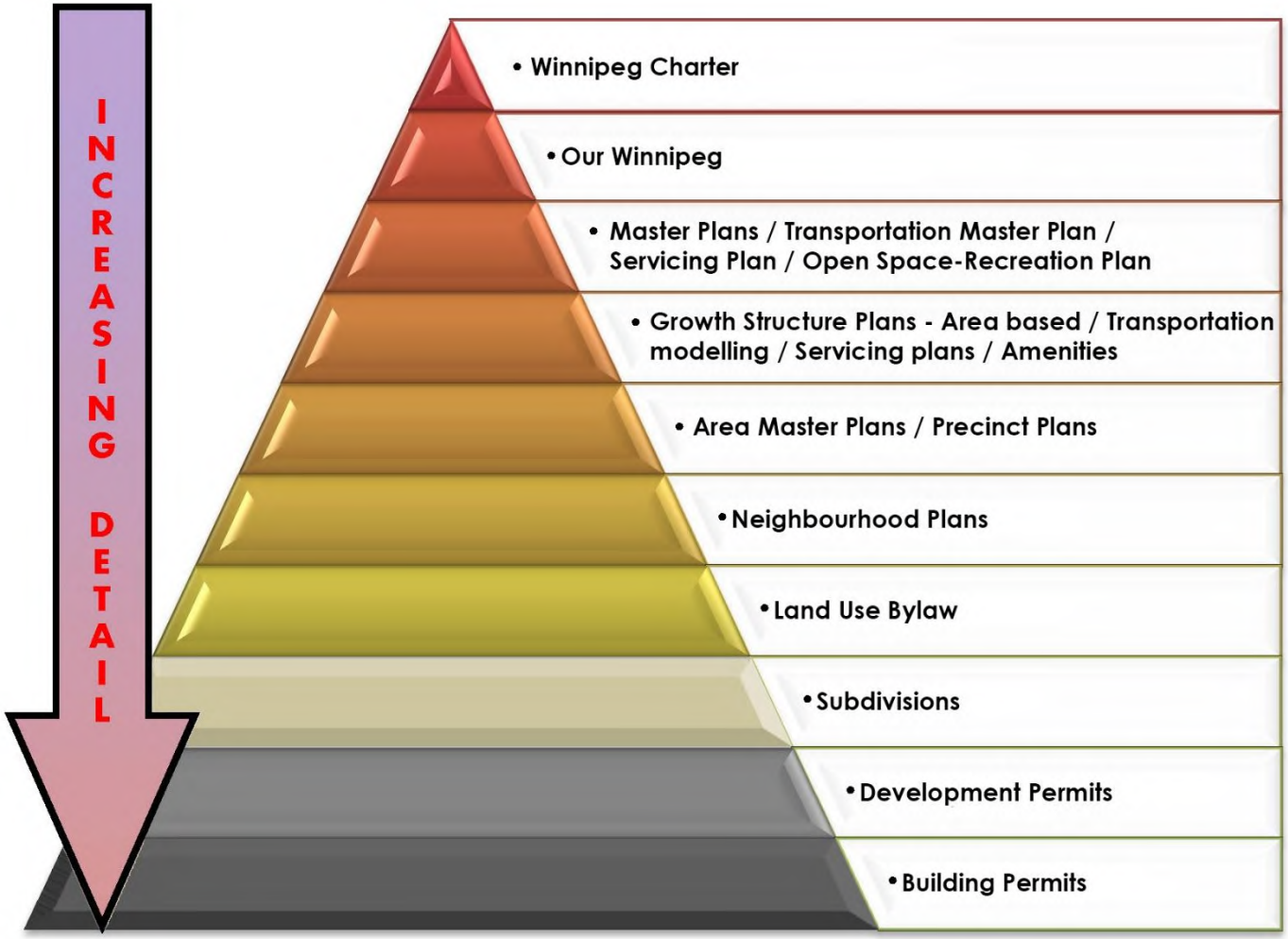
Planned Based Approach



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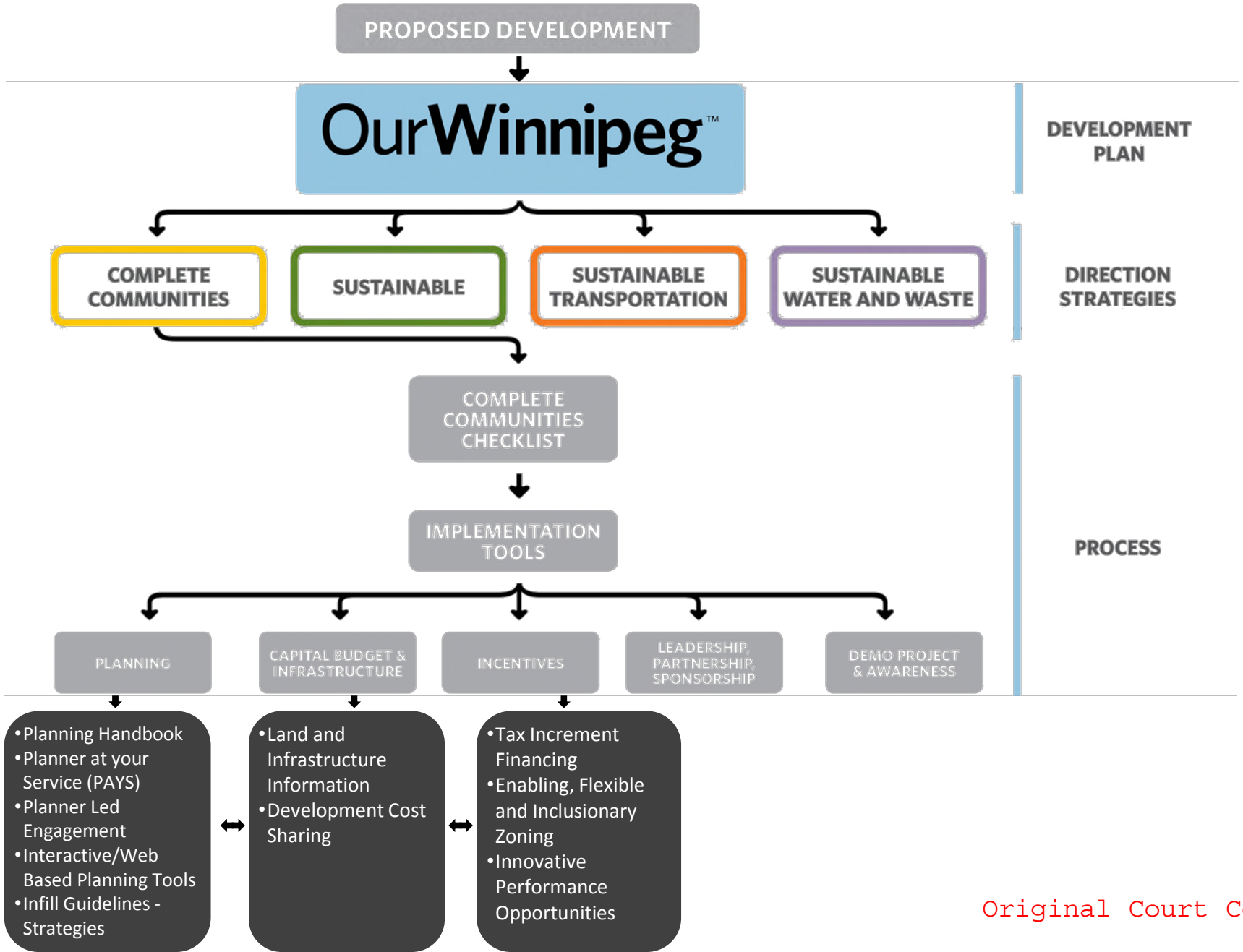

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The Path Forward

MNP LLP

Establish Working Groups

- Principles, Terms of Reference
- Composition
- Process, priorities, timeline

Determine Where / How Growth to Occur

- Densification
- New communities

Infrastructure Planning

- Capacity assessment
- Regional infrastructure plan

Cost Sharing Models

- Calculations
- Determine appropriate tools
- Consultation
- Council decision-making

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Industry Commitment

- We will participate in good faith
- We will provide technical resources to participate on a working group
- We will help promote and publicize the planning efforts
- We will support and work to mutually agreed time lines
- We will work toward a fair result that is in the best interests of the entire city

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This is Exhibit 24B to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

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the Province of Manitoba

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Breaking Down Winnipeg's Taxes by Neighbourhood

March 2017

Data compiled and report prepared by Qualico Communities

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A Summary of Winnipeg's Municipal Tax Revenues

The following charts and maps provide a complete overview of property tax revenue collected by the City of Winnipeg from respective city districts and neighbourhoods in 2014. The information was calculated with data compiled from the 2015 Municipal Assessment Data by Neighbourhood from the City of Winnipeg, and 2011 Winnipeg Census data, along with Building Permit data from 2012-2014 to fill the gap from the end of the 2011 Census on the number of dwellings in Winnipeg.

The City of Winnipeg's average municipal levy in 2014 was $1,303 per dwelling, with the median at $1,255. The range of assessments is extremely broad. 49,580 dwellings (in 20% of Winnipeg neighbourhoods) paid an average of $563 in municipal property taxes. On the opposite end of the spectrum, another 38,175 homes (in 20% of Winnipeg neighbourhoods) paid an average of $2,324 in municipal levy per dwelling.

Figures 1 through 4 show the geographical breakdown of the neighbourhoods that pay the lowest 40% ($804 average/dwelling), highest 40% ($1,887 average/dwelling) and middle 20% ($1,268 average/dwelling) of municipal property taxes throughout the city. Most of the homes in the lowest 40% of assessed neighbourhoods are in "mature communities" as defined in OurWinnipeg, and tie into the combined sewer system (see Figures 11 and 13). Homes in the OurWinnipeg defined "recent communities" consist primarily of neighbourhoods in the highest 40% of average municipal levy (Figure 12).

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SUMMARY

Average Municipal Tax Per Dwelling by Neighbourhood

Summary	Population 2014	Population 2011	Total occupied private dwellings	% of Total Dwellings	Assessment total	% of Total Assessment	Municipal levy	Average municipal levy per dwelling
Lowest 20	111,603	109,465	49,580	17.90%	$4,079,847,340	7.44%	$27,922,917	$563
Next low 20	135,068	133,425	61,427	22.18%	$9,093,947,395	16.58%	$61,327,787	$998
Lowest 40	246,670	242,890	111,007	40.08%	$13,173,794,735	24.02%	$89,250,704	$804
Mid 20	164,353	157,580	66,884	24.15%	$13,099,880,400	23.88%	$84,795,640	$1,268
Higher 20	164,855	158,765	60,931	22.00%	$15,225,796,900	27.76%	$98,260,679	$1,613
Highest 20	108,065	101,065	38,175	13.78%	$13,349,988,410	24.34%	$88,711,965	$2,324
Highest 40	272,920	259,830	99,106	35.78%	$28,575,785,310	52.10%	$186,972,645	$1,887
Total	683,943	660,300	276,997	100.00%	$54,849,460,445	100.00%	$361,018,988	$1,303

Sources:	2015 Municipal Assessment Data by Neighbourhood	City of Winnipeg
	2011 Winnipeg Census by Neighbourhood	City of Winnipeg
	Building Permits 2012-2014	City of Winnipeg

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FIGURE 1

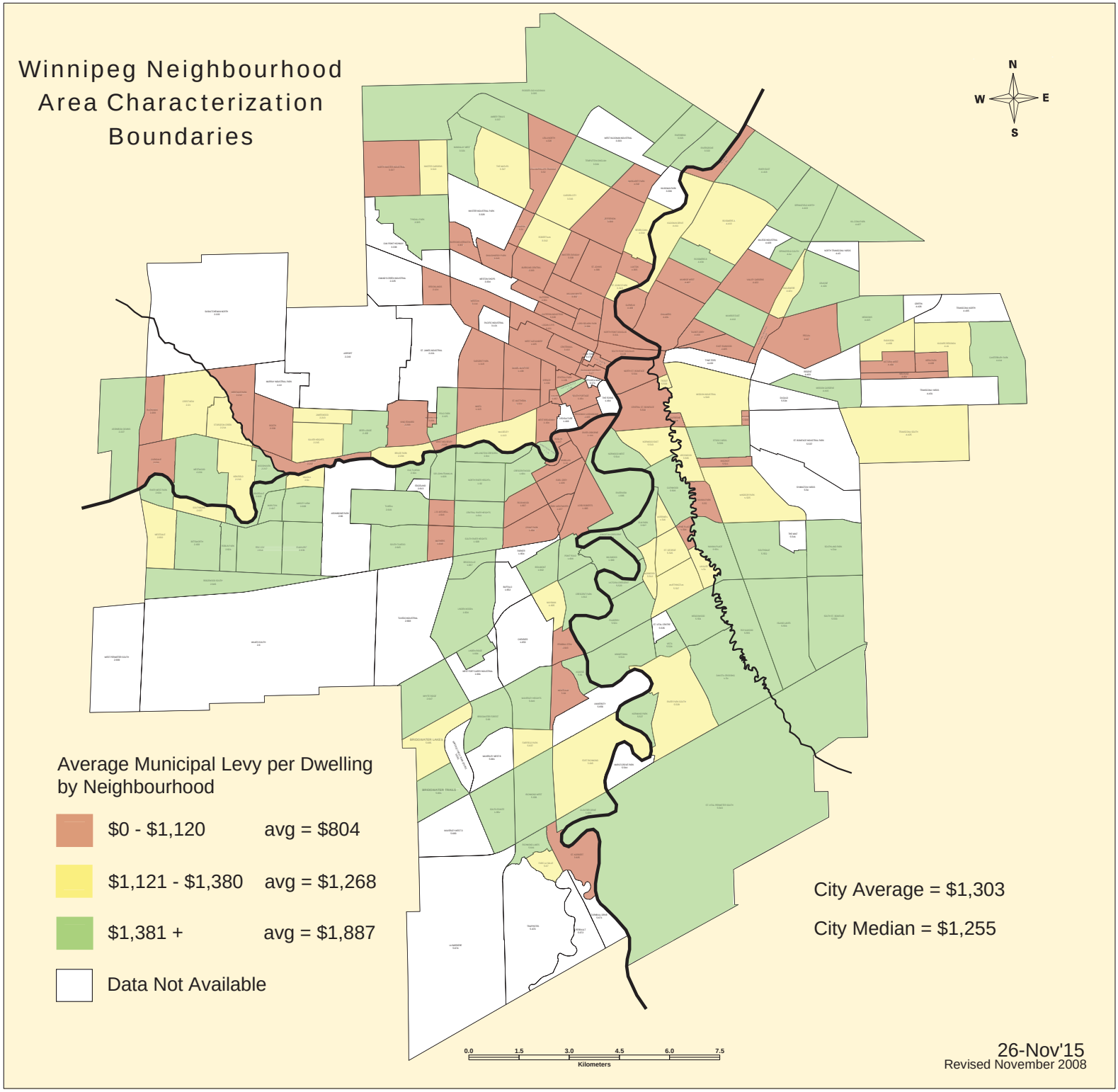

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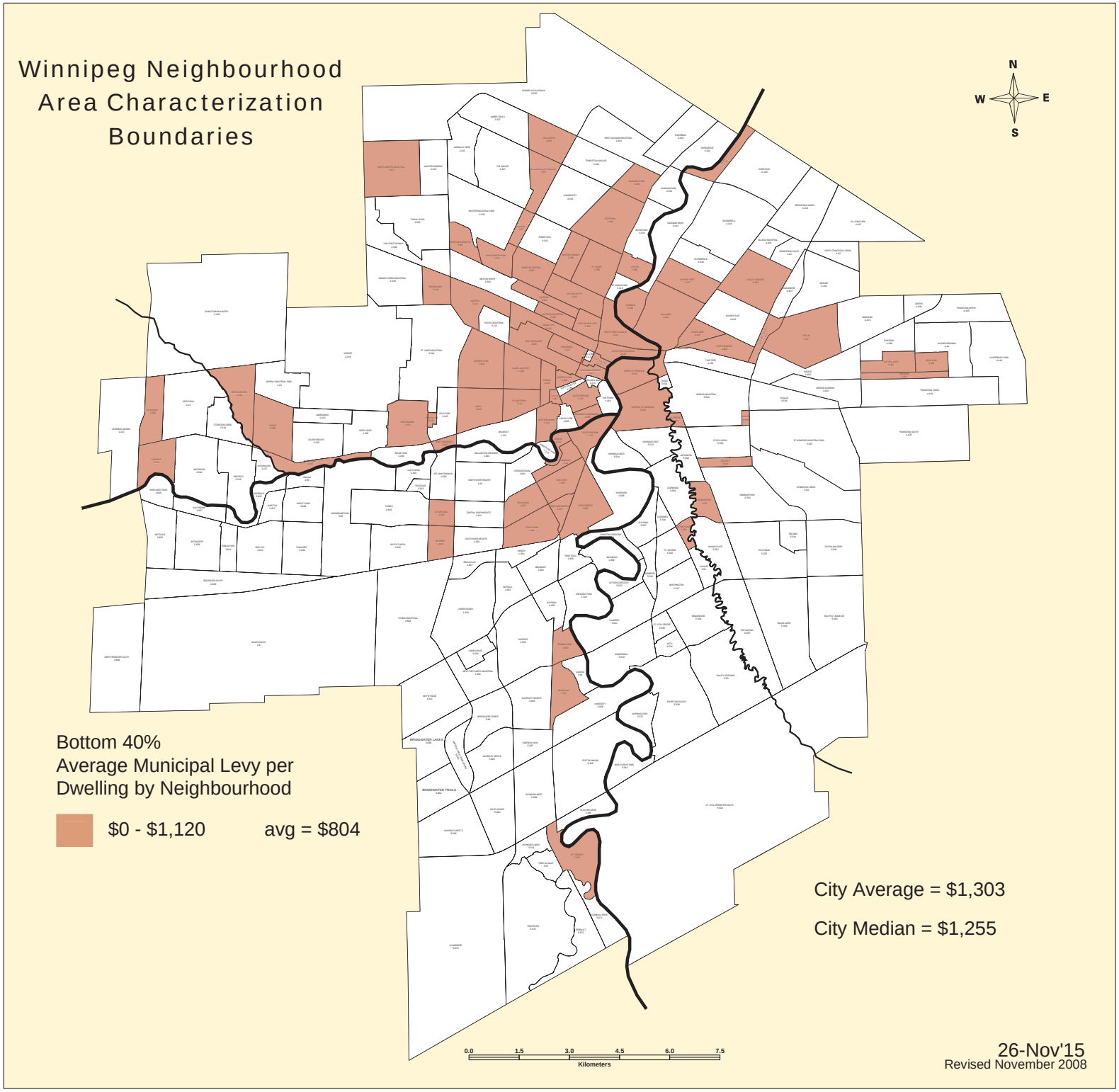
FIGURE 2



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Distric Number	District Name	Nbhd Code	Neighbourhood	Population 2014	Population 2011	Total occupied private dwellings	Assessment total	Average Assessment per dwelling	Municipal levy	Average municipal levy per dwelling	Average municipal levy per km^2
1	City Centre	1.103	WEST BROADWAY	5,330	5,330	2,875	$215,061,600	$74,804	$1,544,154	$537	$2,289,861
1	City Centre	1.104	SPENCE	4,430	4,430	1,770	$71,592,600	$40,448	$471,816	$267	$975,259
1	City Centre	1.106	EARL GREY	4,385	4,385	2,245	$343,476,000	$152,996	$2,196,614	$978	$2,169,830
1	City Centre	1.107	EBBY - WENTWORTH	705	705	330	$56,703,500	$171,829	$359,677	$1,090	$902,910
1	City Centre	1.108	DANIEL MCINTYRE	10,040	10,040	3,690	$372,291,100	$100,892	$2,498,528	$677	$1,960,243
1	City Centre	1.110	MCMILLAN	3,618	3,525	2,037	$190,805,150	$93,670	$1,314,127	$645	$2,317,170
1	City Centre	1.111	RIVER - OSBORNE	5,033	4,780	3,056	$193,842,900	$63,430	$1,468,045	$480	$1,679,682
1	City Centre	1.112	ST. MATHEWS	5,730	5,730	2,125	$239,958,000	$112,921	$1,573,349	$740	$1,847,188
1	City Centre	1.115	MINTO	5,625	5,625	2,360	$417,788,500	$177,029	$2,626,259	$1,113	$1,660,361
1	City Centre	1.117	ROSLYN	4,210	4,210	2,970	$222,419,000	$74,889	$1,839,161	$619	$5,857,444
1	City Centre	1.118	SARGENT PARK	6,140	6,140	2,380	$422,798,700	$177,647	$2,653,268	$1,115	$1,278,061
1	City Centre	1.161	SOUTH PORTAGE	2,150	2,050	1,355	$112,850,000	$83,284	$1,499,671	$1,107	$2,270,203
1	City Centre	1.165	BROADWAY - ASSINIBOINE	5,560	4,975	3,764	$302,778,000	$80,440	$3,262,658	$867	$9,566,454
1	City Centre	1.167	COLONY	735	735	480	$5,200,000	$10,833	$32,016	$67	$255,172
1	City Centre	1.169	CENTRAL PARK	4,050	4,050	1,840	$586,100	$319	$3,609	$2	$15,507
1	City Centre	2.114	WESTON	5,790	5,790	2,135	$226,000,700	$105,855	$1,410,919	$661	$983,434
1	City Centre	2.124	BROOKLANDS	2,505	2,415	1,001	$126,797,800	$126,671	$823,085	$822	$991,033
1	City Centre	3.101	LOGAN - C.P.R.	310	310	135	$13,800,300	$102,224	$97,541	$723	$91,540
1	City Centre	3.102	CENTENNIAL	2,405	2,335	828	$62,383,490	$75,342	$500,944	$605	$940,315
1	City Centre	3.105	WEST ALEXANDER	4,125	4,125	1,435	$130,105,900	$90,666	$853,224	$595	$611,017
1	City Centre	3.123	SOUTH POINT DOUGLAS	753	700	96	$4,064,200	$42,335	$28,684	$299	$41,379
1	City Centre	3.170	EXCHANGE DISTRICT	440	440	285	$9,435,000	$33,105	$108,045	$379	$338,278
1	City Centre	3.173	CIVIC CENTRE	268	185	123	$253,000	$2,057	$1,558	$13	$7,836
2	St. James	2.201	KENSINGTON	290	290	125	$19,549,500	$156,396	$121,824	$975	$1,156,644
2	St. James	2.203	KING EDWARD	5,555	5,380	2,535	$434,092,100	$171,239	$2,724,648	$1,075	$1,710,000
2	St. James	2.207	BIRCHWOOD	1,995	1,995	1,130	$170,252,000	$150,665	$1,134,703	$1,004	$1,403,278
2	St. James	2.208	BOOTH	5,965	5,965	2,760	$429,196,000	$155,506	$2,715,027	$984	$1,447,873
2	St. James	2.209	BUCHANAN	2,770	2,770	1,135	$204,637,000	$180,297	$1,264,689	$1,114	$1,064,538
2	St. James	2.211	GLENDALE	1,005	1,005	465	$56,035,000	$120,505	$345,002	$742	$276,513
2	St. James	2.212	HERITAGE PARK	5,725	5,725	2,905	$388,832,545	$133,849	$2,801,358	$964	$1,677,671
2	St. James	2.219	AIRPORT	220	220	90	$262,900	$2,921	$1,619	$18	$156
2	St. James	2.226	WEST WOLSELEY	280	280	195	$16,796,000	$86,133	$104,760	$537	$450,153
3	West Kildonan	3.301	DUFFERIN	2,215	2,215	845	$47,284,900	$55,958	$300,231	$355	$459,614
3	West Kildonan	3.302	WILLIAM WHYTE	6,295	6,295	2,365	$180,307,200	$76,240	$1,171,336	$495	$1,008,761
3	West Kildonan	3.303	BURROWS CENTRAL	5,340	5,340	1,930	$243,213,100	$126,017	$1,555,427	$806	$1,452,806
3	West Kildonan	3.305	LUXTON	2,660	2,660	1,040	$163,211,700	$156,934	$1,025,987	$987	$1,581,754
3	West Kildonan	3.306	ST. JOHNS	8,370	8,370	3,185	$351,161,100	$110,255	$2,290,642	$719	$1,478,795
3	West Kildonan	3.307	BURROWS - KEEWATIN	2,785	2,785	995	$64,042,600	$64,364	$432,616	$435	$631,672
3	West Kildonan	3.308	INKSTER - FARADAY	4,250	4,250	1,630	$222,990,100	$136,804	$1,395,670	$856	$1,663,558
3	West Kildonan	3.309	JEFFERSON	8,855	8,855	3,930	$653,619,000	$166,315	$4,118,518	$1,048	$1,739,866
3	West Kildonan	3.310	MYNARSKI	1,435	1,265	508	$77,069,000	$151,711	$475,078	$935	$1,255,800
3	West Kildonan	3.311	NORTH POINT DOUGLAS	2,650	2,650	965	$69,242,200	$71,754	$448,038	$464	$395,215
3	West Kildonan	3.315	SHAUGHNESSY PARK	2,750	2,750	930	$152,811,200	$164,313	$949,337	$1,021	$1,176,429
3	West Kildonan	3.318	MARGARET PARK	2,245	2,245	1,015	$168,511,900	$166,022	$1,092,796	$1,077	$1,200,528
3	West Kildonan	3.320	LEILA MCPHILLIPS TRIANGLE	3,015	2,955	1,249	$172,041,000	$137,743	$1,079,123	$864	$1,031,068
3	West Kildonan	3.326	LEILA NORTH	1,405	1,180	540	$50,807,900	$94,089	$314,994	$583	$246,761
3	West Kildonan	3.327	NORTH INKSTER INDUSTRIAL	98		39	$1,727,000	$44,282	$14,405	$369	
3	West Kildonan	3.328	DUFFERIN INDUSTRIAL	215	215	30	$2,252,300	$75,077	$16,473	$549	$37,270
3	West Kildonan	3.339	LORD SELKIRK PARK	1,500	1,500	590	$15,288,200	$25,912	$109,569	$186	$204,961
4	East Kildonan/Transcona	4.401	CHALMERS	9,740	9,740	4,285	$501,160,200	$116,957	$4,408,063	$1,029	$1,747,602
4	East Kildonan/Transcona	4.402	MELROSE	1,925	1,490	819	$100,947,200	$123,257	$638,540	$780	$1,267,805
4	East Kildonan/Transcona	4.403	TALBOT - GREY	2,375	2,375	1,080	$139,944,300	$129,578	$891,301	$825	$1,485,202
4	East Kildonan/Transcona	4.404	VICTORIA WEST	2,635	2,635	1,155	$198,928,600	$172,233	$1,259,814	$1,091	$1,483,256
4	East Kildonan/Transcona	4.405	EAST ELMWOOD	3,350	3,350	1,320	$223,204,400	$169,094	$1,393,828	$1,056	$1,555,649
4	East Kildonan/Transcona	4.406	KERN PARK	1,780	1,780	775	$129,935,200	$167,658	$856,175	$1,105	$1,518,216
4	East Kildonan/Transcona	4.407	MUNROE WEST	3,015	3,015	1,385	$231,001,500	$166,788	$1,450,836	$1,048	$1,111,466
4	East Kildonan/Transcona	4.409	GLENELM	2,250	2,250	915	$160,529,900	$175,443	$1,000,881	$1,094	$1,191,750
4	East Kildonan/Transcona	4.417	PEGUIS	985	355	422	$27,176,900	$64,400	$176,365	$418	$60,114
4	East Kildonan/Transcona	4.421	VALHALLA	3,050	3,050	2,100	$138,418,000	$65,913	$1,062,713	$506	$1,577,233
4	East Kildonan/Transcona	4.422	VALLEY GARDENS	8,545	8,545	3,110	$558,967,000	$179,732	$3,473,790	$1,117	$1,478,921
4	East Kildonan/Transcona	4.429	KILDONAN CROSSING	125	125	65	$597,000	$9,185	$6,606	$102	$14,642
5	St. Boniface/St. Vital	5.501	NORTH ST. BONIFACE	2,005	1,840	896	$132,290,600	$147,646	$855,343	$955	$610,152
5	St. Boniface/St. Vital	5.502	CENTRAL ST. BONIFACE	6,960	6,960	3,420	$410,199,850	$119,941	$2,843,811	$832	$1,443,289
5	St. Boniface/St. Vital	5.504	ALPINE PLACE	3,785	3,785	2,320	$363,378,000	$156,628	$2,264,323	$976	$7,113,802
5	St. Boniface/St. Vital	5.506	DUFRESNE	440	440	185	$29,223,200	$157,963	$185,745	$1,004	$1,172,146
5	St. Boniface/St. Vital	5.509	HOLDEN	170	170	80	$11,909,500	$148,869	$73,326	$917	$744,528
5	St. Boniface/St. Vital	5.511	MAGINOT	1,655	1,615	656	$89,797,000	$136,886	$556,747	$849	$1,275,089
5	St. Boniface/St. Vital	5.550	NIAKWA PARK	710	710	365	$64,465,000	$176,616	$396,905	$1,087	$528,373
6	Assiniboine Park/Fort Garry	1.604	GRANT PARK	2,925	2,925	1,335	$162,988,800	$122,089	$1,041,783	$780	$760,434
6	Assiniboine Park/Fort Garry	1.607	ROCKWOOD	4,185	4,185	2,100	$347,598,000	$165,523	$2,200,619	$1,048	$2,270,730
6	Assiniboine Park/Fort Garry	1.616	J.B. MITCHELL	2,080	2,080	1,035	$110,328,000	$106,597	$715,687	$691	$1,222,801
6	Assiniboine Park/Fort Garry	1.618	MATHERS	2,695	2,695	1,525	$147,586,000	$96,778	$1,000,453	$656	$1,316,034
6	Assiniboine Park/Fort Garry	1.643	PEMBINA STRIP	3,235	3,235	1,695	$128,932,000	$76,066	$1,157,590	$683	$1,620,375
6	Assiniboine Park/Fort Garry	1.665	LORD ROBERTS	4,915	4,915	2,245	$353,355,600	$157,397	$2,221,955	$990	$1,313,851
6	Assiniboine Park/Fort Garry	5.625	ST. NORBERT	1,973	1,715	808	$108,054,000	$133,730	$674,335	$835	$372,722
6	Assiniboine Park/Fort Garry	5.640	MONTCALM	4,940	4,740	2,470	$206,654,000	$83,666	$1,272,348	$515	$1,125,844
						111,007			$89,250,704	**$804**	**avg**

Bottom 40%

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Distric Number	District Name	Nbhd Code	Neighbourhood	Population 2014	Population 2011	Total occupied private dwellings	Assessment total	Average Assessment per dwelling	Municipal levy	Average municipal levy per dwelling	Average municipal levy per km^2
1	City Centre	1.169	CENTRAL PARK	4,050	4,050	1,840	$586,100	$319	$3,609	$2	$15,507
1	City Centre	3.173	CIVIC CENTRE	268	185	123	$253,000	$2,057	$1,558	$13	$7,836
2	St. James	2.219	AIRPORT	220	220	90	$262,900	$2,921	$1,619	$18	$156
1	City Centre	1.167	COLONY	735	735	480	$5,200,000	$10,833	$32,016	$67	$255,172
4	East Kildonan/Transcona	4.429	KILDONAN CROSSING	125	125	65	$597,000	$9,185	$6,606	$102	$14,642
3	West Kildonan	3.339	LORD SELKIRK PARK	1,500	1,500	590	$15,288,200	$25,912	$109,569	$186	$204,961
1	City Centre	1.104	SPENCE	4,430	4,430	1,770	$71,592,600	$40,448	$471,816	$267	$975,259
1	City Centre	3.123	SOUTH POINT DOUGLAS	753	700	96	$4,064,200	$42,335	$28,684	$299	$41,379
3	West Kildonan	3.301	DUFFERIN	2,215	2,215	845	$47,284,900	$55,958	$300,231	$355	$459,614
3	West Kildonan	3.327	NORTH INKSTER INDUSTRIAL	98		39	$1,727,000	$44,282	$14,405	$369	
1	City Centre	3.170	EXCHANGE DISTRICT	440	440	285	$9,435,000	$33,105	$108,045	$379	$338,278
4	East Kildonan/Transcona	4.417	PEGUIS	985	355	422	$27,176,900	$64,400	$176,365	$418	$60,114
3	West Kildonan	3.307	BURROWS - KEEWATIN	2,785	2,785	995	$64,042,600	$64,364	$432,616	$435	$631,672
3	West Kildonan	3.311	NORTH POINT DOUGLAS	2,650	2,650	965	$69,242,200	$71,754	$448,038	$464	$395,215
1	City Centre	1.111	RIVER - OSBORNE	5,033	4,780	3,056	$193,842,900	$63,430	$1,468,045	$480	$1,679,682
3	West Kildonan	3.302	WILLIAM WHYTE	6,295	6,295	2,365	$180,307,200	$76,240	$1,171,336	$495	$1,008,761
4	East Kildonan/Transcona	4.421	VALHALLA	3,050	3,050	2,100	$138,418,000	$65,913	$1,062,713	$506	$1,577,233
6	Assiniboine Park/Fort Garry	5.640	MONTCALM	4,940	4,740	2,470	$206,654,000	$83,666	$1,272,348	$515	$1,125,844
1	City Centre	1.103	WEST BROADWAY	5,330	5,330	2,875	$215,061,600	$74,804	$1,544,154	$537	$2,289,861
2	St. James	2.226	WEST WOLSELEY	280	280	195	$16,796,000	$86,133	$104,760	$537	$450,153
3	West Kildonan	3.328	DUFFERIN INDUSTRIAL	215	215	30	$2,252,300	$75,077	$16,473	$549	$37,270
3	West Kildonan	3.326	LEILA NORTH	1,405	1,180	540	$50,807,900	$94,089	$314,994	$583	$246,761
1	City Centre	3.105	WEST ALEXANDER	4,125	4,125	1,435	$130,105,900	$90,666	$853,224	$595	$611,017
1	City Centre	3.102	CENTENNIAL	2,405	2,335	828	$62,383,490	$75,342	$500,944	$605	$940,315
1	City Centre	1.117	ROSLYN	4,210	4,210	2,970	$222,419,000	$74,889	$1,839,161	$619	$5,857,444
1	City Centre	1.110	MCMILLAN	3,618	3,525	2,037	$190,805,150	$93,670	$1,314,127	$645	$2,317,170
6	Assiniboine Park/Fort Garry	1.618	MATHERS	2,695	2,695	1,525	$147,586,000	$96,778	$1,000,453	$656	$1,316,034
1	City Centre	2.114	WESTON	5,790	5,790	2,135	$226,000,700	$105,855	$1,410,919	$661	$983,434
1	City Centre	1.108	DANIEL MCINTYRE	10,040	10,040	3,690	$372,291,100	$100,892	$2,498,528	$677	$1,960,243
6	Assiniboine Park/Fort Garry	1.643	PEMBINA STRIP	3,235	3,235	1,695	$128,932,000	$76,066	$1,157,590	$683	$1,620,375
6	Assiniboine Park/Fort Garry	1.616	J.B. MITCHELL	2,080	2,080	1,035	$110,328,000	$106,597	$715,687	$691	$1,222,801
3	West Kildonan	3.306	ST. JOHNS	8,370	8,370	3,185	$351,161,100	$110,255	$2,290,642	$719	$1,478,795
1	City Centre	3.101	LOGAN - C.P.R.	310	310	135	$13,800,300	$102,224	$97,541	$723	$91,540
1	City Centre	1.112	ST. MATHEWS	5,730	5,730	2,125	$239,958,000	$112,921	$1,573,349	$740	$1,847,188
2	St. James	2.211	GLENDALE	1,005	1,005	465	$56,035,000	$120,505	$345,002	$742	$276,513
4	East Kildonan/Transcona	4.402	MELROSE	1,925	1,490	819	$100,947,200	$123,257	$638,540	$780	$1,267,805
6	Assiniboine Park/Fort Garry	1.604	GRANT PARK	2,925	2,925	1,335	$162,988,800	$122,089	$1,041,783	$780	$760,434
3	West Kildonan	3.303	BURROWS CENTRAL	5,340	5,340	1,930	$243,213,100	$126,017	$1,555,427	$806	$1,452,806
1	City Centre	2.124	BROOKLANDS	2,505	2,415	1,001	$126,797,800	$126,671	$823,085	$822	$991,033
4	East Kildonan/Transcona	4.403	TALBOT - GREY	2,375	2,375	1,080	$139,944,300	$129,578	$891,301	$825	$1,485,202
5	St. Boniface/St. Vital	5.502	CENTRAL ST. BONIFACE	6,960	6,960	3,420	$410,199,850	$119,941	$2,843,811	$832	$1,443,289
6	Assiniboine Park/Fort Garry	5.625	ST. NORBERT	1,973	1,715	808	$108,054,000	$133,730	$674,335	$835	$372,722
5	St. Boniface/St. Vital	5.511	MAGINOT	1,655	1,615	656	$89,797,000	$136,886	$556,747	$849	$1,275,089
3	West Kildonan	3.308	INKSTER - FARADAY	4,250	4,250	1,630	$222,990,100	$136,804	$1,395,670	$856	$1,663,558
3	West Kildonan	3.320	LEILA MCPHILLIPS TRIANGLE	3,015	2,955	1,249	$172,041,000	$137,743	$1,079,123	$864	$1,031,068
1	City Centre	1.165	BROADWAY - ASSINIBOINE	5,560	4,975	3,764	$302,778,000	$80,440	$3,262,658	$867	$9,566,454
5	St. Boniface/St. Vital	5.509	HOLDEN	170	170	80	$11,909,500	$148,869	$73,326	$917	$744,528
3	West Kildonan	3.310	MYNARSKI	1,435	1,265	508	$77,069,000	$151,711	$475,078	$935	$1,255,800
5	St. Boniface/St. Vital	5.501	NORTH ST. BONIFACE	2,005	1,840	896	$132,290,600	$147,646	$855,343	$955	$610,152
2	St. James	2.212	HERITAGE PARK	5,725	5,725	2,905	$388,832,545	$133,849	$2,801,358	$964	$1,677,671
2	St. James	2.201	KENSINGTON	290	290	125	$19,549,500	$156,396	$121,824	$975	$1,156,644
5	St. Boniface/St. Vital	5.504	ALPINE PLACE	3,785	3,785	2,320	$363,378,000	$156,628	$2,264,323	$976	$7,113,802
1	City Centre	1.106	EARL GREY	4,385	4,385	2,245	$343,476,000	$152,996	$2,196,614	$978	$2,169,830
2	St. James	2.208	BOOTH	5,965	5,965	2,760	$429,196,000	$155,506	$2,715,027	$984	$1,447,873
3	West Kildonan	3.305	LUXTON	2,660	2,660	1,040	$163,211,700	$156,934	$1,025,987	$987	$1,581,754
6	Assiniboine Park/Fort Garry	1.665	LORD ROBERTS	4,915	4,915	2,245	$353,355,600	$157,397	$2,221,955	$990	$1,313,851
5	St. Boniface/St. Vital	5.506	DUFRESNE	440	440	185	$29,223,200	$157,963	$185,745	$1,004	$1,172,146
2	St. James	2.207	BIRCHWOOD	1,995	1,995	1,130	$170,252,000	$150,665	$1,134,703	$1,004	$1,403,278
3	West Kildonan	3.315	SHAUGHNESSY PARK	2,750	2,750	930	$152,811,200	$164,313	$949,337	$1,021	$1,176,429
4	East Kildonan/Transcona	4.401	CHALMERS	9,740	9,740	4,285	$501,160,200	$116,957	$4,408,063	$1,029	$1,747,602
4	East Kildonan/Transcona	4.407	MUNROE WEST	3,015	3,015	1,385	$231,001,500	$166,788	$1,450,836	$1,048	$1,111,466
6	Assiniboine Park/Fort Garry	1.607	ROCKWOOD	4,185	4,185	2,100	$347,598,000	$165,523	$2,200,619	$1,048	$2,270,730
3	West Kildonan	3.309	JEFFERSON	8,855	8,855	3,930	$653,619,000	$166,315	$4,118,518	$1,048	$1,739,866
4	East Kildonan/Transcona	4.405	EAST ELMWOOD	3,350	3,350	1,320	$223,204,400	$169,094	$1,393,828	$1,056	$1,555,649
2	St. James	2.203	KING EDWARD	5,555	5,380	2,535	$434,092,100	$171,239	$2,724,648	$1,075	$1,710,000
3	West Kildonan	3.318	MARGARET PARK	2,245	2,245	1,015	$168,511,900	$166,022	$1,092,796	$1,077	$1,200,528
5	St. Boniface/St. Vital	5.550	NIAKWA PARK	710	710	365	$64,465,000	$176,616	$396,905	$1,087	$528,373
1	City Centre	1.107	EBBY - WENTWORTH	705	705	330	$56,703,500	$171,829	$359,677	$1,090	$902,910
4	East Kildonan/Transcona	4.404	VICTORIA WEST	2,635	2,635	1,155	$198,928,600	$172,233	$1,259,814	$1,091	$1,483,256
4	East Kildonan/Transcona	4.409	GLENELM	2,250	2,250	915	$160,529,900	$175,443	$1,000,881	$1,094	$1,191,750
4	East Kildonan/Transcona	4.406	KERN PARK	1,780	1,780	775	$129,935,200	$167,658	$856,175	$1,105	$1,518,216
1	City Centre	1.161	SOUTH PORTAGE	2,150	2,050	1,355	$112,850,000	$83,284	$1,499,671	$1,107	$2,270,203
1	City Centre	1.115	MINTO	5,625	5,625	2,360	$417,788,500	$177,029	$2,626,259	$1,113	$1,660,361
2	St. James	2.209	BUCHANAN	2,770	2,770	1,135	$204,637,000	$180,297	$1,264,689	$1,114	$1,064,538
1	City Centre	1.118	SARGENT PARK	6,140	6,140	2,380	$422,798,700	$177,647	$2,653,268	$1,115	$1,278,061
4	East Kildonan/Transcona	4.422	VALLEY GARDENS	8,545	8,545	3,110	$558,967,000	$179,732	$3,473,790	$1,117	$1,478,921
						111,007			$89,250,704	**$804**	**avg**

Bottom 40%

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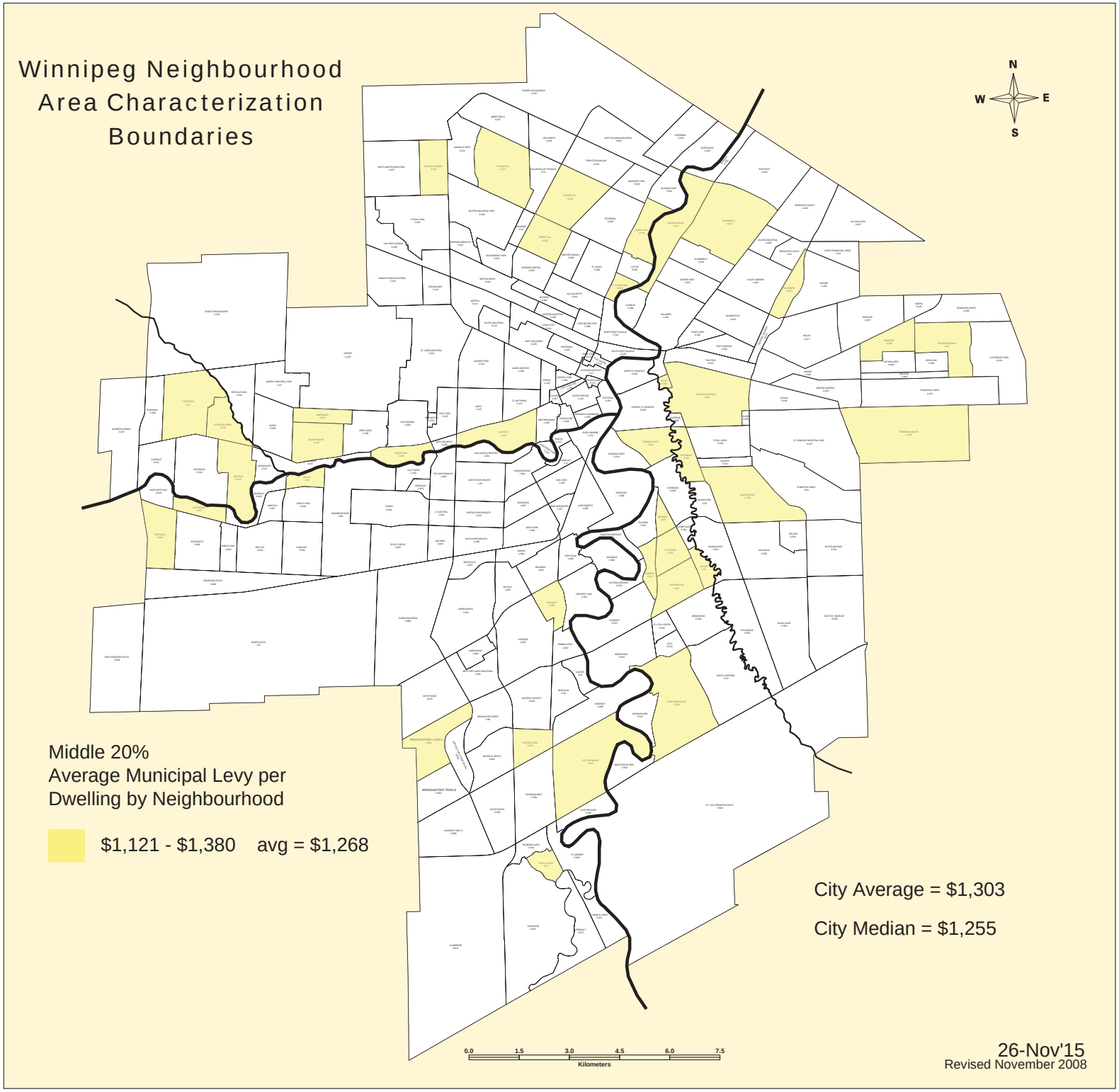
FIGURE 3



Original Court Copy

Distric Number	District Name	Nbhd Code	Neighbourhood	Population 2014	Population 2011	Total occupied private dwellings	Assessment total	Average Assessment per dwelling	Municipal levy	Average municipal levy per dwelling	Average municipal levy per km^2
1	City Centre	1.113	WOLSELEY	7,725	7,725	3,505	$654,084,300	$186,615	$4,118,329	$1,175	$2,379,026
2	St. James	2.204	BRUCE PARK	2,080	2,080	1,090	$202,912,000	$186,158	$1,286,925	$1,181	$1,461,557
2	St. James	2.210	CRESTVIEW	8,925	8,925	3,695	$702,176,000	$190,034	$4,385,638	$1,187	$1,539,572
2	St. James	2.213	JAMESWOOD	1,180	1,180	520	$101,253,000	$194,717	$624,029	$1,200	$831,745
2	St. James	2.214	STURGEON CREEK	3,310	3,230	1,382	$262,152,000	$189,690	$1,792,666	$1,297	$1,600,262
2	St. James	2.215	SILVER HEIGHTS	5,305	5,200	2,372	$458,922,000	$193,475	$2,966,654	$1,251	$1,788,440
2	St. James	2.216	KIRKFIELD	3,100	2,700	1,435	$269,113,500	$187,536	$1,670,262	$1,164	$841,038
3	West Kildonan	3.312	ROBERTSON	4,620	4,620	1,730	$338,488,900	$195,658	$2,097,215	$1,212	$1,533,412
3	West Kildonan	3.313	ST. JOHNS PARK	555	555	240	$42,174,000	$175,725	$272,925	$1,137	$678,727
3	West Kildonan	3.314	SEVEN OAKS	2,960	2,960	1,320	$262,335,100	$198,739	$1,646,096	$1,247	$1,342,241
3	West Kildonan	3.316	GARDEN CITY	6,125	6,045	2,437	$540,279,200	$221,698	$3,340,551	$1,371	$1,442,097
3	West Kildonan	3.317	THE MAPLES	14,320	14,320	4,570	$902,198,000	$197,418	$5,584,806	$1,222	$1,900,527
3	West Kildonan	3.319	INKSTER GARDENS	3,970	3,460	1,189	$257,604,000	$216,656	$1,592,839	$1,340	$1,160,715
4	East Kildonan/Transcona	4.408	RADISSON	3,360	3,360	1,325	$289,056,500	$218,156	$1,790,666	$1,351	$1,477,839
4	East Kildonan/Transcona	4.410	KILDARE - REDONDA	6,415	6,415	2,570	$484,738,300	$188,614	$3,042,537	$1,184	$1,516,089
4	East Kildonan/Transcona	4.411	KILDONAN DRIVE	4,690	4,690	2,275	$486,046,000	$213,647	$3,041,840	$1,337	$1,340,359
4	East Kildonan/Transcona	4.413	ROSSMERE - A	13,650	13,080	6,078	$943,844,000	$155,289	$7,650,927	$1,259	$1,921,713
4	East Kildonan/Transcona	4.423	EAGLEMERE	2,108	1,955	761	$154,402,000	$202,894	$964,275	$1,267	$1,188,888
4	East Kildonan/Transcona	4.425	TRANSCONA SOUTH	945	665	357	$68,670,700	$192,355	$464,653	$1,302	$81,483
5	St. Boniface/St. Vital	5.503	TISSOT	120	120	45	$9,247,600	$205,502	$57,353	$1,275	$434,991
5	St. Boniface/St. Vital	5.505	ARCHWOOD	785	785	370	$71,312,000	$192,735	$444,055	$1,200	$487,023
5	St. Boniface/St. Vital	5.510	LAVALEE	1,200	1,200	575	$96,689,000	$168,155	$650,580	$1,131	$1,222,315
5	St. Boniface/St. Vital	5.512	NORBERRY	1,398	1,325	574	$117,123,000	$204,047	$736,761	$1,284	$1,253,328
5	St. Boniface/St. Vital	5.513	NORWOOD EAST	4,275	4,125	2,110	$335,906,000	$159,197	$2,805,662	$1,330	$2,156,843
5	St. Boniface/St. Vital	5.515	ST. GEORGE	2,800	2,765	1,204	$260,990,000	$216,769	$1,649,493	$1,370	$1,677,762
5	St. Boniface/St. Vital	5.516	VARENNES	1,035	1,035	505	$98,527,400	$195,104	$626,612	$1,241	$1,533,667
5	St. Boniface/St. Vital	5.517	WORTHINGTON	5,375	5,375	2,515	$457,802,400	$182,029	$2,965,649	$1,179	$2,014,038
5	St. Boniface/St. Vital	5.525	WINDSOR PARK	10,085	10,085	4,120	$885,412,000	$214,906	$5,481,358	$1,330	$1,633,239
5	St. Boniface/St. Vital	5.529	RIVER PARK SOUTH	13,473	12,480	4,962	$1,103,115,000	$222,313	$6,847,483	$1,380	$1,547,569
5	St. Boniface/St. Vital	5.549	MISSION INDUSTRIAL	100	100	40	$6,776,500	$169,413	$49,606	$1,240	$12,929
6	Assiniboine Park/Fort Garry	1.605	MAYBANK	2,360	2,360	1,040	$203,921,000	$196,078	$1,263,698	$1,215	$1,422,271
6	Assiniboine Park/Fort Garry	2.627	SOUTHBOINE	1,575	1,575	610	$128,503,000	$210,661	$822,205	$1,348	$1,175,473
6	Assiniboine Park/Fort Garry	2.630	VIALOUX	935	935	480	$92,624,000	$192,967	$576,218	$1,200	$1,043,497
6	Assiniboine Park/Fort Garry	2.632	WESTDALE	4,595	4,595	1,830	$357,519,000	$195,366	$2,252,810	$1,231	$1,338,173
6	Assiniboine Park/Fort Garry	5.615	FORT RICHMOND	11,570	11,470	4,400	$920,004,000	$209,092	$5,880,345	$1,336	$1,277,664
6	Assiniboine Park/Fort Garry	5.637	FAIRFIELD PARK	3,115	1,860	1,077	$199,307,000	$185,058	$1,251,088	$1,162	$1,233,388
6	Assiniboine Park/Fort Garry	5.670	PARC LA SALLE	2,225	2,225	780	$169,785,000	$217,673	$1,045,349	$1,340	$1,688,354
6	Assiniboine Park/Fort Garry	5.685	BRIDGWATER LAKES	1,990		796	$164,867,000	$207,119	$1,055,477	$1,326	#DIV/0!
						66,884			$84,795,640	**$1,268**	**avg**

Middle 20%

Original Court Copy

Distric Number	District Name	Nbhd Code	Neighbourhood	Population 2014	Population 2011	Total occupied private dwellings	Assessment total	Average Assessment per dwelling	Municipal levy	Average municipal levy per dwelling	Average municipal levy per km^2
5	St. Boniface/St. Vital	5.510	LAVALEE	1,200	1,200	575	$96,689,000	$168,155	$650,580	$1,131	$1,222,315
3	West Kildonan	3.313	ST. JOHNS PARK	555	555	240	$42,174,000	$175,725	$272,925	$1,137	$678,727
6	Assiniboine Park/Fort Garry	5.637	FAIRFIELD PARK	3,115	1,860	1,077	$199,307,000	$185,058	$1,251,088	$1,162	$1,233,388
2	St. James	2.216	KIRKFIELD	3,100	2,700	1,435	$269,113,500	$187,536	$1,670,262	$1,164	$841,038
1	City Centre	1.113	WOLSELEY	7,725	7,725	3,505	$654,084,300	$186,615	$4,118,329	$1,175	$2,379,026
5	St. Boniface/St. Vital	5.517	WORTHINGTON	5,375	5,375	2,515	$457,802,400	$182,029	$2,965,649	$1,179	$2,014,038
2	St. James	2.204	BRUCE PARK	2,080	2,080	1,090	$202,912,000	$186,158	$1,286,925	$1,181	$1,461,557
4	East Kildonan/Transcona	4.410	KILDARE - REDONDA	6,415	6,415	2,570	$484,738,300	$188,614	$3,042,537	$1,184	$1,516,089
2	St. James	2.210	CRESTVIEW	8,925	8,925	3,695	$702,176,000	$190,034	$4,385,638	$1,187	$1,539,572
2	St. James	2.213	JAMESWOOD	1,180	1,180	520	$101,253,000	$194,717	$624,029	$1,200	$831,745
5	St. Boniface/St. Vital	5.505	ARCHWOOD	785	785	370	$71,312,000	$192,735	$444,055	$1,200	$487,023
6	Assiniboine Park/Fort Garry	2.630	VIALOUX	935	935	480	$92,624,000	$192,967	$576,218	$1,200	$1,043,497
3	West Kildonan	3.312	ROBERTSON	4,620	4,620	1,730	$338,488,900	$195,658	$2,097,215	$1,212	$1,533,412
6	Assiniboine Park/Fort Garry	1.605	MAYBANK	2,360	2,360	1,040	$203,921,000	$196,078	$1,263,698	$1,215	$1,422,271
3	West Kildonan	3.317	THE MAPLES	14,320	14,320	4,570	$902,198,000	$197,418	$5,584,806	$1,222	$1,900,527
6	Assiniboine Park/Fort Garry	2.632	WESTDALE	4,595	4,595	1,830	$357,519,000	$195,366	$2,252,810	$1,231	$1,338,173
5	St. Boniface/St. Vital	5.549	MISSION INDUSTRIAL	100	100	40	$6,776,500	$169,413	$49,606	$1,240	$12,929
5	St. Boniface/St. Vital	5.516	VARENNES	1,035	1,035	505	$98,527,400	$195,104	$626,612	$1,241	$1,533,667
3	West Kildonan	3.314	SEVEN OAKS	2,960	2,960	1,320	$262,335,100	$198,739	$1,646,096	$1,247	$1,342,241
2	St. James	2.215	SILVER HEIGHTS	5,305	5,200	2,372	$458,922,000	$193,475	$2,966,654	$1,251	$1,788,440
4	East Kildonan/Transcona	4.413	ROSSMERE - A	13,650	13,080	6,078	$943,844,000	$155,289	$7,650,927	$1,259	$1,921,713
4	East Kildonan/Transcona	4.423	EAGLEMERE	2,108	1,955	761	$154,402,000	$202,894	$964,275	$1,267	$1,188,888
5	St. Boniface/St. Vital	5.503	TISSOT	120	120	45	$9,247,600	$205,502	$57,353	$1,275	$434,991
5	St. Boniface/St. Vital	5.512	NORBERRY	1,398	1,325	574	$117,123,000	$204,047	$736,761	$1,284	$1,253,328
2	St. James	2.214	STURGEON CREEK	3,310	3,230	1,382	$262,152,000	$189,690	$1,792,666	$1,297	$1,600,262
4	East Kildonan/Transcona	4.425	TRANSCONA SOUTH	945	665	357	$68,670,700	$192,355	$464,653	$1,302	$81,483
6	Assiniboine Park/Fort Garry	5.685	BRIDGWATER LAKES	1,990		796	$164,867,000	$207,119	$1,055,477	$1,326	#DIV/0!
5	St. Boniface/St. Vital	5.513	NORWOOD EAST	4,275	4,125	2,110	$335,906,000	$159,197	$2,805,662	$1,330	$2,156,843
5	St. Boniface/St. Vital	5.525	WINDSOR PARK	10,085	10,085	4,120	$885,412,000	$214,906	$5,481,358	$1,330	$1,633,239
6	Assiniboine Park/Fort Garry	5.615	FORT RICHMOND	11,570	11,470	4,400	$920,004,000	$209,092	$5,880,345	$1,336	$1,277,664
4	East Kildonan/Transcona	4.411	KILDONAN DRIVE	4,690	4,690	2,275	$486,046,000	$213,647	$3,041,840	$1,337	$1,340,359
3	West Kildonan	3.319	INKSTER GARDENS	3,970	3,460	1,189	$257,604,000	$216,656	$1,592,839	$1,340	$1,160,715
6	Assiniboine Park/Fort Garry	5.670	PARC LA SALLE	2,225	2,225	780	$169,785,000	$217,673	$1,045,349	$1,340	$1,688,354
6	Assiniboine Park/Fort Garry	2.627	SOUTHBOINE	1,575	1,575	610	$128,503,000	$210,661	$822,205	$1,348	$1,175,473
4	East Kildonan/Transcona	4.408	RADISSON	3,360	3,360	1,325	$289,056,500	$218,156	$1,790,666	$1,351	$1,477,839
5	St. Boniface/St. Vital	5.515	ST. GEORGE	2,800	2,765	1,204	$260,990,000	$216,769	$1,649,493	$1,370	$1,677,762
3	West Kildonan	3.316	GARDEN CITY	6,125	6,045	2,437	$540,279,200	$221,698	$3,340,551	$1,371	$1,442,097
5	St. Boniface/St. Vital	5.529	RIVER PARK SOUTH	13,473	12,480	4,962	$1,103,115,000	$222,313	$6,847,483	$1,380	$1,547,569
						66,884			$84,795,640	**$1,268**	**avg**

Middle 20%

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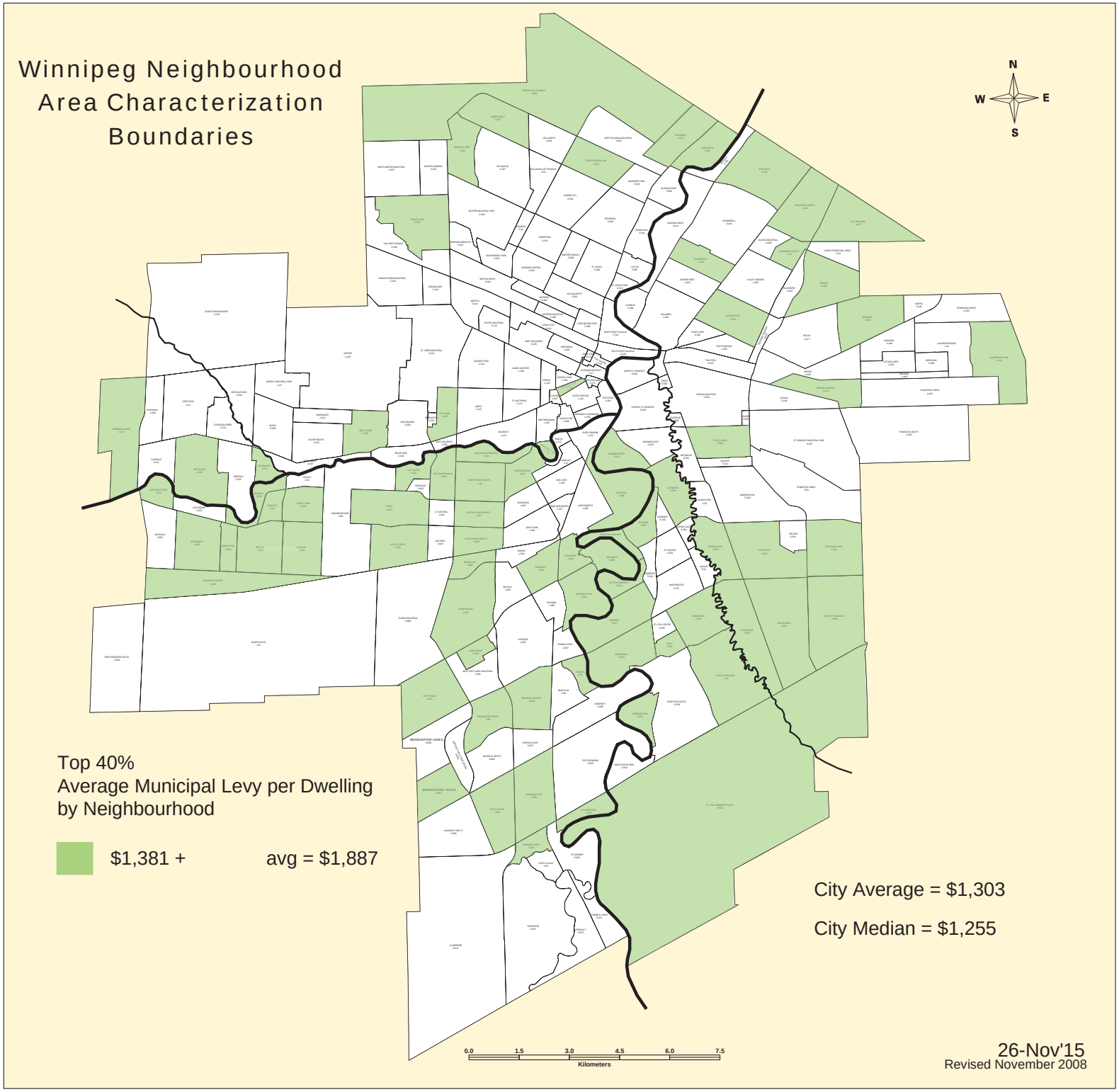
FIGURE 4



Original Court Copy

Distric Number	District Name	Nbhd Code	Neighbourhood	Population 2014	Population 2011	Total occupied private dwellings	Assessment total	Average Assessment per dwelling	Municipal levy	Average municipal levy per dwelling	Average municipal levy per km^2
1	City Centre	1.119	ARMSTRONG POINT	385	385	130	$61,275,000	$471,346	$392,664	$3,020	$1,476,288
1	City Centre	1.168	PORTAGE - ELLICE	1,115	1,115	525	$79,518,000	$151,463	$1,099,295	$2,094	$6,486,628
1	City Centre	2.125	POLO PARK	290	290	195	$22,469,000	$115,226	$288,785	$1,481	$285,323
2	St. James	2.205	DEER LODGE	3,960	3,960	1,575	$355,477,300	$225,700	$2,209,236	$1,403	$1,454,876
2	St. James	2.217	WOODHAVEN	860	860	345	$115,189,000	$333,881	$716,140	$2,076	$1,190,835
2	St. James	2.224	WESTWOOD	7,160	7,160	2,700	$772,753,000	$286,205	$4,786,727	$1,773	$1,726,544
2	St. James	2.227	ASSINIBOIA DOWNS	390	390	130	$90,799,000	$698,454	$563,178	$4,332	$143,908
3	West Kildonan	3.321	MANDALAY WEST	6,365	6,365	1,705	$506,865,000	$297,282	$3,154,205	$1,850	$2,036,539
3	West Kildonan	3.322	RIVERGROVE	2,785	2,335	1,080	$285,510,000	$264,361	$1,790,851	$1,658	$1,172,756
3	West Kildonan	3.323	RIVERBEND	5,463	5,390	1,739	$536,134,000	$308,300	$3,337,582	$1,919	$1,956,923
3	West Kildonan	3.324	TEMPLETON - SINCLAIR	5,955	5,955	2,290	$517,267,000	$225,881	$3,244,385	$1,417	$1,931,528
3	West Kildonan	3.325	TYNDALL PARK	13,095	13,095	3,775	$892,560,000	$236,440	$5,529,330	$1,465	$1,833,192
3	West Kildonan	3.335	ROSSER - OLD KILDONAN	280	280	85	$35,158,300	$413,627	$243,183	$2,861	$15,065
3	West Kildonan	3.337	AMBER TRAILS	6,723	4,120	2,026	$590,403,000	$291,413	$3,775,518	$1,864	$1,894,792
4	East Kildonan/Transcona	4.412	MUNROE EAST	8,530	8,530	3,475	$575,589,100	$165,637	$5,014,407	$1,443	$2,474,151
4	East Kildonan/Transcona	4.414	CANTERBURY PARK	7,248	6,630	2,477	$667,497,000	$269,478	$4,149,252	$1,675	$1,332,605
4	East Kildonan/Transcona	4.415	MEADOWS	5,990	5,895	2,158	$603,248,500	$279,541	$4,954,982	$2,296	$2,059,091
4	East Kildonan/Transcona	4.416	MISSION GARDENS	4,388	4,210	1,476	$353,338,400	$239,389	$3,648,354	$2,472	$2,491,138
4	East Kildonan/Transcona	4.418	RIVER EAST	7,955	7,955	3,085	$888,429,000	$287,983	$5,582,795	$1,810	$1,631,624
4	East Kildonan/Transcona	4.419	SPRINGFIELD NORTH	5,890	5,725	2,016	$623,541,000	$309,296	$3,883,902	$1,927	$1,553,441
4	East Kildonan/Transcona	4.420	SPRINGFIELD SOUTH	1,500	1,500	510	$141,016,000	$276,502	$879,768	$1,725	$1,364,842
4	East Kildonan/Transcona	4.424	GRASSIE	4,495	3,510	1,504	$473,836,000	$315,051	$2,993,099	$1,990	$1,204,708
4	East Kildonan/Transcona	4.427	KIL-CONA PARK	365	365	120	$41,645,500	$347,046	$263,857	$2,199	$92,026
4	East Kildonan/Transcona	4.434	ROSSMERE - B	3,955	3,955	1,725	$364,927,500	$211,552	$2,576,034	$1,493	$2,088,267
5	St. Boniface/St. Vital	5.507	ELM PARK	1,685	1,685	720	$176,539,000	$245,193	$1,104,597	$1,534	$1,186,389
5	St. Boniface/St. Vital	5.508	GLENWOOD	3,660	3,660	1,710	$358,039,300	$209,380	$2,921,067	$1,708	$1,794,205
5	St. Boniface/St. Vital	5.514	NORWOOD WEST	2,920	2,920	1,265	$315,377,000	$249,310	$1,993,181	$1,576	$1,495,541
5	St. Boniface/St. Vital	5.518	KINGSTON CRESCENT	735	735	345	$91,115,000	$264,101	$563,904	$1,635	$785,171
5	St. Boniface/St. Vital	5.519	MINNETONKA	4,705	4,705	1,600	$493,337,000	$308,336	$3,054,506	$1,909	$1,291,298
5	St. Boniface/St. Vital	5.521	PULBERRY	4,620	4,620	1,935	$445,545,000	$230,256	$2,754,853	$1,424	$1,102,837
5	St. Boniface/St. Vital	5.523	VICTORIA CRESCENT	595	595	220	$115,663,000	$525,741	$725,671	$3,299	$950,079
5	St. Boniface/St. Vital	5.524	VISTA	1,390	1,390	545	$139,408,000	$255,794	$868,862	$1,594	$1,789,779
5	St. Boniface/St. Vital	5.527	NORMAND PARK	2,115	1,310	727	$220,749,000	$303,644	$1,391,336	$1,914	$1,333,982
5	St. Boniface/St. Vital	5.530	DAKOTA CROSSING	12,538	11,330	4,483	$1,015,691,500	$226,565	$6,313,049	$1,408	$1,645,911
5	St. Boniface/St. Vital	5.539	STOCKYARDS	560	560	170	$57,084,000	$335,788	$351,461	$2,067	$212,780
5	St. Boniface/St. Vital	5.542	SOUTHLAND PARK	1,200	1,200	425	$139,830,900	$329,014	$870,011	$2,047	$317,188
5	St. Boniface/St. Vital	5.543	ST. VITAL PERIMETER SOUTH	1,820	1,820	595	$285,263,800	$479,435	$1,951,453	$3,280	$52,967
5	St. Boniface/St. Vital	5.551	NIAKWA PLACE	2,305	2,305	940	$247,454,000	$263,249	$1,633,558	$1,738	$966,453
5	St. Boniface/St. Vital	5.552	SOUTHDALE	6,635	6,635	2,440	$698,463,000	$286,255	$5,339,717	$2,188	$1,757,642
5	St. Boniface/St. Vital	5.553	SAGE CREEK	2,923	1,435	1,075	$456,592,000	$424,737	$2,882,531	$2,681	$704,956
5	St. Boniface/St. Vital	5.554	MEADOWOOD	6,320	6,320	2,550	$489,346,000	$191,900	$3,552,572	$1,393	$1,784,443
5	St. Boniface/St. Vital	5.555	ROYALWOOD	4,938	4,670	1,602	$681,763,100	$425,570	$4,250,716	$2,653	$1,476,742
5	St. Boniface/St. Vital	5.556	ISLAND LAKES	7,660	7,465	2,498	$811,744,950	$324,958	$5,079,569	$2,033	$1,155,638
6	Assiniboine Park/Fort Garry	1.601	CRESCENTWOOD	2,680	2,680	1,060	$349,205,000	$329,439	$2,240,813	$2,114	$2,106,654
6	Assiniboine Park/Fort Garry	1.602	BEAUMONT	2,395	2,395	945	$209,866,200	$222,081	$1,328,199	$1,406	$1,101,649
6	Assiniboine Park/Fort Garry	1.606	POINT ROAD	1,935	1,935	825	$191,982,000	$232,705	$1,205,559	$1,461	$1,510,906
6	Assiniboine Park/Fort Garry	1.609	WILDWOOD	1,120	1,120	380	$143,454,000	$377,511	$926,029	$2,437	$725,557
6	Assiniboine Park/Fort Garry	1.611	CENTRAL RIVER HEIGHTS	3,215	3,215	1,255	$383,605,000	$305,661	$2,407,431	$1,918	$2,101,320
6	Assiniboine Park/Fort Garry	1.612	CRESCENT PARK	2,600	2,600	1,070	$266,368,000	$248,942	$1,692,815	$1,582	$939,797
6	Assiniboine Park/Fort Garry	1.620	NORTH RIVER HEIGHTS	5,620	5,620	2,200	$715,256,300	$325,117	$4,473,474	$2,033	$2,592,178
6	Assiniboine Park/Fort Garry	1.626	SIR JOHN FRANKLIN	2,265	2,265	1,035	$263,000,000	$254,106	$1,643,805	$1,588	$1,510,697
6	Assiniboine Park/Fort Garry	1.628	SOUTH RIVER HEIGHTS	2,690	2,690	1,030	$332,756,000	$323,064	$2,073,561	$2,013	$1,847,081
6	Assiniboine Park/Fort Garry	1.631	WELLINGTON CRESCENT	1,555	1,555	575	$306,768,900	$533,511	$1,932,119	$3,360	$1,988,010
6	Assiniboine Park/Fort Garry	1.634	LINDEN WOODS	10,210	10,210	3,405	$1,232,119,000	$361,856	$7,737,653	$2,272	$2,141,864
6	Assiniboine Park/Fort Garry	1.664	LINDEN RIDGE	1,790	1,400	566	$181,693,000	$321,012	$1,125,986	$1,989	$1,909,438
6	Assiniboine Park/Fort Garry	1.666	RIVERVIEW	4,645	4,645	1,970	$441,573,600	$224,149	$2,783,817	$1,413	$1,139,848
6	Assiniboine Park/Fort Garry	1.667	BROCKVILLE	860	860	325	$148,360,000	$456,492	$1,519,622	$4,676	$2,159,183
6	Assiniboine Park/Fort Garry	2.608	VARSITY VIEW	2,765	2,765	1,070	$289,049,000	$270,139	$1,808,928	$1,691	$1,470,234
6	Assiniboine Park/Fort Garry	2.614	ERIC COY	2,385	2,385	930	$292,913,000	$314,960	$1,851,084	$1,990	$924,873
6	Assiniboine Park/Fort Garry	2.617	MARLTON	710	710	310	$72,057,000	$232,442	$457,076	$1,474	$808,746
6	Assiniboine Park/Fort Garry	2.619	TUXEDO	2,640	2,640	855	$402,067,000	$470,254	$2,517,612	$2,945	$1,068,461
6	Assiniboine Park/Fort Garry	2.621	OLD TUXEDO	920	920	315	$179,778,000	$570,724	$1,118,967	$3,552	$1,465,114
6	Assiniboine Park/Fort Garry	2.622	RIDGEDALE	750	750	310	$142,747,000	$460,474	$923,668	$2,980	$1,138,009
6	Assiniboine Park/Fort Garry	2.623	RIVER WEST PARK	1,460	1,460	550	$170,652,436	$310,277	$1,087,624	$1,977	$1,423,828
6	Assiniboine Park/Fort Garry	2.624	ROBLIN PARK	1,020	1,020	385	$121,719,000	$316,153	$761,081	$1,977	$1,086,217
6	Assiniboine Park/Fort Garry	2.633	BETSWORTH	4,040	4,040	1,450	$457,248,000	$315,343	$2,852,185	$1,967	$1,308,856
6	Assiniboine Park/Fort Garry	2.636	ELMHURST	4,640	4,640	1,755	$515,632,000	$293,807	$3,249,660	$1,852	$1,742,273
6	Assiniboine Park/Fort Garry	2.645	SOUTH TUXEDO	3,930	3,930	1,780	$567,307,154	$318,712	$3,647,091	$2,049	$1,741,426
6	Assiniboine Park/Fort Garry	2.647	WHYTE RIDGE	8,100	7,870	2,462	$947,453,700	$384,831	$5,866,285	$2,383	$2,074,791
6	Assiniboine Park/Fort Garry	2.649	RIDGEWOOD SOUTH	185	185	65	$20,282,000	$312,031	$126,269	$1,943	$41,309
6	Assiniboine Park/Fort Garry	5.610	AGASSIZ	450	450	175	$58,138,000	$332,217	$357,950	$2,045	$602,499
6	Assiniboine Park/Fort Garry	5.635	CLOUTIER DRIVE	270	270	145	$41,051,000	$283,110	$260,369	$1,796	$317,068
6	Assiniboine Park/Fort Garry	5.638	RICHMOND WEST	8,463	8,240	2,874	$811,544,800	$282,375	$5,045,548	$1,756	$1,892,807
6	Assiniboine Park/Fort Garry	5.641	RICHMOND LAKES	1,730	1,730	620	$156,082,000	$251,745	$963,930	$1,555	$1,491,123
6	Assiniboine Park/Fort Garry	5.646	WAVERLEY HEIGHTS	5,135	5,135	1,835	$464,324,000	$253,038	$2,869,860	$1,564	$1,401,790
6	Assiniboine Park/Fort Garry	5.680	BRIDGWATER FOREST	2,568	1,350	887	$480,858,470	$542,118	$3,036,626	$3,423	$1,850,411
6	Assiniboine Park/Fort Garry	5.681	BRIDGWATER TRAILS	112.50		45	$10,164,600	$225,880	$73,323	$1,629	#DIV/0!
6	Assiniboine Park/Fort Garry	5.682	SOUTH POINTE	2,605	815	956	$375,259,000	$392,530	$2,326,483	$2,434	$1,064,676
						99,106			$186,972,645	**$1,887**	**avg**

Top 40%

Original Court Copy

Distric Number	District Name	Nbhd Code	Neighbourhood	Population 2014	Population 2011	Total occupied private dwellings	Assessment total	Average Assessment per dwelling	Municipal levy	Average municipal levy per dwelling	Average municipal levy per km^2
5	St. Boniface/St. Vital	5.554	MEADOWOOD	6,320	6,320	2,550	$489,346,000	$191,900	$3,552,572	$1,393	$1,784,443
2	St. James	2.205	DEER LODGE	3,960	3,960	1,575	$355,477,300	$225,700	$2,209,236	$1,403	$1,454,876
6	Assiniboine Park/Fort Garry	1.602	BEAUMONT	2,395	2,395	945	$209,866,200	$222,081	$1,328,199	$1,406	$1,101,649
5	St. Boniface/St. Vital	5.530	DAKOTA CROSSING	12,538	11,330	4,483	$1,015,691,500	$226,565	$6,313,049	$1,408	$1,645,911
6	Assiniboine Park/Fort Garry	1.666	RIVERVIEW	4,645	4,645	1,970	$441,573,600	$224,149	$2,783,817	$1,413	$1,139,848
3	West Kildonan	3.324	TEMPLETON - SINCLAIR	5,955	5,955	2,290	$517,267,000	$225,881	$3,244,385	$1,417	$1,931,528
5	St. Boniface/St. Vital	5.521	PULBERRY	4,620	4,620	1,935	$445,545,000	$230,256	$2,754,853	$1,424	$1,102,837
4	East Kildonan/Transcona	4.412	MUNROE EAST	8,530	8,530	3,475	$575,589,100	$165,637	$5,014,407	$1,443	$2,474,151
6	Assiniboine Park/Fort Garry	1.606	POINT ROAD	1,935	1,935	825	$191,982,000	$232,705	$1,205,559	$1,461	$1,510,906
3	West Kildonan	3.325	TYNDALL PARK	13,095	13,095	3,775	$892,560,000	$236,440	$5,529,330	$1,465	$1,833,192
6	Assiniboine Park/Fort Garry	2.617	MARLTON	710	710	310	$72,057,000	$232,442	$457,076	$1,474	$808,746
1	City Centre	2.125	POLO PARK	290	290	195	$22,469,000	$115,226	$288,785	$1,481	$285,323
4	East Kildonan/Transcona	4.434	ROSSMERE - B	3,955	3,955	1,725	$364,927,500	$211,552	$2,576,034	$1,493	$2,088,267
5	St. Boniface/St. Vital	5.507	ELM PARK	1,685	1,685	720	$176,539,000	$245,193	$1,104,597	$1,534	$1,186,389
6	Assiniboine Park/Fort Garry	5.641	RICHMOND LAKES	1,730	1,730	620	$156,082,000	$251,745	$963,930	$1,555	$1,491,123
6	Assiniboine Park/Fort Garry	5.646	WAVERLEY HEIGHTS	5,135	5,135	1,835	$464,324,000	$253,038	$2,869,860	$1,564	$1,401,790
5	St. Boniface/St. Vital	5.514	NORWOOD WEST	2,920	2,920	1,265	$315,377,000	$249,310	$1,993,181	$1,576	$1,495,541
6	Assiniboine Park/Fort Garry	1.612	CRESCENT PARK	2,600	2,600	1,070	$266,368,000	$248,942	$1,692,815	$1,582	$939,797
6	Assiniboine Park/Fort Garry	1.626	SIR JOHN FRANKLIN	2,265	2,265	1,035	$263,000,000	$254,106	$1,643,805	$1,588	$1,510,697
5	St. Boniface/St. Vital	5.524	VISTA	1,390	1,390	545	$139,408,000	$255,794	$868,862	$1,594	$1,789,779
6	Assiniboine Park/Fort Garry	5.681	BRIDGWATER TRAILS	112.50		45	$10,164,600	$225,880	$73,323	$1,629	#DIV/0!
5	St. Boniface/St. Vital	5.518	KINGSTON CRESCENT	735	735	345	$91,115,000	$264,101	$563,904	$1,635	$785,171
3	West Kildonan	3.322	RIVERGROVE	2,785	2,335	1,080	$285,510,000	$264,361	$1,790,851	$1,658	$1,172,756
4	East Kildonan/Transcona	4.414	CANTERBURY PARK	7,248	6,630	2,477	$667,497,000	$269,478	$4,149,252	$1,675	$1,332,605
6	Assiniboine Park/Fort Garry	2.608	VARSITY VIEW	2,765	2,765	1,070	$289,049,000	$270,139	$1,808,928	$1,691	$1,470,234
5	St. Boniface/St. Vital	5.508	GLENWOOD	3,660	3,660	1,710	$358,039,300	$209,380	$2,921,067	$1,708	$1,794,205
4	East Kildonan/Transcona	4.420	SPRINGFIELD SOUTH	1,500	1,500	510	$141,016,000	$276,502	$879,768	$1,725	$1,364,842
5	St. Boniface/St. Vital	5.551	NIAKWA PLACE	2,305	2,305	940	$247,454,000	$263,249	$1,633,558	$1,738	$966,453
6	Assiniboine Park/Fort Garry	5.638	RICHMOND WEST	8,463	8,240	2,874	$811,544,800	$282,375	$5,045,548	$1,756	$1,892,807
2	St. James	2.224	WESTWOOD	7,160	7,160	2,700	$772,753,000	$286,205	$4,786,727	$1,773	$1,726,544
6	Assiniboine Park/Fort Garry	5.635	CLOUTIER DRIVE	270	270	145	$41,051,000	$283,110	$260,369	$1,796	$317,068
4	East Kildonan/Transcona	4.418	RIVER EAST	7,955	7,955	3,085	$888,429,000	$287,983	$5,582,795	$1,810	$1,631,624
3	West Kildonan	3.321	MANDALAY WEST	6,365	6,365	1,705	$506,865,000	$297,282	$3,154,205	$1,850	$2,036,539
6	Assiniboine Park/Fort Garry	2.636	ELMHURST	4,640	4,640	1,755	$515,632,000	$293,807	$3,249,660	$1,852	$1,742,273
3	West Kildonan	3.337	AMBER TRAILS	6,723	4,120	2,026	$590,403,000	$291,413	$3,775,518	$1,864	$1,894,792
5	St. Boniface/St. Vital	5.519	MINNETONKA	4,705	4,705	1,600	$493,337,000	$308,336	$3,054,506	$1,909	$1,291,298
5	St. Boniface/St. Vital	5.527	NORMAND PARK	2,115	1,310	727	$220,749,000	$303,644	$1,391,336	$1,914	$1,333,982
6	Assiniboine Park/Fort Garry	1.611	CENTRAL RIVER HEIGHTS	3,215	3,215	1,255	$383,605,000	$305,661	$2,407,431	$1,918	$2,101,320
3	West Kildonan	3.323	RIVERBEND	5,463	5,390	1,739	$536,134,000	$308,300	$3,337,582	$1,919	$1,956,923
4	East Kildonan/Transcona	4.419	SPRINGFIELD NORTH	5,890	5,725	2,016	$623,541,000	$309,296	$3,883,902	$1,927	$1,553,441
6	Assiniboine Park/Fort Garry	2.649	RIDGEWOOD SOUTH	185	185	65	$20,282,000	$312,031	$126,269	$1,943	$41,309
6	Assiniboine Park/Fort Garry	2.633	BETSWORTH	4,040	4,040	1,450	$457,248,000	$315,343	$2,852,185	$1,967	$1,308,856
6	Assiniboine Park/Fort Garry	2.624	ROBLIN PARK	1,020	1,020	385	$121,719,000	$316,153	$761,081	$1,977	$1,086,217
6	Assiniboine Park/Fort Garry	2.623	RIVER WEST PARK	1,460	1,460	550	$170,652,436	$310,277	$1,087,624	$1,977	$1,423,828
6	Assiniboine Park/Fort Garry	1.664	LINDEN RIDGE	1,790	1,400	566	$181,693,000	$321,012	$1,125,986	$1,989	$1,909,438
4	East Kildonan/Transcona	4.424	GRASSIE	4,495	3,510	1,504	$473,836,000	$315,051	$2,993,099	$1,990	$1,204,708
6	Assiniboine Park/Fort Garry	2.614	ERIC COY	2,385	2,385	930	$292,913,000	$314,960	$1,851,084	$1,990	$924,873
6	Assiniboine Park/Fort Garry	1.628	SOUTH RIVER HEIGHTS	2,690	2,690	1,030	$332,756,000	$323,064	$2,073,561	$2,013	$1,847,081
6	Assiniboine Park/Fort Garry	1.620	NORTH RIVER HEIGHTS	5,620	5,620	2,200	$715,256,300	$325,117	$4,473,474	$2,033	$2,592,178
5	St. Boniface/St. Vital	5.556	ISLAND LAKES	7,660	7,465	2,498	$811,744,950	$324,958	$5,079,569	$2,033	$1,155,638
6	Assiniboine Park/Fort Garry	5.610	AGASSIZ	450	450	175	$58,138,000	$332,217	$357,950	$2,045	$602,499
5	St. Boniface/St. Vital	5.542	SOUTHLAND PARK	1,200	1,200	425	$139,830,900	$329,014	$870,011	$2,047	$317,188
6	Assiniboine Park/Fort Garry	2.645	SOUTH TUXEDO	3,930	3,930	1,780	$567,307,154	$318,712	$3,647,091	$2,049	$1,741,426
5	St. Boniface/St. Vital	5.539	STOCKYARDS	560	560	170	$57,084,000	$335,788	$351,461	$2,067	$212,780
2	St. James	2.217	WOODHAVEN	860	860	345	$115,189,000	$333,881	$716,140	$2,076	$1,190,835
1	City Centre	1.168	PORTAGE - ELLICE	1,115	1,115	525	$79,518,000	$151,463	$1,099,295	$2,094	$6,486,628
6	Assiniboine Park/Fort Garry	1.601	CRESCENTWOOD	2,680	2,680	1,060	$349,205,000	$329,439	$2,240,813	$2,114	$2,106,654
5	St. Boniface/St. Vital	5.552	SOUTHDALE	6,635	6,635	2,440	$698,463,000	$286,255	$5,339,717	$2,188	$1,757,642
4	East Kildonan/Transcona	4.427	KIL-CONA PARK	365	365	120	$41,645,500	$347,046	$263,857	$2,199	$92,026
6	Assiniboine Park/Fort Garry	1.634	LINDEN WOODS	10,210	10,210	3,405	$1,232,119,000	$361,856	$7,737,653	$2,272	$2,141,864
4	East Kildonan/Transcona	4.415	MEADOWS	5,990	5,895	2,158	$603,248,500	$279,541	$4,954,982	$2,296	$2,059,091
6	Assiniboine Park/Fort Garry	2.647	WHYTE RIDGE	8,100	7,870	2,462	$947,453,700	$384,831	$5,866,285	$2,383	$2,074,791
6	Assiniboine Park/Fort Garry	5.682	SOUTH POINTE	2,605	815	956	$375,259,000	$392,530	$2,326,483	$2,434	$1,064,676
6	Assiniboine Park/Fort Garry	1.609	WILDWOOD	1,120	1,120	380	$143,454,000	$377,511	$926,029	$2,437	$725,557
4	East Kildonan/Transcona	4.416	MISSION GARDENS	4,388	4,210	1,476	$353,338,400	$239,389	$3,648,354	$2,472	$2,491,138
5	St. Boniface/St. Vital	5.555	ROYALWOOD	4,938	4,670	1,602	$681,763,100	$425,570	$4,250,716	$2,653	$1,476,742
5	St. Boniface/St. Vital	5.553	SAGE CREEK	2,923	1,435	1,075	$456,592,000	$424,737	$2,882,531	$2,681	$704,956
3	West Kildonan	3.335	ROSSER - OLD KILDONAN	280	280	85	$35,158,300	$413,627	$243,183	$2,861	$15,065
6	Assiniboine Park/Fort Garry	2.619	TUXEDO	2,640	2,640	855	$402,067,000	$470,254	$2,517,612	$2,945	$1,068,461
6	Assiniboine Park/Fort Garry	2.622	RIDGEDALE	750	750	310	$142,747,000	$460,474	$923,668	$2,980	$1,138,009
1	City Centre	1.119	ARMSTRONG POINT	385	385	130	$61,275,000	$471,346	$392,664	$3,020	$1,476,288
5	St. Boniface/St. Vital	5.543	ST. VITAL PERIMETER SOUTH	1,820	1,820	595	$285,263,800	$479,435	$1,951,453	$3,280	$52,967
5	St. Boniface/St. Vital	5.523	VICTORIA CRESCENT	595	595	220	$115,663,000	$525,741	$725,671	$3,299	$950,079
6	Assiniboine Park/Fort Garry	1.631	WELLINGTON CRESCENT	1,555	1,555	575	$306,768,900	$533,511	$1,932,119	$3,360	$1,988,010
6	Assiniboine Park/Fort Garry	5.680	BRIDGWATER FOREST	2,568	1,350	887	$480,858,470	$542,118	$3,036,626	$3,423	$1,850,411
6	Assiniboine Park/Fort Garry	2.621	OLD TUXEDO	920	920	315	$179,778,000	$570,724	$1,118,967	$3,552	$1,465,114
2	St. James	2.227	ASSINIBOIA DOWNS	390	390	130	$90,799,000	$698,454	$563,178	$4,332	$143,908
6	Assiniboine Park/Fort Garry	1.667	BROCKVILLE	860	860	325	$148,360,000	$456,492	$1,519,622	$4,676	$2,159,183
						99,106			$186,972,645	**$1,887**	**avg**

Top 40%

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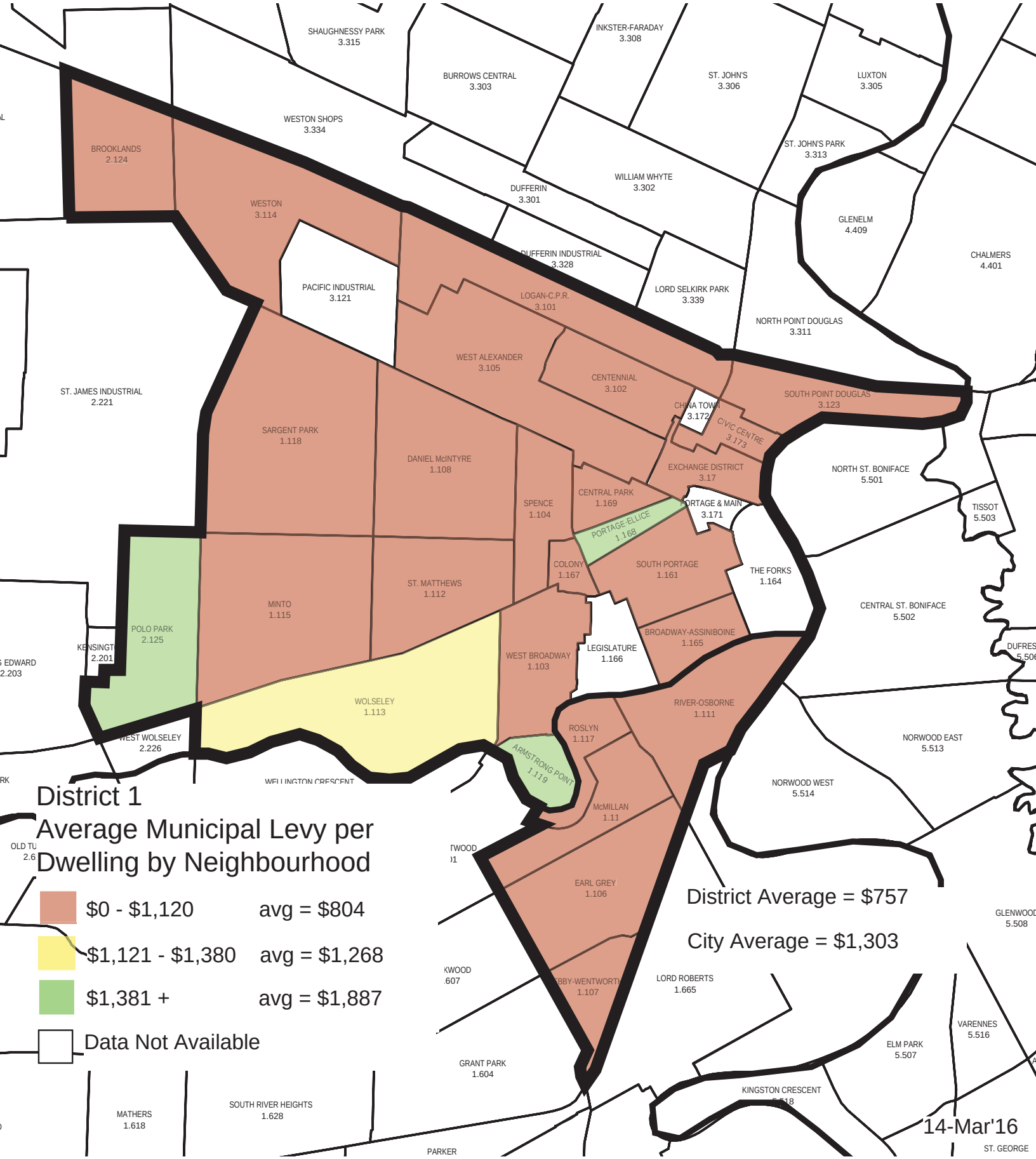
FIGURE 5



Original Court Copy

Distric Number	District Name	Nbhd Code	Neighbourhood	Population 2014	Population 2011	Total occupied private dwellings	Assessment total	Average Assessment per dwelling	Municipal levy	Average municipal levy per dwelling
1	City Centre	1.169	CENTRAL PARK	4,050	4,050	1,840	$586,100	$319	$3,609	$2
1	City Centre	3.173	CIVIC CENTRE	268	185	123	$253,000	$2,057	$1,558	$13
1	City Centre	1.167	COLONY	735	735	480	$5,200,000	$10,833	$32,016	$67
1	City Centre	1.104	SPENCE	4,430	4,430	1,770	$71,592,600	$40,448	$471,816	$267
1	City Centre	3.123	SOUTH POINT DOUGLAS	753	700	96	$4,064,200	$42,335	$28,684	$299
1	City Centre	3.170	EXCHANGE DISTRICT	440	440	285	$9,435,000	$33,105	$108,045	$379
1	City Centre	1.111	RIVER - OSBORNE	5,033	4,780	3,056	$193,842,900	$63,430	$1,468,045	$480
1	City Centre	1.103	WEST BROADWAY	5,330	5,330	2,875	$215,061,600	$74,804	$1,544,154	$537
1	City Centre	3.105	WEST ALEXANDER	4,125	4,125	1,435	$130,105,900	$90,666	$853,224	$595
1	City Centre	3.102	CENTENNIAL	2,405	2,335	828	$62,383,490	$75,342	$500,944	$605
1	City Centre	1.117	ROSLYN	4,210	4,210	2,970	$222,419,000	$74,889	$1,839,161	$619
1	City Centre	1.110	MCMILLAN	3,618	3,525	2,037	$190,805,150	$93,670	$1,314,127	$645
1	City Centre	2.114	WESTON	5,790	5,790	2,135	$226,000,700	$105,855	$1,410,919	$661
1	City Centre	1.108	DANIEL MCINTYRE	10,040	10,040	3,690	$372,291,100	$100,892	$2,498,528	$677
1	City Centre	3.101	LOGAN - C.P.R.	310	310	135	$13,800,300	$102,224	$97,541	$723
1	City Centre	1.112	ST. MATHEWS	5,730	5,730	2,125	$239,958,000	$112,921	$1,573,349	$740
1	City Centre	2.124	BROOKLANDS	2,505	2,415	1,001	$126,797,800	$126,671	$823,085	$822
1	City Centre	1.165	BROADWAY - ASSINIBOINE	5,560	4,975	3,764	$302,778,000	$80,440	$3,262,658	$867
1	City Centre	1.106	EARL GREY	4,385	4,385	2,245	$343,476,000	$152,996	$2,196,614	$978
1	City Centre	1.107	EBBY - WENTWORTH	705	705	330	$56,703,500	$171,829	$359,677	$1,090
1	City Centre	1.161	SOUTH PORTAGE	2,150	2,050	1,355	$112,850,000	$83,284	$1,499,671	$1,107
1	City Centre	1.115	MINTO	5,625	5,625	2,360	$417,788,500	$177,029	$2,626,259	$1,113
1	City Centre	1.118	SARGENT PARK	6,140	6,140	2,380	$422,798,700	$177,647	$2,653,268	$1,115
1	City Centre	1.113	WOLSELEY	7,725	7,725	3,505	$654,084,300	$186,615	$4,118,329	$1,175
1	City Centre	2.125	POLO PARK	290	290	195	$22,469,000	$115,226	$288,785	$1,481
1	City Centre	1.168	PORTAGE - ELLICE	1,115	1,115	525	$79,518,000	$151,463	$1,099,295	$2,094
1	City Centre	1.119	ARMSTRONG POINT	385	385	130	$61,275,000	$471,346	$392,664	$3,020
						43,670			$33,066,027	**$757**

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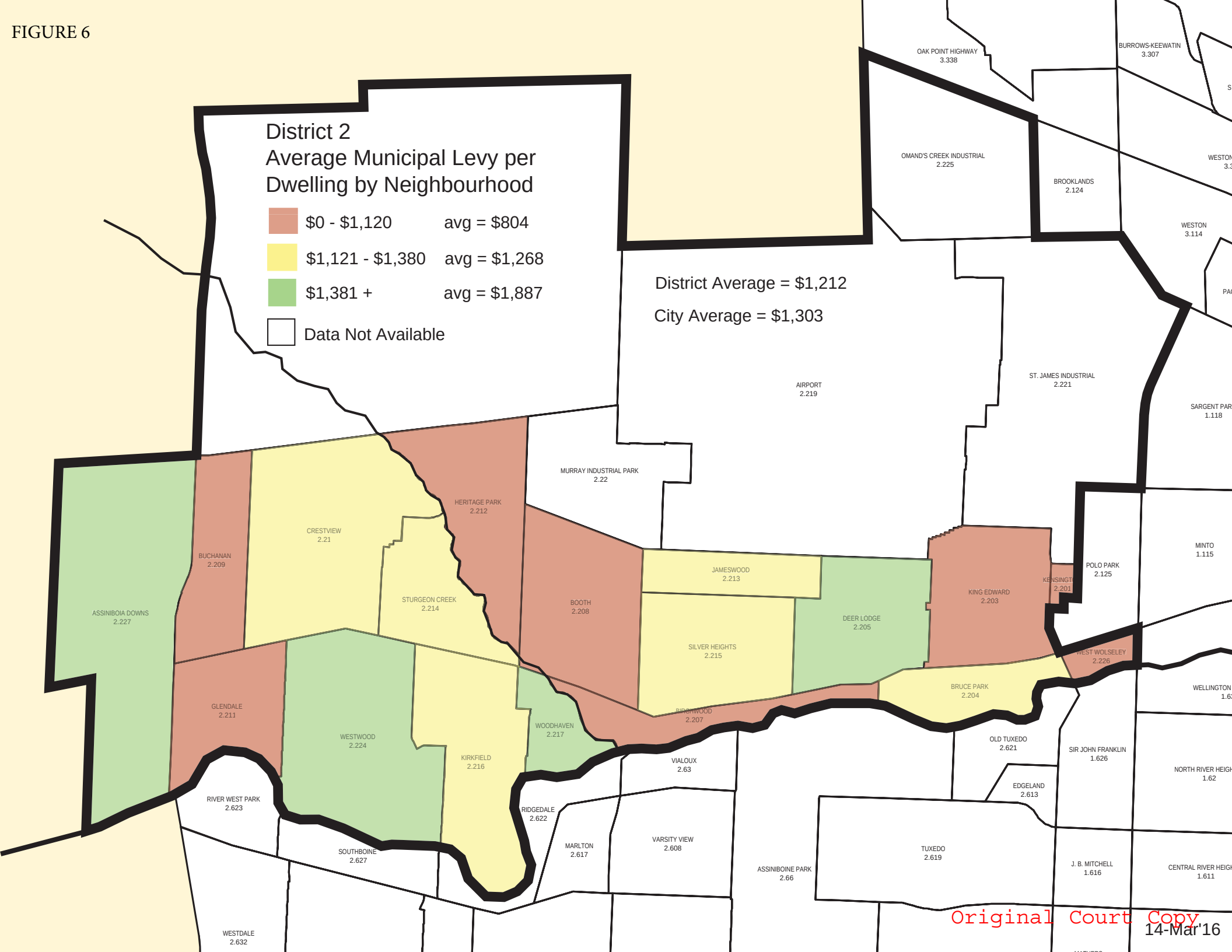
FIGURE 6


District 2
Average Municipal Levy per Dwelling by Neighbourhood
$0 - $1,120 avg = $804
$1,121 - $1,380 avg = $1,268
$1,381 + avg = $1,887
Data Not Available
District Average = $1,212
City Average = $1,303
OAK POINT HIGHWAY 3.338
BURROWS-KEEWATIN 3.307
OMAND'S CREEK INDUSTRIAL 2.225
BROOKLANDS 2.124
WESTON 3.114
AIRPORT 2.219
ST. JAMES INDUSTRIAL 2.221
SARGENT PAR 1.118
MURRAY INDUSTRIAL PARK 2.22
HERITAGE PARK 2.212
CRESTVIEW 2.21
BUCHANAN 2.209
ASSINIBOIA DOWNS 2.227
STURGEON CREEK 2.214
BOOTH 2.208
JAMESWOOD 2.213
DEER LODGE 2.205
KING EDWARD 2.203
KENSINGT 2.201
POLO PARK 2.125
MINTO 1.115
SILVER HEIGHTS 2.215
WEST WOLSELEY 2.226
BRUCE PARK 2.204
WELLINGTON 1.6
GLENDALE 2.211
WESTWOOD 2.224
WOODHAVEN 2.217
BIRCHWOOD 2.207
KIRKFIELD 2.216
OLD TUXEDO 2.621
SIR JOHN FRANKLIN 1.626
NORTH RIVER HEIGH 1.62
VIALOUX 2.63
EDGELAND 2.613
RIVER WEST PARK 2.623
RIDGEDALE 2.622
MARLTON 2.617
VARSITY VIEW 2.608
SOUTHBOINE 2.627
ASSINIBOINE PARK 2.66
TUXEDO 2.619
J. B. MITCHELL 1.616
CENTRAL RIVER HEIGH 1.611
WESTDALE 2.632
Original Court Copy
14-Mar'16

Distric Number	District Name	Nbhd Code	Neighbourhood	Population 2014	Population 2011	Total occupied private dwellings	Assessment total	Average Assessment per dwelling	Municipal levy	Average municipal levy per dwelling
2	St. James	2.219	AIRPORT	220	220	90	$262,900	$2,921	$1,619	$18
2	St. James	2.226	WEST WOLSELEY	280	280	195	$16,796,000	$86,133	$104,760	$537
2	St. James	2.211	GLENDALE	1,005	1,005	465	$56,035,000	$120,505	$345,002	$742
2	St. James	2.212	HERITAGE PARK	5,725	5,725	2,905	$388,832,545	$133,849	$2,801,358	$964
2	St. James	2.201	KENSINGTON	290	290	125	$19,549,500	$156,396	$121,824	$975
2	St. James	2.208	BOOTH	5,965	5,965	2,760	$429,196,000	$155,506	$2,715,027	$984
2	St. James	2.207	BIRCHWOOD	1,995	1,995	1,130	$170,252,000	$150,665	$1,134,703	$1,004
2	St. James	2.203	KING EDWARD	5,555	5,380	2,535	$434,092,100	$171,239	$2,724,648	$1,075
2	St. James	2.209	BUCHANAN	2,770	2,770	1,135	$204,637,000	$180,297	$1,264,689	$1,114
2	St. James	2.216	KIRKFIELD	3,100	2,700	1,435	$269,113,500	$187,536	$1,670,262	$1,164
2	St. James	2.204	BRUCE PARK	2,080	2,080	1,090	$202,912,000	$186,158	$1,286,925	$1,181
2	St. James	2.210	CRESTVIEW	8,925	8,925	3,695	$702,176,000	$190,034	$4,385,638	$1,187
2	St. James	2.213	JAMESWOOD	1,180	1,180	520	$101,253,000	$194,717	$624,029	$1,200
2	St. James	2.215	SILVER HEIGHTS	5,305	5,200	2,372	$458,922,000	$193,475	$2,966,654	$1,251
2	St. James	2.214	STURGEON CREEK	3,310	3,230	1,382	$262,152,000	$189,690	$1,792,666	$1,297
2	St. James	2.205	DEER LODGE	3,960	3,960	1,575	$355,477,300	$225,700	$2,209,236	$1,403
2	St. James	2.224	WESTWOOD	7,160	7,160	2,700	$772,753,000	$286,205	$4,786,727	$1,773
2	St. James	2.217	WOODHAVEN	860	860	345	$115,189,000	$333,881	$716,140	$2,076
2	St. James	2.227	ASSINIBOIA DOWNS	390	390	130	$90,799,000	$698,454	$563,178	$4,332
						26,584			32,215,084	**$1,212**

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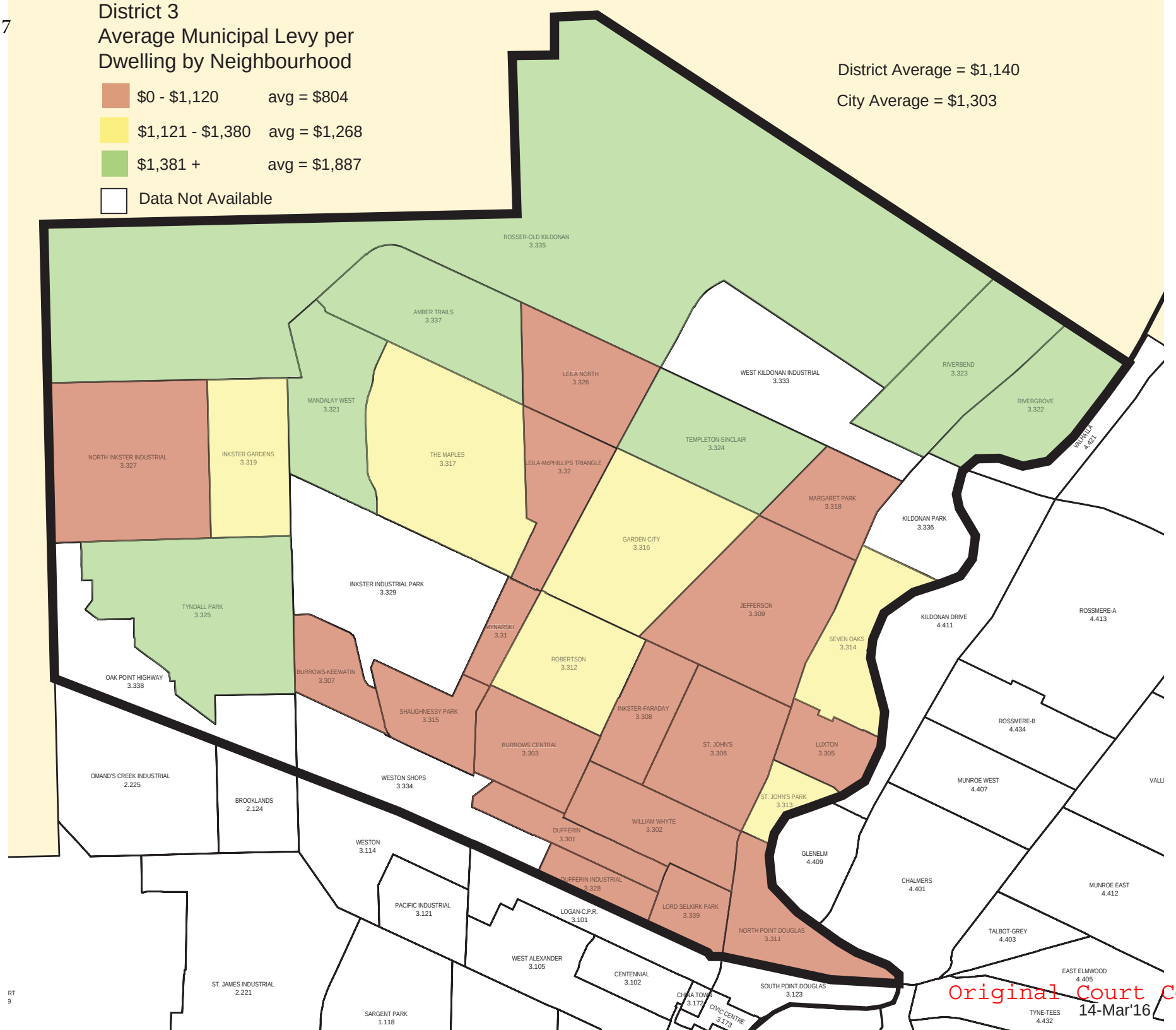
FIGURE 7



Original Court Copy
14-Mar'16

Distric Number	District Name	Nbhd Code	Neighbourhood	Population 2014	Population 2011	Total occupied private dwellings	Assessment total	Average Assessment per dwelling	Municipal levy	Average municipal levy per dwelling
3	West Kildonan	3.339	LORD SELKIRK PARK	1,500	1,500	590	$15,288,200	$25,912	$109,569	$186
3	West Kildonan	3.301	DUFFERIN	2,215	2,215	845	$47,284,900	$55,958	$300,231	$355
3	West Kildonan	3.327	NORTH INKSTER INDUSTRIAL	98		39	$1,727,000	$44,282	$14,405	$369
3	West Kildonan	3.307	BURROWS - KEEWATIN	2,785	2,785	995	$64,042,600	$64,364	$432,616	$435
3	West Kildonan	3.311	NORTH POINT DOUGLAS	2,650	2,650	965	$69,242,200	$71,754	$448,038	$464
3	West Kildonan	3.302	WILLIAM WHYTE	6,295	6,295	2,365	$180,307,200	$76,240	$1,171,336	$495
3	West Kildonan	3.328	DUFFERIN INDUSTRIAL	215	215	30	$2,252,300	$75,077	$16,473	$549
3	West Kildonan	3.326	LEILA NORTH	1,405	1,180	540	$50,807,900	$94,089	$314,994	$583
3	West Kildonan	3.306	ST. JOHNS	8,370	8,370	3,185	$351,161,100	$110,255	$2,290,642	$719
3	West Kildonan	3.303	BURROWS CENTRAL	5,340	5,340	1,930	$243,213,100	$126,017	$1,555,427	$806
3	West Kildonan	3.308	INKSTER - FARADAY	4,250	4,250	1,630	$222,990,100	$136,804	$1,395,670	$856
3	West Kildonan	3.320	LEILA MCPHILLIPS TRIANGLE	3,015	2,955	1,249	$172,041,000	$137,743	$1,079,123	$864
3	West Kildonan	3.310	MYNARSKI	1,435	1,265	508	$77,069,000	$151,711	$475,078	$935
3	West Kildonan	3.305	LUXTON	2,660	2,660	1,040	$163,211,700	$156,934	$1,025,987	$987
3	West Kildonan	3.315	SHAUGHNESSY PARK	2,750	2,750	930	$152,811,200	$164,313	$949,337	$1,021
3	West Kildonan	3.309	JEFFERSON	8,855	8,855	3,930	$653,619,000	$166,315	$4,118,518	$1,048
3	West Kildonan	3.318	MARGARET PARK	2,245	2,245	1,015	$168,511,900	$166,022	$1,092,796	$1,077
3	West Kildonan	3.313	ST. JOHNS PARK	555	555	240	$42,174,000	$175,725	$272,925	$1,137
3	West Kildonan	3.312	ROBERTSON	4,620	4,620	1,730	$338,488,900	$195,658	$2,097,215	$1,212
3	West Kildonan	3.317	THE MAPLES	14,320	14,320	4,570	$902,198,000	$197,418	$5,584,806	$1,222
3	West Kildonan	3.314	SEVEN OAKS	2,960	2,960	1,320	$262,335,100	$198,739	$1,646,096	$1,247
3	West Kildonan	3.319	INKSTER GARDENS	3,970	3,460	1,189	$257,604,000	$216,656	$1,592,839	$1,340
3	West Kildonan	3.316	GARDEN CITY	6,125	6,045	2,437	$540,279,200	$221,698	$3,340,551	$1,371
3	West Kildonan	3.324	TEMPLETON - SINCLAIR	5,955	5,955	2,290	$517,267,000	$225,881	$3,244,385	$1,417
3	West Kildonan	3.325	TYNDALL PARK	13,095	13,095	3,775	$892,560,000	$236,440	$5,529,330	$1,465
3	West Kildonan	3.322	RIVERGROVE	2,785	2,335	1,080	$285,510,000	$264,361	$1,790,851	$1,658
3	West Kildonan	3.321	MANDALAY WEST	6,365	6,365	1,705	$506,865,000	$297,282	$3,154,205	$1,850
3	West Kildonan	3.337	AMBER TRAILS	6,723	4,120	2,026	$590,403,000	$291,413	$3,775,518	$1,864
3	West Kildonan	3.323	RIVERBEND	5,463	5,390	1,739	$536,134,000	$308,300	$3,337,582	$1,919
3	West Kildonan	3.335	ROSSER - OLD KILDONAN	280	280	85	$35,158,300	$413,627	$243,183	$2,861
						45,972			52,399,726	**$1,140**

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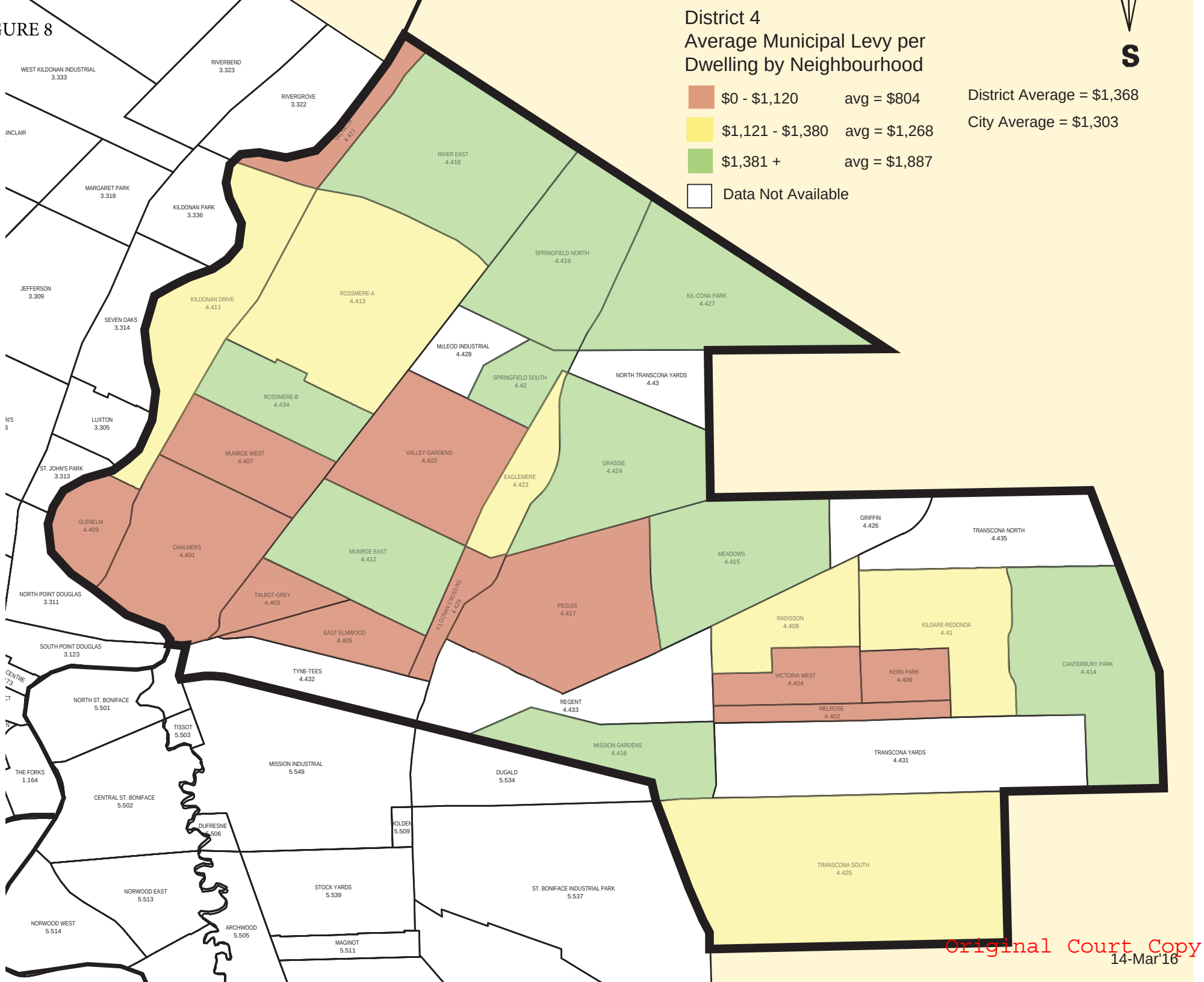
FIGURE 8



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14-Mar'16

Distric Number	District Name	Nbhd Code	Neighbourhood	Population 2014	Population 2011	Total occupied private dwellings	Assessment total	Average Assessment per dwelling	Municipal levy	Average municipal levy per dwelling
4	East Kildonan/Transcona	4.429	KILDONAN CROSSING	125	125	65	$597,000	$9,185	$6,606	$102
4	East Kildonan/Transcona	4.417	PEGUIS	985	355	422	$27,176,900	$64,400	$176,365	$418
4	East Kildonan/Transcona	4.421	VALHALLA	3,050	3,050	2,100	$138,418,000	$65,913	$1,062,713	$506
4	East Kildonan/Transcona	4.402	MELROSE	1,925	1,490	819	$100,947,200	$123,257	$638,540	$780
4	East Kildonan/Transcona	4.403	TALBOT - GREY	2,375	2,375	1,080	$139,944,300	$129,578	$891,301	$825
4	East Kildonan/Transcona	4.401	CHALMERS	9,740	9,740	4,285	$501,160,200	$116,957	$4,408,063	$1,029
4	East Kildonan/Transcona	4.407	MUNROE WEST	3,015	3,015	1,385	$231,001,500	$166,788	$1,450,836	$1,048
4	East Kildonan/Transcona	4.405	EAST ELMWOOD	3,350	3,350	1,320	$223,204,400	$169,094	$1,393,828	$1,056
4	East Kildonan/Transcona	4.404	VICTORIA WEST	2,635	2,635	1,155	$198,928,600	$172,233	$1,259,814	$1,091
4	East Kildonan/Transcona	4.409	GLENELM	2,250	2,250	915	$160,529,900	$175,443	$1,000,881	$1,094
4	East Kildonan/Transcona	4.406	KERN PARK	1,780	1,780	775	$129,935,200	$167,658	$856,175	$1,105
4	East Kildonan/Transcona	4.422	VALLEY GARDENS	8,545	8,545	3,110	$558,967,000	$179,732	$3,473,790	$1,117
4	East Kildonan/Transcona	4.410	KILDARE - REDONDA	6,415	6,415	2,570	$484,738,300	$188,614	$3,042,537	$1,184
4	East Kildonan/Transcona	4.413	ROSSMERE - A	13,650	13,080	6,078	$943,844,000	$155,289	$7,650,927	$1,259
4	East Kildonan/Transcona	4.423	EAGLEMERE	2,108	1,955	761	$154,402,000	$202,894	$964,275	$1,267
4	East Kildonan/Transcona	4.425	TRANSCONA SOUTH	945	665	357	$68,670,700	$192,355	$464,653	$1,302
4	East Kildonan/Transcona	4.411	KILDONAN DRIVE	4,690	4,690	2,275	$486,046,000	$213,647	$3,041,840	$1,337
4	East Kildonan/Transcona	4.408	RADISSON	3,360	3,360	1,325	$289,056,500	$218,156	$1,790,666	$1,351
4	East Kildonan/Transcona	4.412	MUNROE EAST	8,530	8,530	3,475	$575,589,100	$165,637	$5,014,407	$1,443
4	East Kildonan/Transcona	4.434	ROSSMERE - B	3,955	3,955	1,725	$364,927,500	$211,552	$2,576,034	$1,493
4	East Kildonan/Transcona	4.414	CANTERBURY PARK	7,248	6,630	2,477	$667,497,000	$269,478	$4,149,252	$1,675
4	East Kildonan/Transcona	4.420	SPRINGFIELD SOUTH	1,500	1,500	510	$141,016,000	$276,502	$879,768	$1,725
4	East Kildonan/Transcona	4.418	RIVER EAST	7,955	7,955	3,085	$888,429,000	$287,983	$5,582,795	$1,810
4	East Kildonan/Transcona	4.419	SPRINGFIELD NORTH	5,890	5,725	2,016	$623,541,000	$309,296	$3,883,902	$1,927
4	East Kildonan/Transcona	4.424	GRASSIE	4,495	3,510	1,504	$473,836,000	$315,051	$2,993,099	$1,990
4	East Kildonan/Transcona	4.427	KIL-CONA PARK	365	365	120	$41,645,500	$347,046	$263,857	$2,199
4	East Kildonan/Transcona	4.415	MEADOWS	5,990	5,895	2,158	$603,248,500	$279,541	$4,954,982	$2,296
4	East Kildonan/Transcona	4.416	MISSION GARDENS	4,388	4,210	1,476	$353,338,400	$239,389	$3,648,354	$2,472
						49,343			$67,520,261	**$1,368**

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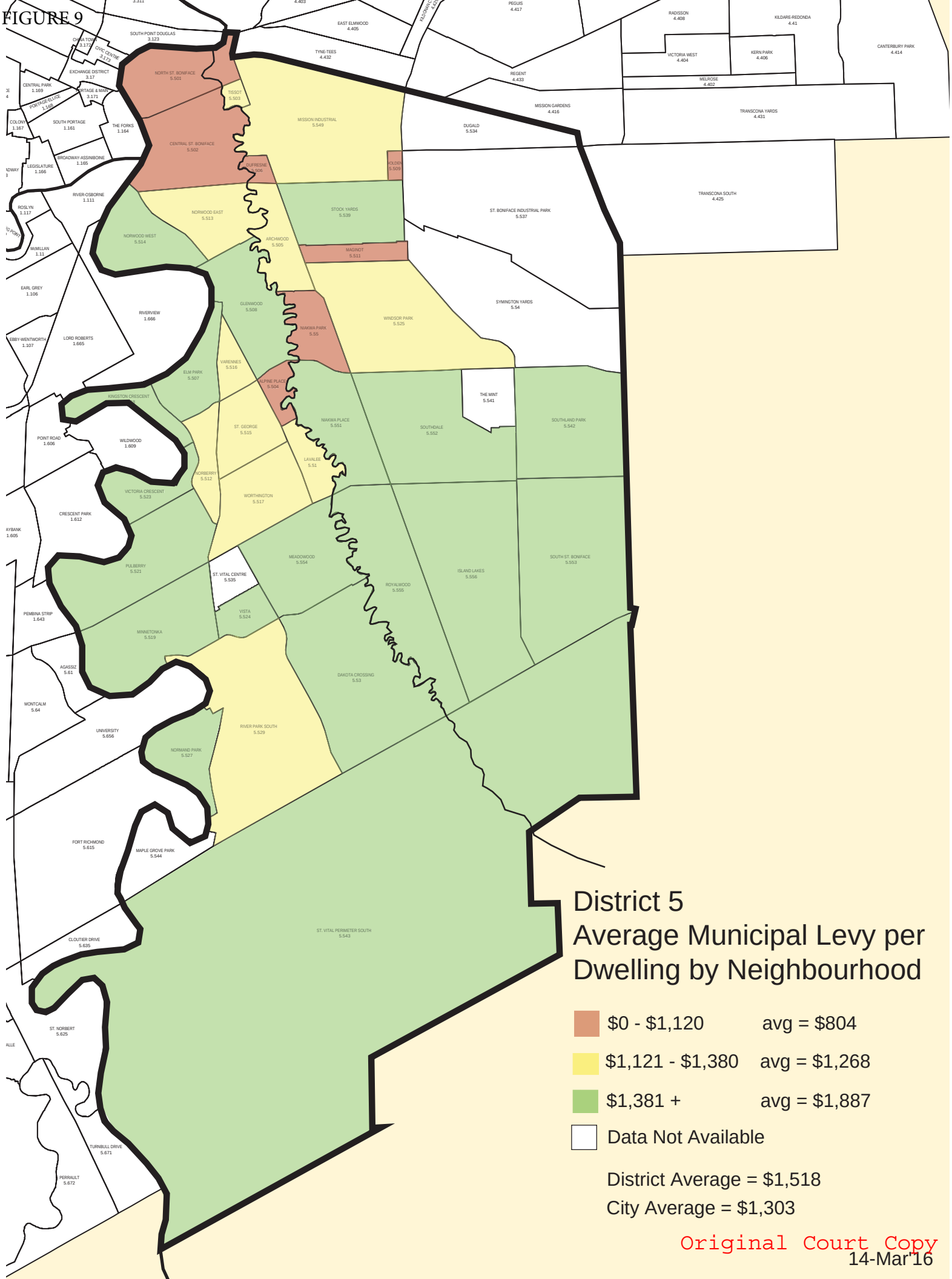
FIGURE 9


District 5
Average Municipal Levy per Dwelling by Neighbourhood
$0 - $1,120 avg = $804
$1,121 - $1,380 avg = $1,268
$1,381 + avg = $1,887
Data Not Available
District Average = $1,518
City Average = $1,303
Original Court Copy
14-Mar'16
NORTH ST. BONIFACE 5.501
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CENTRAL ST. BONIFACE 5.502
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TRANSCONA SOUTH 4.425
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SYMINGTON YARDS 5.54

Distric Number	District Name	Nbhd Code	Neighbourhood	Population 2014	Population 2011	Total occupied private dwellings	Assessment total	Average Assessment per dwelling	Municipal levy	Average municipal levy per dwelling
5	St. Boniface/St. Vital	5.502	CENTRAL ST. BONIFACE	6,960	6,960	3,420	$410,199,850	$119,941	$2,843,811	$832
5	St. Boniface/St. Vital	5.511	MAGINOT	1,655	1,615	656	$89,797,000	$136,886	$556,747	$849
5	St. Boniface/St. Vital	5.509	HOLDEN	170	170	80	$11,909,500	$148,869	$73,326	$917
5	St. Boniface/St. Vital	5.501	NORTH ST. BONIFACE	2,005	1,840	896	$132,290,600	$147,646	$855,343	$955
5	St. Boniface/St. Vital	5.504	ALPINE PLACE	3,785	3,785	2,320	$363,378,000	$156,628	$2,264,323	$976
5	St. Boniface/St. Vital	5.506	DUFRESNE	440	440	185	$29,223,200	$157,963	$185,745	$1,004
5	St. Boniface/St. Vital	5.550	NIAKWA PARK	710	710	365	$64,465,000	$176,616	$396,905	$1,087
5	St. Boniface/St. Vital	5.510	LAVALEE	1,200	1,200	575	$96,689,000	$168,155	$650,580	$1,131
5	St. Boniface/St. Vital	5.517	WORTHINGTON	5,375	5,375	2,515	$457,802,400	$182,029	$2,965,649	$1,179
5	St. Boniface/St. Vital	5.505	ARCHWOOD	785	785	370	$71,312,000	$192,735	$444,055	$1,200
5	St. Boniface/St. Vital	5.549	MISSION INDUSTRIAL	100	100	40	$6,776,500	$169,413	$49,606	$1,240
5	St. Boniface/St. Vital	5.516	VARENNES	1,035	1,035	505	$98,527,400	$195,104	$626,612	$1,241
5	St. Boniface/St. Vital	5.503	TISSOT	120	120	45	$9,247,600	$205,502	$57,353	$1,275
5	St. Boniface/St. Vital	5.512	NORBERRY	1,398	1,325	574	$117,123,000	$204,047	$736,761	$1,284
5	St. Boniface/St. Vital	5.513	NORWOOD EAST	4,275	4,125	2,110	$335,906,000	$159,197	$2,805,662	$1,330
5	St. Boniface/St. Vital	5.525	WINDSOR PARK	10,085	10,085	4,120	$885,412,000	$214,906	$5,481,358	$1,330
5	St. Boniface/St. Vital	5.515	ST. GEORGE	2,800	2,765	1,204	$260,990,000	$216,769	$1,649,493	$1,370
5	St. Boniface/St. Vital	5.529	RIVER PARK SOUTH	13,473	12,480	4,962	$1,103,115,000	$222,313	$6,847,483	$1,380
5	St. Boniface/St. Vital	5.554	MEADOWOOD	6,320	6,320	2,550	$489,346,000	$191,900	$3,552,572	$1,393
5	St. Boniface/St. Vital	5.530	DAKOTA CROSSING	12,538	11,330	4,483	$1,015,691,500	$226,565	$6,313,049	$1,408
5	St. Boniface/St. Vital	5.521	PULBERRY	4,620	4,620	1,935	$445,545,000	$230,256	$2,754,853	$1,424
5	St. Boniface/St. Vital	5.507	ELM PARK	1,685	1,685	720	$176,539,000	$245,193	$1,104,597	$1,534
5	St. Boniface/St. Vital	5.514	NORWOOD WEST	2,920	2,920	1,265	$315,377,000	$249,310	$1,993,181	$1,576
5	St. Boniface/St. Vital	5.524	VISTA	1,390	1,390	545	$139,408,000	$255,794	$868,862	$1,594
5	St. Boniface/St. Vital	5.518	KINGSTON CRESCENT	735	735	345	$91,115,000	$264,101	$563,904	$1,635
5	St. Boniface/St. Vital	5.508	GLENWOOD	3,660	3,660	1,710	$358,039,300	$209,380	$2,921,067	$1,708
5	St. Boniface/St. Vital	5.551	NIAKWA PLACE	2,305	2,305	940	$247,454,000	$263,249	$1,633,558	$1,738
5	St. Boniface/St. Vital	5.519	MINNETONKA	4,705	4,705	1,600	$493,337,000	$308,336	$3,054,506	$1,909
5	St. Boniface/St. Vital	5.527	NORMAND PARK	2,115	1,310	727	$220,749,000	$303,644	$1,391,336	$1,914
5	St. Boniface/St. Vital	5.556	ISLAND LAKES	7,660	7,465	2,498	$811,744,950	$324,958	$5,079,569	$2,033
5	St. Boniface/St. Vital	5.542	SOUTHLAND PARK	1,200	1,200	425	$139,830,900	$329,014	$870,011	$2,047
5	St. Boniface/St. Vital	5.539	STOCKYARDS	560	560	170	$57,084,000	$335,788	$351,461	$2,067
5	St. Boniface/St. Vital	5.552	SOUTHDALE	6,635	6,635	2,440	$698,463,000	$286,255	$5,339,717	$2,188
5	St. Boniface/St. Vital	5.555	ROYALWOOD	4,938	4,670	1,602	$681,763,100	$425,570	$4,250,716	$2,653
5	St. Boniface/St. Vital	5.553	SAGE CREEK	2,923	1,435	1,075	$456,592,000	$424,737	$2,882,531	$2,681
5	St. Boniface/St. Vital	5.543	ST. VITAL PERIMETER SOUTH	1,820	1,820	595	$285,263,800	$479,435	$1,951,453	$3,280
5	St. Boniface/St. Vital	5.523	VICTORIA CRESCENT	595	595	220	$115,663,000	$525,741	$725,671	$3,299
						50,787			$77,093,426	**$1,518**

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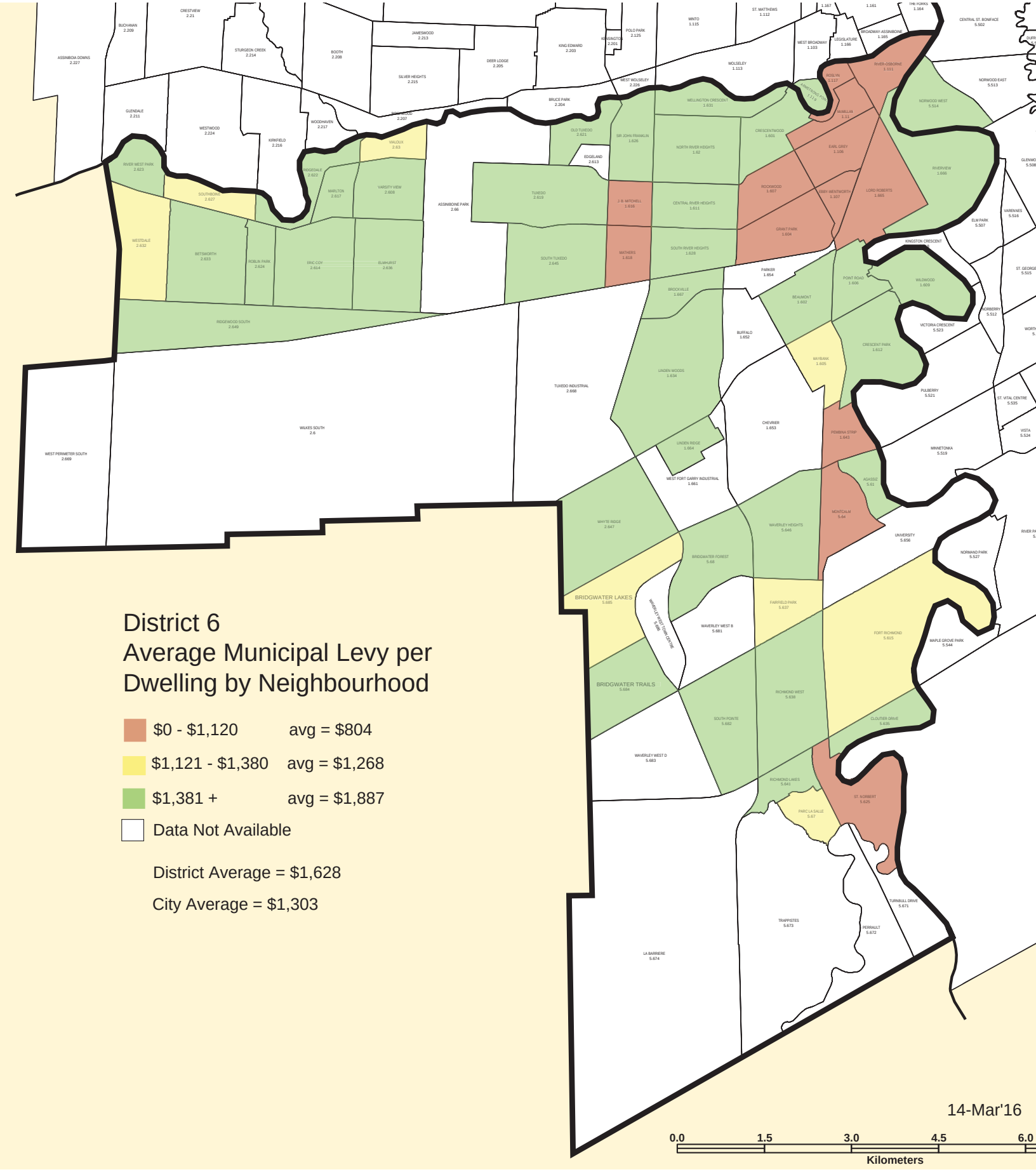
FIGURE 10



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Distric Number	District Name	Nbhd Code	Neighbourhood	Population 2014	Population 2011	Total occupied private dwellings	Assessment total	Average Assessment per dwelling	Municipal levy	Average municipal levy per dwelling
6	Assiniboine Park/Fort Garry	5.640	MONTCALM	4,940	4,740	2,470	$206,654,000	$83,666	$1,272,348	$515
6	Assiniboine Park/Fort Garry	1.618	MATHERS	2,695	2,695	1,525	$147,586,000	$96,778	$1,000,453	$656
6	Assiniboine Park/Fort Garry	1.643	PEMBINA STRIP	3,235	3,235	1,695	$128,932,000	$76,066	$1,157,590	$683
6	Assiniboine Park/Fort Garry	1.616	J.B. MITCHELL	2,080	2,080	1,035	$110,328,000	$106,597	$715,687	$691
6	Assiniboine Park/Fort Garry	1.604	GRANT PARK	2,925	2,925	1,335	$162,988,800	$122,089	$1,041,783	$780
6	Assiniboine Park/Fort Garry	5.625	ST. NORBERT	1,973	1,715	808	$108,054,000	$133,730	$674,335	$835
6	Assiniboine Park/Fort Garry	1.665	LORD ROBERTS	4,915	4,915	2,245	$353,355,600	$157,397	$2,221,955	$990
6	Assiniboine Park/Fort Garry	1.607	ROCKWOOD	4,185	4,185	2,100	$347,598,000	$165,523	$2,200,619	$1,048
6	Assiniboine Park/Fort Garry	5.637	FAIRFIELD PARK	3,115	1,860	1,077	$199,307,000	$185,058	$1,251,088	$1,162
6	Assiniboine Park/Fort Garry	2.630	VIALOUX	935	935	480	$92,624,000	$192,967	$576,218	$1,200
6	Assiniboine Park/Fort Garry	1.605	MAYBANK	2,360	2,360	1,040	$203,921,000	$196,078	$1,263,698	$1,215
6	Assiniboine Park/Fort Garry	2.632	WESTDALE	4,595	4,595	1,830	$357,519,000	$195,366	$2,252,810	$1,231
6	Assiniboine Park/Fort Garry	5.685	BRIDGWATER LAKES	1,990		796	$164,867,000	$207,119	$1,055,477	$1,326
6	Assiniboine Park/Fort Garry	5.615	FORT RICHMOND	11,570	11,470	4,400	$920,004,000	$209,092	$5,880,345	$1,336
6	Assiniboine Park/Fort Garry	5.670	PARC LA SALLE	2,225	2,225	780	$169,785,000	$217,673	$1,045,349	$1,340
6	Assiniboine Park/Fort Garry	2.627	SOUTHBOINE	1,575	1,575	610	$128,503,000	$210,661	$822,205	$1,348
6	Assiniboine Park/Fort Garry	1.602	BEAUMONT	2,395	2,395	945	$209,866,200	$222,081	$1,328,199	$1,406
6	Assiniboine Park/Fort Garry	1.666	RIVERVIEW	4,645	4,645	1,970	$441,573,600	$224,149	$2,783,817	$1,413
6	Assiniboine Park/Fort Garry	1.606	POINT ROAD	1,935	1,935	825	$191,982,000	$232,705	$1,205,559	$1,461
6	Assiniboine Park/Fort Garry	2.617	MARLTON	710	710	310	$72,057,000	$232,442	$457,076	$1,474
6	Assiniboine Park/Fort Garry	5.641	RICHMOND LAKES	1,730	1,730	620	$156,082,000	$251,745	$963,930	$1,555
6	Assiniboine Park/Fort Garry	5.646	WAVERLEY HEIGHTS	5,135	5,135	1,835	$464,324,000	$253,038	$2,869,860	$1,564
6	Assiniboine Park/Fort Garry	1.612	CRESCENT PARK	2,600	2,600	1,070	$266,368,000	$248,942	$1,692,815	$1,582
6	Assiniboine Park/Fort Garry	1.626	SIR JOHN FRANKLIN	2,265	2,265	1,035	$263,000,000	$254,106	$1,643,805	$1,588
6	Assiniboine Park/Fort Garry	5.681	BRIDGWATER TRAILS	112.50		45	$10,164,600	$225,880	$73,323	$1,629
6	Assiniboine Park/Fort Garry	2.608	VARSITY VIEW	2,765	2,765	1,070	$289,049,000	$270,139	$1,808,928	$1,691
6	Assiniboine Park/Fort Garry	5.638	RICHMOND WEST	8,463	8,240	2,874	$811,544,800	$282,375	$5,045,548	$1,756
6	Assiniboine Park/Fort Garry	5.635	CLOUTIER DRIVE	270	270	145	$41,051,000	$283,110	$260,369	$1,796
6	Assiniboine Park/Fort Garry	2.636	ELMHURST	4,640	4,640	1,755	$515,632,000	$293,807	$3,249,660	$1,852
6	Assiniboine Park/Fort Garry	1.611	CENTRAL RIVER HEIGHTS	3,215	3,215	1,255	$383,605,000	$305,661	$2,407,431	$1,918
6	Assiniboine Park/Fort Garry	2.649	RIDGEWOOD SOUTH	185	185	65	$20,282,000	$312,031	$126,269	$1,943
6	Assiniboine Park/Fort Garry	2.633	BETSWORTH	4,040	4,040	1,450	$457,248,000	$315,343	$2,852,185	$1,967
6	Assiniboine Park/Fort Garry	2.624	ROBLIN PARK	1,020	1,020	385	$121,719,000	$316,153	$761,081	$1,977
6	Assiniboine Park/Fort Garry	2.623	RIVER WEST PARK	1,460	1,460	550	$170,652,436	$310,277	$1,087,624	$1,977
6	Assiniboine Park/Fort Garry	1.664	LINDEN RIDGE	1,790	1,400	566	$181,693,000	$321,012	$1,125,986	$1,989
6	Assiniboine Park/Fort Garry	2.614	ERIC COY	2,385	2,385	930	$292,913,000	$314,960	$1,851,084	$1,990
6	Assiniboine Park/Fort Garry	1.628	SOUTH RIVER HEIGHTS	2,690	2,690	1,030	$332,756,000	$323,064	$2,073,561	$2,013
6	Assiniboine Park/Fort Garry	1.620	NORTH RIVER HEIGHTS	5,620	5,620	2,200	$715,256,300	$325,117	$4,473,474	$2,033
6	Assiniboine Park/Fort Garry	5.610	AGASSIZ	450	450	175	$58,138,000	$332,217	$357,950	$2,045
6	Assiniboine Park/Fort Garry	2.645	SOUTH TUXEDO	3,930	3,930	1,780	$567,307,154	$318,712	$3,647,091	$2,049
6	Assiniboine Park/Fort Garry	1.601	CRESCENTWOOD	2,680	2,680	1,060	$349,205,000	$329,439	$2,240,813	$2,114
6	Assiniboine Park/Fort Garry	1.634	LINDEN WOODS	10,210	10,210	3,405	$1,232,119,000	$361,856	$7,737,653	$2,272
6	Assiniboine Park/Fort Garry	2.647	WHYTE RIDGE	8,100	7,870	2,462	$947,453,700	$384,831	$5,866,285	$2,383
6	Assiniboine Park/Fort Garry	5.682	SOUTH POINTE	2,605	815	956	$375,259,000	$392,530	$2,326,483	$2,434
6	Assiniboine Park/Fort Garry	1.609	WILDWOOD	1,120	1,120	380	$143,454,000	$377,511	$926,029	$2,437
6	Assiniboine Park/Fort Garry	2.619	TUXEDO	2,640	2,640	855	$402,067,000	$470,254	$2,517,612	$2,945
6	Assiniboine Park/Fort Garry	2.622	RIDGEDALE	750	750	310	$142,747,000	$460,474	$923,668	$2,980
6	Assiniboine Park/Fort Garry	1.631	WELLINGTON CRESCENT	1,555	1,555	575	$306,768,900	$533,511	$1,932,119	$3,360
6	Assiniboine Park/Fort Garry	5.680	BRIDGWATER FOREST	2,568	1,350	887	$480,858,470	$542,118	$3,036,626	$3,423
6	Assiniboine Park/Fort Garry	2.621	OLD TUXEDO	920	920	315	$179,778,000	$570,724	$1,118,967	$3,552
6	Assiniboine Park/Fort Garry	1.667	BROCKVILLE	860	860	325	$148,360,000	$456,492	$1,519,622	$4,676
						60,641			$98,724,464	**$1,628**

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FIGURE 11

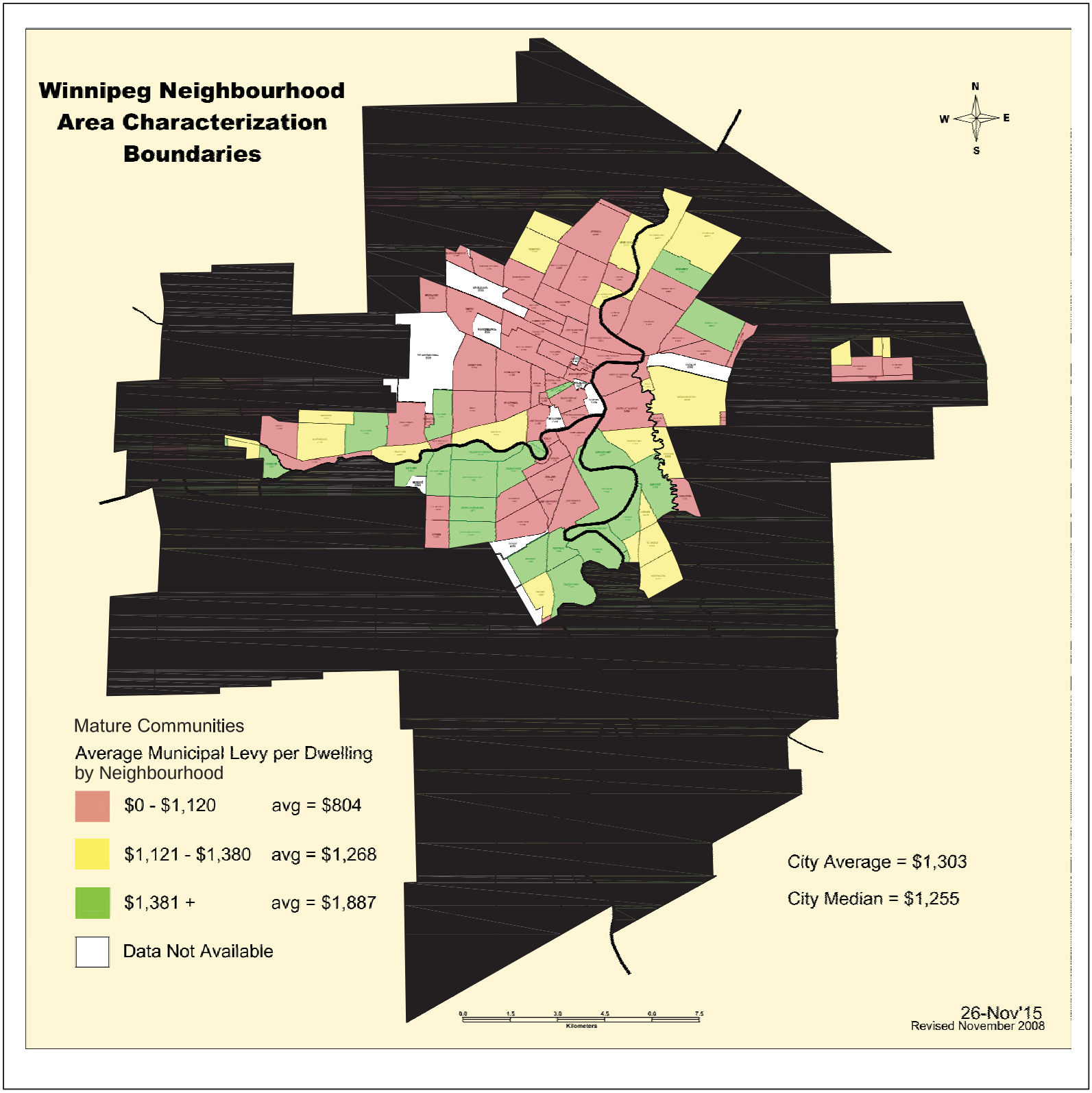

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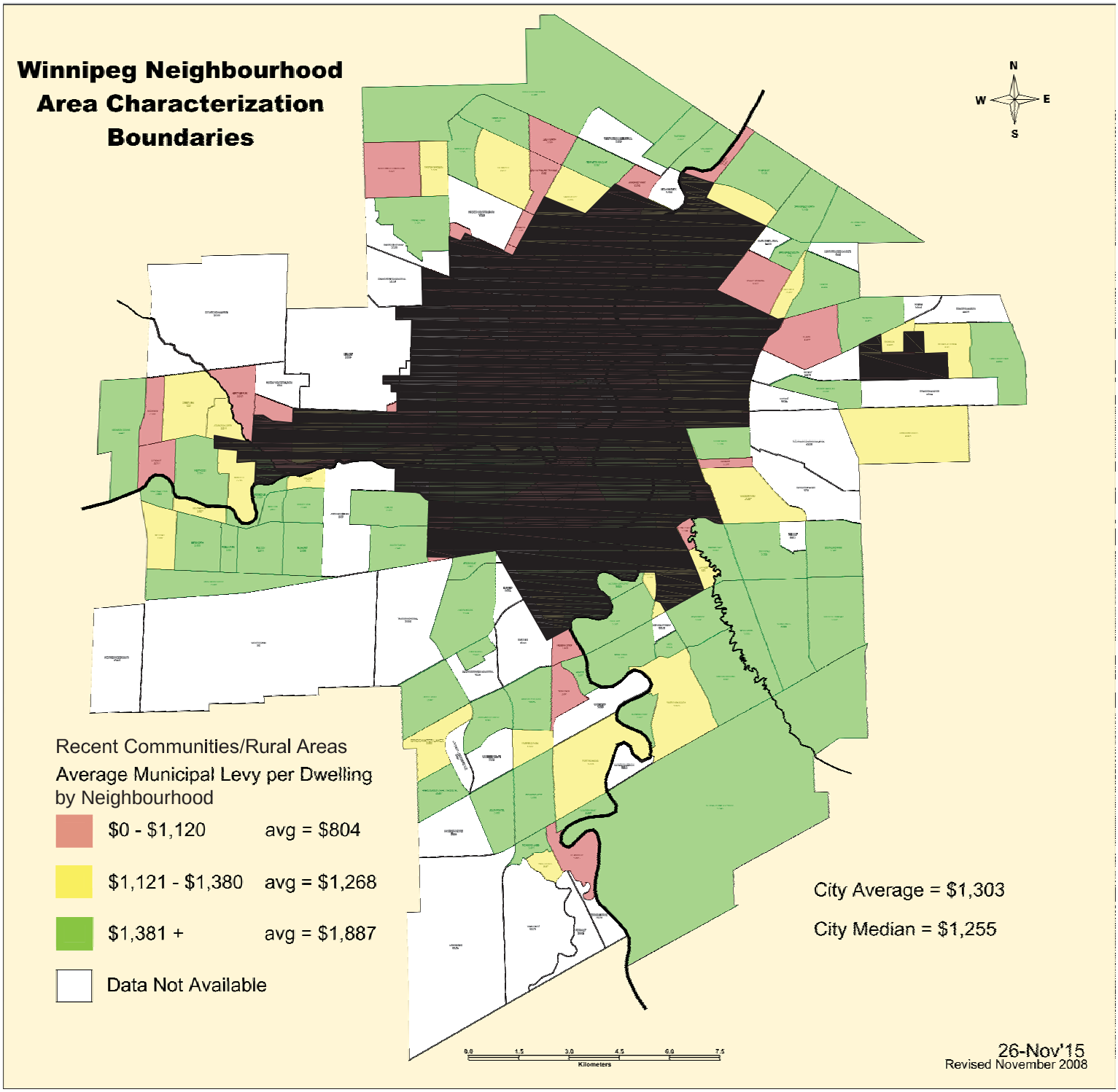
FIGURE 12



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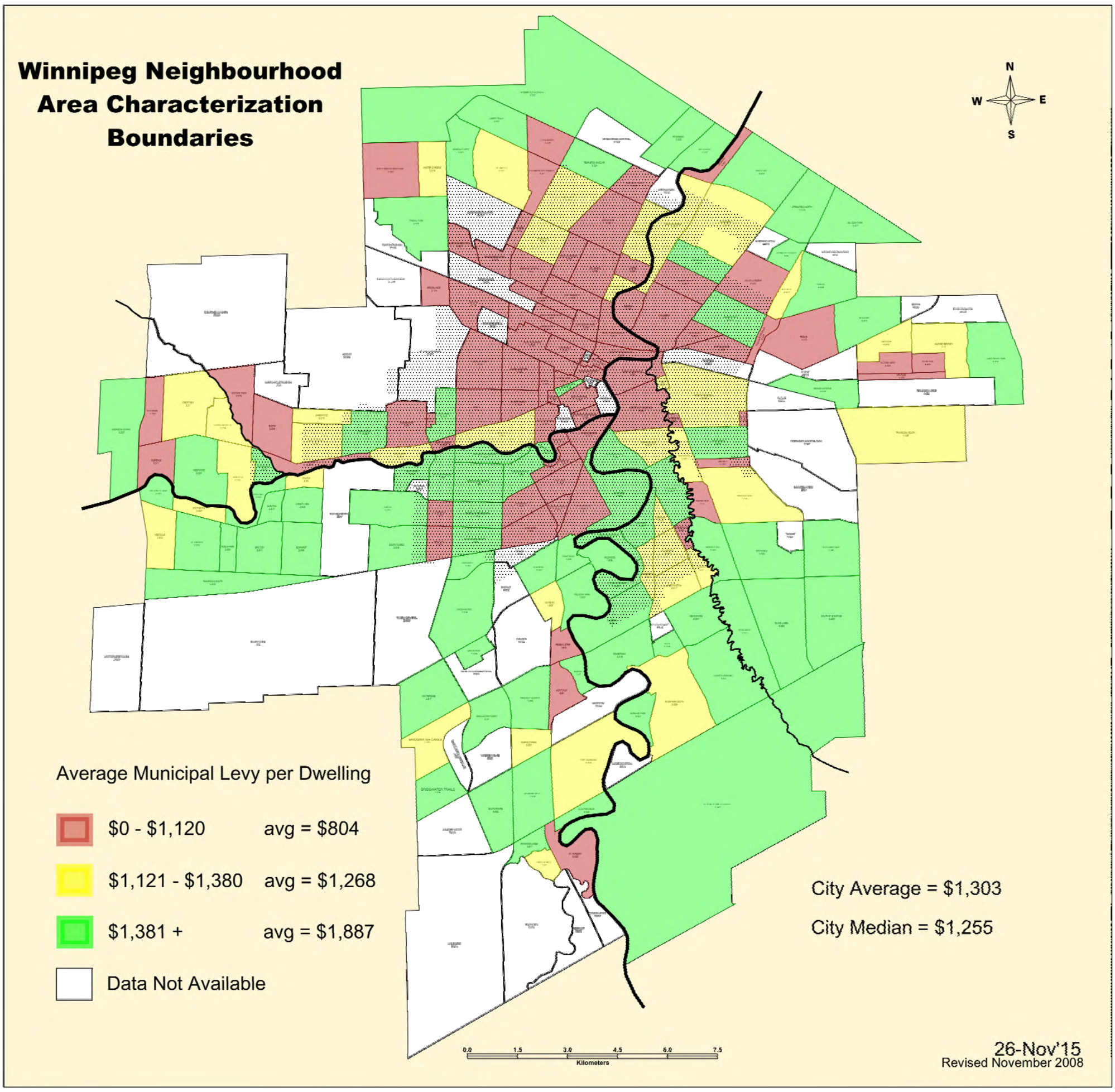
COMBINED SEWER OVERLAY



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This is Exhibit 25 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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THE CITY OF WINNIPEG

BY-LAW NO. 62/2013, AS AMENDED

A By-law of THE CITY OF WINNIPEG to adopt a secondary plan for the Ridgewood South Neighbourhood.

THE CITY OF WINNIPEG, in Council assembled, enacts as follows:

1 This By-Law may be referred to as the **"Ridgewood South Precinct Plan By-law"**.

2 The document entitled "Ridgewood South Precinct Plan", attached hereto and marked as Schedule 1 to this By-law, is hereby adopted as a secondary plan for the Ridgewood South Neighbourhood.

3 *Winnipeg Zoning By-law No. 200/2006 is amended by adding the following to the list of adopted secondary plans in Schedule "A", section 1, as the next unused subsection:*

Ridgewood South Precinct Plan

RECEIVED FIRST READING on this 29th day of May, 2013.

RECEIVED SECOND READING on this 23rd day of October, 2013.

RECEIVED THIRD READING on this 23rd day of October, 2013.

DONE AND PASSED this 23rd day of October. 2013.

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RIDGEWOOD SOUTH PRECINCT PLAN

Precinct Q of Complete Communities

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LIST OF BACKGROUND STUDIES

- Cost Benefit Analysis: Ridgewood Community
- Precinct Plan Public Consultation Report
- Precinct Plan Traffic Impact Assessment
- Precinct Plan Servicing Infrastructure Report
- Ridgewood South Precinct Biological Inventory – Scientific Findings
- Ridgewood South Precinct Biological Inventory – Habitat and Species Recommendations
- Ridgewood South Natural Areas Priority Evaluation - Background Report

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PREFACE

Ridgewood South, which is Precinct "Q" in the *Complete Communities Direction Strategy*, is located in the western portion of the City of Winnipeg, comprising approximately 383 hectares (947 acres) of land (Figure 1 – Precinct Q Location). Generally the area is bounded by the CN Railway line to the south, the Perimeter Highway on the west, the Harte Trail/Rannock Avenue to the north, and the Assiniboine Forest to the east.

All development applications submitted with respect to any lands within the plan area are to be reviewed pursuant to compliance with the policies of this plan identified as such and numbers in accordance with the relevant sections of the plan.

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1.0 INTRODUCTION

1.1 Purpose of the Plan

Community planning is the process of shaping the physical environment to achieve an orderly and compatible pattern of growth and to enhance the quality of life of a community's residents.

The purpose of the precinct plan is twofold. Firstly, it refines and implements the City's broader planning objectives, as contained in its strategic planning documents, e.g. *OurWinnipeg*, by promoting community development that is logical, compatible and sustainable. Secondly, precinct plan guides and directs specific land use, road and servicing infrastructure, parks and recreation infrastructure, subdivision, and development decisions that collectively determine the form a community will take.

Precinct Plans are the primary tool used to implement new communities under *OurWinnipeg* and the *Complete Communities Direction Strategy*; the following sections outline how a precinct plan fits within the context of these City of Winnipeg planning documents.

1.2 OurWinnipeg

OurWinnipeg, Winnipeg's municipal development plan was adopted by the City of Winnipeg Council on July 17, 2011 and took effect August 17, 2011. This plan presents a twenty-five year vision for the City. It guides and informs, but does not replace, more detailed planning on specific topics or a specific area such as Ridgewood South Precinct Q.

OurWinnipeg emphasizes the importance of creating "Complete Communities to support various lifestyles, providing a range of options for living working and playing". *OurWinnipeg* acknowledges that various development options are required to accommodate growth, creating *"a balance between 'growing out' and 'growing up', offering choices from traditional, single-family neighbourhoods to more dense forms of urban housing... more mixed use areas, combining residential with retail, office and light industry".*
OurWinnipeg also presents an Urban Structure for the overall City (Figure 2 – OurWinnipeg – Urban Structure). Nine general land use categories have been identified, including:

- Downtown
- Major Development Sites
- New Communities
- Regional Mixed Use Centres
- Regional Mixed Use Corridors
- Mature Communities

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- Recent Communities
- Rural and Agricultural
- Airport Area

Ridgewood South has been identified as a "New Community" in *OurWinnipeg*.
The Urban Structure approach recognizes the uniqueness of different neighbourhoods and provides a basis for fitting policies and strategies to the specific development opportunities and limitations in each area of Winnipeg. The City of Winnipeg's approach to city building is to develop and apply "directional strategies". These enabling directional strategies include:

- Adopting Complete Communities Direction Strategy as a Secondary Plan to guide land use and development
- Endorsing Sustainable Transportation Direction Strategy as the primary vision for a transportation master plan
- Endorsing Sustainable Water and Waste Direction Strategy as the primary vision for promoting water and waste directions
- A Sustainable Winnipeg Direction Strategy

These directional strategies have been utilized in the development of this Ridgewood South Precinct Plan.

1.3 Complete Communities Direction Strategy

As noted above, *Complete Communities* is one of the four Direction Strategies among a series of detailed studies, strategies and guides supporting *OurWinnipeg*. Its primary focus is to describe Winnipeg's physical characteristics and lay out a framework for the city's future physical growth and development by introducing an urban structure. The Overall Vision for *Complete Communities* is:

> *"The City of Winnipeg is planned and designed based on a logical urban structure that focuses growth and change to enhance existing assets, to create complete communities and complete existing communities, and to enhance a socially, environmentally and economically sustainable future through the integration of transportation planning, land uses, built form and urban design."*

Complete communities are places that both offer and support a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn and play in close proximity to one another. They provide options for accessing services, amenities and community resources by ensuring that most of the daily necessities of life – services, facilities and amenities – are readily accessible.
As previously outlined, Ridgewood South has been identified as a New Community in *OurWinnipeg*. New Communities, such as Ridgewood South are large land areas identified for future urban development that are not currently serviced by a full range of municipal services.

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OurWinnipeg provides the following Key Direction and Vision, respectively, for New Communities:

> *"New Communities will continue to play an important role in accommodating the City's projected population growth. These new communities will be planned as complete from the outset and will continue to achieve a high standard of sustainability in planning, design, construction and management."*
>
> *"New Communities are inclusive neighbourhoods with a variety of housing types within walking distance of mixed use districts that offer opportunities for shopping, employment and entertainment. These neighbourhoods are a part of a larger community with interconnecting open spaces, walking and cycling paths, community facilities, employment opportunities and multi-modal transportation connections to the rest of the City."*

Ridgewood South has been identified as New Community because it is:

- Serviceable;
- Of sufficient size;
- Contiguous with existing developed areas;
- Accessible; and
- Meets the requirements of area supply and demand

Complete Communities Direction Strategy (CCDS) further outlines a series of supporting and enabling strategies for Ridgewood South as a New Community. They are:

> *Direction 1 – New communities will be developed in a sustainable manner.*
>
> *Direction 2 – New communities will be established through a planning process.*
>
> *Direction 3 – New communities will increase opportunities to live, work, learn and play in the same neighbourhood.*
>
> *Direction 4 – New communities will be developed with complete streets, enabling safe and convenient spaces for pedestrians, bicyclists, public transit ridership and motorists to promote physical activity, health and active transportation.*
>
> *Direction 5 – Encourage green development and conserve natural areas to develop new communities in a sustainable manner.*
>
> *Direction 6 – Reflect local heritage in the development of new communities.*

Other related Complete Communities Direction Strategies from *OurWinnipeg* include Parks, Places and Open Spaces, Commercial, and Urban Design which are discussed below.

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1.3.1 Complete Communities - Parks, Places and Open Spaces

Winnipeg's parks, natural areas and open spaces improve our quality of life. These public spaces are valued as essential to the urban fabric, encouraging and promoting healthy lifestyles, cleaner environments, connectivity, community pride and urban beautification. As such, when designing new communities such as Ridgewood South, parks, natural areas and open spaces should serve as a focal point for a community and a gathering place for friends and family.

CCDS outlines five supporting and enabling strategies dealing with Parks, Places and Open Spaces applicable to Ridgewood South. They are:

> *Direction 1 – Establish Parks, Places and Open Spaces Management Plans to ensure parks contribute to wellness and active living by focusing on community needs.*
>
> *Direction 2 – Ensure that parks support economic development and are managed in a financial sustainable, innovative manner.*
>
> *Direction 3 – Demonstrate the value of our environmental and cultural capital by protecting, enhancing and restoring those natural and cultural park resources that are recognized as having historical, ecological or aesthetic value.*
>
> *Direction 4 – Promote active mobility and pedestrian connectivity.*
>
> *Direction 5 – Maintain relevant standards and guidelines for open space development and management.*

1.3.2 Complete Communities - Commercial

As outlined in *OurWinnipeg*, commercial development, made up of retail and service uses, serves numerous purposes. It provides local and regional goods and services, provides employment for many Winnipeggers and contributes to the health, diversity and vitality of the local economy. It also plays a key role in both shaping the form of the city and defining public spaces. These combined factors suggest that commercial development is integral to the creation of complete communities. Within Ridgewood South, only a limited amount of land has been identified for future commercial development. This reflects market forces as the Charleswood area is already serviced by significant commercial development along Roblin Boulevard and Kenaston Boulevard.

Within *CCDS* there are four supporting and enabling strategies dealing with Commercial Areas that generally relate to Ridgewood South, including:

> *Direction 1 – Maintain an adequate supply of commercial lands at all scales.*
>
> *Direction 2 – Manage commercial growth in a sustainable orderly fashion.*

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Direction 3 – Ensure communities have a range of commercial services to meet their local needs in order to complete the communities and to minimize the need for travel.

Direction 4 – Encourage the creation of vibrant and high quality commercial developments.

1.3.3 Complete Communities - Urban Design

The City of Winnipeg recognizes that excellent urban design is important to the creation of great communities and neighbourhoods. Good urban design can add economic, social and environmental value. There are a number of supporting direction and enabling strategies in *OurWinnipeg* pertaining to new communities as applicable to Ridgewood South including:

- Recognize, use, conserve and enhance resources including landscapes and cultural heritage.
- Strengthen vibrancy, animation and economic health through the cultivation of compact, human-scale streets, blocks and buildings.
  Consider the comfort, convenience, safety and visual interest of streetscapes, recognizing that streets are places where people gather.
- Promote entranceways and gateways as major entry points to communities by using distinctive urban design features, lighting, enhanced vegetation, landscaping and public art.
- Encourage new buildings that fit compatibly into the surrounding context, improving the quality of the public realm.

1.4 Overall Precinct Plan Goals

This plan provides a "blueprint" for the future development of Ridgewood South, a community with a projected population of approximately 7900 residents. The foundation of the plan consists of a series of goals that directly relate to the key directions as noted in *OurWinnipeg* and outlined in the *Complete Communities Direction Strategies* for New Communities as follows:

- New Communities will increase the opportunities to live, work, learn and play in the same neighbourhood.
- New communities will be developed with complete streets, enabling safe and convenient spaces for pedestrians, bicyclists, public transit ridership and motorists to promote physical activity, health and active transportation
- Encourage green development and conserve natural areas to develop new communities in a sustainable manner.
- Reflect local heritage in the development of new communities.

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Section 4.2 of this plan further details specific goals to accommodate these key directions.

1.5 Authority of the Plan

The Ridgewood South Precinct Plan – Precinct Q of Complete Communities (the "Plan") is a secondary plan legislated through the City of Winnipeg Charter Act:

> ***Adoption of Secondary Plans***
> 234(1) Council may by by-law adopt a secondary plan to provide such objectives and actions as council considers necessary or advisable to address, in a neighbourhood, district or area of the city, any matter within a sphere of authority of the city, including, without limitation, any matter:
>
> (a) dealt with in *Plan Winnipeg*; or
>
> (b) pertaining to economic development or the enhancement or special protection of heritage resources or sensitive lands.

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1.6 Timeframe of the Plan

The plan is future-oriented and depicts how Ridgewood South is to be developed over an extended time period through a series of public and private sector initiatives. No specific timeframe is applied to the Plan although most of the proposed development is expected within a 10 to 20 year horizon.

1.7 Interpretation of the Plan

1.7.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or roads and utility right-of-way.

1.7.2 Policy Interpretation

Where "may" is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.

Where "shall" is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where "should" is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced instead.

Where a policy requires submission of studies, analysis or information, the exact requirements and timing of the studies, analysis or information shall be determined at the Development Application stage.

1.8 Amendments to the Plan By-law

To make any change to the text or maps within the Plan, an amendment to the Plan shall be required in accordance with the *City of Winnipeg Charter* and the Development Procedures By-Law.

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Where an amendment to the Plan is requested, the applicant shall submit supporting information necessary to evaluate and justify the amendment.

1.9 Monitoring of the Plan

The policies within the Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary, these policies shall be updated through the plan amendment process generally or in response to a specific issue.

Certain policies within this plan require more detailed servicing and transportation engineering analysis to be undertaken as development is warranted.

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2.0 PLANNING AREA

2.1 Application of the Plan

The plan applies to those areas as outlined in Figure 3 – Precinct Q Boundaries. Which include lands north of the CN Railway line, east of the Perimeter Highway, south of Rannock Avenue, and west of the Assiniboine Forest.

Note that the boundaries for the Precinct Plan were adjusted from those shown in the *Complete Communities Direction Strategy* for Precinct Q in accordance with the authority granted to the Director of Planning, Property and Development under 03-4 New Communities Direction 2 to accommodate lands adjacent to the Precinct that fall within a servicing limit, or dependent on servicing within the Precinct in order to develop.

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3.0 PUBLIC INPUT PROCESS

Landmark Planning & Design Inc. and Stantec Consulting Ltd. were retained by Qualico Developments to undertake a land use and infrastructure assessment of the Ridgewood South area for the purposes of preparing this Precinct Plan. Public engagement formed a critical role in the preparation of the plan. The input provided by thousands of participants significantly influenced the policies included in the plan.

3.1 Participation Approach

Preparation of this precinct plan was carried out with an extensive community engagement program beginning in May 2011 and continuing through and beyond the submission of the draft plan to the City of Winnipeg. Consultation efforts were carried out through a series of three phases, each of which were helpful in guiding and informing the planning process. A number of consultation mechanisms were employed including an extensive set of stakeholder group meetings, individual and group landowner meetings, public open houses, one-on-one conversations, emails and commentary provided through the a project website. Notification methods were also extensive and included public advertisements, individual mailed invitations to Charleswood residents, community posters, email distribution through existing email networks, and letters to key stakeholders. Approximately 1,000 individuals participated in the program through one or more of the offered participation mechanisms.

A community engagement program report is provided in a companion document to this plan. The report outlines specific feedback provided at various stages of the project – specifically at the preliminary planning stage, concept development stage and draft plan stage. Interested parties have the opportunity to participate in the formal public hearing processes required for the finalization and adoption of the Precinct Plan.

Results of feedback forms provided at the public forums generally indicate the vast majority of participants, while expressing a range of opinions and ideas concerning development, found the process to be informative and helpful.

3.1.1 Stakeholder Meetings

The Study Team consulted with the following stakeholder groups:

<u>Government and Schools</u>

- Pembina Trails School Division
- Public Schools Finance Board
- Manitoba Infrastructure and Transportation
- R.M. of Headingley

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- R.M. of Macdonald
- City of Winnipeg Departments - Technical Advisory Committee (TAC) Meeting (includes City Naturalist, City Forester, Water and Waste, Planning, Parks, Active Transportation, Winnipeg Transit, Public Works, Universal Design Coordinator, Real Estate, Emergency Services)

Community Groups

- Charleswood Historic Society
- Friends of Harte Trail
- Citizens for Charleswood Habitat Preservation
- Varsity View Community Club
- Roblin Community Club
- Charleswood Minor Baseball Association
- Charleswood Rotary Club
- Dog Interests (PAWS)

Other

- Canadian National Railway
- Adrenalin Adventures
- Springers Gymnastics Club
- Manitoba Hydro

3.1.2 Community Open Houses and Community Workshop

Community Open Houses were held to present, discuss and help develop the Ridgewood South Precinct Plan in June 2011, November 2011, and April 2012. The initial Open House in June 2011 focused on what precinct plans are and how they may affect the community. A community workshop was also held in conjunction with the June 2011 Open House. Participants worked in small groups responding to questions concerning transportation, infrastructure and land uses for the precinct area.

A second Open House held in November 2011 provided alternative development scenarios for consideration by the general public, stakeholder groups and landowners.

At the third Open House, held in April 2012, a revised Ridgewood South concept plan based on public input, identified opportunities and constraints, and other related background information such as a traffic analysis was presented.

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3.1.3 Landowner Meetings

Throughout the study process, the consultant team invited discussions with a substantial majority of landowners within Ridgewood South. The intent of these meetings was to discuss the precinct planning process, respond to questions, and provide a range of development options for consideration.

Landowners generally consisted of two types – those with developable land holdings, and those without developable land holdings. Landowners of both types were generally interested in the timing for potential development, potential land uses and around their land holdings, changes to the existing road network and the configuration of a new road network and cost implications for development.

Additional information on the results of the public input process can be found in the companion document Ridgewood South Background Report.

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4.0 VISION AND GOALS

4.1 Vision

It is envisioned that Ridgewood South will develop within the context of a greater overall vision for the City of Winnipeg. *OurWinnipeg* envisions a City that is:

> *"Planned and designed based on a logical urban structure that focuses growth and change to enhance existing assets, to create complete communities and complete existing communities, and to ensure a socially, environmentally and economically sustainable future through the integration of transportation planning, land use, built forms and urban design"*

For New Communities such as Ridgewood South, OurWinnipeg envisions:

> *"...inclusive neighbourhoods with a variety of housing types within walking distance of mixed use districts that offer opportunities for shopping, employment and entertainment...part of a larger community with interconnected open spaces, walking and cycling paths, community facilities, employment opportunities and multi-modal transportation connections to the rest of the city"*

The Ridgewood South precinct will include the creation of new neighbourhoods as well as the completion of existing neighbourhoods in Charleswood with respect to roadways, pedestrian connections, land drainage and vacant lands. These neighbourhoods will develop over time to become vibrant and sustainable, creating their own identity while maintaining ties with the overall Charleswood community. The focus will be on enhancing community assets such as the Harte Trail, Varsity View Sportsplex, Marj Edey Park, natural areas and other area community facilities and services, while providing an opportunity people to live, work and play in the area.

The community will be built around a substantial network of trail systems and open spaces that interconnect neighbourhoods and community assets, providing opportunities to experience the outdoors in an urban setting. Residents and visitors to the community will be able to safely and efficiently travel using multiple modes of transportation including car, bus, bicycle, and walking. Urban wildlife will benefit from existing and newly created natural areas.

A variety of land uses and housing types will co-exist, while integrating with existing Charleswood and the rest of Winnipeg to create a complete community.

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4.2 Goals for Ridgewood South Precinct Q

The Planning Goals for the proposed Ridgewood South community align with the key directions for New Communities as outlined in *Complete Communities* and noted in Section 1.4 of this document.

4.2.1 New Communities will be established through a planning process

This Precinct Plan has been prepared with careful attention paid to the total scope of work outlined in *OurWinnipeg – Complete Communities* including:

- Definition of the study area
- Public engagement to identify local character and community needs
- Assessment of parks, community facilities and service capacities
- Assessment of infrastructure conditions and capacities.
- Vision and sustainability principles
- Locations for intensification, transition and conservation.
- Land use diversity and development densities
- Multi-modal transportation infrastructure, locations and connectivity
- Development phasing, staging and public investment
- Cultural Heritage, including buildings, sites, archaeological, or other issues or features, as applicable
- Implementation
- Other policies or context-specific guidelines as deemed appropriate
- A cost/benefit analysis

4.2.2 New Communities will be developed in a sustainable manner

The following goals for Ridgewood South relate to this Key Direction: To create viable and cohesive neighbourhoods

- To integrate new development into the existing surrounding community fabric
- To foster a sense of neighbourhood
- To promote compatibility and connectivity with existing and future neighbourhoods
- To minimize the spatial use of land for neighbourhood development
- To provide a full range of municipal services in an environmentally sound, economical and timely manner

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- To provide new development opportunities that meet projected demand for neighbourhood development
- To accommodate and enhance essential community services
- To supply the necessary utility infrastructure compatible with existing and planned systems
- To utilize existing capacity of major sewer, water and land drainage systems
- To make use of planned land drainage infrastructure to create new naturalized habitats
- To establish the tools needed for providing required servicing infrastructure in recognition of a fragmented land ownership pattern
- To provide guidance and overall planning principles for landowners who wish to develop their lands
- To provide an equitable cost-sharing mechanism for subdividing and developing land holdings

4.2.3 New Communities will increase the opportunities to live, work, learn and play in the same neighbourhood.

The following goals for Ridgewood South relate to this Key Direction:

- To provide a framework for the creation of a planned neighbourhood that fulfills market demands and needs
- To provide a mixture of residential, commercial and institutional uses that are supported by multiple transportation options for residents
- To accommodate future demand for urban housing
- To accommodate a diversity of housing types, styles, and tenure
- To ensure that residential development occurs within an acceptable density range in order to reduce land consumption and servicing costs, promote transit use and protect natural areas
- To encourage higher residential density in areas adjacent to commercial lands or community facilities
- To provide a neighbourhood/local oriented commercial area to serve the surrounding community with an appropriate range of retail and commercial uses
- To provide areas where mixed-use development can occur by allowing for a combination of compatible land uses

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- To provide park areas at the neighbourhood and community level that address both active and passive requirements for recreation, sport and leisure and that promote safety, connectivity, accessibility, and walkability between park sites and neighbourhood features
- To promote and enhance multi-use, multi-season options within parks, places and open spaces

4.2.4 New Communities will be developed with complete streets, enabling safe and convenient spaces for pedestrians, bicyclists, public transit ridership and motorists to promote physical activity, health and active transportation

The following goals for Ridgewood South relate to this Key Direction:

- To create an interconnected and efficient road network to maximize connectivity, visual appeal, amenity space and safety in a practical and cost effective manner
- To create a major east-west road network to service Ridgewood South
- To promote the use of public transit
- To encourage active transportation including walking and cycling by promoting suitable amenities accordingly
- To create an integrated pathway network throughout the precinct, including residential streets as pathways and sidewalks on collector streets as appropriate
- To establish the tools needed for providing required transportation in recognition of a fragmented land ownership pattern

4.2.5 Encourage green development and conserve natural areas to develop New Communities in a sustainable manner

The following goals for Ridgewood South relate to this Key Direction:

- To provide a linear greenway network linking focal points where natural areas, land drainage systems, pedestrian trails, parks and open spaces can be created
- To promote public awareness and support for the enhancement of natural areas
- To raise an awareness of environmental conservation including the integration of existing sensitive areas and through the use of environmental technologies such as engineered wetlands
- To incorporate existing natural areas and enhance ecological habitats wherever feasible and based on the Ecologically Sensitive Natural Lands strategy
- To enhance the urban forest in Charleswood by including trees and native plants in the design of new subdivisions

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- To collaborate with local environmental and stewardship organizations on shared best practices and implementation strategies
- To demonstrate the benefits of both natural and restored environments as contributors to quality of life by promoting environmental practices and public education

4.2.6 Reflect local heritage in the development of New Communities

The following goals for Ridgewood South relate to this Directional Strategy:

- To incorporate local heritage in the design, planning and programming of community features including streets, trails, pathways, parks, lakes and other community facilities
- To enhance the sense of place and community by identifying heritage and culturally significant landscapes and conserving and celebrating them in meaningful ways

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5.0 LAND USE CONCEPT

5.1 Precinct Sub-Areas

The precinct area has been divided into eleven (11) Sub-Areas for ease of reference within this precinct plan document (Figure 4 – Precinct Q Sub-Areas). The sub-areas were defined based on a combination of variables including the existing roadway network, the Harte Trail, the future extension of the William R. Clement Parkway, the existing Varsity View Sportsplex/Marj Edey Park site and the existing legal lot fabric. The sub-areas are also referenced in Section 9.0 (Phasing) of this plan.

5.2 Land Use Policy Map

The land use concept for Ridgewood South is shown on the Land Use Policy Map (Figure 5 – Land Use Policy Map). This concept consists of a series of areas and symbols that define a future land use pattern for the community. Sections 6.1 – 6.5 of this plan include policies that relate to each of the defined land uses within the Policy Map. The parkland, trail and lake development concept is illustrated in Figure 6 – Greenway Network Policy Map. Figure 5 serves to illustrate the intent of the policies included in Section 6.4 of this precinct plan.

The boundaries for the various land designations shown on the Policy Map are meant to serve as guidelines only. Situations may arise that will necessitate a degree of flexibility in the precise determination of these boundaries provided the locational intent of these boundaries is not compromised.

5.3 Policy Direction

Section 6.0 of the Plan contains policies that apply to specific land use areas and symbols shown on the Land Use Policy Map.

The remaining sections of the Plan provide for density, community development, parks / open space, transportation, and servicing that will be applied to the Ridgewood South planning area as determined appropriate.

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6.0 LAND USE POLICY AREAS AND SYMBOLS

6.1 Low Density Residential Area Policies

6.1.1 Purpose

The purpose of the Low Density Residential Areas is to provide opportunities for a range of lower density residential development with opportunities for multi-family residential development allowed in select locations. Public parks and trails will be interspersed throughout Low Density Residential Areas to serve the recreational needs of residents and the greater Charleswood community.

6.1.2 Low Density Residential Policies

1) Single family homes shall be the predominant use of land within the low density residential areas, except within approximately 50 meters of a collector road or where a property abuts a public lane, in which case multi-family units are allowed to a maximum of six attached units
2) Multi-family uses in low density residential areas shall be ground-entry only and should be designed in a street-oriented fashion
3) Residential areas should be developed with neighbourhood character features through the implementation of tools such as architectural and neighbourhood design standards where feasible
4) For single family residential units in Sub-Areas 1-5 and 7 the density for the combined total of these areas shall be a minimum of 4.0 units per gross developable acre
5) For single family residential units in Sub-Areas 8-11 the density for the combined total of these areas shall be a minimum of 3.0 and a maximum of 5.0 units per gross developable acre
6) For the undeveloped lands north of the Harte Trail, the density, site area and site width of new residential lots directly adjacent to existing lots should generally reflect the pattern of development in adjacent areas
7) For any new residential lots abutting the existing Harte Trail, vegetation easements, fence restrictions, or other measures to minimize potential adverse impact to the Harte Trail should be incorporated
8) Alternative housing forms including special needs housing, institutional uses, recreational uses, public uses, local commercial uses, secondary suites, and other similar and accessory uses may be allowed
9) Parks, natural areas and open spaces shall be provided in residential areas to meet active and passive recreational needs of residents and visitors
10) The residential area shall be served by public transit and include bus stops within 400m (1312 feet) of most homes

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6.2 Medium Density Residential Area Policies

6.2.1 Purpose

The purpose of the Medium Density Residential Areas is to provide opportunities for a range of medium density residential developments located at neighbourhood nodes, adjacent to collector roads and transit service routes. These areas will be connected to the linear greenway network to serve the recreational needs of residents.

6.2.2 Medium Density Residential Policies

1) Higher density housing (e.g. typically 2-6 storeys) shall be incorporated into the development of these areas
2) Alternative housing forms including special needs housing, institutional uses, recreational uses, public uses, local commercial uses, secondary suites, and other similar and accessory uses may be allowed
3) Parks, natural areas and open spaces should be provided in residential areas to meet active and passive recreational needs of residents and visitors
4) Each building design and site plan should address the issue of privacy for immediate neighbours through measures such as building mass, building orientation and landscaping
5) Bus stops should be located within a 200 meter (656 feet) walking distance of multi-family housing units
6) Parking lot areas should be extensively landscaped with appropriate screening abutting rights-of-ways

6.3 Mixed Use Area Policies

6.3.1 Purpose

The purpose of this designation is to create community-oriented mixed use areas that are strategically located within the community and provide for a concentration of medium density residential development, local commercial uses, as well as other suitable transit-supportive uses, such as educational and institutional facilities. Connectivity to the surrounding neighbourhood will be achieved through the convergence of both roads and pathways within mixed use areas.

6.3.2 Mixed Use District Policies

1) The design of mixed use areas shall ensure a strong pedestrian orientation and emphasize the street as the focus to the neighbourhood activity
2) Medium density residential uses (e.g. typically 2-6 storeys) within mixed use areas may be allowed

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3) Single family and two-family housing may be allowed subject to detailed design review to ensure compatibility
4) Each building design and site plan should address the issue of privacy for immediate neighbours through measures such as building mass, building orientation, fencing, screening and landscaping
5) Local-scale commercial development that is compatible with the surrounding area may be allowed
6) Institutional uses, recreational uses, public uses, special needs housing, local commercial uses, offices, community facilities, libraries and other similar and accessory uses may be allowed
7) Convenient on and off-site pedestrian connections to all land uses shall be provided
8) Multi-modal linkages such as active transportation routes, transit stops and roadways should be provided to mixed-use areas
9) Buildings should provide a visually appealing site design and landscape treatment
10) Off-street parking areas should provide extensive landscaping, fencing and screening to minimize adverse impacts to the public realm.
11) Buildings should be attractively designed through various methods such as appropriate articulation, glazing and the use of a variety of architectural materials
12) Sound attenuation measures such as landscaping, berming and fencing to screen against adjacent residential areas should be considered
13) Bus stops should be located within a 200 meter (656 feet) walking distance of multi-family housing units
14) All commercial lighting shall be designed installed and operated with sensitivity to the surrounding context to avoid adverse impacts
15) Specific site planning review may be accomplished through various tools such as Site Plan Approval, Development Agreements, or Planned Development Overlay zoning.

6.4 Parks and Open Space Policies

6.4.1 Purpose

The purpose of the Parks and Open Space Areas is to provide for the dedication of park land and the preservation of selected natural areas in order to meet the active and passive recreational needs of the community, contributing to wellness and active living of new and existing residents.

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In order to provide a balance between active and passive recreation and leisure areas that will meet the needs of the residents of the Ridgewood South Precinct and beyond, a variety of parks and open spaces will be provided. A key feature of the Precinct is intended to be a well-integrated system of paths and trails that provide opportunities for passive use and active transportation consistent with and linking into an established major east-west AT spine – the Harte trail. This Greenway Network is intended to complement the stormwater management system and will run through and may extend out to the edges of the neighbourhood, enhancing connectivity between larger parks, natural areas, and internal and adjacent neighbourhood activity areas and features.

In addition to linear parks, additional small park spaces will be provided to accommodate playgrounds and other unstructured play opportunities. These may be stand-alone parcels, or incorporated into the Greenway Network as 'window' parks.

To accommodate the size and anticipated population of this precinct, additional large tracts will be required for active park space. This plan anticipates at least one active park site to accommodate organized sports, including parking provisions. Given the existence of Marj Edey Park this is ideally located toward the westerly end of the precinct.

Natural areas are typically considered as part of the passive park complement, however given the extent and specific attention paid to this in the Ridgewood South Precinct planning this park type warrants particular consideration.

This plan includes reference to both the ESNL and an extensive biological inventory prepared by Native Plant Solutions, which describes which land types within the Precinct Area would be of most value for parkland dedication purposes. The policies in this plan combined with the major findings of these assessments should be used to provide guidance to all parties involved in the development process (e.g. landowners, advocacy groups, decision-makers etc.) in terms of what lands could be targeted for parkland dedication or acquisition purposes when subdivision and rezoning applications are considered.

While the studies do note a diversity of plant and animal species that are present within Ridgewood South, the studies also note that there are no habitats within the Precinct that are unique in the Manitoba context that would otherwise be considered for protection. There were also no federally identified or protected species (i.e. 'Threatened' or 'Endangered' species under the Species at Risk Act) detected within the precinct during these studies. Notwithstanding these notes, the studies identify that some lands are of higher quality than others in terms of their relative ecological quality within the Precinct itself and the surrounding area.

The City of Winnipeg Charter allows for the City of Winnipeg to acquire a minimum of 10% of any lands considered for subdivision or rezoning for the purposes of parkland dedication, or to request cash in lieu of such land dedication.

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In the event that additional lands within the Ridgewood South Precinct are pursued for preservation purposes by other means (purchase, donation, land swap, etc.) the policies in this section together with the referenced documents[1] are also meant to provide guidance for such a pursuit.

6.4.2 General Park Policies

1) The park system within the overall Precinct shall provide residents of the Ridgewood South and beyond with:
    i. Active recreation opportunities – sports fields;
    ii. Passive recreation and leisure opportunities including, small park spaces (e.g. playgrounds, picnic/sitting/nature areas) and linear park corridors (walking, cycling etc.);
    iii. Adding greenspace adjacent to the Harte Trail;
    iv. Preservation and enhancement of existing natural areas for passive and interpretive opportunities
2) The park system shall enable a variety of experiences and year-round activities
3) Size, orientation, configuration and location of parks shall be appropriate for the intended use, and determined in consideration of establishing an equitable distribution of park areas throughout the neighbourhood
4) Parks should be planned in consideration of passive surveillance through site configuration, placement of access points, amount of frontage and sightlines as a method of improving safely
5) Parks shall incorporate principles of sustainable landscapes, which may include but are not limited to naturalized plantings and low maintenance vegetation.
6) New parks shall meet the Accessibility Design Standards of the City of Winnipeg
7) Public access shall be provided to all naturalized lakes/retention ponds and significant existing public forest cover areas, provided that such access is not contrary to the integrity of the natural area
8) The design of parks, pathways and lakes should include consideration to local heritage wherever possible
9) If public parks are named in subdivision plans, site signage or other relevant documents or signs, such names shall be chosen from the Charleswood Historical Names List as provided by the Charleswood Historical Society or its successor

[1] Other references include *Ridgewood South Precinct Biological Land Inventory and Recommendations* (2012), *Report on Breeding Birds Survey in Ridgewood Precinct* (2012), and other documents as made available to the City of Winnipeg.

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6.4.3 Greenway Network

1) Subdivision designs within the Precinct shall include provisions for integrated park spaces linked by continuous pathways and forming a Greenway Network (as conceptually illustrated on Figure 6). This will serve to connect neighbourhoods and other community features such as the Harte Trail, existing and new parks, nearby schools and retained natural areas, wherever possible. The Greenway Network shall be designed with consideration to the following principles:"

    i. "An east-west Greenway Network shall be established connecting sub-areas 1 – 6 generally mid-way through each sub-area from north to south, and providing at least one pathway connection from the Greenway Network within each of sub-areas 1-11 to the Harte Trail".

    ii. The Greenway Network should be designed to discourage people or animal movements across the CNR Subdivision rail line, Wilkes Avenue or PTH100 unless suitable crossing provisions are incorporated into the design

    iii. The Greenway Network should be located such that a majority of dwellings are within a 400 metre radius of the Greenway Network

    iv. Where feasible, the Greenway Network should be designed to minimize the number of street crossings and create or form part of a looped pedestrian network through the neighbourhood

    v. The Greenway Network shall serve as a connection to adjacent neighbourhoods and the active transportation network

    vi. Natural areas that serve as end points (i.e. 'patches') to Greenway Network should be of sufficient size to generally accommodate use by a variety of animal species

    vii. Pathway road crossings should be at right angles to the road they are crossing, and/or ensure their placement can ensure clear site lines between driver and pedestrian and shall be directly aligned from each other across the road

6.4.4 Recreational Pathways Policies

1) Recreational pathway locations are conceptually illustrated on Figure 6 and Figure 7.

2) Subdivision designs within the precinct shall include provision of pathways generally located within the Greenway Network as outlined in Section 6.4.3 of this plan

3) Recreational pathways should connect land uses throughout each neighbourhood and provide passive recreation, walking and cycling opportunities for residents, employees and other visitors to the neighbourhood

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4) Recreation pathways should be located within or integrated with the parks, natural areas, stormwater impoundment areas, and the Harte trail, connect with the pathway system, local sidewalks and bicycle facilities within and beyond the community and be provided in accordance with Section 6.1.2 (8) of this Plan
5) The Harte Trail shall be protected and enhanced wherever possible as a naturalized pedestrian route
6) Stormwater retention facilities should provide a connected pathway along one side of the water area
7) Recreational pathway surfacing shall be appropriate to the context as determined, in consideration of City guidelines and standards, at the Development application stage

6.4.5 Active and Passive Parks

1) As part of the parkland dedication requirements for each Sub-Area, Sub-Areas 1, 2, 5, 7 and 9 shall each include at least one small, passive park space between 0.5 and 1 acre in size and in a location satisfactory to the City of Winnipeg
2) Sub-areas 3 and 4 shall each include a 2-3 acre active park
3) The active park area requirement for areas 3 and 4 as outlined in 6.4.2(3) may be combined to create a single 4-5 acre active park in either one of the two areas
4) Active parks should be located such that it is reasonably central within the sub-area and is accessible via the linear park network illustrated in Figure 6.
5) Active park sites should be generally associated with the linear park system or accessible by path or sidewalks.

6.4.6 Natural Areas

1) The "Ridgewood South Natural Areas Priority Evaluation - Background Report" shall be recognized as a companion document to the Precinct Plan and shall inform the long term decision making associated with all future development applications within the Ridgewood South Precinct boundaries, in an effort to focus preservation efforts on the highest ranking habitat areas
    i. ESNL assessments shall be undertaken at the time of Development Application and efforts shall be made to preserve those areas of highest preservation ranking identified by the above referenced background report, and reconfirmed through ESNL
2) If additional natural areas over and above normal land dedication amounts are to be preserved, these must be done through other methods (e.g. vegetation easement, purchase) as recommended by the above referenced background report

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3) Pathway development within natural areas should be planned in consultation with the City Naturalist and constructed in such a manner that minimizes impact to natural features while providing an interesting and scenic route

4) Developers may be required to install interpretive signage along pathways to promote the importance of protecting natural areas or species, or signage related to pathways within the precinct

6.4.7 Parkland Dedication Policies

1) Dedication of lands for parks shall be in accordance with the City of Winnipeg Development Agreement Parameters or similar agreements adopted by the City of Winnipeg Council

2) The selection of existing natural areas for parkland dedication purposes shall give consideration to the types of landscapes / habitats that are represented within the overall precinct, such that a variety of types of landscapes / habitats (e.g. forest cover, grassland, wetland) are either preserved or newly created to acceptable standards within the overall precinct area

3) In recognition that some sub-areas within the precinct will have more higher quality natural areas than others, the City of Winnipeg may apply surplus parkland dedication requirements from one sub-area of the precinct for use in other sub-areas within the precinct via the City of Winnipeg parkland dedication fund or other such mechanism

4) The selection of natural areas for parkland dedication purposes shall give consideration to all available scientific reports regarding items of ecological value within the Precinct, including but not necessarily limited to the *Ridgewood South Precinct Biological Inventory –Scientific Report, and Ridgewood South Precinct Biological Inventory – Habitat and Species Recommendations*

5) Should any of the existing park sites within the planned area be decreased in size as a result of the precinct area development, a compensating area of land shall be set aside, to the satisfaction of the Director of Public Works, the provision of which shall be cost shared proportionally by all developers

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6.5 School Site Policies

6.5.1 Purpose

During the preparation of this plan the Public Schools Finance Board (PSFB) and the Pembina Trails School Division (PTSD) determined that no school sites would be required within the precinct due to the substantial enrolment capacity of existing schools. Should circumstances change, the policies within this section will provide guidance for the potential selection of school sites within the precinct.

6.5.2 School Site Policies

1) A school site shall have frontage on a collector street with direct transit access in addition to at least one boundary of the property fronting on an adjacent or parallel street to facilitate adequate frontage for safe pick up and drop off zones, school bus loop, and staff and visitor parking
2) Sites selected for Early Learning through Grade 8 schools (that may include day care facilities) shall be of a size consistent with any required legislation or city policy.

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7.0 TRANSPORTATION POLICIES

7.1 Roadway Policies

7.1.1 Purpose

The purpose of these policies is to provide for a road network that is functional, safe and efficient. The road network bordering Ridgewood South consists of a future expressway, arterial roads, collector roads and local roads, which provide access to both the existing and future community, to the greater Charleswood area, and to the City at large. The collector road network is illustrated in Figure 7 – Transportation Policy Map. This Figure shows arterial roads and collector roads only – local roads and public lanes will be planned at the Development Application stage.

7.1.2 Roads Policies

1) Right-of-way requirements for expressways, arterials, collectors, and local roads should be further refined at the development application stage
2) Direct private access to expressways and arterial roads will not be allowed
3) Residential development adjacent to major arterial roads should incorporate appropriate sound attenuation measures as outlined in the Development Agreement Parameters
4) The design of the internal road network should provide for the following:
    i. convenient connections and multiple choices to origin/destination points within the community;
    ii. walkway connections between streets, to assist in meeting transit coverage requirements;
    iii. local streets shall be for the use of motorized vehicles, cyclists and pedestrians; sidewalks will be provided in accordance with the Transportation Standards Manual, except in the case where front driveways are provided for single-family or two family homes;
    iv. collector streets shall be for the use of motorized vehicles including buses and for cyclists, and shall have sidewalks on both sides of the street; and
    v. transit routes that are efficient
5) Naming of new roads and pathways within the precinct should give consideration to local heritage in consultation with any relevant community groups
6) A minimum of 50% of new streets legally opened within each sub-area, and in no case not less than one street, shall be chosen from the Charleswood Historical Names List as provided by the Charleswood Historical Society or its successor

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7) The roadway layout illustrated in Figure 7 is considered precise with respect to required street connections and closures, however the exact alignment of streets is to be determined at the Development Application stage

7.2 Transit Policies

1) Transit stops shall be located so as to:
   i. serve higher density residential development, activity nodes such as the regional recreation facilities and commercial areas
   ii. provide convenient transit service
   iii. achieve minimum walking distance requirements
2) Transit service shall be provided by the City of Winnipeg when demand warrants it, with bus stops located within a maximum 400 meter (1312 feet) walking distance of most homes

7.3 Pedestrian and Cycling Facility Policies

1) Subdivision applications shall clearly identify all pedestrian and cycling facilities to demonstrate pedestrian and cycling connectivity within and beyond the subdivision area including the relationship to the greenway network and recreational pathways
2) Recreational pathways and sidewalks shall include the following;
   i. short, convenient, and direct connections to activity nodes such as Varsity View Sportsplex
   ii. connections to the regional pathway systems including the Harte Trail
   iii. linkages for local destination points such as schools, commercial areas or recreation facilities
   iv. access to transit routes
3) Roadway, pedestrian facility and cycling facility connections should be designed for easy and direct access to community focal points
4) New vehicular crossings of the Harte Trail should be minimized to the greatest extent feasible
5) Pathways should be built in such a manner that they are accessible and usable for the majority of the year
6) Cycling facilities shall be provided as follows:
   i. Two lane collector roads shall be of a standard width to accommodate standard 1.5m wide bike lanes, one in each direction of travel.

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ii. Arterial roads shall include a dedicated off-street bicycle pathway designed to meet the Accessibility Design Standards for the City of Winnipeg.

7) All new recreational pathways and sidewalks shall meet the Accessibility Design Standards for the City of Winnipeg.

7.4 Development Buffering Policies

7.4.1 Purpose

The purpose of these policies is to provide guidance for minimizing the potential impact of the existing CN Mainline, PTH100, and the planned extension of the William R. Clement Parkway on existing and planned development.

7.4.2 Development Buffering Policies

1) Noise attenuation for development adjacent to the CN Rivers Mainline shall be reviewed at the development application stage.

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8.0 Land Drainage, Wastewater and Water Servicing

8.1.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to serve urban development throughout the community. The servicing concept for the precinct area is illustrated in Figure 8. Any development within the precinct will need to be fully serviced with paved streets, piped municipal utilities (water, sanitary sewer, and stormwater) as well as shallow utilities (gas, electrical, telecommunications). Utilities will need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of utility services through the development. Utility alignments will be identified at the Development Agreement Stage and confirmed prior to or during construction drawing approval.

8.1.2 Servicing Infrastructure Policies

1) All new developments shall be serviced with paved streets, piped municipal water, wastewater sewer and stormwater facilities, including drainage lakes as required
2) The alignment and capacity of streets, water distribution mains, wastewater sewer trunks and stormwater sewers shall be based on servicing studies and analysis to the satisfaction of the City of Winnipeg
3) Where required, utility rights-of-way and easements shall be negotiated to accommodate the agency/company and property owners
4) Where required by the City of Winnipeg, utility rights-of-way and easements, public utility lots and road rights-of-way may be pre-dedicated or registered across undeveloped land to facilitate orderly and sequential land development
5) Linear creeks and retention ponds shall be designed to acceptable City of Winnipeg criteria and retention ponds shall be designed as naturalized wetlands

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9.0 COST SHARING POLICIES

9.1.1 Purpose

The purpose of these policies is to ensure that the burden of the overall infrastructure requirements within the precinct is shared equitably amongst landowners within the precinct.

9.1.2 Cost Sharing Policies

1) Development applications may require land dedication for road rights-of-way, naturalized linear creeks/retention ponds, parks, open space, and natural areas. The following policies outline the principles for cost sharing of land dedication:
    i. Land required for any arterial roads in Ridgewood South is considered as a cost of the development of these roads
    ii. Land required for impoundment and retention ponds is included as a cost of the Trunk Service Rate (TSR)
2) Cost sharing agreements may be required between developers/landowners for internal services if there are mutual benefits
3) Cost sharing arrangements for major collector and arterial roads shall be accomplished through the development of a transportation area charge which shall be administered by the City of Winnipeg
4) The transportation area charge should be reviewed at every major phase of development within Ridgewood South and the area charge shall be updated annually.
5) Cost sharing arrangements for professional fees related to the preparation of this precinct plan will be accomplished through the development of an area charge which shall be administered by the City of Winnipeg
6) The land drainage systems including impoundment areas are a developer/ landowner responsibility with the total cost of the systems charged to the benefitting area at a uniform TSR charge on a per hectare/acre basis
7) The installation and costs of the internal services of each subdivision area shall be the responsibility of the developer/landowner including local streets, local wastewater sewers, watermains and land drainage sewers

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10.0 PHASING POLICIES

10.1 Purpose

Phasing will largely be driven by market conditions and by the extension of municipal services. The purpose of these policies is to provide for certainty that major infrastructure is appropriately established as development proceeds. The phasing plan for Ridgewood South is illustrated in Figure 9 – Phasing Policy Map. Development phasing within the precinct is primarily based on land drainage requirements and roadway infrastructure requirements on a sub-area basis.

10.2 Phasing Policies

1) Phasing for development of each Sub-Area within the precinct shall be in keeping with the constraints as outlined on Figure 9 – Phasing Policy Map:
    i. Areas shown as yellow in colour can be serviced independent of other precinct sub-areas with minor extension of external services
    ii. Areas shown as brown in colour can be serviced independent of other precinct sub-areas with major extension of external services
    iii. Areas shown as pink in colour cannot be serviced independent of other precinct sub-areas because of land drainage trunk system routing
    iv. Areas shown as blue in colour cannot be serviced independent of other precinct sub-areas because of both land drainage trunk system requirements and wastewater sewer sub-trunk routing
2) The phasing constraints outlined in Section 9.2(1) and illustrated on Figure 9 of this plan can be revised subject to detailed technical analysis to the satisfaction of the Director of Water and Waste (City of Winnipeg)
3) A detailed phasing plan and traffic study for each Sub-Area shall be submitted at the time of the first Development Application in each Sub-Area, which shall assist in determining the transportation infrastructure required for each stage of development
4) The initial development application for the Ridgewood South Precinct should include a plan for right-of-way acquisition for two purposes:
    i. To accommodate a collector street running between Charleswood Road and Fairmont Road, which will facilitate traffic movement from the Precinct directly to the William R. Clement Parkway
    ii. to accommodate a trunk wastewater sewer to be connected to the Charleswood Road interceptor sewer
5) Ridgewood South transportation and servicing area charges shall be reviewed at every major phase of development

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11.0 DEVELOPMENT APPLICATION POLICIES

11.1 Purpose

The purpose of these policies is to guide development applications within the Ridgewood South Precinct Plan.

11.2 Development Application Policies

1) Development applications for subdivision, rezoning, or development permits for individual properties shall be processed by the City of Winnipeg and evaluated in terms of this Precinct Plan
2) Individual applications shall include a concept plan for adjacent properties that demonstrates how the design can be integrated within the overall Precinct Plan layout, including the integration of pedestrian and cycling facilities to other facilities beyond the application area
3) Consultation with adjacent landowners and the general public should be undertaken prior to the submission of any development applications
4) The development application review process for natural areas shall be in accordance with the ESNL Strategy as follows:
    i. The area shall be assessed to determine if a significant natural area exists
    ii. The City shall assess whether the area should be protected
    iii. If the site is deemed worthy of protection by City authorities, all options will be considered in cooperation with the developer/landowner of the land including conservation easements, charitable donation, acquisition through outright purchase, land exchange or land dedication
5) Land acquired by the City shall be zoned as *Parks and Recreation*

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12.0 INTERPRETATION

12.1 General Definitions

The following general definitions shall apply:

(1) **Active Transportation** means any human-powered mode of transportation such as cycling, walking and skiing.

(2) **Approving Authority** means the City of Winnipeg or the Municipal Board, as the case may be.

(3) **Collector Roads** collect and distribute traffic between residential local streets and arterial streets. They also provide land access in residential areas. Passenger vehicles, delivery trucks and buses are accommodated. Direct access to adjacent properties is allowed for commercial and multi-family developments subject to traffic and design considerations. Front drives are not allowed for low density residential developments fronting residential collectors; in these cases a back lane or frontage road is required for direct property access. Residential collector streets may intersect with arterials, other collectors and residential local streets.

(4) **Commercial Use** means the use of land, buildings or structures for the purpose of selling goods and services to the final consumer, and includes the storage of merchandise on or about the premises in quantities sufficient to supply the establishment and may include, but is not limited to grocery stores, department stores, restaurants, automotive repair centres, entertainment facilities, and financial institutions in accordance with the Zoning By-Law.

(5) **Community** means a logical, physical and social planning area, which is predominately residential in character, defined by significant natural or man-made features and containing an adequate population base to support schools, parks and community facilities necessary to serve the residents.

(6) **Community Committee** means the Assiniboia Community Committee, a committee comprised of the City Councillors from the Assiniboia Community.

(7) **Council** means the Council of the City of Winnipeg.

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(8) **Expressways** accommodate large traffic volumes at high speeds and under relatively unimpeded flow conditions. Expressways are intended to serve longer trips including intra-urban travel and trips destined to major centers of activity. Expressways are full time truck routes. Direct access to adjacent lands is prohibited. Only four-lane streets or higher classification intersect this type of facility. At a minimum, expressways feature a four-lane divided cross-section. Signalized intersections are widely spaced (a minimum of 800 metres between intersections). Traffic volumes are greater than 20,000 vehicles per day.

(9) **Greenway Network** means a system of active, passive, and linear parks (often associated with stormwater retention basins) and natural areas, linked by a contiguous pathway that serves not just to connect the various park areas but facilitates and promotes pedestrian access to between neighbourhoods, activity areas and features, within and beyond the precinct area."

(10) **Gross Area** means the total area of land contained within the property lines of a site.

(11) **Gross Developable Area** (GDA) for the purpose of calculating density means the gross area of the Precinct, excluding; expressways, arterials, commercial lands, lakes and lake impoundment areas, and any lands owned by the City of Winnipeg.

(12) **Institutional Use** means the use of land, buildings or structures for the purpose of religious, charitable, education, health, welfare or correctional activities and may include, but is not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, reformatory or correctional facilities, medical clinics, cemeteries, and daycare centres in accordance with the Zoning By-Law.

(13) **Local Roads** provide direct access to properties in residential areas. Passenger vehicles, delivery trucks, cyclists and pedestrians are accommodated.

(14) **Major Arterial Roads** carry large traffic volumes and connect large development areas including major residential areas, the central business district, regional shopping centres, large industrial and commercial areas and other major activity areas. Generally, major arterials are full time truck routes. Direct access to adjacent properties is normally controlled or limited. At a minimum, all major arterials feature a four-lane divided cross-section. Traffic signals are used to control intersections. Typical traffic volumes are greater than 20,000 vehicles per day.

(15) **Minor Arterial Roads** carry slightly lower traffic volumes than major arterials and augment the major arterial system by connecting residential, employment, shopping and recreational areas. Minor arterials may be designated as full time or part time truck routes. Typically, minor arterials have a four-lane cross-section. Typical traffic volumes are up to 20,000 vehicles per day.

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(16) **Multi-Family Residential Use** means a residential building containing two or more dwelling units and includes a semi-detached dwelling, a duplex, a townhouse and an apartment in accordance with the Zoning By-Law.

(17) **Naturalized Wetlands** means a retention pond that is designed to function as a natural wetland by using planting and landscape forms that are native to the region.

(18) **Net Developable Area** means the gross developable area of a site excluding any public road rights-of-way, reserve land or public utility lots.

(19) **Office Use** means the use of land, buildings or structures for the purpose of conducting executive, professional, research, administrative or similar affairs of business including ancillary services for office workers, and may include, but is not limited to, administrative offices, consultations offices and research offices in accordance with the Zoning By-Law.

(20) **Parkland** means land used for public parks and open space.

(21) **Public Use** means the use of land, buildings or structures for the purpose of accommodating public or quasi-public services, utilities or facilities and may include, but is not limited to, essential public services, municipal utilities and public facilities in accordance with the Zoning By-Law.

(22) **Recreational Use** means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds in accordance with the Zoning By-Law.

(23) **Residential Use** means the use of land, buildings or structures for a residential purpose and may include, but is not limited to, single-detached dwellings, mobile homes, semi-detached dwellings, duplex dwellings, townhouses, apartments and secondary dwellings in accordance with the Zoning By-Law.

(24) **Vegetation Easement** means an area of privately owned land within which development is not allowed and the existing vegetation is legally protected.

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Precinct Q Location

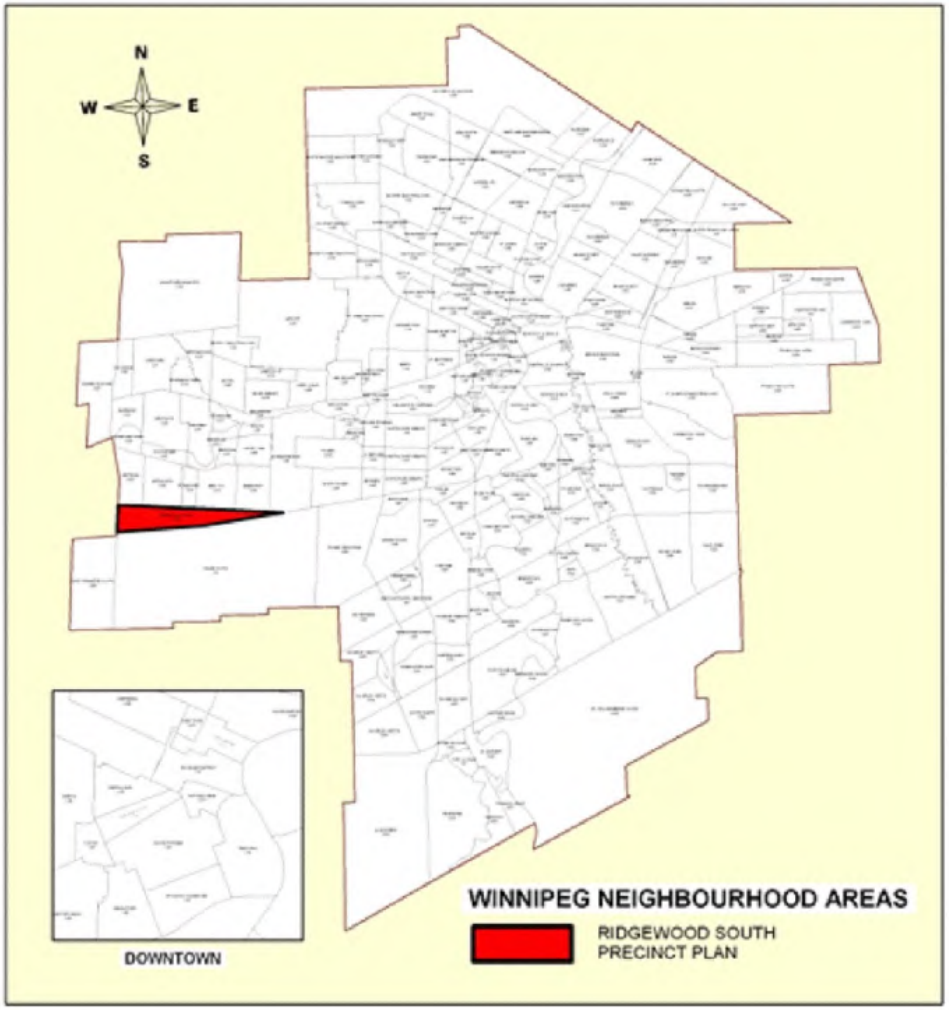

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Figure 1

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OurWinnipeg - Urban Structure

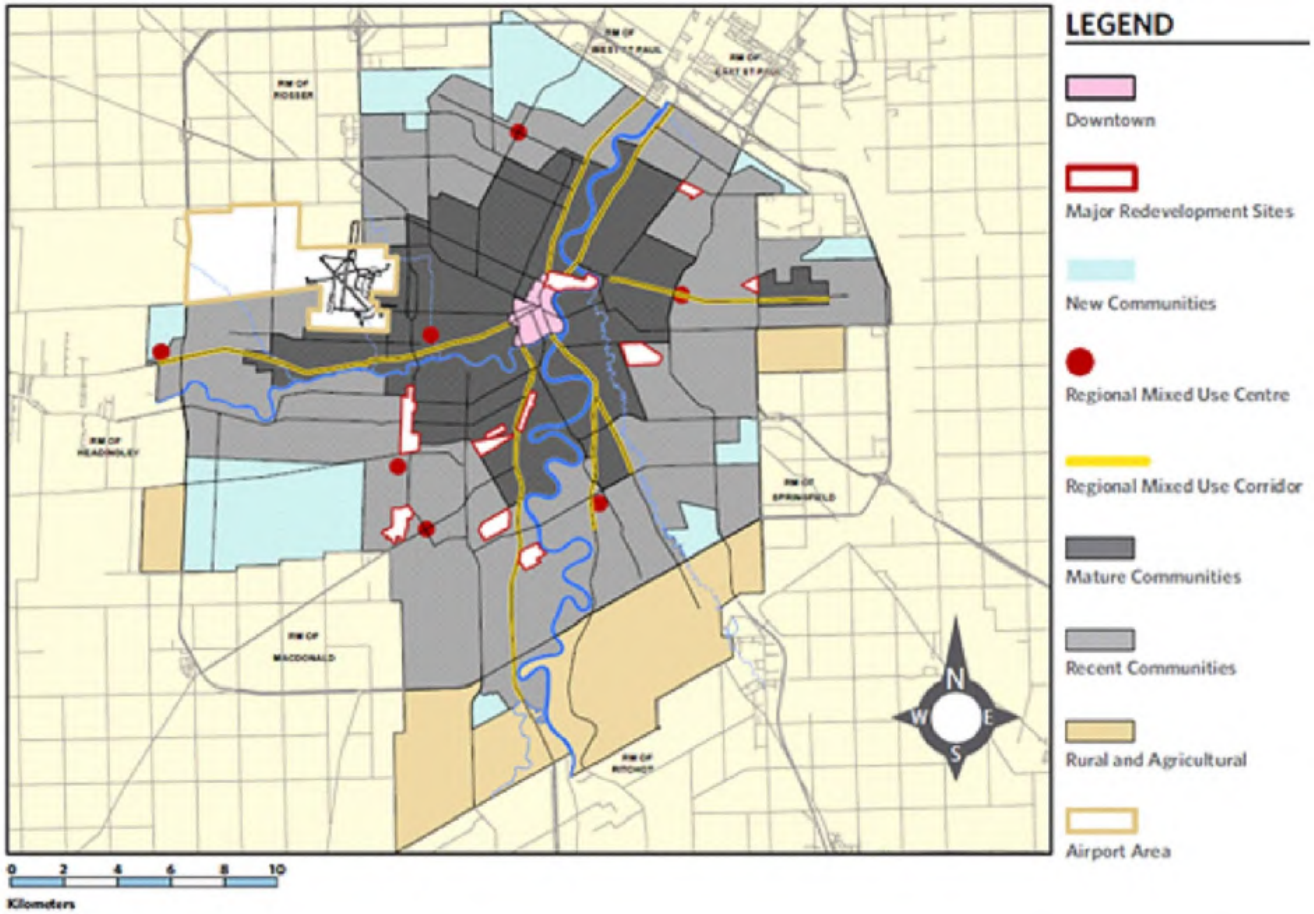

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Figure 2

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Precinct Q Boundaries

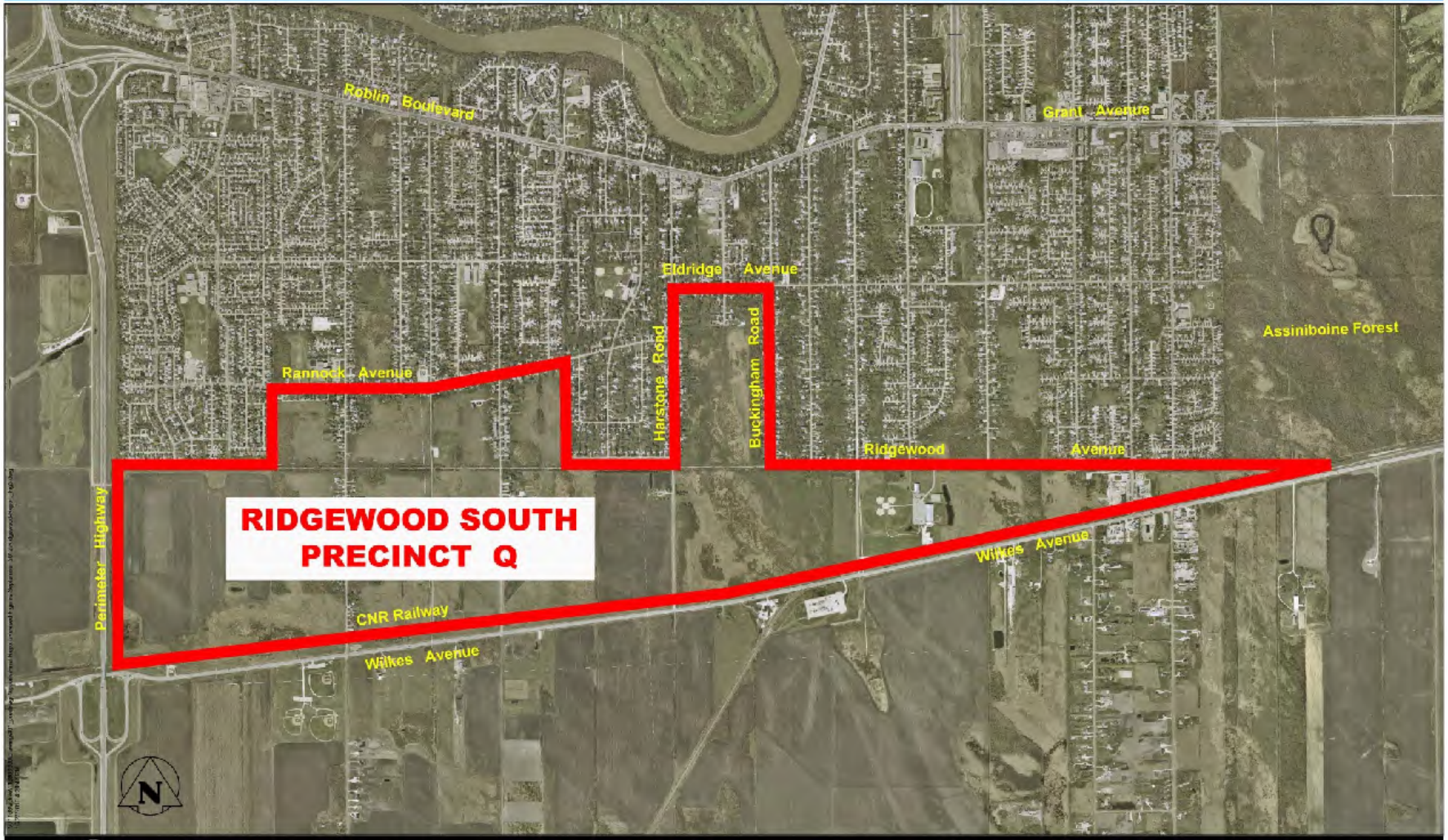

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Figure 3

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Precinct Q Sub-Areas

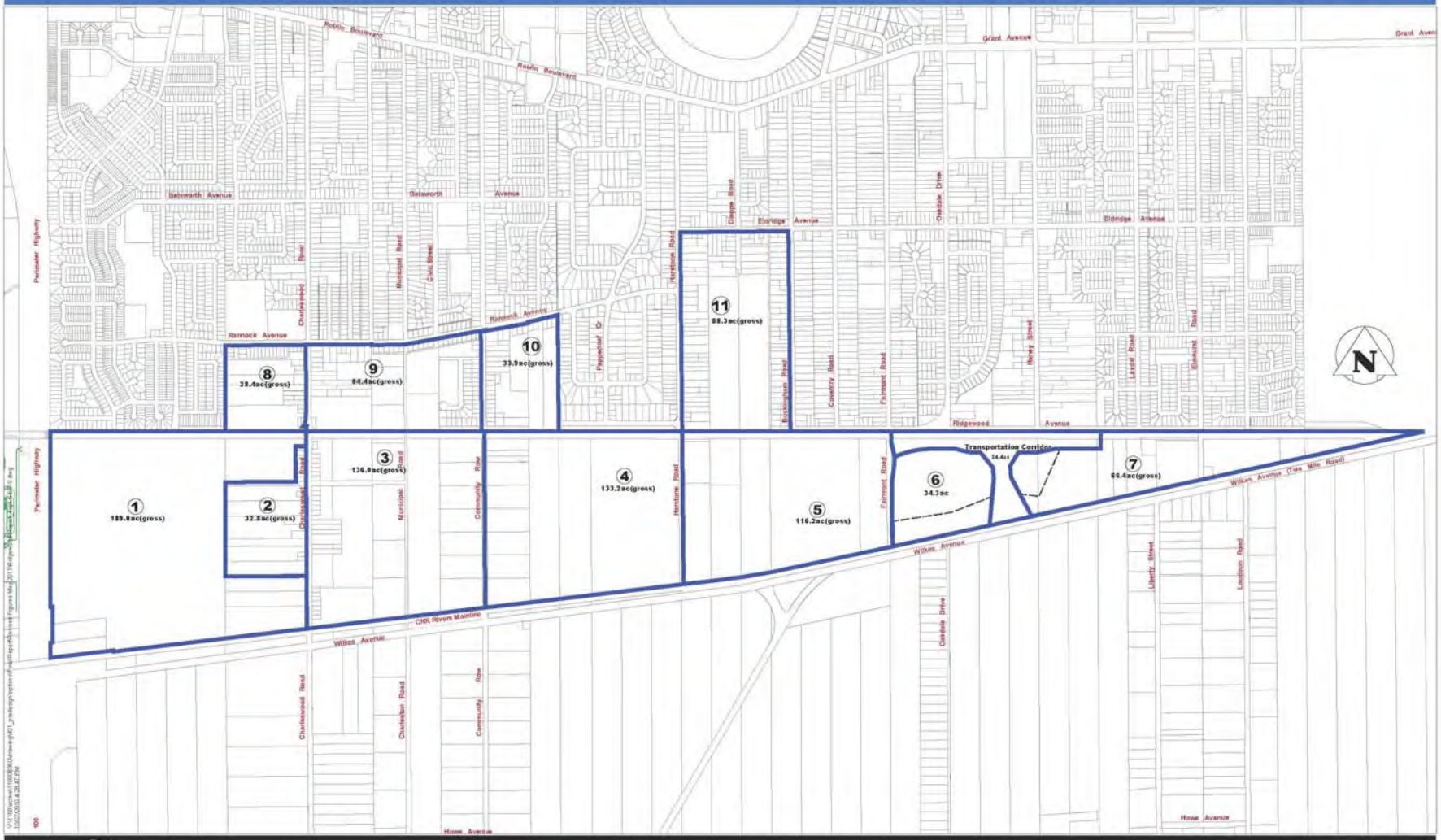

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Figure 4

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Land Use Policy Map

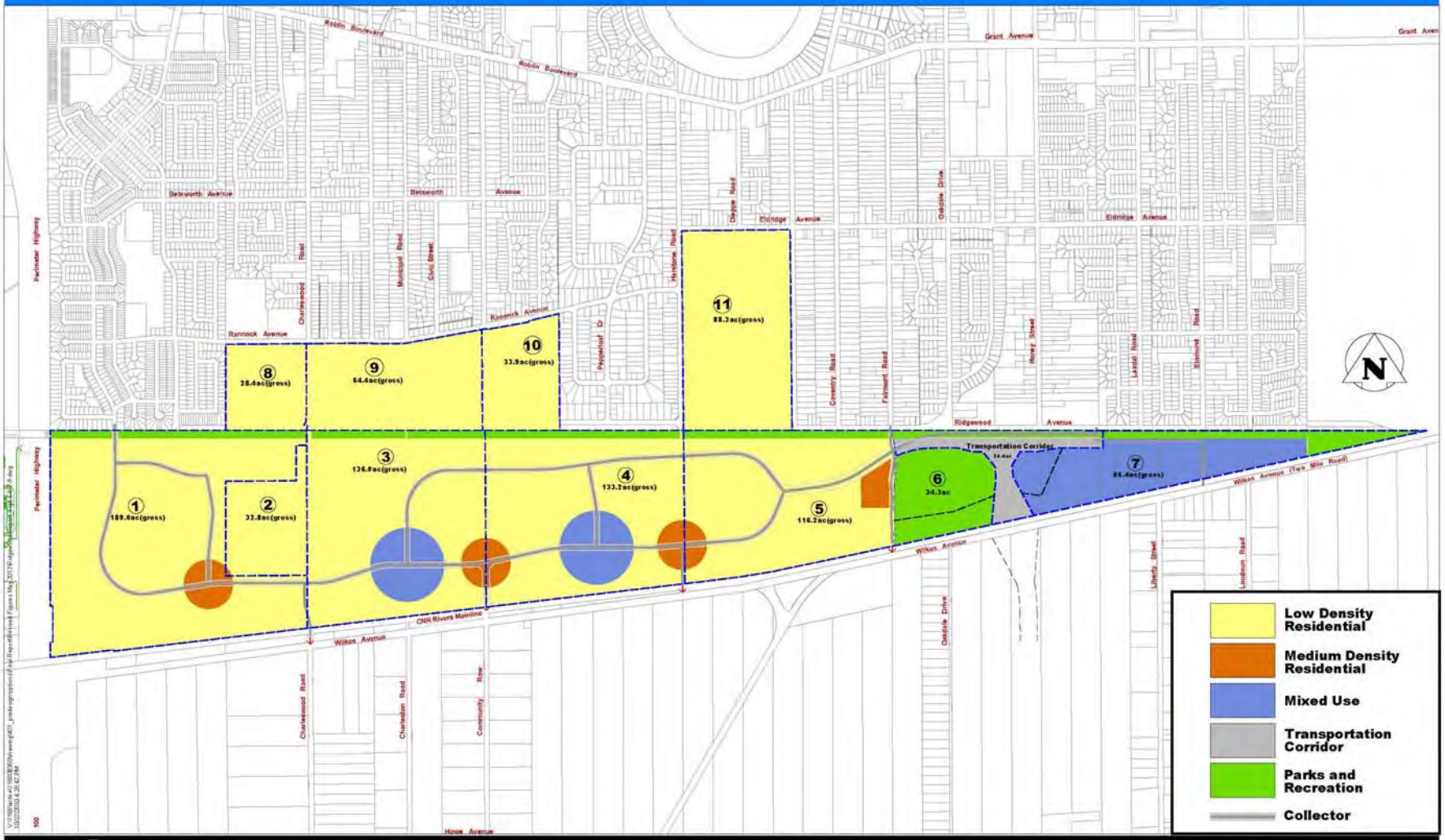

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Figure 5

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Greenway Network Policy Map

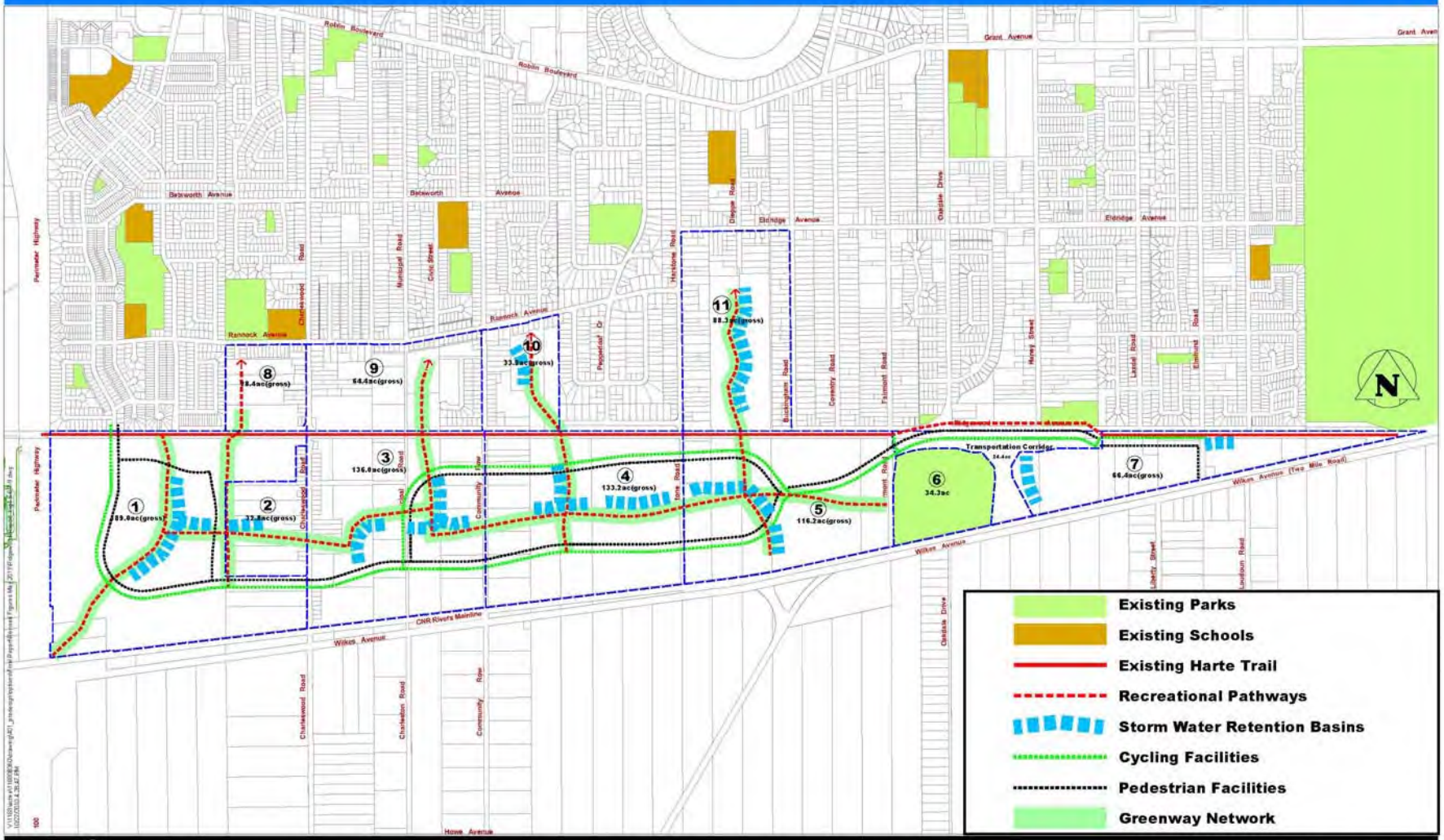

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Figure 6

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Transportation Policy Map

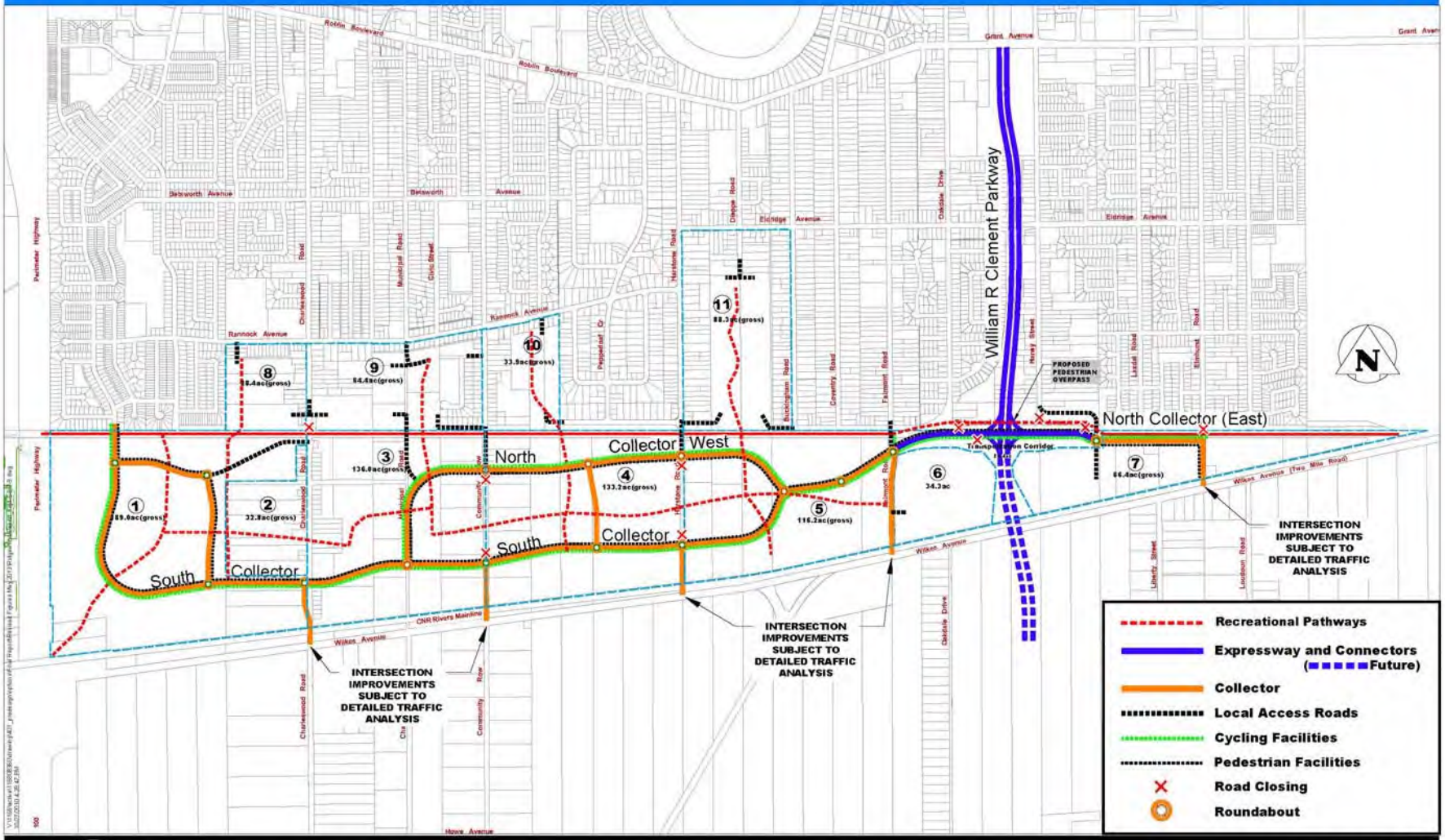

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Figure 7

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Servicing Policy Map

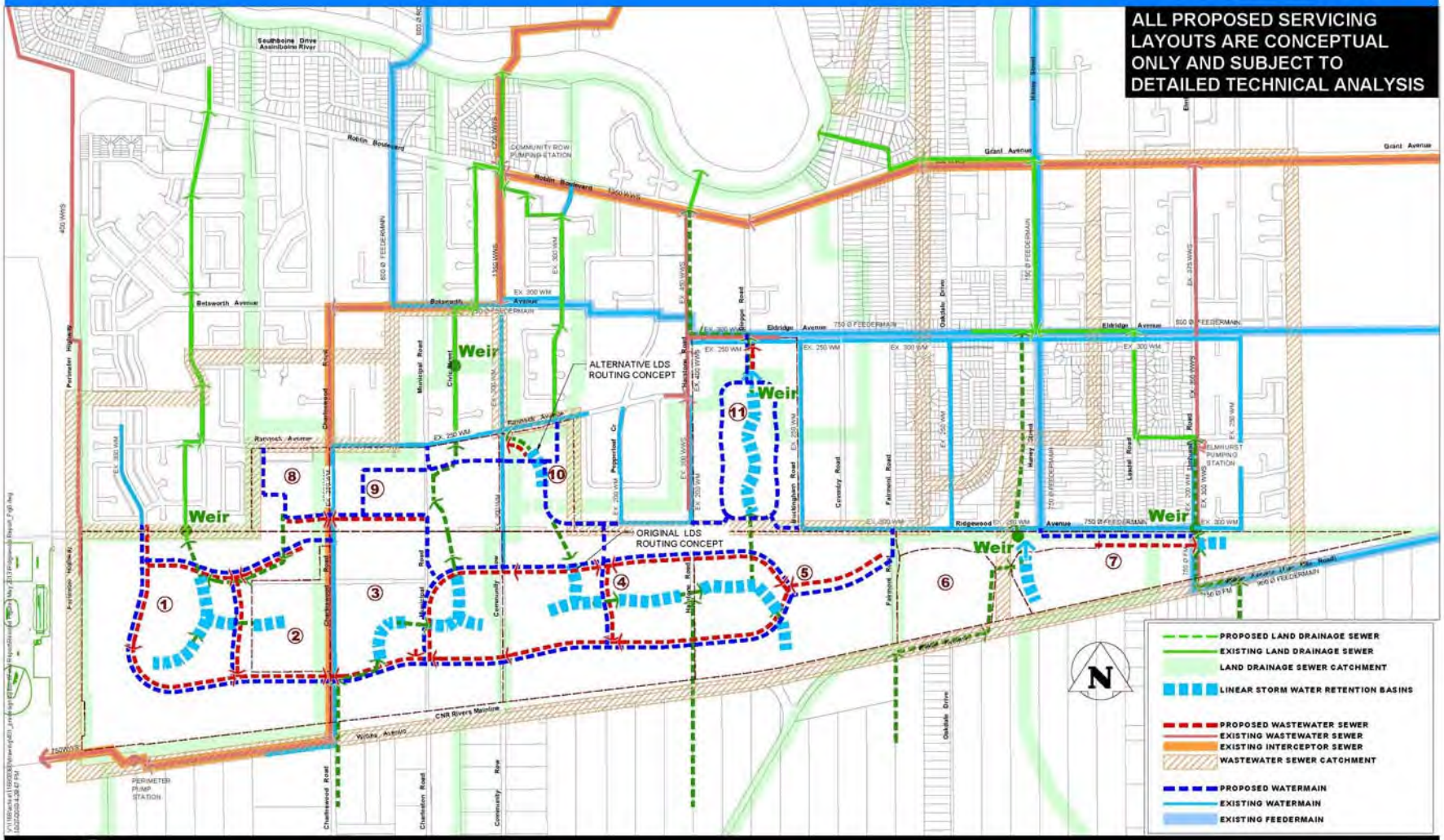

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Figure 8

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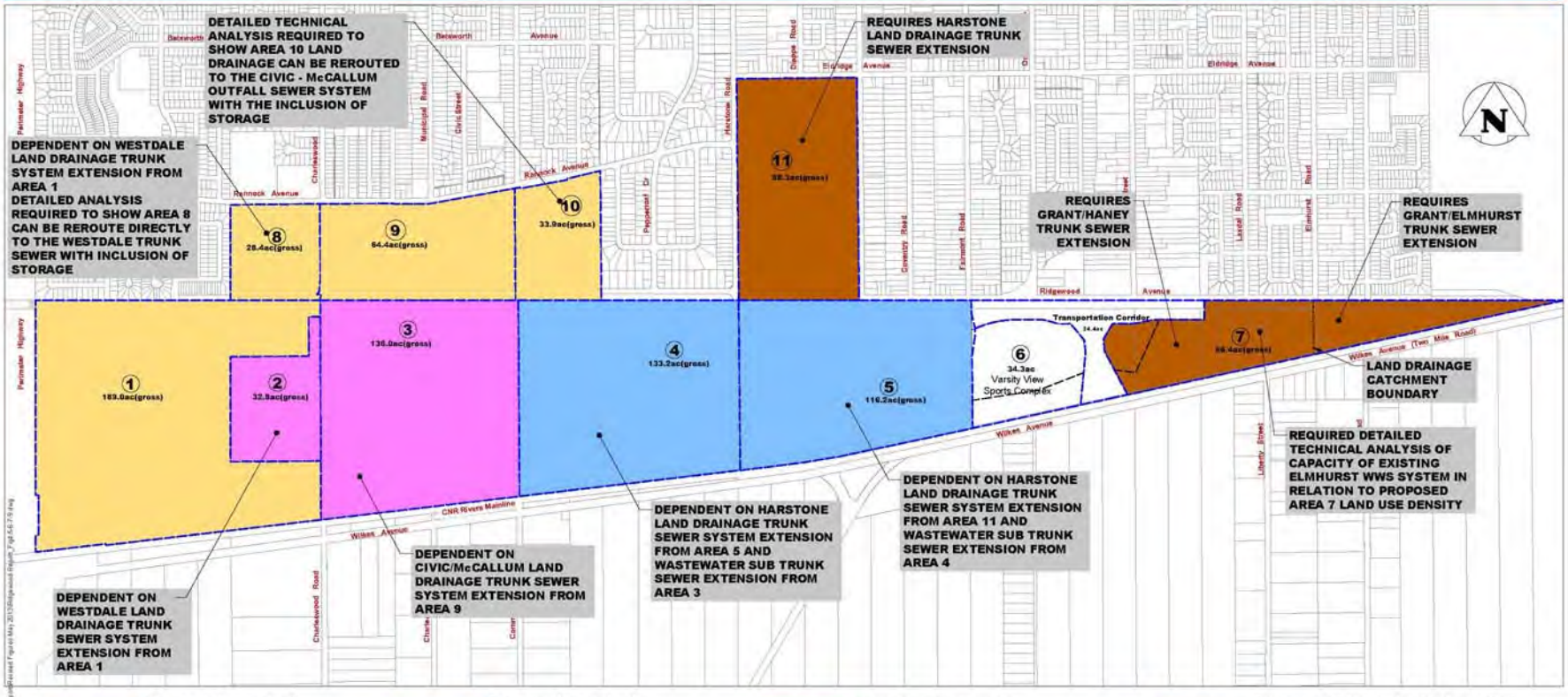
Phasing Policy Map



Areas can be serviced independent of other precinct areas with minor extension of external services

Areas can be serviced independent of other precinct areas with major extension of external services

Areas cannot be serviced independent of other precinct areas because of land drainage trunk system routing

Areas cannot be serviced independent of other precinct areas because of land drainage trunk system and wastewater sewer sub trunk routing

NOTE:
- DEVELOPMENT OF ALL PRECINCT AREAS SUBJECT TO DETAILED TRAFFIC ANALYSIS AND LOT PRODUCTION LIMITS TO MATCH AVAILABLE ROAD CAPACITY - TO BE PROVIDED PRIMARILY BY THE WILLIAM R CLEMENT PARKWAY EXTENSION AND COLLECTOR ROAD SYSTEM.
- DETAILED TECHNICAL ANALYSIS MAY SHOW THAT IT IS FEASIBLE TO ADJUST LAND DRAINAGE CATCHMENT BOUNDARIES TO REVISE THE SEQUENCE OF PRECINCT AREA DEVELOPMENT

Stantec

Landmark Planning & Design Inc.

Figure 9

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This is Exhibit 26 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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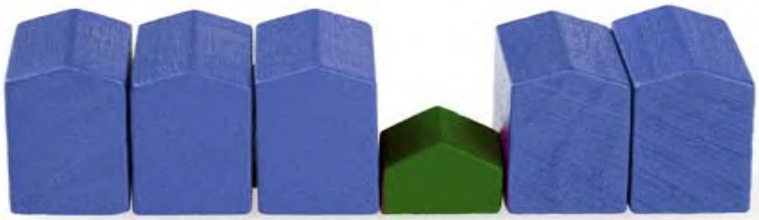
Deloitte.

Qualico Communities
Cost/Benefit Analysis: Ridgewood Community



September 18, 2012

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We will:

- **make** and meet our commitments to you
- **understand** your business and what is important to you
- **provide** value and build trust through technical competence and consistent results
- **demonstrate** professionalism through effective interaction and communications
- provide a **no surprises** experience

We invite you to assess our performance against these principles through our Client Feedback process.

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Private and confidential

September 18th, 2012

Mr. Ravi Joshi
Qualico Communities
One Dr. David Friesen Drive
Winnipeg, Manitoba
R3X 0G8

Dear Ravi:

Re: Cost/Benefit Analysis - Ridgewood Community

We are pleased to provide you with our findings regarding the financial and economic implications of the proposed Ridgewood Precinct. Key findings include:

- Based on the findings of the Precinct Planning study process that is currently underway the only major off-site servicing cost that is primarily attributable to the development of the Precinct is the extension of the Harstone Trunk Sewer.
- It is anticipated that the City will be required fund $2.6 million of the $14.7 million required to undertake the extension of the Harstone Trunk Sewer and other trunk sewer extensions. These capital projects will benefit a broader area extending beyond the immediate Precinct boundaries, providing gravity land drainage capacity for the existing built-up area of Charleswood, located north of the retention drainage boundary.
- The City's $2.6 million contribution towards the extension of the Harstone Trunk Sewer extension will trigger significant private sector investment in infrastructure, site development and construction exceeding $1 billion.
- The combined public and private sector investment will generate approximately 4,470 person-years of direct employment and 5,240 person years of indirect employment.
- The findings of our fiscal impact analysis indicate that the Ridgewood Precinct is viable and financially beneficial to the City. The residual cash flows generated by the Precinct will provide the City with $54.0 in present value terms that can be used to fund other major city projects, including the West Clement Parkway extension and related transportation improvements.

Thank you for retaining us to undertake this work. Please do not hesitate to contact me if you have any questions.

Sincerely,

Richard Olfert
Partner, Audit

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Executive summary

Deloitte was retained by Qualico Communities to prepare a financial assessment for a proposed residential community located in the west end of Winnipeg. The proposed community, known as Ridgewood South, is comprised of approximately 821 acres (332 hectares) of gross developable land generally located immediately south of the Harte Trail in South Charleswood. The lands are currently the subject of a Precinct Planning Process which will establish a planning framework for a new residential community (herein referred to as "the Ridgewood Precinct"). The Ridgewood Precinct forms part of a larger area that has been identified as one of the locations for New Communities in the City's Plan, "Our Winnipeg".

Purpose and Objectives

A planning process led by Stantec and Landmark Planning and Design Inc. was initiated in May 2011 to prepare a Precinct Plan for the area. This report responds to Directive #2 in the *"Our Winnipeg: Complete Communities"* direction strategy which states that new communities will be identified through a planning process and identifies documents required to support the planning process for new community precincts. Among the documents identified is a cost/benefit analysis.

The City has experienced increasing population growth in recent years which has fuelled demand for new development and, as CMHC has observed, steady appreciation in new home sale prices. Population projections prepared by the Conference Board, which appear to be in-line with recently released Census data, anticipate an increase in the growth rate (from 0.8% / annum to 1.3% / annum) and a corresponding increase in absolute growth, increasing gradually from 6,000 new residents / annum to 8,800 in the longer-term (2031). Growth is expected to be fuelled by in-migration and, in particular, international migrants. Factors driving in-migration referenced by the Conference Board include sound employment prospects and relative housing affordability.

The focus of this report is to provide an overview of the potential financial benefits and costs to the City associated with the development of the Ridgewood Precinct. Benefits include the ongoing stream of property tax revenue and lot levy revenue, as well as one-time permits and fees related to the development approval phase. Other, broader public benefits include the significant up-front investment by landowners / developers, and the associated economic impact of this investment. Costs to the City include one-time contributions to fund required drainage improvements (including the Harstone Trunk Sewer extension), long-term capital costs associated with infrastructure renewal, and City operating costs associated with the provision of population-related City services.

Overview of benefits and costs

While the background planning and technical studies required to prepare the Precinct Plan are still underway, a preliminary estimate of the unit yield and mix contemplates 3,076 dwelling units, comprised of 2,676 single-detached homes and 400 higher density units, which we expect would be in the form of semi-detached or townhouse units. Development would also include other amenities, for example, neighbourhood commercial uses and parks. It is our understanding that the Ridgewood Precinct will be served by existing community facilities in the built-up area of Charleswood to the north, including schools, fire and ambulance and police and, as a result, the funding for such facilities within the Ridgewood Precinct will not be required.

We observe that certain of the capital projects considered in this report, including regional transportation linkages and trunk sewer extensions serve a much broader function which will extend well beyond the boundaries of the Ridgewood Community. Specifically, the extension of certain trunk sewers will provide services to the existing neighbourhoods immediately north of the Ridgewood Precinct and will also service the lands south of the Precinct, which will be developed over a much longer time-frame.

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The table below illustrates the estimated annual residential property tax revenue and lot levies at build-out, as well as one-time permits and fees generated during the development phase.

Ongoing and one-time revenue to City and School Division

Classification	Amount
Residential Property Tax	$8,653,680 / annum
School Division Tax (net of principal residence rebate)	$5,857,745 / annum
Frontage Levies	$534,750 / annum
Building Permit Fees	$1,329,680 (one-time)
Other Construction Permits	$1,630,990 (one-time)

The contributions of the City and the private sector (landowners / developers) towards funding major infrastructure required to service the Ridgewood Precinct are summarized below. The major infrastructure costs, which reflect proposed solutions identified through the Precinct Planning study process, include construction of the Harstone Trunk Sewer extension to address drainage issues. The total cost of the major Ridegwood land drainage facilities (including the Harstone Trunk extension) is estimated at **$14,706,800**, of which the majority will be funded by the landowners through a land drainage Trunk Sewer Rate charge.

Servicing and Development Costs

Classification	City	Landowners	Total
Ridgewood major land drainage facilities (incl. Harstone Drain)	$2,600,000	$12,106,800	$14,706,800
Major External Infrastructure Costs:	**$2,600,000**	**$12,106,800**	**$14,706,800**

Notes:

1. *Costs based on current estimates provided by Stantec in September 2012. The Land Drainage TSR charge is estimated at $18,000 / ac. for all catchments and a net development area of 627.6 ac.*

The City's contribution to the funding of the Harstone Trunk Sewer extension will trigger a significant investment by landowners/developers. The total private sector investment in developing the Ridgewood Precinct, including transportation and infrastructure, other development costs and construction costs, are expected to exceed **$1 billion**. The combined public and private sector investment in the Ridgewood Precinct is expected to generate **4,470 person-years** of direct employment and **5,240 person-years** of indirect employment, with the bulk of employment coming from spending on residential building construction.

Operating Costs

A per capita approach based on current average operating costs was used to forecast the cost of providing City services and programs to future residents of the Ridgewood Precinct. The City's Corporate Finance department provided an itemized breakdown of city services funded through residential taxes and the corresponding dollar contribution based on a property tax bill for an average house. The total cost of services for an average house is approximately $1,617, inclusive of property taxes ($1,429) and Roadway Maintenance and Traffic Services funded by the Frontage Levy ($188). Comparatively, the average cost per dwelling across the City is approximately $1,250.

On a per capita basis, the portion of City services funded through residential taxes, including the Frontage Levy, translates to $516 per capita[1]. Applying this to the anticipated residential population in the Ridgewood Precinct (7,945 residents) produces a cost per unit of $1,330 per unit. For the purposes of analysis we have estimated the cost of City services on a per capita basis.

This approach is considered conservative as it tends to overstate the actual cost for the following reasons:

[1] Per capita in this case reflects an estimate of the number of persons living in private households, calculated by applying the percentage of total population living in private households calculated from the 2006 Census to the 2011 Census population.

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- Because they are based on average costs, they do not reflect potential economies of scale that may be realized in delivering certain services.
- Costs associated with Road Maintenance and Traffic Operations, funded through the lot levy, include capital costs associated with infrastructure renewal that have been accounted for separately in our analysis.

Fiscal impact

A fiscal impact assessment was undertaken to determine the financial implications of the Ridgewood Precinct development to the City of Winnipeg over the longer-term. The assessment was based on an 80-year discounted cash flow forecast of the aforementioned revenue and cost items. The time horizon is consistent with the objective of evaluating the life-cycle costs of infrastructure investment and renewal as most classes of infrastructure have a life-cycle of approximately 50-years.

The impact of the development of the Precinct on the City's operating budget has been forecast using a per capita cost approach. Under this approach, the per capita costs of population-related City services are derived by dividing the current residential tax-supported budget by the City's population.

The net present value of **$54.0 million** indicates that the Ridgewood Precinct is viable and potentially financially beneficial to the City. This residual value reflects potential free cash flow that could contribute to funding the capital cost associated with the Clement Parkway and related transportation improvements, or other City projects and programs. We also note that it does not include the Transportation Levy that will be paid by landowners / developers in the Precinct or contributions that have been collected to date by the City for transportation improvements in Charleswood through the Charleswood Transportation Levy (estimated at approximately $3 million).

From a broader urban development standpoint, the Ridgewood Precinct, which abuts the existing build-up area and existing services, represents a logical intermediate step that will ultimately facilitate the development of lands south of Wilkes Avenue. These items are identified as a location for future Community uses in the City's Sustainable Communities directive. Phased, sequential development over the longer-term will ensure that the City continues to have serviced land available to support future population and employment growth.

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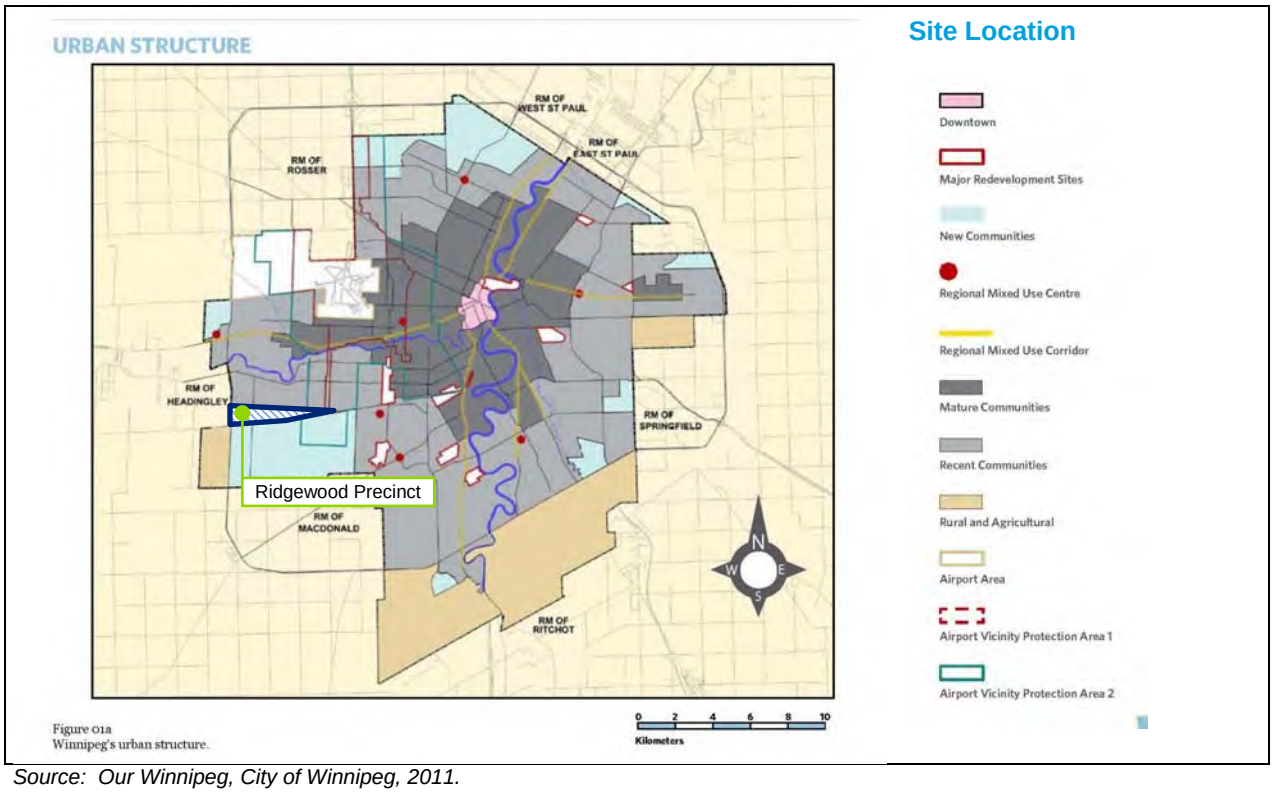
1.0 Introduction

Deloitte was retained by Qualico Communities to prepare a cost/benefit analysis for a proposed residential community. The proposed community, known as Ridgewood South, is comprised of approximately 821 acres (332 hectares) of gross developable land[2] and is generally located immediately south of the Harte Trail in South Charleswood. The lands, which abut the existing built-up area of the Charleswood community, are currently the subject of a Precinct Planning Process which will establish a planning framework for a new residential community, herein referred to as "the Ridgewood Precinct".

The Ridgewood Precinct forms part of a much larger area identified for urban expansion in the City's 25-year development plan, "Our Winnipeg" (July 12, 2011). The Urban Structure identified in Our Winnipeg, pictured below, identifies the Ridgewood Precinct and the abutting lands south of Wilkes Ave as a location for "New Communities".



Source: Our Winnipeg, City of Winnipeg, 2011.

The Our Winnipeg development plan is supported by four accompanying documents that set out direction strategies: Complete Communities; Sustainable Transportation; Sustainable Water and Waste; and, Sustainable Winnipeg.

This report responds to a directive in Section 03-4 of the "Complete Communities" direction strategy that pertains to New Community development. Direction #2 states that new communities will be identified through a planning process and identifies documents required to support the planning process for new community precincts, which include a cost/benefit analysis.

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[2] This gross developable land area reflects take-outs for certain existing uses, landscape features and reserves, including: the Harte Trail, Varsity View Centre, Fraser View Park, Assiniboine Forest, the future east-west transportation corridor, lakes and impoundments.

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The cost/benefit analysis contained in this report provides an evaluation of the fiscal and economic implications to the City of the development of the Ridgewood Precinct. The costs accounted for in the analysis include the ongoing costs of funding city services and periodic capital costs associated with infrastructure maintenance and renewal.

The benefits and costs to the City that we have examined are as follows:

- **Economic impact of private sector investment in infrastructure and residential construction**
  The majority of the up-front development costs will be borne by landowners/developers. Landowner/developer investments include hard municipal infrastructure (water mains, waste water systems, local roads and walkways), other hard and soft development costs, and construction costs. The economic impact of these expenditures will have a beneficial impact on the City's construction sector and other sectors in terms of output and job-creation.

- **One-time revenue from development fees**
  The development process will generate revenue through fees and charges. For the purposes of this report, we have focused on Development Charges and Building Permit fees.

- **Recurring revenue from residential property taxes and frontage levies**
  The proposed residential community will result in a significant increase to the City's tax assessment base and annual tax revenue. While a portion of this revenue will be offset by costs associated with community services which are population driven, the balance may be available to fund other public programs and projects. In addition, revenue from frontage levies will offset infrastructure maintenance and renewal costs.

- **Recurring operational costs to deliver City programs and services**
  Residents of the Ridgewood Precinct will require access to services and programs, including public transit which, in turn, will increase City operating costs.

- **One-time contributions to wastewater and transportation infrastructure capital projects**
  City-funded external servicing costs are required in order to facilitate the development of the Precinct. These costs relate to the construction of the Harstone drain, a land drainage sewer that will run from the boundary of the development retention catchment of Charleswood, north to the existing outfall to the Assiniboine, and regional transportation costs associated with the construction of related external 4-lane east-west connector roads. We have not included the Clement Parkway extension and related transportation improvements due to its broader traffic function, which is more city-/regional-serving in nature, and uncertainty as to its timing and cost.

- **Recurring, periodic infrastructure renewal and replacement costs**
  While the majority of the initial cost of hard infrastructure will be funded by developers, the City will be responsible for the renewal and replacement of roads and piped infrastructure. Periodic renewal and replacement costs based on typical life-cycles for piped infrastructure and transportation have therefore been reflected in the cost/benefit analysis.

In evaluating the benefits and costs, we have examined the overall magnitude of investment and potential economic benefits. In addition, we have considered the longer-term fiscal impact of the community, including municipal revenue that will accrue from the build-out of the development, infrastructure renewal costs, and incremental operating costs attributable to population growth.

The next section provides an overview of the Ridgewood Precinct.

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2.0 The Ridgewood Precinct

The Ridgewood Precinct boundary encompasses a gross area of approximately 947 acres[3] (383 hectares) of land located in the South Charleswood area of Winnipeg. The Precinct is located immediately south of existing residential development in Charleswood, as illustrated in the following figure. It is generally bounded by the Perimeter Highway to the west, The Harte Trail and Ridgewood Ave to the north, Elmhurst Road to the east and Wilkes Avenue to the South. The Ridgewood Precinct is located within the City's urban boundary and has been identified in the Our Winnipeg Complete Communities Direction Strategy as one of the locations where new communities will be developed.

Ridgewood Precinct*

* Approximate boundaries, not to scale

The Precinct presents a logical location for accommodating new community development in the near- to medium-term as it abuts existing urban uses and municipal infrastructure. The servicing of these lands will provide the City-with development-ready land to accommodate population growth in the City which, as observed in the City's development plan, is expected to be substantial.

The City's development plan references a growth forecast prepared by the Conference Board of Canada, prepared in June 2007. The forecast anticipates a population of 849,000 residents by 2031, or growth of approximately 183,000 residents over the 2008-2031 period. The population projections anticipate an increase in the growth rate (from 0.8% / annum to 1.3% / annum) and a corresponding increase in absolute growth, increasing gradually from 6,000 new residents / annum to 8,800 in the longer-term (2031). Growth is expected to be fuelled by in-migration and, in particular, international migrants. Factors driving in-migration referenced by the Conference Board include sound employment prospects and relative housing affordability.

The recent release of 2011 Census data suggest that, even with the period of economic uncertainty that followed the release of the Conference Board's forecast, Winnipeg has experienced growth which appears to be in-line with the Conference Board's predictions. Adjusting the census count of 663,617 for net under-coverage[4] yields a post-censal estimate of 683,400, which is in-line with the Conference Board's forecast of 683,600.

The pressures of population growth have fuelled demand for new homes and the steady appreciation in new home sale prices. The New House Price Index (NHPI), which measures the change in the price of comparable new home sales, was projected to increase by 4.5 percent in 2011 and rise a further 3.9 percent in 2012. The average selling price in the third quarter of 2011 was $386,012 - an increase of 5.1 percent year-over-year. The houses which have been most quickly absorbed into the market are those priced at $425,000 and above.

---

[3] This acreage includes existing uses, landscape features and reserves within the Precinct Boundary.
[4] Net undercoverage estimates for the 2011 Census are not yet available. We have assumed a rate of net undercoverage of 2.9%, which is consistent with Stats Canada's estimate for the 2006 Census for the Province of Manitoba.

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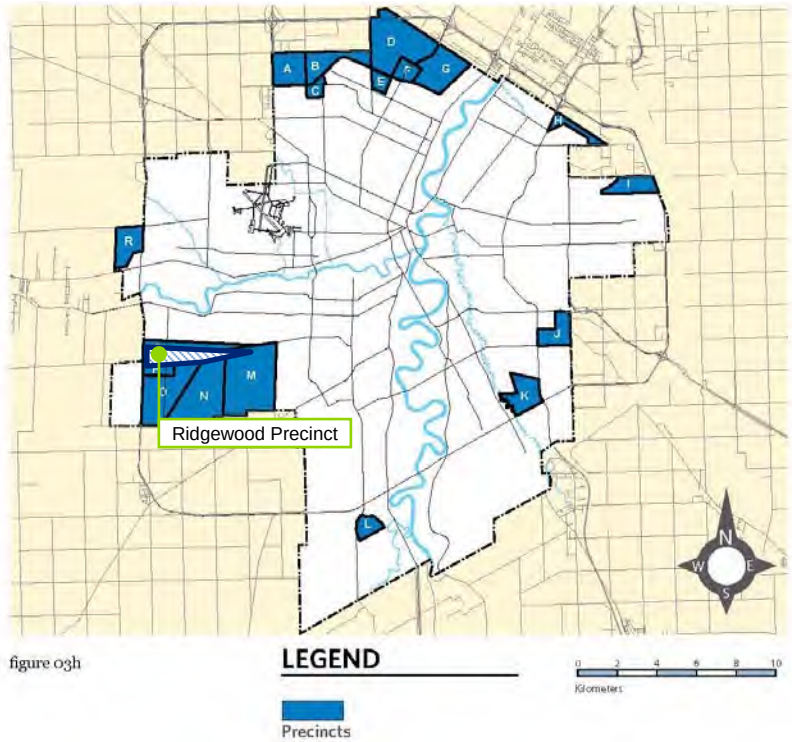
2.1. Planning context

The City's development plan, entitled *Our Winnipeg,* provide a 25-year vision for the City. The plan anticipates that the City will grow by 180,000 residents, or 81,000 households, by 2031. The *Our Winnipeg* development plan and its supporting directive documents were prepared to address growth pressures and guide the location and form of future growth in the City. The following figure, found in the Complete Communities directive, illustrates the location of new community precincts. The Ridgewood Precinct abuts existing urban development and presents a logical location to accommodate growth.



New Community Precincts

The Sustainable Communities directive states that new Precincts were identified because they are:

- Serviceable;
- Of sufficient size;
- Contiguous with existing developed areas;
- Accessible; and,
- Meet requirements of area supply and demand.

Source: Pg 72, Sustainable Communities, Our Winnipeg.

For the purposes of the Precinct Plan studies, the boundaries shown in the preceding figures have been extended to include partially undeveloped land located north of the Harte Trail as illustrated below.

Ridgewood Precinct boundaries*

* Approximate, not to scale

Source: Stantec and Landmark Planning & Design.

These lands, which include the Varsity View Community Centre site and William R. Clement Parkway right-of-way, add approximately 215 acres (87 hectares) north of the Harte Trail, increasing the total size of the Precinct Planning area to 947 gross acres. Vacant developable land within the Precinct accounts for approximately 821 acres (332 hectares). Deducting land impacted by public reserves, transportation reserves, lakes and impoundments, the development area subject to a Trunk Sewer Rate charge is 673

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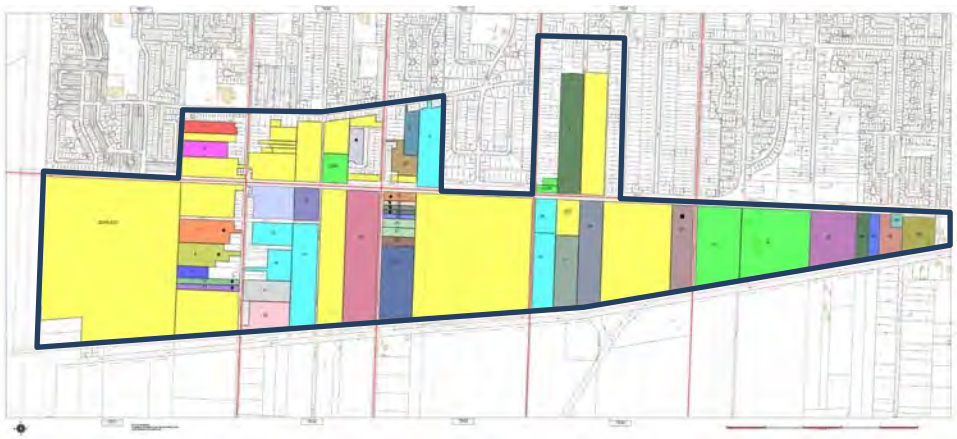
acres (272 hectares). A further 10% deduction to reflect an allowance for public reserve dedication, the general servicing area is reduced to 605 net acres (244 hectares).

A planning process led by Stantec and Landmark Planning and Design Inc. was initiated in May 2011 to prepare a Precinct Plan for the area. While land ownership within the Ridgewood Precinct is relatively fragmented as shown in the following figure, it includes several large landowners, including Qualico Communities.



Ridgewood Precinct Land Ownership*

* Approximate, not to scale

Source: Stantec and Landmark Planning & Design.

The Precinct Plan is intended to provide a policy framework for the development of a residential community. The residential unit mix is expected to be predominantly single-family residential, complemented by semi-detached, town homes and multi-residential units. Other amenities include neighbourhood commercial, parks and institutional uses.

2.2. Residential unit yield and mix assumptions

While the background planning and technical studies required to prepare the Precinct Plan are still underway, we were provided a preliminary estimate of the unit yield and mix. The current expectation is that the Precinct will accommodate 3,076 new dwelling units, comprised of 2,676 single-detached homes and 400 higher density units, which we expect would be in the form of semi-detached or townhouse units.

Residential Unit Mix and Population

	Number of Units	Average Size (Habitable Area)	Persons Per Unit	Estimated Population
Single Family	2,676	2,100 sf (195m^2)	2.7	7,225
Semi-Detached / Town Houses	400	1,200 sf (110m^2)	1.8	720
Total	**3,076**		**2.6**	**7,945**

Notes:

1. *Unit yield and mix based on estimates provided by the Landowners Group. Persons per unit is a Deloitte estimate, reflecting larger family sizes in new residential areas, which is reflected in the average ppu of 2.6 vs. the City average of 2.42 as of the 2006 Census.*

For the purposes of determining the potential impact of the community on municipal operating costs, we have prepared a preliminary estimate of the population at build-out, which is estimated at nearly 8,000 residents. Reflected in this preliminary estimate is the assumption that the average persons per unit tends to be higher in growing, residential areas relative to the overall City-wide average which, in the case of Winnipeg, is approximately 2.42 persons per household as of the 2006 Census.

It is our understanding that the Ridgewood Precinct will be served by existing community facilities, including school, library, fire and police facilities located in the existing community to the north. Consequently, the initial capital investments associated with the Precinct Plan are expected to be limited to the construction costs municipal infrastructure and transportation, the majority of which will be funded by the landowners.

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3.0 Financial benefits

From a planning perspective, the Ridgewood Precinct will play an important role in addressing the current and future demand for new housing in Winnipeg. This, in turn, will also support the City's broader economic development objectives by providing a greater range of housing opportunities and locations, and in so doing, making the city a more attractive location for labour and employers.

From a municipal finance perspective, the financial benefits associated with the proposed Ridgewood Precinct include the potential streams of revenue that will be created through one-time fees and permits, and the ongoing stream of tax revenue generated from the increase in assessment as the community is built-out. To the extent that the revenue stream exceeds capital and operating costs associated with the delivery of city services, it will provide a source of funding for other municipal projects and programs.

This section focuses on the three primary sources of municipal revenue arising from the proposed development, which include:

- **Recurring residential property tax revenue:** The ongoing stream of tax revenue arising from the increase to the City's tax assessment. The increase in assessment will occur over time as the community is built out; however, in this section, an estimate of total revenue at build-out is presented for illustrative purposes.
- **Recurring frontage levy revenue:** These levies, which are charged in addition to municipal taxes, provide a source of "fenced" funding for the upgrade, repair and renewal of municipal infrastructure.
- **One-time revenue from building permit fees:** One-time fees collected from developers at the stage of building permit issuance.

In addition to the above, developer typically incur other application and fees as part of the development process. These have not been addressed in the analysis.

3.1. Contribution to municipal tax assessment base

Based on the development concept described in the preceding section, we have estimated the increase in the City's tax assessment base attributable to the Ridgewood Precinct below. Based on a review of the assessed value of comparable properties in new residential communities (see Appendix A), we anticipate an average assessed value of $425,000 per unit for single-family units and $300,000 per unit for semi-detached/townhouse units. Based on these assumptions, the Ridgewood Community's total contribution to the City's tax assessment base is estimated at $1.3 billion in current dollars. Applying the 2011 rate of 45% identified in the Province's Assessment Portioning Strategy, the taxable portion of the residential assessment is **$565.8 million** in current dollars.

Development assumptions and contribution to tax assessment base

Category	Number of Units	Assessed value (per unit)	Total Assessment Base	Taxable Portion of Assessment Base
Single Family	2,676	$425,000	$1,137,300,000	$511,785,000
Semi-Detached / Town Houses	400	$300,000	$120,000,000	$54,000,000
Total	**3,076**		**$1,257,300,000**	**$565,785,000**

Sources:

1. *Number of units based on yield estimates provided by Qualico Communities.*
2. *Assessed value is based on a review of the assessed values of comparable properties in the Waverley West area, documented in Appendix A.*
3. *Taxable portion of assessed unit based on a 45% portion rate for residential homes.*

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3.2. Property tax revenue

The ongoing stream of tax revenue includes municipal tax revenue and tax revenue to the school district. From the City's perspective, the municipal property tax revenue is the portion of residential taxes paid by residents that can be used for funding municipal services. The total annual municipal property tax contribution at build-out is estimated at **$8.7 million / annum**, while the annual contribution to the school division is **$5.9 million / annum**. Both values are expressed in constant dollars and are based on prevailing mill rates.

Annual property taxes

	Taxable portion of assessment base	Tax rate[1]	Total annual contribution
Municipal Property Taxes			
Single Family	$511,785,000	1.5295%	$7,827,750
Semi-Detached	$54,000,000	1.5295%	$825,930
Total Municipal Property Taxes			**$8,653,680**
School Division Tax (Annual)			
Single Family	$511,785,000	1.4159%	$7,246,360
Semi-/Town Houses	$54,000,000	1.4159%	$764,585
Subtotal			**$8,010,945**
Less: Rebate on Principle Residence			($2,153,200)
Total School Division Taxes			**$5,857,745**

Notes:

1. *Tax rates based on the following 2011 mill rates:*
   - Municipal Mill Rate: 15.295 / $1,000 assessed portion
   - School Division Mil Rate – Pembina Trails School Division: 14.159 / $1,000 assessed portion
2. *Reflects rebate on Principle Residence of $700 per unit (x 3,076 units).*

The above gross revenue figures do not take into account the incremental increase in the cost of municipal services associated with development. The impact of the new population growth on municipal operating costs is addressed in the fiscal impact analysis contained in Section 6.0.

3.3. Frontage levy revenue

The frontage levy provides an ongoing source of funding for infrastructure renewal. It is "fenced" funding in the sense that the use of funds collected is limited to the repair and renewal of piped services and lighting, as set out in the City of Winnipeg Charter. The prevailing (2011) frontage levies are set out in the Planning, Development and Building Fees and Charges (By-Law #196/2008 and #77/2009). They are $0.95 per front foot for water and $2.80 for sewer, for a total of $3.75 per front foot. The 2011 rate reflects a recent increase from the previous rate of $2.55 that was in effect over the 2001-2010 period.

Frontage Levy
Section 432(4) of the Winnipeg Charter states that money from a frontage tax may be used for the:

a) upgrading, repair, replacement and maintenance of water and sewer mains and streets and sidewalks; and,

b) installation, upgrading, repair, replacement and maintenance of lighting in streets and back lanes.

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Based on the current prevailing rate, at build-out, the Ridgewood Precinct will generate approximately **$535,000 / annum** that can be used for the upgrade, renewal and repair of piped services in the City.

Annual frontage levy revenue

	Number of units	Average frontage (front feet / unit)	Frontage levy rate (per front foot)[2]	Total annual contribution
Single Family	2,676	50 ft.	$3.75	$501,750
Semi-/Town Houses	400	22 ft.	$3.75	$33,000
Total Frontage Levy Revenue				**$534,750**

Notes:

1. *Average frontage based on preliminary information provided by Qualico.*
2. *Frontage levy based on 2011 rates, including:*
   - Water: $0.95 per front foot
   - Sewer $3.75 per front foot

3.4. One-time development fees and permits

The following table contains the combined revenue arising from building permit and development fees, including development permit fees, electrical permit fees and plumbing permit fees. Based on the proposed unit mix and sizes, the Ridgewood Precinct will generate **$1.3 million** in construction building permit fees, based on the current fee of $2.35 per m^2.

Building permit fees

	Number of units	Average unit size	Building permit fee[1]	Total building permit fees
Single Family	2,676	2,100 sf (195 m^2)	$2.35 per m^2	$1,226,280
Semi-/Town Houses	400	1,200 sf (110 m^2)	$2.35 per m^2	$103,400
Total Building Permit Fees				**$1,329,680**

Notes:

1. *Part 21 - Housing Building Permits, Section 162, By-law 196 / 2008 & By-law 77 / 2009, City of Winnipeg.*

Other development permits charged on a per-unit basis, include development, electrical and plumbing permit fees, will provide another **$1.6 million** over the development process at current rates.

Other permits

	Number of units	Development permit fee[1]	Electrical permit fee	Plumbing permit fee	Total other fees
Single Family	2,676	$172 / unit	$181 / unit	$181 / unit	$1,428,990
Semi-/Town Houses	400	$143 / unit	$181 / unit	$181 / unit	$202,000
Total Other Permit Fees					**$1,630,990**

Notes:

1. *The Planning, Development and Building Fees and Charges By-law #196/2008 and #77/2009, City of Winnipeg, Jan. 2011.*
2. *Part 22 - Housing Electrical Permits, Section 169, By-law 196 / 2008 & By-law 77 / 2009, City of Winnipeg, Jan. 2011.*
3. *Part 23 - Housing Plumbing Permits, Section 174, By-law 196 / 2008 & By-law 77 / 2009, City of Winnipeg, Jan. 2011.*

Together, these fees will provide **$2.9 million** in one-time revenue over the development process.

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4.0 Municipal infrastructure costs

The majority of the initial investment in municipal infrastructure will be funded by landowners / developers who bear the costs of internal site servicing, including Water Mains, Waste Water Systems, Utilities and Rights-of-Way.

Infrastructure capital projects that would require City funding include the following:

- **Harstone trunk sewer:**
  The Harstone trunk sewer is required to address land drainage issues. This drain, which will run between the Ridgewood Precinct lands and the Assiniboine River, is necessary to proceed with a portion of development in the Ridgewood Precinct and would also benefit existing built-up areas of Charleswood to the north.

- **Extension of the Clement Parkway:**
  The extension of the Clement Parkway will extend the highway south from Grant Avenue to Ridgewood. Local connectivity will be provided through the construction of external four lane east-west connector roads. The City's Transportation Plan identifies the Clement Parkway extension as a medium-term project. While it will benefit the Ridgewood Precinct, as a transportation project it will serve a much broader role. Furthermore, the timing and cost of this project remain uncertain. We therefore have not included it in our analysis, but observe that, to the extent that the Ridgewood Precinct provides revenue beyond what is required to fund other capital and incremental operating costs, some portion could be used to fund the extension.

4.1. Municipal-funded infrastructure

The potential magnitude of costs associated with the construction of the Harstone trunk sewer was examined in a May 2009 report prepared by Landmark Planning & Design Inc. and Stantec Consulting Ltd. for the City of Winnipeg Planning, Property and Development Department (herein referred to as "the Landmark/Stantec report"). This estimate has subsequently been refined based on more recent data from the ongoing Ridgewood Precinct Study. The landowners' contribution would be collected through the Trunk Service Rate. We estimate that the City's share of the cost of the Harsone Trunk Sewer extension will be **$2.6 million**.

City-funded servicing and development costs

Category	City contribution
Ridgewood major land drainage facilities (incl. the Harstone Drain)[1]	$2,600,000
Total City-funded servicing costs	**$2,600,000**

Source:

1. *Estimated contribution to the Harstone Trunk Sewer Extension is based on City's funding of gravity portion of the Harstone Outfall Extension to weir in Dieppe south of Eldridge – Modified from 2009 study based on discussions with Stantec, September 2012.*

The Landmark/Stantec report identified the cost of extending the Harstone Trunk Sewer required to connect the outfall to the proposed development as a potential impediment. The cost of this extension was estimated at approximately $10 million. From the ongoing findings of the Ridgewood Precinct Study, an alternative Harstone drainage option has been developed which would see the extension of the Harstone outfall south in Harstone, east in Eldridge and south in Dieppe to a weir at the north end of a new development retention lake. It is proposed that the outfall sewer extension at an approximate cost of $2.6 million be funded entirely by the City because it will provide gravity land drainage capacity for the

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existing, built-up area of Charleswood north of the retention drainage boundary which will also be serviced by retention lakes.

4.2. Landowner-funded infrastructure and investment in development

The total investment by developers / landowners in developing the Ridgewood Precinct is substantial and is expected to surpass **$1 billion**[5] in total. Contributions towards external off-site servicing costs will include a $12.1 million levy for Land Drainage Trunk costs and a Transportation Levy for regional transportation costs which has yet to be determined.

Landowner-funded servicing and development costs

Category	Unit cost	Quantity[1]	Total cost
TSR Land Drainage Trunk Costs	$18,000 / gross ac.	672.6 ac.	$12,096,000
Ridgewood Transportation Levy			TBD
Total Contribution to Off-Site Levies			**$12,096,000**

Source:

1. *Levy contributions and unit costs for servicing based on "Charleswood Do-Ability Study – Final Report", Landmark Planning and Design Inc. and Stantec Consulting Ltd., May 2009. These rates have been modified to reflect the revised concept plan based on discussions with Stantec in September 2012.*

4.3. Economic impact of development

The economic impact of the Ridgewood Precinct was estimated based on the magnitude of City- and landowner-investment in transportation, infrastructure and housing construction. The development phase of the Ridgewood Precinct will generate **9,710 person-years** of employment, comprised of **4,470 person-years of direct employment** and **5,240 person-years of indirect employment**. The bulk of the employment will be in the residential building construction sector.

Economic impact of Ridgewood Precinct development

Category	Direct Employment (person-years)	Indirect employment (person-years)	Total employment
Transportation	500	405	905
Water and Sewage & Other Systems	450	370	820
Residential Building Construction	3,520	4,465	7,985
Total	**4,470**	**5,240**	**9,710**

Source:

1. *Based on multipliers for the Province of Manitoba published by Statistics Canada.*

[5] Based on preliminary estimates of servicing and other development costs provided by Stantec Consulting Ltd., and estimates of typical costs of constructing residential housing using Marshall & Swift's SwiftEstimator.

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5.0 Development and analytical assumptions

The preceding sections provided an examination of the impact of the Ridgewood Precinct based on total investment in infrastructure and resulting one-time and annual revenue. In addition, a Discounted Cash Flow analysis was undertaken to determine the potential impact on the City's finances. Specifically, it considers the projected timing of initial City-funded capital cost outlays, the potential incremental annual costs associated with community services that will increase with population growth, and the costs associated with the maintenance, repair and replacement of municipal services.

All costs and cash flows are presented in present dollar (i.e. real) terms and, accordingly, discount rates have been adjusted to reflect the real cost of borrowing.

5.1. Timing of build-out

The timing of build-out and unit absorption is based on the estimated 2,676 single family homes and 400 multi-family homes and 17 year absorption timeline provided by Qualico. Absorption averages 181 homes per year which appears to be a reasonable expectation of market share given that over the past four years, an average of 351 building permits were issued per year in the Waverley West area.

5.2. Tax and permit revenue

Sources of revenue used in the analysis include:

- **Residential property taxes:** residential property taxes provide funding that can be used for general purposes;
- **Frontage Levy fees:** this funding is fenced and restricted to funding future renewal and repairs as per the City of Winnipeg Charter; and,
- **Development permits:** One-time revenue from building and other development permits attributable to the Ridgewood Precinct collected during the development approvals process.

5.3. City funded capital costs

The City-funded capital costs include the City's contribution to the Harstone drain as it is essential to facilitate the development of the Precinct and will primarily benefit future residents.

We have not included the costs associated with the extension of the William Clement Parkway south to Wilkes Avenue and the construction of supporting external east-west connector roads as the timing and cost of these projects are relatively uncertain at this time. Furthermore, while it will be important to future residents of the Ridgewood Precinct, it will serve a much broader transportation function.

5.4. Infrastructure renewal costs

The majority of development-phase capital project costs will be funded by landowners. Once rights-of-way are conveyed to the City, the ongoing maintenance and repair of piped services and transportation infrastructure will become a City responsibility. Infrastructure replacement costs have been estimated based on current capital costs and typical life-cycle estimates of 50-years. Regional and local roads will also require periodic resurfacing during their life-cycles – these are reflected separately as renewal costs. The following table illustrates the timing and amount of capital project outlays.

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Infrastructure life-cycles and maintenance / renewal cost assumptions

Category	Unit cost (per net acre)	Quantity	Outlay (percent of unit cost)	Periodic outlay	Frequency of outlay
Major Wastewater Services	$3,800	605.3 net ac.	100%	$2,300,140	50 years
Major Water Mains	$2,400	605.3 net ac.	100%	$1,513,250	50 years
Local U/G Services Renewal	$79,000	605.3 net ac.	100%	$47,818, 700	50 years
Major Street Renewal	$25,000	605.3 net ac.	25%	$3,783,125	10 years
Major Street Replacement	$25,000	605.3 net ac.	100%	$15,132,500	50 years
Local Street Renewal	$82,000	605.3 net ac.	25%	$12,408,650	10 years
Local Street Replacement	$82,000	605.3 net ac.	100%	$49,634,600	50 years

Source:

1. *Land areas are as follows: 820.7 ac. gross developable area; 672.6 ac. net, after deducting non-developable areas, lakes and impoundments; 605.3 net developable after adjusting for 10% parkland dedication.*
2. *Renewal costs and outlays provided by Stantec Consulting Ltd., September 2012.*

5.5. City operating costs

A per capita approach reflecting current average operating costs was used to forecast the annual cost of providing City services to future residents of the Ridgewood Precinct. To estimate these costs, the City's Corporate Finance department provided an itemized breakdown of city services funded through residential taxes and the corresponding dollar contribution based on a property tax bill for an average house. The total cost of residential tax funded services for an average house is approximately **$1,617 per house**, inclusive of property taxes ($1,429) and Roadway Maintenance and Traffic Services funded through the Frontage Levy ($188). Comparatively, total residential tax revenue pooled across all residential dwelling units in the City is approximately $1,250 per unit.

On a per capita basis, the portion of City services funded through residential taxes, including the Frontage Levy, translates to **$516.30 per capita**[6]. Applying this to the anticipated residential population in the Ridgewood Precinct (7,945 residents), produces a cost per dwelling unit of **$1,330 per unit**.

Estimate of incremental operating costs

Category	Average House[1]	Percent of Total	Funding from Res. Property Taxes (2011)	Per Capita[2]
Police service	$388.17	27.2%	$82,413,495	$126.50
Fire service	$210.46	14.7%	$44,683,551	$68.50
Parks and recreation	$196.24	13.7%	$41,665,627	$64.00
Infrastructure debt payments	$141.36	9.9%	$30,013,878	$46.00
Public transit subsidy	$99.18	6.9%	$21,057,006	$32.50
Corporate, administration, assessment and 311	$97.78	6.8%	$20,761,246	$32.00
Snow removal and ice control	$66.47	4.7%	$14,113,122	$21.50
Libraries	$51.57	3.6%	$10,948,739	$17.00
Solid waste collection and land drainage	$46.19	3.2%	$9,806,482	$15.00
Arts, entertainment and culture	$37.06	2.6%	$7,869,054	$12.00
Corporate (grants and other)	$31.08	2.2%	$6,597,744	$10.00
City planning / building permits / housing / comm. health	$27.79	1.9%	$5,900,831	$9.00
Council services	$23.82	1.7%	$5,057,503	$8.00
Medical response	$11.83	0.8%	$2,510,723	$4.00
Cost of residential property tax funded services	**$1,429.00**	**100.0%**	**$303,399,000**	**$466.00**
Plus: Road Maint. & Traffic Operations (Frontage Levy)	$188.00		$32,800,000	$50.30
Total cost of residential funded city services	**$1,617.00**		**$336,199,000**	**$516.30**

Notes:

1. *City services included in a property tax bill for an "average house" provided by the City's Corporate Finance Department.*
2. *Per capita estimate based on total persons living in private households. This has been calculated by applying the ratio of persons in private households to total population from the 2006 Census (98.3%) to the 2011 population (663,617 persons).*

[6] Per capita in this case reflects an estimate of the number of persons living in private households, calculated by applying the percentage of total population living in private households calculated from the 2006 Census to the 2011 Census population.

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For the purposes of analyzing the fiscal impact of the Ridgewood Precinct we have tested a range of operating costs, with the per capita approach at the low-end and the "average house" for the high end. We observe that both approaches may tend to overstate the actual marginal costs associated with the provision of services to residents of the Ridgewood Precinct for the following reasons:

- Average costs that are based on the current operating budget would not reflect potential economies of scale that may be realized in delivering certain services and programs, particularly finance and administrative departmental functions.
- Costs associated with Road Maintenance and Traffic Operations, funded through the lot levy, include capital costs associated with infrastructure renewal that have been accounted for separately in our analysis.

5.6. Municipal borrowing costs

For the purposes of discounting cash flows, the cost of capital for municipal government is best reflected in its borrowing costs. The City's cost of borrowing has decreased in recent years. This is due, in part, to improvements in its credit rating, which has increased steadily since 2001 as the City has reduced its debt burden. This is reflected in Moody's ratings which increased from A1 in 1999 to Aa1. Another factor affecting rates on debt instruments has been the low interest rate environment and the expectation that the Bank of Canada will keep rates low for some time.

The forecasting methodology used in this analysis is in present dollar terms. For the purposes of estimating the City's borrowing costs in real terms, market quotes for the City's debentures maturing in February 2029 were used to calculate a nominal rate. The implied nominal discount rate based on the coupon and current market price is 3.6% / annum. Recognizing the low interest rate expectations built into this cost, we have adopted a rate of 3.0% to reflect a longer-term real rate.

With the improvement in the City's debt ratings, we observe that the City can fund capital projects with long-term debt instruments at attractive rates.

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6.0 Fiscal impact

The fiscal impact of the Ridgewood Precinct has been estimated based on an 80-year horizon. Given the typical life-cycles of major infrastructure that have been factored into this analysis, the 80-year horizon is considered appropriate to capture the investment and renewal cycle in its entirety.

Other assumptions in addition those identified in the previous section include:

- No change in residential assessment values in real terms (i.e. above inflation). We believe this assumption is appropriate as a base case. Property values can generally be expected to appreciate in-pace with inflation over the long-term. While improvements to property may depreciate, the extent to which they do depends on the owner's commitment to maintaining and reinvesting in the property.
- No changes in residential property tax mill rates.
- Other fees, operating and capital costs keep pace with general inflation.

The following table summarizes the Present Value of major revenue and cost items based on the revenue and cost assumptions described in the previous section. We anticipate that the Ridgewood Precinct will provide the City with a surplus (in present value terms) of **$54.0 million**.

Present value revenues and costs

Calculation of annual tax-funded city services:	
Residential property taxes	$202,783,800
Frontage levies	$12,467,500
One-time fees	$2,960,700
Total Revenue	**$218,212,000**
Harstone trunk sewer extension (City share @ 50%)	($2,600,000)
Underground / piped services renewal (periodic)	($11,777,600)
Major / local street renewal (periodic)	($53,736,400)
Annual Cost of City services[1]	($96,056,100)
Total Costs	**($164,170,100)**
Net Present Value	**$54,041,900**

Source:
1. See Appendix B.

The large majority of revenue is associated with residential tax revenue, with a present value of $202.8 million, followed by frontage levies of $12.5 million. The most substantial costs are the recurring annual operating costs of $96.1 million in present value terms, followed by local infrastructure renewal and maintenance costs of approximately $65.5 million.

Based on the preceding, we conclude that the Ridgewood Precinct is both viable and potentially financially beneficial from the City's standpoint. The Net Present Value residual of $54.0 million reflects a stream of future cash flows that could contribute toward funding the Clement Parkway extension and supporting east-west connector roads, as well as other city projects. Furthermore, we have not included the Transportation Levy that will be paid by the landowners / developers or the contributions that have been collected to date by the City for transportation improvements in Charleswood through the Charleswood Transportation Levy (estimated at approximately $3 million).

From a planning standpoint, the development of the Ridgewood Precinct reflects a prudent, measured approach to urban expansion and infrastructure investment. Specifically, the Precinct will address the immediate demand for housing and facilitate servicing of the lands south of Wilkes Avenue over the longer-term, which have also been identified in the City's Sustainable Communities directive as a source of urban land to support future population and employment growth.

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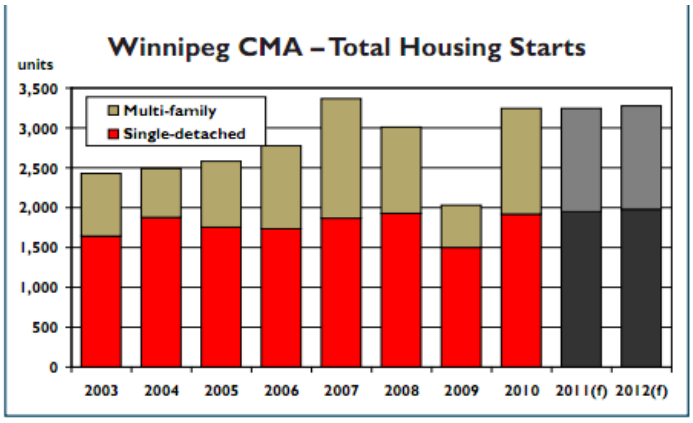
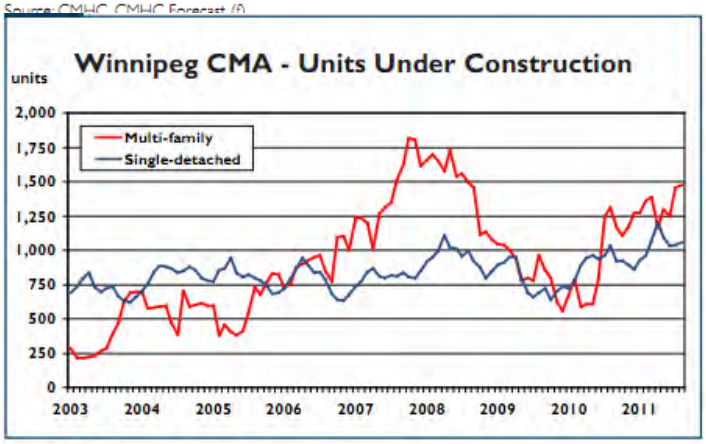
Appendix A: Residential real estate market overview and comparables

Winnipeg real estate market overview

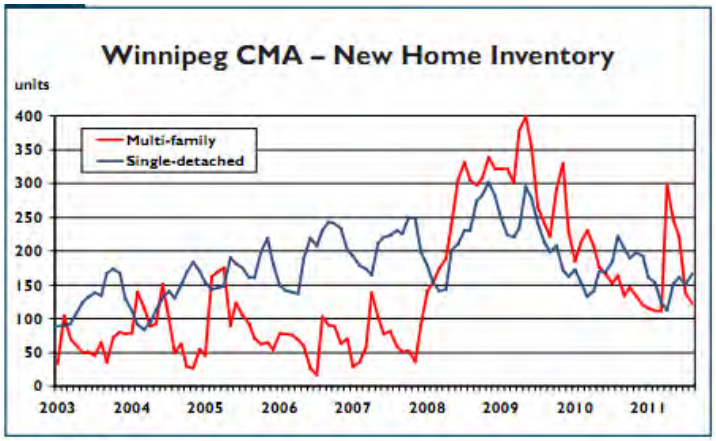
- The Winnipeg real estate market is currently considered to be relatively healthy, with demand being driven by employment and population growth.
- While there was a decrease in development activity in 2009, activity is now back to levels similar to before the economic downturn.
- 2011 housing starts in Winnipeg CMA totalled 2,751 units by the end of October. This represented a very similar level of activity as compared to the same period last year.
- CMHC forecasts that total housing starts for the year will reach 3,250 homes, similar to the 3,244 homes started in 2010.
- YTD single-detached starts have totalled 1,656 units, which was the highest January to October level since 1990.
- The total supply of single-detached homes which includes homes under construction and unsold inventory totalled 1,168 units, which was 4.6 percent higher than at the same time in 2010.
- YTD multi-family starts have totalled 1,095 units.
- Unsold multi-family inventory at the end of October was only 114, which was 22 percent lower than October 2010.
- The total supply of multi-family which includes homes under construction and unsold inventory totalled 1,601 units, which was 28 percent higher than the same time in 2010.
- Total housing starts are expected to remain consistent in 2012.



Source: CMHC, CMHC Forecast (f)



Source: CMHC



Source: CMHC

- Current construction levels are slightly elevated as compared to the levels experienced since 2003.

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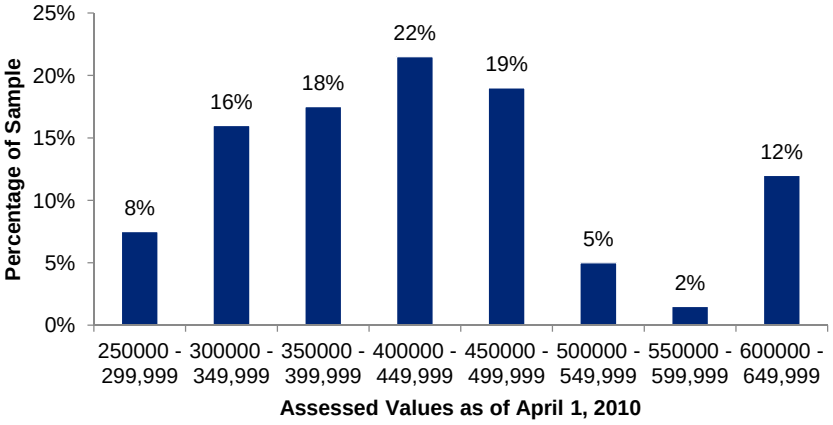
Assessed values for newly built homes

- The areas adjacent to the South Ridgewood area consist primarily of established single family neighbourhoods.
- Waverley West, also located in the south west area of the City provides the best comparables given the large amount of new single family home construction in recent years.
- Waverley West is expected to accommodate more than 11,000 new homes over a 20 year period; approximately 1,500 homes have been built since 2008 or are currently under construction.
- There are three neighbourhoods in Waverley West that are currently being built out, Bridgwater Lakes at the north east end of the property, South Pointe at the South end of the property and most recently Bridgwater Lakes at the North West end of the property.

Single family building permits issued					
Neighbourhood	**2008**	**2009**	**2010**	**2011**	**Total**
Bridgwater Forest	82	150	264	332	**828**
South Pointe	4	114	224	233	**575**

- To date, no building permits have been issued for homes at Bridgwater Lakes but since starting in 2008, a total of 828 single-detached permits have been issued in Bridgwater Forest and an additional 575 single-detached permits have been issued at South Pointe.
- A survey of the assessed values of 200 of the homes built to date in Bridgwater Forest was conducted. The median assessed value was $425,000, while the average assessed value was $454,000.

Assessed Market Values in Bridgwater Forest



City of Winnipeg Historical Construction of Dwelling Units											
	2000	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**
Singles	898	937	1212	1319	1489	1474	1,360	1,357	1,409	1,194	1,524
Semis	6	30	14	55	32	88	41	14	47	15	36
Rows	21	36	5	41	20	100	152	117	101	55	160
Apartment	119	287	220	793	794	515	1,736	1,579	1,089	547	1017
TOTAL	**1044**	**1290**	**1451**	**2208**	**2335**	**2177**	**3,289**	**3,067**	**2,646**	**1,811**	**2,737**

Source: City of Winnipeg

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Appendix B: Fiscal impact analysis

Residential tax funded city services and local infrastructure renewal costs

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Ridgewood Precinct Fiscal Impact Analysis
Residential tax funded services and and local infrastructure capital/renewal costs (Years 0-27)

Year:	2012 0	2013 1	2014 2	2015 3	2016 4	2017 5	2018 6	2019 7	2020 8	2021 9	2022 10	2023 11	2024 12	2025 13	2026 14	2027 15	2028 16	2029 17	2030 18	2031 19	2032 20	2033 21	2034 22	2035 23	2036 24	2037 25	2038 26	2039 27
Development Assumptions																												
Dwelling Unit Construction (Incremental)																												
Single-Family Detached	0	80	120	120	145	170	160	185	178	169	180	166	180	200	190	193	160	80										
Semi-Detached and Townhouse	0	0	60	60	60	56	56	56	52	0	0	0	0	0	0	0	0	0										
Total Units	**0**	**80**	**180**	**180**	**205**	**226**	**216**	**241**	**230**	**169**	**180**	**166**	**180**	**200**	**190**	**193**	**160**	**80**										
Dwelling Units (Cumulative)																												
Single-Family Detached	0	80	200	320	465	635	795	980	1,158	1,327	1,507	1,673	1,853	2,053	2,243	2,436	2,596	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676
Semi-Detached and Townhouse	0	0	60	120	180	236	292	348	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Total Units	**0**	**80**	**260**	**440**	**645**	**871**	**1,087**	**1,328**	**1,558**	**1,727**	**1,907**	**2,073**	**2,253**	**2,453**	**2,643**	**2,836**	**2,996**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**
Population (Cumulative)																												
Single-Family Detached	0	216	540	864	1,256	1,715	2,147	2,646	3,127	3,583	4,069	4,517	5,003	5,543	6,056	6,577	7,009	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225
Semi-Detached and Townhouse	0	0	108	216	324	425	526	626	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720
Total Units	**0**	**216**	**648**	**1,080**	**1,580**	**2,140**	**2,673**	**3,272**	**3,847**	**4,303**	**4,789**	**5,237**	**5,723**	**6,263**	**6,776**	**7,297**	**7,729**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**
Cumulative Municipal Assessment																												
Single-Family Detached	$0	$34,000,000	$85,000,000	$136,000,000	$197,625,000	$269,875,000	$337,875,000	$416,500,000	$492,150,000	$563,975,000	$640,475,000	$711,025,000	$787,525,000	$872,525,000	$953,275,000	$1,035,300,000	$1,103,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000
Semi-Detached and Townhouse	$0	$0	$18,000,000	$36,000,000	$54,000,000	$70,800,000	$87,600,000	$104,400,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000
Total Contribution to Municipal Assessment	**$0**	**$34,000,000**	**$103,000,000**	**$172,000,000**	**$251,625,000**	**$340,675,000**	**$425,475,000**	**$520,900,000**	**$612,150,000**	**$683,975,000**	**$760,475,000**	**$831,025,000**	**$907,525,000**	**$992,525,000**	**$1,073,275,000**	**$1,155,300,000**	**$1,223,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**
Residential Tax Revenue																												
Ongoing Municipal Revenue																												
Municipal Property Tax	$0	$234,010	$708,920	$1,183,830	$1,731,870	$2,344,780	$2,928,440	$3,585,220	$4,213,280	$4,707,630	$5,234,160	$5,719,740	$6,246,270	$6,831,300	$7,387,080	$7,951,640	$8,419,670	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680
Frontage Levy - Water Rate	$0	$3,800	$10,750	$17,710	$25,850	$35,090	$43,870	$53,820	$63,370	$71,390	$79,940	$87,830	$96,380	$105,880	$114,900	$124,070	$131,670	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470
Frontage Levy - Sewer Rate	$0	$11,200	$31,700	$52,190	$76,190	$103,440	$129,290	$158,640	$186,760	$210,420	$235,620	$258,860	$284,060	$312,060	$338,660	$365,680	$388,080	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280
Total Ongoing Municipal Revenue	**$0**	**$249,010**	**$751,370**	**$1,253,730**	**$1,833,910**	**$2,483,310**	**$3,101,600**	**$3,797,680**	**$4,463,410**	**$4,989,440**	**$5,549,720**	**$6,066,430**	**$6,626,710**	**$7,249,240**	**$7,840,640**	**$8,441,390**	**$8,939,420**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**
One-Time Fees / Permits	$1,630,990																											
Development Permit Fees	$0	$13,760	$29,220	$29,220	$33,520	$37,250	$35,530	$39,830	$38,050	$29,070	$30,960	$28,550	$30,960	$34,400	$32,680	$33,200	$27,520	$13,760	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Construction Building Permit	$0	$36,660	$70,500	$70,500	$81,960	$92,380	$87,800	$99,250	$95,010	$77,440	$82,490	$76,070	$82,490	$91,650	$87,070	$88,440	$73,320	$36,660	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Electrical and Plumbing Permits	$0	$28,960	$65,160	$65,160	$74,210	$81,810	$78,190	$87,240	$83,260	$61,180	$65,160	$60,090	$65,160	$72,400	$68,780	$69,870	$57,920	$28,960	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total One-Time Fees	**$0**	**$79,380**	**$164,880**	**$164,880**	**$189,690**	**$211,440**	**$201,520**	**$226,320**	**$216,320**	**$167,690**	**$178,610**	**$164,710**	**$178,610**	**$198,450**	**$188,530**	**$191,510**	**$158,760**	**$79,380**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Total Revenue (One-Time + Ongoing)	**$0**	**$328,390**	**$916,250**	**$1,418,610**	**$2,023,600**	**$2,694,750**	**$3,303,120**	**$4,024,000**	**$4,679,730**	**$5,157,130**	**$5,728,330**	**$6,231,140**	**$6,805,320**	**$7,447,690**	**$8,029,170**	**$8,632,900**	**$9,098,180**	**$9,267,810**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**
Cumulative Revenue	$0	$328,390	$1,244,640	$2,663,250	$4,686,850	$7,381,600	$10,684,720	$14,708,720	$19,388,450	$24,545,580	$30,273,910	$36,505,050	$43,310,370	$50,758,060	$58,787,230	$67,420,130	$76,518,310	$85,786,120	$94,974,550	$104,162,980	$113,351,410	$122,539,840	$131,728,270	$140,916,700	$150,105,130	$159,293,560	$168,481,990	$177,670,420
Residential Tax-Supported Costs																												
Municipal Infrastructure Costs (incl. Renewal)																												
Trunk Sewer Extension (Up-Front)	($2,600,000)																											
Major WWS Renewal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Major WM Renewal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Local Underground Services Renewal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Major Street Renewal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	($3,783,125)	$0	$0	$0	$0	$0	$0	$0	$0	$0	($3,783,125)	$0	$0	$0	$0	$0	$0	$0
Major Street Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Local Street Renewal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	($12,408,650)	$0	$0	$0	$0	$0	$0	$0	$0	$0	($12,408,650)	$0	$0	$0	$0	$0	$0	$0
Local Street Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Capital and Renewal Costs	**($2,600,000)**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**($16,191,775)**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**($16,191,775)**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Operating Costs for City Services																												
Police Service	$0	($27,320)	($81,970)	($136,620)	($199,810)	($270,620)	($338,020)	($413,960)	($486,590)	($544,320)	($605,800)	($662,490)	($723,970)	($792,280)	($857,180)	($923,100)	($977,740)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)
Fire Service	$0	($14,800)	($44,390)	($73,980)	($108,200)	($146,540)	($183,040)	($224,160)	($263,490)	($294,750)	($328,040)	($358,740)	($392,030)	($429,020)	($464,160)	($499,860)	($529,450)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)
Parks and Recreation	$0	($13,820)	($41,470)	($69,120)	($101,090)	($136,920)	($171,010)	($209,430)	($246,180)	($275,390)	($306,490)	($335,170)	($366,280)	($400,840)	($433,670)	($467,020)	($494,670)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)
Infrastructure Debt Payments *	$0	($9,940)	($29,810)	($49,680)	($72,660)	($98,410)	($122,920)	($150,530)	($176,940)	($197,930)	($220,290)	($240,910)	($263,260)	($288,100)	($311,700)	($335,670)	($355,540)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)
Public Transit Subsidy	$0	($7,020)	($21,060)	($35,100)	($51,330)	($69,530)	($86,840)	($106,350)	($125,010)	($139,840)	($155,640)	($170,210)	($186,000)	($203,550)	($220,220)	($237,160)	($251,200)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)
Corporate Administration, Assessment, 311	$0	($6,910)	($20,740)	($34,560)	($50,540)	($68,460)	($85,510)	($104,720)	($123,090)	($137,690)	($153,240)	($167,590)	($183,140)	($200,420)	($216,840)	($233,510)	($247,330)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)
Snow Removal and Ice Control	$0	($4,640)	($13,930)	($23,220)	($33,960)	($45,990)	($57,450)	($70,360)	($82,700)	($92,510)	($102,960)	($112,600)	($123,050)	($134,660)	($145,690)	($156,890)	($166,180)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)
Libraries	$0	($3,670)	($11,020)	($18,360)	($26,850)	($36,370)	($45,430)	($55,630)	($65,390)	($73,150)	($81,410)	($89,030)	($97,290)	($106,470)	($115,190)	($124,050)	($131,400)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)
Solid Waste Collectionand Land Drainage	$0	($3,240)	($9,720)	($16,200)	($23,690)	($32,090)	($40,080)	($49,090)	($57,700)	($64,540)	($71,830)	($78,560)	($85,850)	($93,950)	($101,640)	($109,460)	($115,940)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)
Arts, Entertainment and Culture	$0	($2,590)	($7,780)	($12,960)	($18,950)	($25,670)	($32,070)	($39,270)	($46,160)	($51,630)	($57,470)	($62,850)	($68,680)	($75,160)	($81,310)	($87,570)	($92,750)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)
Corporate (Grants and other)	$0	($2,160)	($6,480)	($10,800)	($15,800)	($21,390)	($26,720)	($32,720)	($38,470)	($43,030)	($47,890)	($52,370)	($57,230)	($62,630)	($67,760)	($72,970)	($77,290)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)
City Planning/Bldg Permits/Housing/Com. Health	$0	($1,940)	($5,830)	($9,720)	($14,220)	($19,250)	($24,050)	($29,450)	($34,620)	($38,730)	($43,100)	($47,130)	($51,510)	($56,370)	($60,980)	($65,670)	($69,560)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)
Council Services	$0	($1,730)	($5,180)	($8,640)	($12,640)	($17,110)	($21,380)	($26,180)	($30,770)	($34,420)	($38,310)	($41,900)	($45,780)	($50,100)	($54,210)	($58,380)	($61,830)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)
Medical Response	$0	($860)	($2,590)	($4,320)	($6,320)	($8,560)	($10,690)	($13,090)	($15,390)	($17,210)	($19,160)	($20,950)	($22,890)	($25,050)	($27,100)	($29,190)	($30,920)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)
Roadway Maintenance	$0	($10,860)	($32,590)	($54,320)	($79,450)	($107,610)	($134,410)	($164,600)	($193,480)	($216,440)	($240,880)	($263,430)	($287,870)	($315,030)	($340,840)	($367,050)	($388,780)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)
Total Operating Costs	**$0**	**($111,500)**	**($334,560)**	**($557,600)**	**($815,510)**	**($1,104,520)**	**($1,379,620)**	**($1,689,540)**	**($1,985,980)**	**($2,221,580)**	**($2,472,510)**	**($2,703,930)**	**($2,954,830)**	**($3,233,630)**	**($3,498,490)**	**($3,767,550)**	**($3,990,580)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**
Net Revenue and Present Value																												
Net Revenue	**($2,600,000)**	**$216,890**	**$581,690**	**$861,010**	**$1,208,090**	**$1,590,230**	**$1,923,500**	**$2,334,460**	**$2,693,750**	**$2,935,550**	**($12,935,955)**	**$3,527,210**	**$3,850,490**	**$4,214,060**	**$4,530,680**	**$4,865,350**	**$5,107,600**	**$5,165,700**	**$5,086,320**	**$5,086,320**	**($11,105,455)**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**
Cumulative Net Revenue	($2,600,000)	($2,383,110)	($1,801,420)	($940,410)	$267,680	$1,857,910	$3,781,410	$6,115,870	$8,809,620	$11,745,170	($1,190,785)	$2,336,425	$6,186,915	$10,400,975	$14,931,655	$19,797,005	$24,904,605	$30,070,305	$35,156,625	$40,242,945	$29,137,490	$34,223,810	$39,310,130	$44,396,450	$49,482,770	$54,569,090	$59,655,410	$64,741,730
Present Value Cash Flows																												
Discount Factor (Real Rate)	1.000	0.971	0.943	0.915	0.888	0.863	0.837	0.813	0.789	0.766	0.744	0.722	0.701	0.681	0.661	0.642	0.623	0.605	0.587	0.570	0.554	0.538	0.522	0.507	0.492	0.478	0.464	0.450
Residential Property Tax Revenue	$0	$227,194	$668,225	$1,083,372	$1,538,744	$2,022,628	$2,452,522	$2,915,112	$3,326,002	$3,608,006	$3,894,707	$4,132,062	$4,381,008	$4,651,783	$4,883,730	$5,103,855	$5,246,860	$5,235,619	$5,083,125	$4,935,073	$4,791,333	$4,651,779	$4,516,291	$4,384,748	$4,257,037	$4,133,046	$4,012,666	$3,895,792
Lot Levy Revenue	$0	$14,563	$40,013	$63,968	$90,661	$119,497	$145,019	$172,749	$197,455	$215,984	$234,806	$250,456	$266,833	$284,597	$299,857	$314,352	$323,891	$323,533	$314,109	$304,960	$296,078	$287,454	$279,082	$270,953	$263,062	$255,400	$247,961	$240,739
One-Time Charges and Fees	$0	$79,380	$164,880	$164,880	$189,690	$211,440	$201,520	$226,320	$216,320	$167,690	$178,610	$164,710	$178,610	$198,450	$188,530	$191,510	$158,760	$79,380	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Revenue:	**$0**	**$321,137**	**$873,118**	**$1,312,221**	**$1,819,095**	**$2,353,565**	**$2,799,061**	**$3,314,181**	**$3,739,777**	**$3,991,680**	**$4,308,123**	**$4,547,228**	**$4,826,451**	**$5,134,830**	**$5,372,117**	**$5,609,717**	**$5,729,511**	**$5,638,531**	**$5,397,234**	**$5,240,033**	**$5,087,411**	**$4,939,234**	**$4,795,373**	**$4,655,702**	**$4,520,099**	**$4,388,445**	**$4,260,627**	**$4,136,531**
Less: Trunk Sewer Extension (Up-Front)	($2,600,000)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Less: Water / Wastewater Renewal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Less: Major & Local Street Renewal/Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	($12,048,201)	$0	$0	$0	$0	$0	$0	$0	$0	$0	($8,964,993)	$0	$0	$0	$0	$0	$0	$0
Less: Operating Costs for City Services	$0	($108,252)	($315,355)	($510,283)	($724,570)	($952,769)	($1,155,410)	($1,373,751)	($1,567,751)	($1,702,656)	($1,839,780)	($1,953,377)	($2,072,458)	($2,201,945)	($2,312,914)	($2,418,247)	($2,486,798)	($2,481,844)	($2,409,557)	($2,339,376)	($2,271,239)	($2,205,086)	($2,140,860)	($2,078,505)	($2,017,966)	($1,959,191)	($1,902,127)	($1,846,725)
Net Revenue	**($2,600,000)**	**$212,885**	**$557,763**	**$801,938**	**$1,094,525**	**$1,400,796**	**$1,643,651**	**$1,940,431**	**$2,172,026**	**$2,289,024**	**($9,579,858)**	**$2,593,852**	**$2,753,993**	**$2,932,885**	**$3,059,203**	**$3,191,470**	**$3,242,713**	**$3,156,687**	**$2,987,677**	**$2,900,657**	**($6,148,821)**	**$2,734,148**	**$2,654,512**	**$2,577,196**	**$2,502,132**	**$2,429,255**	**$2,358,500**	**$2,289,806**

Present Value	Subtotal	Total
Municipal Tax Revenue	$202,783,800	
Frontage Levy Revenue	$12,467,500	
One-Time Charges and Fees	$2,960,700	
Total City Revenue:	$218,212,000	$218,212,000
Trunk Sewer Extension (Up-Front City Contribution)	($2,600,000)	
Underground / Piped-Services Renewal (Periodic)	($11,777,600)	
Major and Local Street Renewal (Periodic)	($53,736,400)	
Cost of City Services (Annual, Recurring)	($96,056,100)	
Total City Costs:	($164,170,100)	($164,170,100)
Net Present Value (excl. east-west collector)		**$54,041,900**

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Ridgewood Precinct Fiscal Impact Analysis
Residential tax funded services and local infrastructure capital/renewal costs (Years 28-54)

Year:	2040 28	2041 29	2042 30	2043 31	2044 32	2045 33	2046 34	2047 35	2048 36	2049 37	2050 38	2051 39	2052 40	2053 41	2054 42	2055 43	2056 44	2057 45	2058 46	2059 47	2060 48	2061 49	2062 50	2063 51	2064 52	2065 53	2066 54
Development Assumptions																											
Dwelling Unit Construction (Incremental)																											
Single-Family Detached																											
Semi-Detached and Townhouse																											
Total Units																											
Dwelling Units (Cumulative)																											
Single-Family Detached	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676
Semi-Detached and Townhouse	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Total Units	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**
Population (Cumulative)																											
Single-Family Detached	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225
Semi-Detached and Townhouse	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720
Total Units	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**
Cumulative Municipal Assessment																											
Single-Family Detached	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000
Semi-Detached and Townhouse	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000
Total Contribution to Municipal Assessment	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**
Residential Tax Revenue																											
Ongoing Municipal Revenue																											
Municipal Property Tax	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680
Frontage Levy - Water Rate	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470
Frontage Levy - Sewer Rate	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280
Total Ongoing Municipal Revenue	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**
One-Time Fees / Permits																											
Development Permit Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Construction Building Permit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Electrical and Plumbing Permits	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total One-Time Fees	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Total Revenue (One-Time + Ongoing)	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**
Cumulative Revenue	$186,858,850	$196,047,280	$205,235,710	$214,424,140	$223,612,570	$232,801,000	$241,989,430	$251,177,860	$260,366,290	$269,554,720	$278,743,150	$287,931,580	$297,120,010	$306,308,440	$315,496,870	$324,685,300	$333,873,730	$343,062,160	$352,250,590	$361,439,020	$370,627,450	$379,815,880	$389,004,310	$398,192,740	$407,381,170	$416,569,600	$425,758,030
Residential Tax-Supported Costs																											
Municipal Infrastructure Costs (incl. Renewal)																											
Trunk Sewer Extension (Up-Front)																											
Major WWS Renewal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	($2,300,140)	$0	$0	$0	$0
Major WM Renewal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	($1,513,250)	$0	$0	$0	$0
Local Underground Services Renewal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	($47,818,700)	$0	$0	$0	$0
Major Street Renewal	$0	$0	($3,783,125)	$0	$0	$0	$0	$0	$0	$0	$0	$0	($3,783,125)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Major Street Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	($15,132,500)	$0	$0	$0	$0
Local Street Renewal	$0	$0	($12,408,650)	$0	$0	$0	$0	$0	$0	$0	$0	$0	($12,408,650)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Local Street Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	($49,634,600)	$0	$0	$0	$0	$0
Total Capital and Renewal Costs	**$0**	**$0**	**($16,191,775)**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**($16,191,775)**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**($116,399,190)**	**$0**	**$0**	**$0**	**$0**
Operating Costs for City Services																											
Police Service	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)
Fire Service	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)
Parks and Recreation	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)
Infrastructure Debt Payments *	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)
Public Transit Subsidy	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)
Corporate Administration, Assessment, 311	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)
Snow Removal and Ice Control	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)
Libraries	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)
Solid Waste Collectionand Land Drainage	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)
Arts, Entertainment and Culture	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)
Corporate (Grants and other)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)
City Planning/Bldg Permits/Housing/Com. Health	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)
Council Services	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)
Medical Response	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)
Roadway Maintenance	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)
Total Operating Costs	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**
Net Revenue and Present Value																											
Net Revenue	**$5,086,320**	**$5,086,320**	**($11,105,455)**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**($11,105,455)**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**($111,312,870)**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**
Cumulative Net Revenue	$69,828,050	$74,914,370	$63,808,915	$68,895,235	$73,981,555	$79,067,875	$84,154,195	$89,240,515	$94,326,835	$99,413,155	$104,499,475	$109,585,795	$98,480,340	$103,566,660	$108,652,980	$113,739,300	$118,825,620	$123,911,940	$128,998,260	$134,084,580	$139,170,900	$144,257,220	$32,944,350	$38,030,670	$43,116,990	$48,203,310	$53,289,630
Present Value Cash Flows																											
Discount Factor (Real Rate)	0.437	0.424	0.412	0.400	0.388	0.377	0.366	0.355	0.345	0.335	0.325	0.316	0.307	0.298	0.289	0.281	0.272	0.264	0.257	0.249	0.242	0.235	0.228	0.221	0.215	0.209	0.203
Residential Property Tax Revenue	$3,782,322	$3,672,158	$3,565,202	$3,461,361	$3,360,544	$3,262,664	$3,167,635	$3,075,374	$2,985,800	$2,898,835	$2,814,403	$2,732,430	$2,652,845	$2,575,577	$2,500,561	$2,427,729	$2,357,018	$2,288,367	$2,221,716	$2,157,006	$2,094,180	$2,033,185	$1,973,966	$1,916,472	$1,860,652	$1,806,458	$1,753,843
Lot Levy Revenue	$233,727	$226,919	$220,310	$213,893	$207,663	$201,615	$195,743	$190,041	$184,506	$179,132	$173,915	$168,849	$163,931	$159,157	$154,521	$150,020	$145,651	$141,409	$137,290	$133,291	$129,409	$125,640	$121,980	$118,427	$114,978	$111,629	$108,378
One-Time Charges and Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Revenue:	**$4,016,049**	**$3,899,077**	**$3,785,512**	**$3,675,254**	**$3,568,208**	**$3,464,279**	**$3,363,378**	**$3,265,415**	**$3,170,306**	**$3,077,967**	**$2,988,318**	**$2,901,279**	**$2,816,776**	**$2,734,734**	**$2,655,082**	**$2,577,749**	**$2,502,669**	**$2,429,776**	**$2,359,006**	**$2,290,297**	**$2,223,589**	**$2,158,824**	**$2,095,946**	**$2,034,899**	**$1,975,630**	**$1,918,087**	**$1,862,221**
Less: Trunk Sewer Extension (Up-Front)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Less: Water / Wastewater Renewal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	($11,777,645)	$0	$0	$0	$0
Less: Major & Local Street Renewal/Replacement	$0	$0	($6,670,797)	$0	$0	$0	$0	$0	$0	$0	$0	$0	($4,963,699)	$0	$0	$0	$0	$0	$0	$0	$0	$0	($14,773,834)	$0	$0	$0	$0
Less: Operating Costs for City Services	($1,792,937)	($1,740,715)	($1,690,015)	($1,640,791)	($1,593,001)	($1,546,603)	($1,501,556)	($1,457,822)	($1,415,361)	($1,374,137)	($1,334,113)	($1,295,256)	($1,257,530)	($1,220,903)	($1,185,343)	($1,150,818)	($1,117,299)	($1,084,756)	($1,053,161)	($1,022,487)	($992,706)	($963,792)	($935,720)	($908,466)	($882,006)	($856,317)	($831,375)
Net Revenue	**$2,223,112**	**$2,158,361**	**($4,575,300)**	**$2,034,463**	**$1,975,206**	**$1,917,676**	**$1,861,821**	**$1,807,594**	**$1,754,945**	**$1,703,830**	**$1,654,204**	**$1,606,024**	**($3,404,453)**	**$1,513,831**	**$1,469,739**	**$1,426,931**	**$1,385,370**	**$1,345,019**	**$1,305,844**	**$1,267,810**	**$1,230,883**	**$1,195,032**	**($25,391,254)**	**$1,126,433**	**$1,093,624**	**$1,061,771**	**$1,030,845**

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Ridgewood Precinct Fiscal Impact Analysis
Residential tax funded services and local infrastructure capital/renewal costs (Years 55-80)

Year:	2067 55	2068 56	2069 57	2070 58	2071 59	2072 60	2073 61	2074 62	2075 63	2076 64	2077 65	2078 66	2079 67	2080 68	2081 69	2082 70	2083 71	2084 72	2085 73	2086 74	2087 75	2088 76	2089 77	2090 78	2091 79	2092 80
Development Assumptions																										
Dwelling Unit Construction (Incremental)																										
Single-Family Detached																										
Semi-Detached and Townhouse																										
Total Units																										
Dwelling Units (Cumulative)																										
Single-Family Detached	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676	2,676
Semi-Detached and Townhouse	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Total Units	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**	**3,076**
Population (Cumulative)																										
Single-Family Detached	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225	7,225
Semi-Detached and Townhouse	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720
Total Units	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**	**7,945**
Cumulative Municipal Assessment																										
Single-Family Detached	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000	$1,137,300,000
Semi-Detached and Townhouse	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000	$120,000,000
Total Contribution to Municipal Assessment	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**	**$1,257,300,000**
Residential Tax Revenue																										
Ongoing Municipal Revenue																										
Municipal Property Tax	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680	$8,653,680
Frontage Levy - Water Rate	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470	$135,470
Frontage Levy - Sewer Rate	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280	$399,280
Total Ongoing Municipal Revenue	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**
One-Time Fees / Permits																										
Development Permit Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Construction Building Permit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Electrical and Plumbing Permits	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total One-Time Fees	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Total Revenue (One-Time + Ongoing)	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**	**$9,188,430**
Cumulative Revenue	$434,946,460	$444,134,890	$453,323,320	$462,511,750	$471,700,180	$480,888,610	$490,077,040	$499,265,470	$508,453,900	$517,642,330	$526,830,760	$536,019,190	$545,207,620	$554,396,050	$563,584,480	$572,772,910	$581,961,340	$591,149,770	$600,338,200	$609,526,630	$618,715,060	$627,903,490	$637,091,920	$646,280,350	$655,468,780	$664,657,210
Residential Tax-Supported Costs																										
Municipal Infrastructure Costs (incl. Renewal)																										
Trunk Sewer Extension (Up-Front)																										
Major WWS Renewal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Major WM Renewal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Local Underground Services Renewal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Major Street Renewal	$0	$0	$0	$0	$0	($3,783,125)	$0	$0	$0	$0	$0	$0	$0	$0	$0	($3,783,125)	$0	$0	$0	$0	$0	$0	$0	$0	$0	($3,783,125)
Major Street Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Local Street Renewal	$0	$0	$0	$0	$0	($12,408,650)	$0	$0	$0	$0	$0	$0	$0	$0	$0	($12,408,650)	$0	$0	$0	$0	$0	$0	$0	$0	$0	($12,408,650)
Local Street Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Capital and Renewal Costs	**$0**	**$0**	**$0**	**$0**	**$0**	**($16,191,775)**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**($16,191,775)**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**($16,191,775)**
Operating Costs for City Services																										
Police Service	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)	($1,005,070)
Fire Service	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)	($544,250)
Parks and Recreation	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)	($508,490)
Infrastructure Debt Payments *	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)	($365,480)
Public Transit Subsidy	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)	($258,220)
Corporate Administration, Assessment, 311	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)	($254,250)
Snow Removal and Ice Control	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)	($170,820)
Libraries	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)	($135,070)
Solid Waste Collectionand Land Drainage	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)	($119,180)
Arts, Entertainment and Culture	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)	($95,340)
Corporate (Grants and other)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)	($79,450)
City Planning/Bldg Permits/Housing/Com. Health	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)	($71,510)
Council Services	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)	($63,560)
Medical Response	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)	($31,780)
Roadway Maintenance	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)	($399,640)
Total Operating Costs	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**	**($4,102,110)**
Net Revenue and Present Value																										
Net Revenue	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**($11,105,455)**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**($11,105,455)**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**$5,086,320**	**($11,105,455)**
Cumulative Net Revenue	$58,375,950	$63,462,270	$68,548,590	$73,634,910	$78,721,230	$67,615,775	$72,702,095	$77,788,415	$82,874,735	$87,961,055	$93,047,375	$98,133,695	$103,220,015	$108,306,335	$113,392,655	$102,287,200	$107,373,520	$112,459,840	$117,546,160	$122,632,480	$127,718,800	$132,805,120	$137,891,440	$142,977,760	$148,064,080	$136,958,625
Present Value Cash Flows																										
Discount Factor (Real Rate)	0.197	0.191	0.185	0.180	0.175	0.170	0.165	0.160	0.155	0.151	0.146	0.142	0.138	0.134	0.130	0.126	0.123	0.119	0.116	0.112	0.109	0.106	0.103	0.100	0.097	0.094
Residential Property Tax Revenue	$1,702,760	$1,653,165	$1,605,015	$1,558,267	$1,512,880	$1,468,816	$1,426,035	$1,384,500	$1,344,175	$1,305,024	$1,267,013	$1,230,110	$1,194,282	$1,159,497	$1,125,725	$1,092,937	$1,061,104	$1,030,198	$1,000,192	$971,060	$942,777	$915,317	$888,658	$862,775	$837,645	$813,248
Lot Levy Revenue	$105,221	$102,157	$99,181	$96,292	$93,488	$90,765	$88,121	$85,555	$83,063	$80,643	$78,294	$76,014	$73,800	$71,651	$69,564	$67,538	$65,570	$63,661	$61,806	$60,006	$58,258	$56,562	$54,914	$53,315	$51,762	$50,254
One-Time Charges and Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Revenue:	**$1,807,981**	**$1,755,322**	**$1,704,196**	**$1,654,559**	**$1,606,368**	**$1,559,581**	**$1,514,156**	**$1,470,054**	**$1,427,237**	**$1,385,667**	**$1,345,308**	**$1,306,124**	**$1,268,082**	**$1,231,147**	**$1,195,289**	**$1,160,474**	**$1,126,674**	**$1,093,858**	**$1,061,999**	**$1,031,067**	**$1,001,035**	**$971,879**	**$943,572**	**$916,089**	**$889,407**	**$863,502**
Less: Trunk Sewer Extension (Up-Front)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Less: Water / Wastewater Renewal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Less: Major & Local Street Renewal/Replacement	$0	$0	$0	$0	$0	($2,748,280)	$0	$0	$0	$0	$0	$0	$0	$0	$0	($2,044,978)	$0	$0	$0	$0	$0	$0	$0	$0	$0	($1,521,656)
Less: Operating Costs for City Services	($807,161)	($783,651)	($760,826)	($738,666)	($717,152)	($696,264)	($675,984)	($656,295)	($637,180)	($618,621)	($600,603)	($583,110)	($566,126)	($549,637)	($533,628)	($518,086)	($502,996)	($488,345)	($474,122)	($460,312)	($446,905)	($433,889)	($421,251)	($408,982)	($397,070)	($385,504)
Net Revenue	**$1,000,821**	**$971,671**	**$943,370**	**$915,893**	**$889,216**	**($1,884,963)**	**$838,172**	**$813,759**	**$790,057**	**$767,046**	**$744,705**	**$723,014**	**$701,956**	**$681,510**	**$661,660**	**($1,402,590)**	**$623,678**	**$605,513**	**$587,877**	**$570,754**	**$554,130**	**$537,990**	**$522,321**	**$507,108**	**$492,338**	**($1,043,658)**

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This is Exhibit 27 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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Ridgewood South Mixed-Use Subdivision
Traffic Impact Assessment

FINAL REPORT

Prepared for:
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1.0 Introduction

1.1 BACKGROUND

Qualico Developments, (representing the various land holders in the area), (the proponents), are initiating the process leading up to the eventual development of the Ridgewood South Precinct (the proposed subdivision). The land in question is located mostly south of the Harte Trail and north of the Canadian National Railway Rivers mainline, in the City of Winnipeg, and including four infill areas north of the Harte Trail. The mixed-use development includes single family residential, multi-family residential, and commercial components.

The subdivision area encompasses existing treed, undeveloped and farm land north of the CNR Rivers mainline, and south of Rannock and Eldridge Avenues. PTH 100 and Elmhurst Road are the western and eastern limits of the subdivision, respectively. The proposed subdivision will incorporate existing streets and residences into overall design layout. Figure 1.0 illustrates the general outline of the proposed subdivision.

Five (5) concept plans were developed during the visioning exercise resulting in, after the public consultation process was completed, a *Recommended Option*. The *Recommended Option* is analyzed in this Traffic Impact Assessment (TIA) for consideration, with the features of the *Recommended Option* discussed later in this report.

1.2 OBJECTIVES

The objectives of this assessment are as follows:

- project subdivision generated traffic volumes at full build out;
- project existing background traffic due to future volumes within the full build out timeframe;
- estimate the impact and characteristics of subdivision traffic internally to confirm the requirements of the internal street system of collector and local streets;
- evaluate the impacts of the combined increase in vehicular traffic generated by the subdivision on roadways adjacent to the site; and,
- identify/recommend any improvements to adjacent roadways / existing traffic control mechanisms required to accommodate the proposed subdivision or to mitigate subdivision impacts.

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2.0 Site Context

2.1 TRAFFIC IMPACT ASSESSMENT PARAMATERS

The TIA will assess the effect of additional traffic on key intersections within the study area which are controlled by traffic signals, stop control or modern roundabouts. The intersections will be grouped into two categories:

- Intersections within the development area, and;
- Intersections outside of the development area

Major intersections within the development area are envisioned to be modern roundabout controlled to take advantage of the superior operating characteristics and safety associated with the intersection treatment. Outside of the subdivision, existing traffic control consists of signalized and stop controlled intersection treatment.

2.2 ASSESSMENT AREA

The Assessment Area extends to Wilkes Avenue to the south, PTH 100 to the west, Roblin Boulevard to the north, and Elmhurst Road to the east.

Existing (non-residential) development within the development boundaries includes: the Marj Edey Park; a multipurpose sports facility on Fairmont Road, and McMunn & Yates Building Supplies warehouse, and Hackers and Smackers Driving Range, on Elmhurst Road, all south of the Harte Trail.

2.3 EXISTING TRANSPORTATION SYSTEMS

General information on the primary roads in and around the subdivision area is provided below.

- **Roblin Boulevard** (north of the proposed subdivision) is a four-lane divided arterial roadway extending to and past PTH 100 at the western limit, and extending to and past Assiniboine Park, where name designation changes to Corydon Avenue. The posted speed is 60 km/h. Traffic control is a mix of two-way stop control at minor streets and signals at major intersections.

- **Grant Avenue** (north of the proposed subdivision) is a four-lane divided arterial roadway spurring from Roblin Blvd and continuing east until termination at Pembina Highway. The posted speed limit is 60 km/h throughout the portion in the study area. Traffic control within the study area is achieved through signalization at William R Clement Parkway, Haney St, and Laxdal Road. Other intersections are stop controlled on the minor approaches.

- **Wilkes Avenue** (south of the proposed subdivision) is two-lane undivided arterial with rural cross-section providing south side access to existing residences and businesses

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within the study area. The posted speed limit within the study area section is 90 km/h, traffic control is two-way stop control for any roadway intersecting with Wilkes Avenue.

- **William R Clement Parkway** (east of the proposed subdivision) is a four-lane major arterial roadway, with controlled access and expressway design, with a posted speed limit of 80 km/h that currently terminates at Grant Avenue. The TIA has accounted for an extension of the Parkway to the Ridgewood Collector with the same characteristics.

- **Dale Boulevard** (north of and intersecting with the proposed subdivision) is a collector roadway which intersects with Roblin Boulevard that will be extended from existing West Charleswood into Ridgewood, becoming the southern leg of the Ridgewood Collector.

- **Ridgewood Collectors** (internal) will be the primary collector network within the subdivision, maintaining a north and south leg within the development, transitioning to a single roadway west of Charleswood Road and east of Fairmont Road. The north and south Collectors will be ten-metre pavement from Dale Blvd until approximately Harstone Rd. The Collector will likely transition to a four-lane divided cross section approaching WRCP, transitioning back to a two lane facility east of the intersection and terminate at Elmhurst Road.

2.4 DEVELOPMENT SITE PLAN

The proposed development evolved into a *Recommended Option* for consideration under this traffic assessment, identified in Figure 2.0. The proposed development includes a mix of single family housing, multi-family housing, commercial space zoning. The subdivision will also include an active transportation pathway spanning longitudinally across the entirety of the area, bicycle lanes on the Ridgewood Collectors, retention ponds, and other green space.

The traffic assessment in this report is based on the *Recommended Option* with the following characteristics.

- Single Family Housing compromising 586.65 acres and 2,019 homes across the entire subdivision.
- Commercial site (Specialty Retail) in Zones 3 & 4 with 100,000 ft^2 of retail space on ten acres of land.
- Residential Multi-Family Sites totaling 1,283 units.

2.4.1 Roadway Network

The Precinct road network will consist of local streets developed within distinct neighborhoods. Collector roads will provide connectivity between the local streets as well as provide routes for transit service. The Ridgewood Corridor will connect the primary east/west collectors to the William R. Clement Parkway, crossing in front of Marj Edey Park. West of Fairmont Road, the Collector will branch into north and south routes, providing greater connectivity to the neighborhoods, and creating an opportunity for a more residential setting in the road network.

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Splitting the Collector routes reduces the traffic volumes along each Collector, decreasing the access management restrictions, reducing the geometric standards, and relieving pressure for higher speed limits associated with four lane divided routes, hence, creating an environment where all modes can share the road in relative safety.

The collector streets will re-connect just west of the Municipal Road alignment, taking advantage of an existing break in development along the Charleswood Road development. West of Charleswood Road, the collector road continues on an east/west alignment, eventually swinging to the north and connecting with Dale Boulevard, within the West Dale neighborhood.

Intermediate, north/south orientated collector roads are anticipated to connect the residential streets within the westerly neighborhood, providing a transit route loop between the existing Harstone Road alignment and Community Road alignment. These two collectors provide interconnectivity between the east west collectors and provide indirect, higher level, routes connecting the existing neighborhoods north of the Harte Trail to Wilkes Avenue

To the east of William R. Clement Parkway, a collector street will be required to service the development between Wilkes Avenue and the Harte Trail. It will terminate at Elmhurst Road, with a connection to Ridgewood Avenue across the Harte Trail to Haney Street that provides intercommunity connectivity.

Existing north/south routes that cross the Harte Trail and continue to Wilkes Avenue will be disconnected at the north Collector to prevent/reduce direct through traffic between the new developments and existing neighborhoods. Fairmont Road south of Ridgewood Avenue is shown to cross the Harte Trail and continue across the CNR main line to connect to Wilkes Avenue, providing the only continuous route from Grant Avenue to Wilkes Avenue between William R. Clement Parkway and Dale Boulevard. The proximity to William R. Clement Parkway will likely prevent the route from attracting significant through traffic. Fairmont Road south of the Ridgewood corridor, however, should be considered only as the detour for William R. Clement Parkway prior to its southerly connection to Wilkes Avenue, should the connection to Wilkes Avenue be staged. Closure of Fairmont Road across the CNR main line should be considered once the extension of William R. Clement Parkway to Wilkes Avenue and beyond is completed, allowing for expansion of Marj Eady Park, or other development.

Harstone Road and Community Row will maintain their current alignments across the Harte Trail but terminate at the north collector. The routes will be reestablished south of the south collector to maintain the existing crossings of the CNR main line, and the intersection with Wilkes Avenue. The internal local street network between the two collectors may provide indirect interconnection of the collectors depending on the final layout of the developments. Charleswood Road will be terminated at the Harte Trail to limit direct access with existing Charleswood. The roadway will maintain its current alignment south of the Harte Trail to accommodate existing residences with connections to the collector system via local street connections. Between the south collector and Wilkes Avenue, the roadway will be realigned to allow the existing street to be reconfigured as a service road to serve the existing seven homes

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in the area. A realigned Charleswood Road will use the existing rail crossing and serve as the westerly most connection to Wilkes Avenue from the precinct.

The modification of the existing north-south routes was carried out with the intention of reducing the attractiveness of commuter traffic infiltrating through the existing neighborhoods.

The local street network will be designed and constructed to accommodate the needs and design of the residential development. The geometric design of the Local and Collector networks will be determined by the peak volumes making use of the roadway based on detailed review during the subdivision approval process. Intersection requirements will also be determined during the detailed approval process, with the preferred intersection treatment on the collector system being roundabouts. The use of signalized intersections will be discouraged for all intersections not on expressways.

Interim access to the subdivision during construction will make use of existing roadways, including Dale Blvd, Community Row, Harstone Road, Fairmont Road, and Haney Street. Charleswood Road could be used to access the subdivision, but only from Wilkes Avenue..

Timing for the completion of full build-out of the development is unknown at writing of this report. To provide simplicity to the reader, background traffic has been projected to 2025, with the same date assumed as full-build out of the subdivision.

2.5 POTENTIAL FUTURE DEVELOPMENT

The development of the area south of Wilkes Avenue is proceeding in a sporadic way, with no planning for the area under consideration at the time of this report. There is anticipation that this area will require formal planning prior to the completion of the Ridgewood developments.

The *Seasons of Tuxedo* commercial development, east of the subdivision, will have its anchor tenant in place to open in late 2012. Commercial traffic from PTH 100 can access the site via Wilkes Avenue, thus, traffic volumes will likely increase on Wilkes Avenue as *Seasons of Tuxedo* continues to attract additional tenants.

The distribution of these volumes is difficult to ascertain given the unknown routes taken by customers to arrive at the commercial development. Stantec has chosen to not consider volume effects of the opening of *Seasons of Tuxedo* **beyond including them in the increase in the background traffic rates**. There is no expectation of any further substantial development, residential or otherwise, west of PTH 100 within the timeframe of this study.

2.6 KNOWN FUTURE ROAD IMPROVEMENTS

The construction of the extension of the William R Clement Parkway has been accelerated by City Council to coincide with construction of the subdivision. This improvement (with an assumption on base geometric characteristics) has been included in the traffic assessment to provide a thorough simulation of conditions at full-build out. Stantec anticipates that if the

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extension of the WRCP intersects with Wilkes Avenue, the latter will be widened to four-lane divided arterial standards east of the anticipated intersection.

2.7 EXISTING TRAFFIC

Stantec obtained traffic volume information from the City of Winnipeg Public Works Department and conducted additional counts to supplement the information with Company forces. The COW PWD counts represent information collected within the the past ten years. Stantec conducted manual intersection counts at sixteen intersections within the study area in early 2012. Relevant COW traffic counts used by Stantec personnel can be found in *Appendix A, COW PWD Traffic Counts*. Manual Stantec counts can be found in *Appendix B, Manual Traffic Counts*.

2.8 GROWTH RATE

The background traffic growth rate for this traffic impact assessment was assumed to be 1.0%. This compound annual growth rate is based on historical background growth rates within The City of Winnipeg and through past approvals with The City of Winnipeg Public Works Department.

All traffic volume projections were performed according to the formula below:

$$\text{Future traffic volume} = \text{initial traffic volume} * (1 + \text{annual growth rate})^{\text{number of years}}$$

Where annual growth rate = 1.0%

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3.0 Development Traffic

3.1 TRIP GENERATION

The traffic generated by the proposed subdivision is based on the expected residential and commercial land uses as identified on the current subdivision plans and as discussed in Section 2.4 within this report.

The subdivision has been divided into eleven zones for organizational purposes and ease of assignment. Trips generated were assigned to specific routes within and outside of the subdivision. Zones 1,2,5 and 7-11 include are strictly residential (single & multi-family), Zones 3 & 4 are mixed commercial and residential usage, and Zone 6 is existing Marj Edey Park. Figure 3.0 provides visual location of each Zone.

Trip Generation is based upon empirical data from the *ITE Trip Generation Manual, 8th Edition*. Land uses are selected based upon the most appropriate representation of the proponents' wishes in the *Manual.*

3.2 RECOMMENDED OPTION

The land uses outlined in Section 2.4 are applied for trip generation in the Recommended Option. Using this information and based on discussions with the developer, the following land uses are included in the subdivision for the *Recommended Option*, with assigned ITE Code.

- ITE 210 - Single Family Housing: 586.65 acres with 2,019 homes.
- ITE 221 - Low-Rise Apartment: 86 units.
- ITE 223 - Mid-Rise Apartment: 946 units.
- ITE 230 - Residential Condominium/Townhouse: 271 units.
- ITE 814 - Specialty Retail: 10 acres, 100,000 ft^2 floor space.

Trip generation was calculated for each land usage individually at full build out, and then summed to create an overall traffic volume amount used in the assessment. Trip generation rates from the *Manual* were queried for the peak hour of adjacent street traffic for one hour between 7:00 am – 9:00 am, for one hour between 4:00 pm - 6:00 pm and the weekday total volume. For each land use, average rates, were used. Table 1.0 summarizes the rates employed for each land usage.

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Table 1.0: Proposed Subdivision Land Use Generation Rate Summary.

Building & Land Use	ITE Code	Number of Units	Generation Rate (AM / PM / Weekday)
Single Family Housing	210	2,019	T = 0.75 T = 1.01 T = 9.57
Low-Rise Apartment	221	86	T = 0.46 T = 0.58 T = 6.59
Mid-Rise Apartment	223	946	T = 0.30 T = 0.39 T = 5.20
Residential Condominium/Townhouse	230	271	T = 0.44 T = 0.52 T = 5.81
Specialty Retail	814	100,000 s.f	T = rate of 1/1000 s.f. T = 2.71 T = 44.32

The resultant overall trip generation of the entire subdivision is 2,223 trips during AM Peak, 3,276 trips during PM Peak, and 31,283 trips per weekday. The trip generation by Zone can be found in *Appendix C, Subdivision Trip Generation*, displaying trips generated by each land use within a respective zone, with associated internal capture and modal split reductions accounted for.

3.2.1 Precinct Transportation Network Designed to Improve Modal Split

3.2.1.1 Transit Network

Accommodating an attractive transit network is a critical component in the establishment of complete communities. The collector network on which transit will operate was established for the Precinct plan to ensure that all residents of the precinct will be within walking distance of regular transit service. East of the existing Municipal Road alignment, the north and south Collector form a loop that should be very conducive to bus routing.

The extension of Dale and Cullen Avenues into the precinct on the west side also forms a loop that should be attractive to existing transit routes on these facilities (65, 66, and 67) that can be extended into the precinct. Discussions with Winnipeg Transit will be required to determine route details and amenities during the subdivision approval process. While there is no provision for the extension of rapid transit into the precinct, the opportunity for dedicating Right of Way should be examined during any planning process for the relocation of Wilkes Avenue.

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3.2.1.2 Pedestrians

Pedestrians will be accommodated within the development by the construction of sidewalks along the Collector streets, with the opportunity to also construct sidewalks along local streets a network of off street paths and multi-use facilities has been designed into the precinct plan. These paths provide recreational and commuter connections to transit facilities and local amenities such as commercial and recreational nodes.

3.2.1.3 Active Transportation

The Ridgewood Precinct will include a trail system which connects the parks along the retention ponds throughout the development as well as providing corridors for the movements of indigenous animal and bird species. The trail system will be easily accessible anywhere in the neighborhood, connecting residential enclaves and preserving the natural environment to the greatest extent possible. Along the north limits of the development, the existing Harte Trail will be preserved and be connected to the new AT trail system.

The Collector road network will be constructed and striped to provide dedicated bicycle lanes throughout the precinct, transitioning to off road facilities along four lane divided road sections and any trail system built in conjunction with the William R. Clement Parkway. The trail system is designed to provide residents an easily accessible space to exercise, thereby increasing the livability of the precinct. The network also follows City goals to include Active Transportation in any new residential development that will be constructed. The network will conform to the City of Winnipeg AT Standards as written.

3.2.1.4 Anticipated Multi-Modal Transportation Network Improvements

Transportation networks within the City of Winnipeg are in various stages of upgrade to encourage modal share of the Transportation networks within the City of Winnipeg are being upgraded throughout to become shared use, encouraging bicycles to share the roadway with motorists. The roadways within the Precinct will be designed and constructed to include space for all users.

Trip reductions are applied to generation data to account for trips using Winnipeg Transit or active transportation, trips that remain within the subdivision, and trips in and out of the subdivision by existing trips with alternate origins and destinations. The remaining trips are primary trips, those with specific origin or destination within the subdivision. In this instance, all reductions were considered within the initial generation calculations as per discussion with the City of Winnipeg. Thus, no further reductions to total trips were applied.

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3.3 TRIP DISTRIBUTION / ASSIGNMENT

3.3.1 Within Precinct

Traffic will be circulated throughout the development primarily by the Ridgewood Collector system. In much of the development, where land space permits, the Ridgewood Collector splits into a north and south route, providing access to all points of the development. Commuters in the development have several access points they can use to access the regional street system.

3.3.2 Within Charleswood

The precinct is well connected with the existing roadway network. Charleswood, Fairmont, Elmhurst, Harstone Rds, and Community Row have been severed between the north and south Collector routes to stem the flow of through traffic from the existing development north of the precinct. Commuters within the precinct have simple access to points north of the development, with the exception of Charleswood Road (severed at the Harte Trail).

The western end of the Ridgewood Collector will integrate with existing Dale Boulevard, a collector street. To the South, access to Wilkes Avenue will remain at each of the existing connections from the Ridgewood Collector, with the exception of Municipal Road.
To the East, extension of the William R Clement Parkway will provide commuters a connection to the regional street network. The Parkway has planned intersection with the Ridgewood Collector to provide direct access to the precinct. To the North, commuters can use existing roads to connect with Roblin Avenue or attend to business in the existing portion of the development.

3.3.3 Within City/Province-Wide Transportation Network

The William R Clement Parkway extension will provide access to workplaces and shopping destinations on Portage, Grant, and Roblin Avenues north of the precinct. To the south, Wilkes Avenue provides access to the IKEA Shopping Center, Kenaston Blvd, and Waverley Street. Travelling due north of the precinct will allow connection with Roblin Avenue.
Wilkes Avenue provides direct access to PTH 100 which provides access to the Provincial Highway network.

3.3.4 Directional Distribution specified by the City:

The directional distribution of trips generated by the proposed subdivision was determined by a percentage based routing assignment agreed upon by the City of Winnipeg. Trips were then routed appropriately on the network to reach one of five end assignments specified by the City.

- PTH 100, south of Wilkes Avenue grade separated intersection.
- Wilkes Avenue, east of Elmhurst Road two-way stop-control intersection.

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- PTH 100, north of Roblin Boulevard grade separated intersection.
- Grant Avenue, east of Elmhurst Road two-way stop-control intersection.
- William R Clement Parkway (WRCP), Roblin Blvd, north of Grant Avenue

3.3.5 Volume Re-Distribution with further WRCP Extension

Stantec personnel also considered the volume re-distribution that will occur due to the extension of the WRCP to the Ridgewood Collector. The availability of a direct connection to Wilkes Avenue from the WRCP would encourage some volume of vehicles making southbound left turns, and westbound right turns, at WRCP / Grant Ave intersection, to use WRCP, Ridgewood Collector, and Fairmont Av instead, for access to Wilkes Avenue. Stantec believes the vehicle volumes using the new route would be 50% of the aforementioned turning volumes.

3.4 DESIGN VOLUMES

To provide visual reference to generated and assigned traffic volumes, readers can view Figures 4.0 and 5.0, which provide background traffic volumes at 2025 levels for the AM and PM Peak periods. Figures 6.0 and 7.0 display Ridgewood Precinct-generated ("development") volumes, Figures 8.0 & 9.0 display combined background and development volumes, and lastly Figures 10.0 & 11.0 display projected traffic volumes with further extension of WRCP to intersection with Wilkes Avenue.

3.4.1 Current and Projected Traffic Volumes

Background traffic volumes in the Charleswood area were compiled through usage of volume counts completed by the City of Winnipeg Traffic Services. The department provided available count summaries in the study area completed within the preceding ten years. Stantec personnel referenced the *2012 Transportation Master Plan* to develop the growth rate used to project traffic volumes.

Review of City-provided traffic counts found local intersections within the study area not accounted for in the movement data obtained. Stantec conducted peak hour counts at necessary intersections using Company forces to complete this task. Figure 12.0 has been prepared showing locations of all counts conducted by Company forces. The average daily traffic (ADT) was determined by dividing obtained AM Peak volumes by a factor of 12%, reflecting AM Peak volumes representing 12% of ADT.

Traffic volumes on Roblin Boulevard range from 14,000 west of Dale Boulevard to 26,800 east of William R. Clement Parkway, with the highest ADT of 29,600 vehicles per day between Dieppe Road and Buckingham Road.

Wilkes Avenue traffic volumes range from 4,600 vpd west of Charleswood Road to 11,200 vpd east of Elmhurst Road.

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Within the existing community, the heaviest volumes can be found on the approaches to Roblin Boulevard on Dale Boulevard (7,500 vpd), Charleswood Road (3,150 vpd), Dieppe Road (1,240 vpd), and Elmhurst Road (2,010 vpd), The remaining north-south roadways have volumes of less than 1000 trips per day, or current data is not available.

Current traffic approaching Wilkes Avenue from the north includes 1,190 vpd at Charleswood Road, 730 vpd on Community Road, 760 vpd on Harstone Road, 760 vpd on Fairmont Road and 3,460 vpd on Elmhurst Road.

Other streets with volumes of note include 1,566 vpd on Rannock just east of Cullen Street and 1,300 vpd on Eldridge Avenue east of Harstone Road.

Projected traffic volumes for Precinct Q were based on land use and densities determined by the Precinct Q project team. The precinct was divided into eleven sub districts. Each sub-district has its own distinct development opportunities, reflecting adjacent land use or other constraints/opportunities.

The projected daily trip generation values can be found in *Appendix C, Subdivision Trip Generation.* Generated Precinct traffic is based on the *ITE Trip Generation Manual* for single family, multi-family and commercial developments. The generated trips were assigned to routes based on trip length, traffic control and ease of access. Certain trip ends had multiple routes within the precinct to which trips were assigned.

Current traffic was projected to 2025 to reflect probable full build out of the Precinct. Development generated traffic volumes were added to background 2025 traffic volumes to determine the impact of the combined traffic volumes on the existing infrastructure. Table 2.0 below provides a list of projected ADT volume increases.

Table 2.0: ADT Volumes Current and Post Full Build-Out

Link/Roadway	Current	Post Full Build Out
Charleswood Road, Ridgewood Collector S to Wilkes Avenue	1190	3549
Community Row, Ridgewood Collector S to Wilkes Avenue	730	1745
Harstone Road, Ridgewood Collector S to Wilkes Avenue	760	3337
Fairmont Road, Ridgewood Collector to Wilkes Avenue	760	12,193
Elmhurst Road, Ridgewood Collector to Wilkes Avenue	2290	3335
Haney Street, North of Ridgewood Collector	770	1815

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Table 2.0 cont'd: ADT Volumes Current and Post Full Build-Out

Link/Roadway	Current	Post Full Build Out
Ridgewood Collector, Fairmont Rd to William R Clement Pkwy	n/a	18239
Dale Avenue, Harte Trail to Rannock Avenue	430	1995
Dale Avenue, Westgrove Way to Roblin Avenue	7500	8192
Wilkes Avenue, East of Elmhurst Road	11200	26549
William R Clement Parkway, Roblin Blvd to Ridgewood Collector	n/a	20401
Wilkes Avenue, Charleswood Road to PTH 100	4600	7589
William R Clement Parkway, North of Grant Avenue	19300	24561
Grant Avenue, East of William R Clement Parkway	26800	33501
Roblin Avenue, North of Grant Avenue	13500	14459
Grant Avenue, Roblin Blvd to William R Clement Pkwy	16900	18976

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4.0 Traffic Analysis

4.1 ANALYSIS BACKGROUND

The purpose of the traffic analysis is to study intersection operations for users during the AM and PM Peak Hour, combining background and subdivision generated traffic volumes. By studying both weekday peak periods, the maximum impacts of the trips generated by the subdivision were considered.

Background traffic volume was raised to 2025 base conditions using the growth rate discussed in Section 2.8. These volumes will combine with the subdivision generated volumes to provide a realistic prediction of future volumes, to identify what improvements are required to satisfy the increased traffic demands on internal and surrounding roadways.

The analysis has been separated into two sections – an analysis of intersections within the subdivision, an analysis of selected intersections outside of the subdivision that are affected by addition of subdivision traffic volumes.

4.1.1 Vehicle Delay Based Intersection Analysis (Highway Capacity Manual Methodology)

Traffic analyses for signalized and unsignalized intersections are typically conducted according to methodology developed by the Transportation Research Board (TRB) and as published by the *2010 Highway Capacity Manual* (HCM). Most of the analyses estimate vehicle delay under various traffic volumes, roadway configurations, and traffic control strategies. The delay estimates are used as the basis for determining intersection performance. According to the HCM, the relative performance of an intersection depends on a number of different factors including:

- **Level of service (LOS)** measures the average signal delay per vehicle during a 15-minute analysis period. Levels of service range from A to F (minimal delay to unacceptable delay).
- **Degree of saturation** measures the ratio of demand flow rate (v) to maximum capacity (c); intersections with volume to capacity (v/c) ratios ≥ 1.0 are at full capacity and typically experience congested traffic conditions.
- **Vehicle delay** indicates average vehicle delay at an intersection, on an approach, or by movement, and is measured in seconds / vehicle or total hours of delay during the period analyzed.

For design and planning purposes, LOS of D or better is typically considered acceptable during the peak period. Tables 5.1 and 5.2 summarize the LOS for signalized and un-signalized intersections respectively as listed in the 2000 edition of the HCM.

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Table 3.0: HCM LOS Characteristics - Signalized Intersections.

HCM Level of Service	Average Signal Delay per Vehicle (sec/veh)	Characteristics
A	≤ 10	Free flow, low volumes and high speeds, most drivers can select own speed
B	> 10 and ≤ 20	Stable flow, speed restricted slightly by traffic
C	> 20 and ≤ 35	Stable flow, speed controlled by traffic
D	> 35 and ≤ 55	Approaching unstable flow, low speed
E	> 55 and ≤ 80	Unstable flow & speeds, volumes at/near capacity
F	> 80	Forced flow, low speed, volume above capacity

Table 4.0: HCM LOS Characteristics - Unsignalized Two-Way & All-Way Stop Control Intersections.

HCM Level of Service	Average Total Delay (sec/veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Note that for two-way stop-controlled intersections, the LOS is defined for main street left turns and minor approaches. Unlike signalized intersections, the LOS for a stop-controlled intersection may appear to be defined for the whole intersection, but is only a function of the aforementioned movements.

4.1.2 Intersection Capacity Utilization

The Intersection Capacity Utilization Level of Service (ICU LOS) gives insight into how an intersection is functioning and how much extra capacity is available to handle traffic fluctuations and incidents. ICU is not a value that can be measured with a stopwatch, but it does give a good reading on the conditions that can be expected at the intersection. ICU LOS and HCM LOS are not equivalent and cannot be directly compared, as the units of measurement and scale are different. A description of the conditions expected for each level of service follows:

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Table 5.0: ICU Level of Service.

Level of Service	Intersection Capacity Utilization (%)	Characteristics
A	≤ 60%	The intersection has no congestion. A cycle length of 80 sec. or less will move traffic efficiently. All traffic should be served on the first cycle. Traffic fluctuations, accidents, and lane closures can be handled with minimal congestion. This intersection can accommodate up to 40% more traffic on all movements.
B	> 60% and ≤ 70%	The intersection has very little congestion. Almost all traffic will be served on the first cycle. A cycle length of 90 sec. or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures can be handled with minimal congestion. This intersection can accommodate up to 30% more traffic on all movements
C	> 70% and ≤ 80%	The intersection has no major congestion. Most traffic should be served on the first cycle. A cycle length of 100 sec. or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures may cause some congestion. This intersection can accommodate up to 20% more traffic on all movements.
D	> 80% and ≤ 90%	The intersection normally has no congestion. The majority of traffic should be served on the first cycle. A cycle length of 110 sec. or less will move traffic efficiently. Traffic fluctuations, accidents, lane closures and sub-optimal timing can cause congestion. This intersection can accommodate up to 10% more traffic on all movements.
E	>90% and ≤ 100%	The intersection is on the verge of congested conditions. Many vehicles are not served on the first cycle. A cycle length of 120 sec. is required to move all traffic. Minor traffic fluctuations, accidents, lane closures and sub-optimal timing can cause significant congestion. This intersection has less than 10% reserve capacity available.
F	> 100% and ≤ 110%	The intersection is over capacity and likely experiences congestion periods of 15 to 60 min. per day. Residual queues at the end of green are common. A cycle length over 120 sec. is required to move all traffic. Minor traffic fluctuations, accidents, and lane closures can cause increased congestion. Sub optimal signal timings can cause increased congestion.
G	> 110% and ≤ 120%	The intersection is 10% to 20% over capacity and likely experiences congestion periods of 60 to 120 min. per day. Long queues are common. A cycle length over 120 sec. is required to move all traffic. Motorists may be choosing alternate routes, if they exist, or making fewer trips during the peak hour. Signal timings can be used to "ration" capacity to the priority movements.
H	> 120%	The intersection is 20% over capacity and could experience congestion periods of over 120 min. per day. Long queues are common. A cycle length over 120 sec. is required to move all traffic. Motorists may be choosing alternate routes, if they exist, or make fewer trips during the peak hour. Signal timings can be used to "ration" capacity to the priority movements.

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4.2 METHODOLOGY

4.2.1 Introduction

Study area intersections were analyzed using Trafficware Synchro and SimTraffic (version 8.0, build 801, revision 563), as well as Sidra Intersection 5.1 (Version 5.1.10.2069) for the roundabout analysis. Synchro analyzes signalized and unsignalized intersections in terms of LOS, delay, and queuing, according to the methodology detailed in the 2000 edition of the HCM. Synchro is used to evaluate existing operations or to optimize traffic signal phase configurations, timing splits, and cycle lengths and can optimize coordinated signal networks and their associated cycle offsets. SimTraffic was used to simulate operation of the study area network and ensure that actual conditions were accurately modeled. Historically, The City of Winnipeg uses Synchro to analyze stop-controlled and signalized intersections.

The Sidra Intersection software is for use as an aid for design and evaluation of signalized intersections (fixed-time / pre-timed and actuated), signalized pedestrian crossings, single point interchanges (signalized), roundabouts, roundabout metering, two-way stop sign control, all-way stop sign control, and give-way / yield sign-control. The flexibility of SIDRA INTERSECTION allows its application to many other situations, including uninterrupted traffic flow conditions and merging analysis. SIDRA INTERSECTION is an advanced micro-analytical traffic evaluation tool that employs lane-by-lane and vehicle drive-cycle models coupled with an iterative approximation method to provide estimates of capacity and performance statistics (delay, queue length, stop rate, etc). Although SIDRA INTERSECTION is a single intersection analysis package, you can perform traffic signal analysis as an isolated intersection (default) or as a coordinated intersection by specifying platooned arrival data.

The existing / assumed geometry / traffic control at each intersection was used as the basis for lane configurations, storage lane lengths, turning restrictions, etc. incorporated into the Synchro and Sidra models.

4.2.2 Assumptions

To analyze the impact of development-generated traffic, a number of assumptions were made regarding existing study area traffic conditions, including:

- the 85th percentile speed on all roadways was assumed to equal the posted speed limit;
- heavy vehicles = 2%;
- pedestrian / bicycle crossings = 10 each / hour / approach;
- vehicle length = 7.6 m;
- the peak hour factor (PHF) was assumed to be 0.95 for all intersections;
- ideal saturated flow = 1,700 vehicles/hr/lane based on HCM methods; and,
- turning movement volumes < 5 vehicles / hour or = 0 vehicles / hour were rounded up to five (5) vehicles / hour.

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4.2.3 Traffic Control Assumptions

Based on the traffic control data gathered for the study, existing intersections under study that currently operate under traffic signal control include:

- Grant Ave / William R Clement Parkway ("WRCP")
- Grant Ave / Roblin Blvd,
- Roblin Blvd / Dieppe Rd,
- Roblin Blvd / Scotswood Dr,

Existing stop-controlled intersections under study include:

- Wilkes Av / Elmhurst Rd,
- Wilkes Av / Fairmont Rd,
- Wilkes Av / Harstone Rd,
- Wilkes Av / Community Row,
- Wilkes Av / Charleswood Rd,
- Dale Blvd / Cullen Dr
- Rannock Av / Charleswood Rd
- Rannock Av / Community Row
- Rannock Av / Harstone Rd

Intersections within the subdivision are proposed to be roundabout or stop control, with one exception, the intersection of WRCP and the Ridgewood Collector.

All signalized intersections were set to operate on 120-second cycles, with coordination along Roblin / Grant Blvd. Detection, minimum gap, and extension data criteria were based on the Synchro default values.

The timings developed using Synchro are based on actuated green times rather than maximum green times. If there is very little side-street vehicular demand the analyzed green times may be less than the pedestrian clearance minimums. If there is a substantial side-street vehicular demand the need for longer cross-street splits will be reflected in the actuated green times.

Existing intersections were initially assumed to operate at 2025 background and geometric conditions for analysis. If operations were inadequate at these conditions, geometric or traffic control improvements were implemented until satisfactory LOS was achieved.

4.2.4 Allowable Left-Turn Phasing

Due to projections to 2025, it was assumed that the traffic signals could accommodate complex signal timing control plans in order to obtain appropriate efficiencies within the signalized

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intersection. A variety of left turn phase combinations was applied to gauge operational improvements. Where applicable, these included:

- **Permissible** – on a green ball indication, vehicles may turn left with opposing traffic when it is safe to do so. There is no separate left turn indication.
- **Fully protected** – on a left turn indication, vehicles may turn left without opposing traffic. Mandatory with dual or more left-turn lanes.
- **Protected-permissible** – a combination of fully protected and permissible lefts where vehicles receive a separate protected left indication followed/preceded by a green ball that allows only permissible lefts with opposing traffic.

4.3 TRAFFIC ANALYSIS RESULTS

Extensive traffic analysis was conducted for intersections throughout the precinct and surrounding the subdivision.

4.3.1 LOS Analysis - Intersections Within the Subdivision

Intersections within the subdivision with proposed roundabout control were analyzed operating seperately under roundabout control and stop control, for both peak periods with the resulting LOS in Table 6.0.

Table 6.0: LOS Summary for Intersections Inside of the Subdivision.

Intersection	Period	LOS Stop Control	LOS Roundabout
Ridgewood Collector / WRCP	AM Peak PM Peak	A (signal) A (signal)	N/A
Ridgewood Collector / Fairmont Rd	AM Peak PM Peak	F F	A A
Ridgewood Collector / Ridgewood Collector North & South	AM Peak PM Peak	A C	A A
Ridgewood Collector South / Harstone Rd	AM Peak PM Peak	A A	A A
Ridgewood Collector South / Community Row	AM Peak PM Peak	A A	A A
Ridgewood Collector South / Charleswood Rd	AM Peak PM Peak	A A	A A
Ridgewood Collector South / East Connection	AM Peak PM Peak	A A	A A
Ridgewood Collector South / West Connection	AM Peak PM Peak	A A	A A

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Table 6.0 cont'd: LOS Summary for Intersections Inside of the Subdivision.

Intersection	Period	LOS Stop Control	LOS Roundabout
Ridgewood Collector South / Ridgewood Collector North (east of Charleswood Rd)	AM Peak PM Peak	A A	A A
Ridgewood Collector South / Ridgewood Collector North (west of Charleswood Rd)	AM Peak PM Peak	A A	A A
Ridgewood Collector North / West Connection	AM Peak PM Peak	A A	A A
Ridgewood Collector North / Community Row	AM Peak PM Peak	A A	A A
Ridgewood Collector North / East Connection	AM Peak PM Peak	A A	A A
Ridgewood Collector North / Harstone Road	AM Peak PM Peak	A A	A A

4.3.2 Intersection Specific Analysis - Intersections Within the Subdivision

- **Ridgewood Collector / WRCP**

Base geometric design was applied to this T-intersection as an initial iteration point for analysis modeling. For the first iteration, signals, two southbound left turn lanes, one southbound right channelized yield, two eastbound left turn lanes with protected phasing, one westbound right turn channelized yield, and one westbound and one eastbound through lanes were all included. This iteration yielded acceptable LOS for AM and PM Peak.

- **Ridgewood Collector / Fairmont Rd**

This intersection functions as LOS A for both AM and PM Peak periods, with stop-control and roundabout control.

- **Ridgewood Collector / Ridgewood Collector North & South**

This intersection functions as LOS A for both AM and PM Peak periods, with stop-control and roundabout control.

- **Ridgewood Collector South / Harstone Rd**

This intersection functions as LOS A for both AM and PM Peak periods, with stop-control and roundabout control.

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- **Ridgewood Collector South / Community Row**

This intersection functions as LOS A for both AM and PM Peak periods, with stop-control and roundabout control.

- **Ridgewood Collector South / Charleswood Rd**

This intersection functions as LOS A for both AM and PM Peak periods, with stop-control and roundabout control.

- **Ridgewood Collector South / East Connector**

This intersection functions as LOS A for both AM and PM Peak periods, with stop-control and roundabout control.

- **Ridgewood Collector South / West Connector**

This intersection functions as LOS A for both AM and PM Peak periods, with stop-control and roundabout control.

- **Ridgewood Collector South / Ridgewood Collector North (east of Charleswood Road)**

This intersection functions as LOS A for both AM and PM Peak periods, with stop-control and roundabout control.

- **Ridgewood Collector South / Ridgewood Collector North (west of Charleswood Rd)**

This intersection functions as LOS A for both AM and PM Peak periods, with stop-control and roundabout control.

- **Ridgewood Collector North / West Connector**

This intersection functions as LOS A for both AM and PM Peak periods, with stop-control and roundabout control.

- **Ridgewood Collector North / Community Row**

This intersection functions as LOS A for both AM and PM Peak periods, with stop-control and roundabout control.

- **Ridgewood Collector North / East Connector**

This intersection functions as LOS A for both AM and PM Peak periods, with stop-control and roundabout control.

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- **Ridgewood Collector North / Harstone Road**

This intersection functions as LOS A for both AM and PM Peak periods, with stop-control and roundabout control.

4.3.3 Summary of Analysis Results – Intersections Within the Subdivision

Modifications to either traffic control or geometric intersection improvements for each intersection are listed below for consideration of recommended improvements to accommodate the Recommended Option for the Ridgewood subdivision:

- **Ridgewood Collector / WRCP**
    - Construction of intersection with geometry described in Section 4.3.2.
    - Ensure signals timing plan accommodates traffic volumes.
- **Ridgewood Collector / Fairmont Rd**
    - No geometric improvements required.
    - Functional as roundabout control as per wishes of proponent.
- **Ridgewood Collector / Ridgewood Collector North & South**
    - No geometric improvements required.
    - Functional as roundabout control as per wishes of proponent.
- **Ridgewood Collector South / Harstone Rd**
    - No geometric improvements required.
    - Functional as roundabout control as per wishes of proponent.
- **Ridgewood Collector South / Community Row**
    - No geometric improvements required.
    - Functional as roundabout control as per wishes of proponent.
- **Ridgewood Collector South / Charleswood Rd**
    - No geometric improvements required.
    - Functional as roundabout control as per wishes of proponent.

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- **Ridgewood Collector South / East Connector**
    - No geometric improvements required.
    - Functional as roundabout control as per wishes of proponent.
- **Ridgewood Collector South / West Connector**
    - No geometric improvements required.
    - Functional as roundabout control as per wishes of proponent.
- **Ridgewood Collector South / Ridgewood Collector North (east of Charleswood Road)**
    - No geometric improvements required.
    - Functional as roundabout control as per wishes of proponent.
- **Ridgewood Collector South / Ridgewood Collector North (west of Charleswood Rd)**
    - No geometric improvements required.
    - Functional as roundabout control as per wishes of proponent.
- **Ridgewood Collector North / West Connector**
    - No geometric improvements required.
    - Functional as roundabout control as per wishes of proponent.
- **Ridgewood Collector North / Community Row**
    - No geometric improvements required.
    - Functional as roundabout control as per wishes of proponent.
- **Ridgewood Collector North / East Connector**
    - No geometric improvements required.
    - Functional as roundabout control as per wishes of proponent.

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- **Ridgewood Collector North / Harstone Road**
  - No geometric improvements required.
  - Functional as roundabout control as per wishes of proponent.

4.3.4 LOS Analysis – Intersections Outside of the Subdivision

Intersections within the subdivision with proposed roundabout control were analyzed operating separately under roundabout control and stop control, with the applicable LOS in Table 7.0. Several intersections required further modification to operate at acceptable LOS, these modifications will be explained in detail in Section 4.3.5, and summarized in Section 4.3.6. The Grant Ave / WRCP intersection was analyzed with basic geometric modification to properly simulate the extension to the Ridgewood Collector.

Table 7.0: LOS Summary for Intersections Outside of the Subdivision.

Intersection	Control	Period	LOS Pre-Full Build-out	LOS Post-Full Build-out	LOS Post-Modification
Grant Av / WRCP	Signal	AM Peak PM Peak	C C	E F	C D
Grant Av / Roblin Blvd	Signal	AM Peak PM Peak	B C	C D	
Roblin Blvd / Dieppe Rd	Signal	AM Peak PM Peak	B B	B B	
Roblin Blvd / Scotswood Rd	Signal	AM Peak PM Peak	B A	B A	
Dale Blvd / Cullen Av	Stop	AM Peak PM Peak	A A	A A	
Charleswood Rd / Rannock Av	Stop	AM Peak PM Peak	A A	A A	
Community Row / Rannock Av	Stop	AM Peak PM Peak	A A	A A	
Harstone Rd / Rannock Av	Stop	AM Peak PM Peak	A A	A A	
Wilkes Av / Elmhurst Rd	Stop	AM Peak PM Peak	B C	F F	C C
Wilkes Av / Fairmont Rd	Stop	AM Peak PM Peak	A A	F F	C D
Wilkes Av / Harstone Row	Stop	AM Peak PM Peak	A A	A A	
Wilkes Av / Community Row	Stop	AM Peak PM Peak	A A	A A	
Wilkes Av / Charleswood Rd	Stop	AM Peak PM Peak	A A	C C	A A

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4.3.5 Intersection Specific Analysis – Intersections Outside of the Subdivision

- **Grant Ave / WRCP**

Base intersection geometry was applied to this intersection to reflect the anticipated extension of the WRCP to the Ridgewood Collector. Protected single lane left turns, two through lanes, and channelized right turn yields were provided for all approaches. The first iteration of Synchro had the intersection at LOS E during AM Peak, and LOS F during PM Peak. Left turn movements were each LOS E or worse for both peak periods.

The second iteration increased capacity on the southbound, eastbound, and westbound left movements with the addition of a second left-turn storage lane. Left turn movements were all raised or maintained to/at LOS E. This also increased the intersection to LOS C during AM Peak, and LOS D during PM Peak.

The third iteration replaced the 120-second cycle length with the “natural cycle” of the intersection – the timing best fitting the approaching volumes, improving LOS. The “natural cycle” of Grant Ave / WRCP is seventy (70) seconds. However, the COW PWD requires 120-second cycle lengths in analysis, as such; this modification was not carried forward.

- **Grant Ave / Roblin Blvd**

This T-intersection functions LOS C for both AM and PM Peak periods maintaining current geometry. Notice should be paid to the LOS E for westbound through during the AM Peak period; the high volume of eastbound left vehicles hinders this through movement. Further increase in traffic volumes will cause the westbound through movement to become LOS F during the AM Peak.

- **Roblin Blvd / Dieppe Rd**

This signalized intersection processes traffic from Zone 11 in the subdivision, and with the appropriate cycle timings, provides LOS B for AM & PM Peak periods.

- **Roblin Blvd / Scotswood Dr**

This signalized intersection processes traffic from Zone 10 in the subdivision, and similar to the previous intersection, with the appropriate cycle timings, provides acceptable LOS B for AM & PM Peak periods.

- **Dale Blvd / Cullen Dr**

This stop-control intersection functions satisfactory with the addition of subdivision generated volumes in the AM and PM Peak periods, at LOS A.

- **Wilkes Av / Elmhurst Rd**

This intersection was analyzed as stop-controlled for the first iteration. The addition of WRCP volumes proceeding to Fairmont Road creates west and eastbound through movements that cause massive delay for southbound left turns, at over eleven minutes.

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The second iteration signalized the intersection, with City analysis standard 120-second cycle length. In AM Peak, the intersection was LOS E, with the southbound approach also at LOS E. PM Peak returned LOS F. No geometric improvements were applied in this simulation.

The third iteration added geometric improvements to the signalized intersection. An eastbound left storage lane (with protected/permitted phasing), channelized westbound right, and separate southbound left and right turn lanes were added. AM Peak returned LOS C, and PM Peak improved to LOS C. Note these geometric improvements would require construction around the existing CNR Rivers mainline, and that delays with respect to railway traffic are not considered. Figure 13.0 demonstrates the constraints faced visually.

- **Wilkes Av / Fairmont Rd**

The intention of the proponent is for commuters travelling from WRCP to Wilkes Avenue (and opposite) to use Ridgewood Collector and Fairmont Rd, as temporary detour until extension of the WRCP to Wilkes Avenue. The first iteration of Synchro has found unacceptable intersection LOS at current stop-control method.

The second iteration of Synchro upgraded intersection control to signalized from stop-control. Similar to Wilkes / Elmhurst, intersection LOS improved, but was not enough to bring the intersection to satisfactory levels.

The third iteration added geometric improvements to the signalized intersection. An eastbound left storage lane (with protected/permitted phasing), and westbound right storage lane were added. Delays with respect to CNR Rivers mainline railway traffic are not considered.

- **Wilkes Av / Harstone Rd**

Stop control functions at LOS A for AM and PM Peak periods. Southbound approach delay is forty-eight (48) seconds in the PM Peak period.

- **Wilkes Av / Community Row**

Stop control functions at LOS A for AM and PM Peak periods. Southbound approach delay is thirty-four (34) seconds in the PM Peak period.

- **Wilkes Av / Charleswood Rd**

Stop control functions at LOS C for AM and PM Peak periods, while southbound movements function at LOS F. While overall intersection LOS is acceptable, LOS for southbound movements is not.

The second iteration of Synchro did not implement signalization, but made several geometric improvements designed to separate movements. An eastbound left storage lane, channelized westbound right, and separate southbound left and right turn lanes were added. With these improvements, the lowest LOS for southbound approach is LOS E, during PM Peak. Overall intersection LOS has also improved to LOS A for AM Peak, and LOS A for PM Peak.

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4.3.6 Summary of Analysis Results – Intersections Outside of the Subdivision

Modifications to either traffic control or geometric intersection improvements for each intersection are listed below for consideration of recommended improvements to accommodate the *Recommended Option* for the Ridgewood subdivision:

- **Grant Av / WRCP**
  - Construction of south leg to intersection
  - Addition of second southbound left turn lane, two southbound through lanes, addition of second eastbound left turn lane, and two westbound left turn lanes.
  - Analyze and modify the traffic signal timing plans to accommodate net increases in volumes.
- **Grant Av / Roblin Blvd**
  - No geometric improvements required.
  - Analyze and modify the traffic signal timing plans to accommodate net increases in volumes.
- **Roblin Blvd / Dieppe Rd**
  - No geometric improvements required.
  - Analyze and modify the traffic signal timing plans to accommodate net increases in volumes.
- **Roblin Blvd / Scotswood Rd**
  - No geometric improvements required.
  - Analyze and modify the traffic signal timing plans to accommodate net increases in volumes.
- **Wilkes Av / Elmhurst Rd**
  - Addition of eastbound left storage lane (with protected phasing), channelized westbound right, and separate southbound left and right turn lanes.
  - Implementation of signalized control.
- **Wilkes Av / Fairmont Rd**
  - Addition of eastbound left storage lane (with protected phasing), and westbound right storage lane.
  - Implementation of signalized intersection control.

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- **Wilkes Av / Harstone Rd**
  - No geometric improvements required.
  - No control improvements required.
- **Wilkes Av / Community Row**
  - No geometric improvements required.
  - No control improvements required.
- **Wilkes Av / Charleswood Rd**
  - Addition of eastbound left and westbound right storage lanes, channelized right turn, and separate southbound left and right turn lanes.
  - No control improvements required.

4.3.7 Analysis with Further Extension of William R Clement Parkway

The volumes requiring processing by Fairmont Road led Stantec personnel to investigate extending WRCP beyond the Ridgewood Collector, terminating at a signalized intersection at Wilkes Avenue. Fairmont Rd would close over the CNR main line, and no longer connect to Wilkes Ave.

Stantec personnel assumed geometry of the WRCP / Wilkes Avenue intersection similar to that of existing WRCP / Grant Av. This includes; two southbound left turn lanes, southbound right channelized yield, westbound right channelized yield, eastbound left protected turn lane, and two through westbound and eastbound lanes. For analysis purposes, Stantec personnel anticipate Wilkes Av will eventually be widened to four-lane divided from Shaftesbury Blvd to the WRCP extension.

The extension will effect operations of several intersections. WRCP / Ridgewood Collector will now be a four legged intersection, remaining signalized. Fairmont Rd at Wilkes Ave intersection will cease operation. Table 8.0 provides an intersection LOS comparison for intersections before and after construction of the lengthened extension.

Table 8.0: LOS Comparison Before & After WRCP / Wilkes Av Intersection.

Intersection	Period	LOS Pre-Extension	LOS Post-Extension
WRCP / Ridgewood Collector	AM Peak PM Peak	D D	D C
Ridgewood Collector / Fairmont Rd	AM Peak PM Peak	C A	A A
Wilkes Av / Fairmont Rd	AM Peak PM Peak	C D	N/A
WRCP / Wilkes Avenue	AM Peak PM Peak	N/A	C C

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The ability of traffic volumes to bypass the Collector streets of Ridgewood Precinct and travel WRCP to Wilkes Avenue improves flow for commuters and relieves stress on neighborhood infrastructure. The PM Peak LOS increase at Ridgewood Collector / WRCP is substantial due to the lower turning movement volumes, especially westbound right movement during PM Peak. The WRCP / Ridgewood Collector signalization is able to process volumes most efficiently when synchronized with WRCP / Eldridge Av & WRCP / Wilkes Av intersections on either side.

4.4 ADDITIONAL CONSIDERATIONS

Through the analysis process in section 4.3, there is an anticipated need for installing traffic signals and / or constructing additional storage lanes for several intersections with Wilkes Av. However, in review of the site conditions, there is a considerable design issue to consider.

The presence of the Canadian National Railway Rivers mainline immediately north of Wilkes Avenue constricts available expansion space in that direction. The centerline to centerline distance between the dual track mainline to Wilkes Avenue is approximately 28 meters. Channelized right turns with small radii can be constructed in this space.

The greater complication arrives with the intermittent and unpredictable delays caused by the presence of freight or passenger trains using the railway crossing. Geometric improvements and signalization have brought LOS to an appropriate level at these intersections, but require no further outside delays to process traffic volumes efficiently.

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5.0 Conclusions

Based on the traffic analysis described, the following conclusions regarding the impact of the proposed development on the adjacent roadway system can be drawn:

- The site covers an area of approximately 914.3 acres with a blend of multi-family residential, single-family residential and commercial use.
- One master plan is envisioned for this site, identified as the *Recommended Option.*
- The *Recommended Option* includes the following:
  - Commercial sites in Zone 3 & 4 totaling 10 acres and 100,000 sq. ft of floor space.
  - Residential Multi-Family Sites totaling 1,283 units.
  - Single Family Housing totaling 586.65 acres.
- For the *Recommended Option,* the Ridgewood subdivision is expected to generate 2223 (3276) trips during AM (PM) Peak, and 31,283 trips per weekday.
- Access to the site can be gained from intersections on Wilkes Avenue, Roblin Blvd / Grant Ave, and the William R Clement Parkway ("WRCP").
- The surrounding area compound annual growth rate discussed with The City of Winnipeg was assumed to be Gr = 1.0%.
- The development related traffic distribution is based upon projected travel direction and is different for zone of the subdivision.
- Under existing background conditions to 2015, there are no identified traffic control and geometric improvements required for intersections within the study area.
- Under Full Build-out conditions to 2015, the following identifies the required improvements within the study area that can be related to the proposed Ridgewood subdivision.
  - enhanced traffic control timing plans to intersections within the study area.
  - installation of signals at Wilkes Av / Fairmont Rd, and Wilkes Av / Elmhurst Rd.
  - geometric improvements at Wilkes Av / Fairmont Rd, Wilkes Av / Elmhurst Rd, and Wilkes Av / Charleswood Rd.
  - addition of fourth leg at existing Grant Av / WRCP and necessary geometric improvements to create a four-legged intersection.
- Strong consideration should be made by external parties to continue the WRCP extension past the Ridgewood Collector to a terminating intersection at Wilkes Avenue.

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6.0 Recommendations

Based on the conclusions listed above, Stantec makes the following recommendations:

- The extension of the William R Clement Parkway to Ridgewood Collector is required pre- or concurrent to full build out and must be completed before the subdivision is fully built.
- Ensure that the traffic signal equipment surrounding the subdivision can accommodate the detailed signal timing plans with multiple time periods to accommodate the projected traffic volume increases, including background traffic and subdivision traffic.
- Proceed with use of roundabouts as primary intersection control within the subdivision.
- Under 2025 Full Build-out Analysis, Wilkes Avenue / Elmhurst Road intersection requires signalization with an eastbound left protected/permitted phasing. Geometric improvements include addition of eastbound left storage lane, channelized westbound right with storage lane, and separate southbound left and right turn lane.
- Under 2025 Full Build-out Analysis, Wilkes Avenue / Fairmont Road intersection requires signalization with an eastbound left protected/permitted phasing. Geometric improvements include addition of eastbound left storage lane (with protected/permitted phasing), and westbound right storage lane.
- Under 2025 Full Build-out Analysis, Wilkes Avenue / Charleswood Road intersection requires geometric improvements of eastbound left and westbound right storage lanes, and separate southbound left and right turn lanes.
- Extension of the William R Clement Parkway is completed to a signalized T-intersection with Wilkes Avenue, with an underpass of the CNR Rivers mainline between the Ridgewood Collector and Wilkes Avenue, to relieve large volumes on facilities within the subdivision. Closure of Fairmont Rd over the CNR Rivers mainline may then proceed, with abandonment of the existing intersection of Fairmont Road and Wilkes Avenue.
- Continued monitoring of traffic within the study area should be completed to ensure that the traffic projections contained within this report are reflected in the field. Intersection improvements (i.e. traffic control and geometric requirements) identified in this report may need to be adjusted based on actual field measurements.

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Client/Project
Qualico Developments
Ridgewood South Proposed Subdivision
Traffic Impact Assessment

Figure No.
1.0

Title
Ridgewood South Proposed Subdivision
Site Plan - Winnipeg, MB

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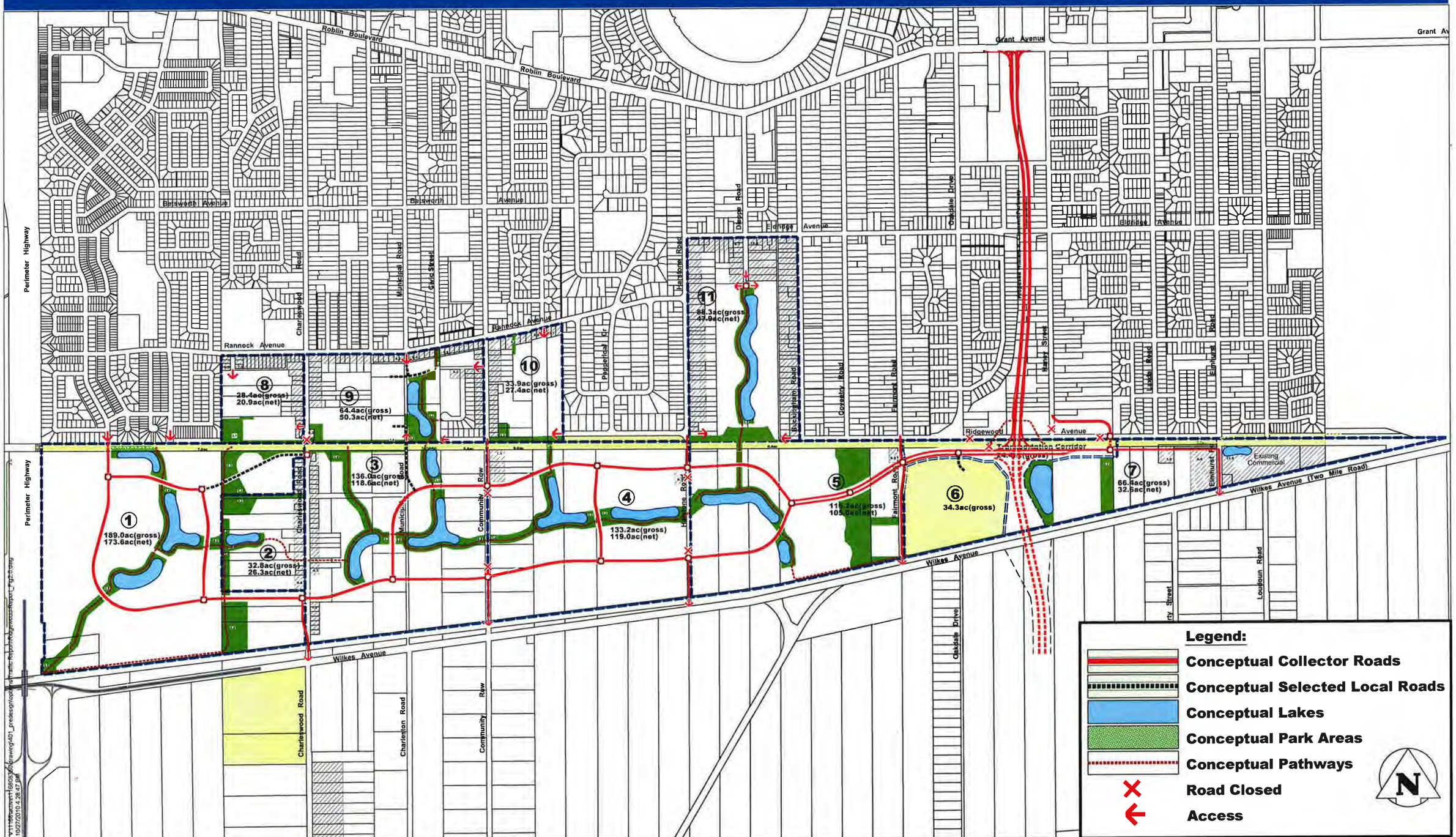
General Development Concept



Stantec

Landmark Planning & Design Inc.

Figure 2.0

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Figure No.
3.0

Title
Ridgewood South Proposed Subdivision
Traffic Generation Zones - Winnipeg, MB

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Map - Ridgewood Mixed Use Subdivision
9/6/2012

B Malcolm

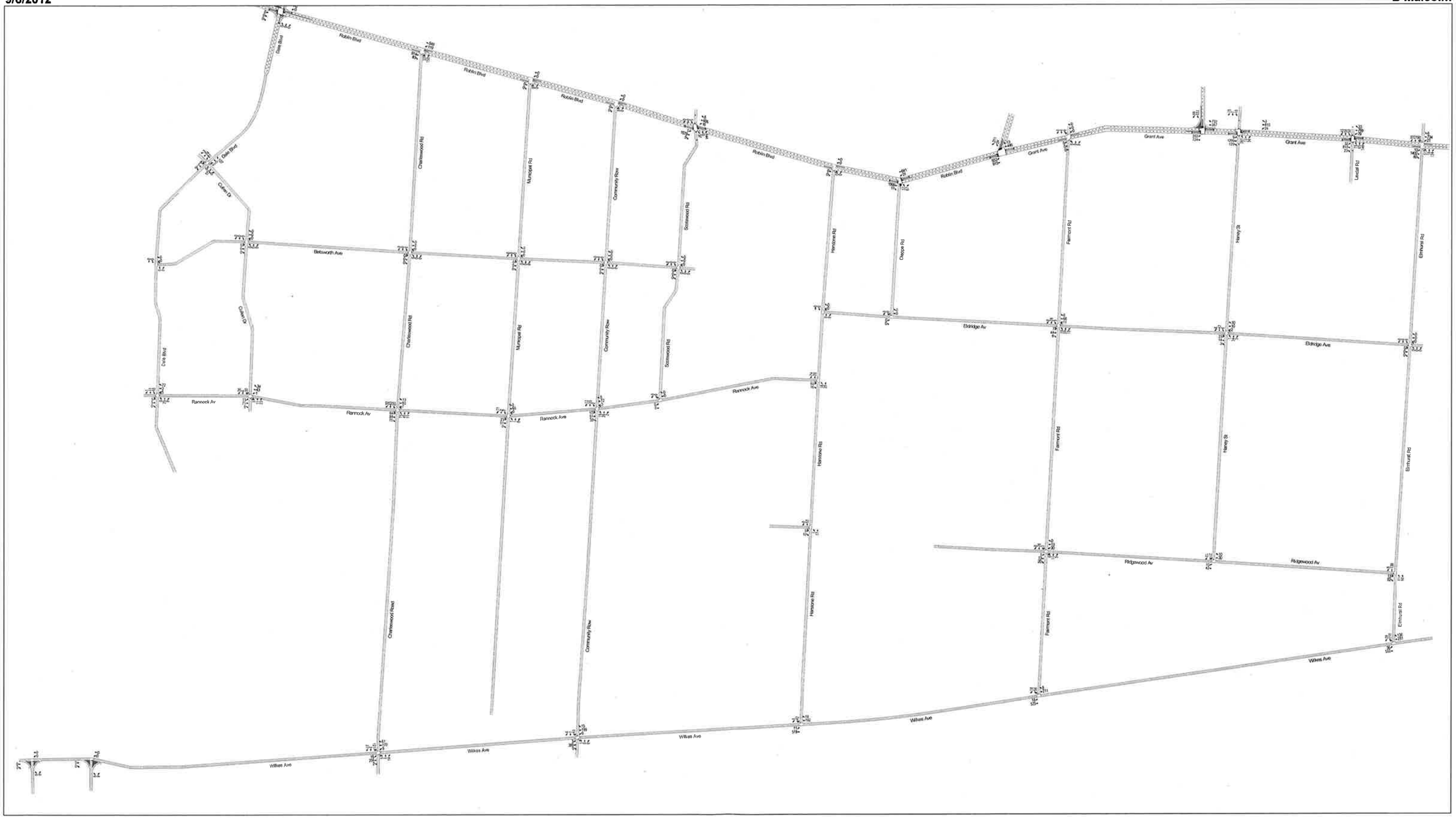

Figure 4.0: AM Peak 2025 Background Traffic Volumes

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Map - Ridgewood Mixed Use Subdivision
9/6/2012

B. Malcolm

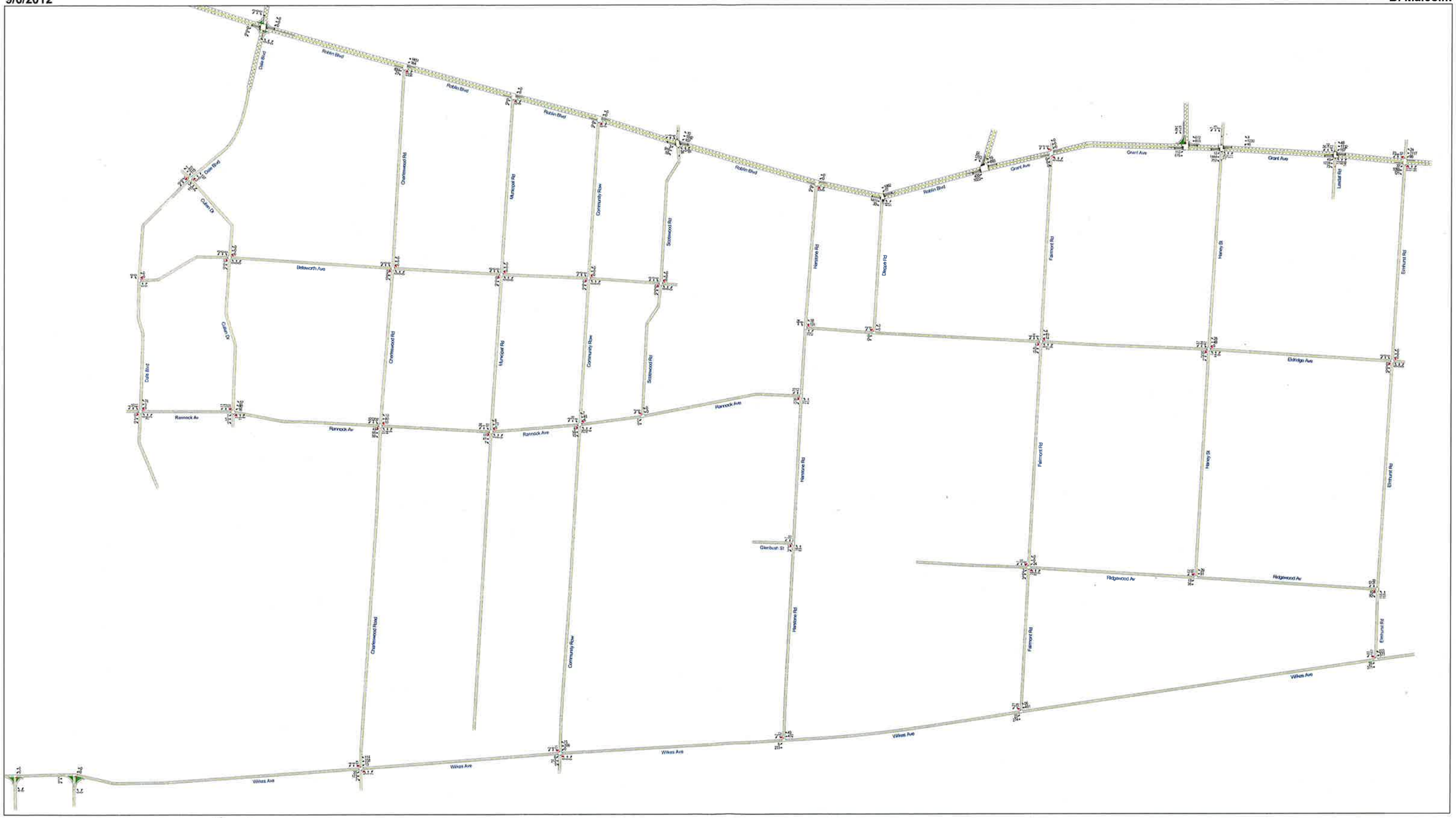

Figure 5.0: PM Peak 2025 Background Traffic Volumes

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Map - Ridgewood Mixed Use Subdivision
9/5/2012

B. Malcolm

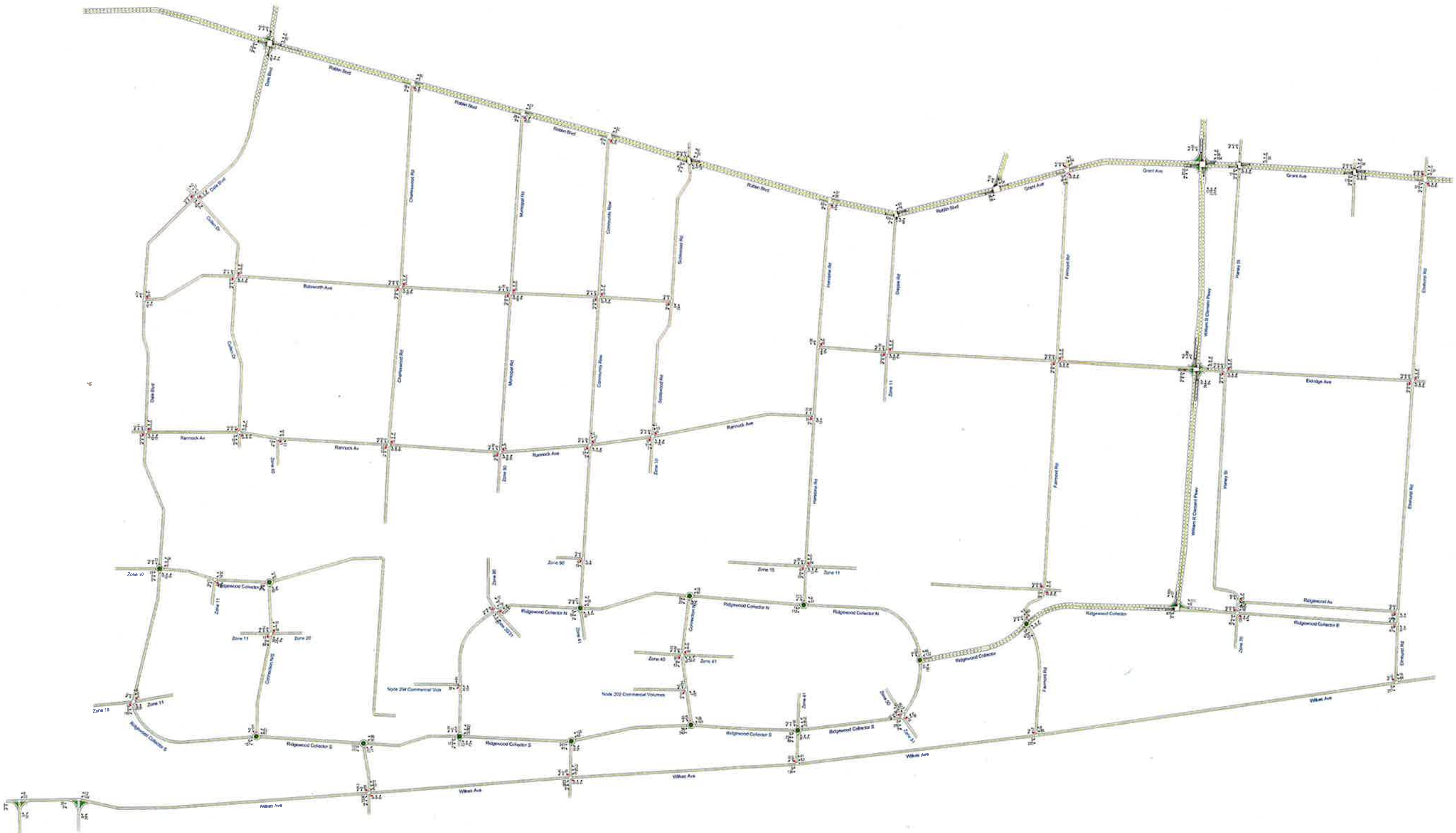

Figure 6.0: AM Peak, Subdivision Generated Volumes

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Map - Ridgewood Mixed Use Subdivision
9/5/2012

B. Malcolm

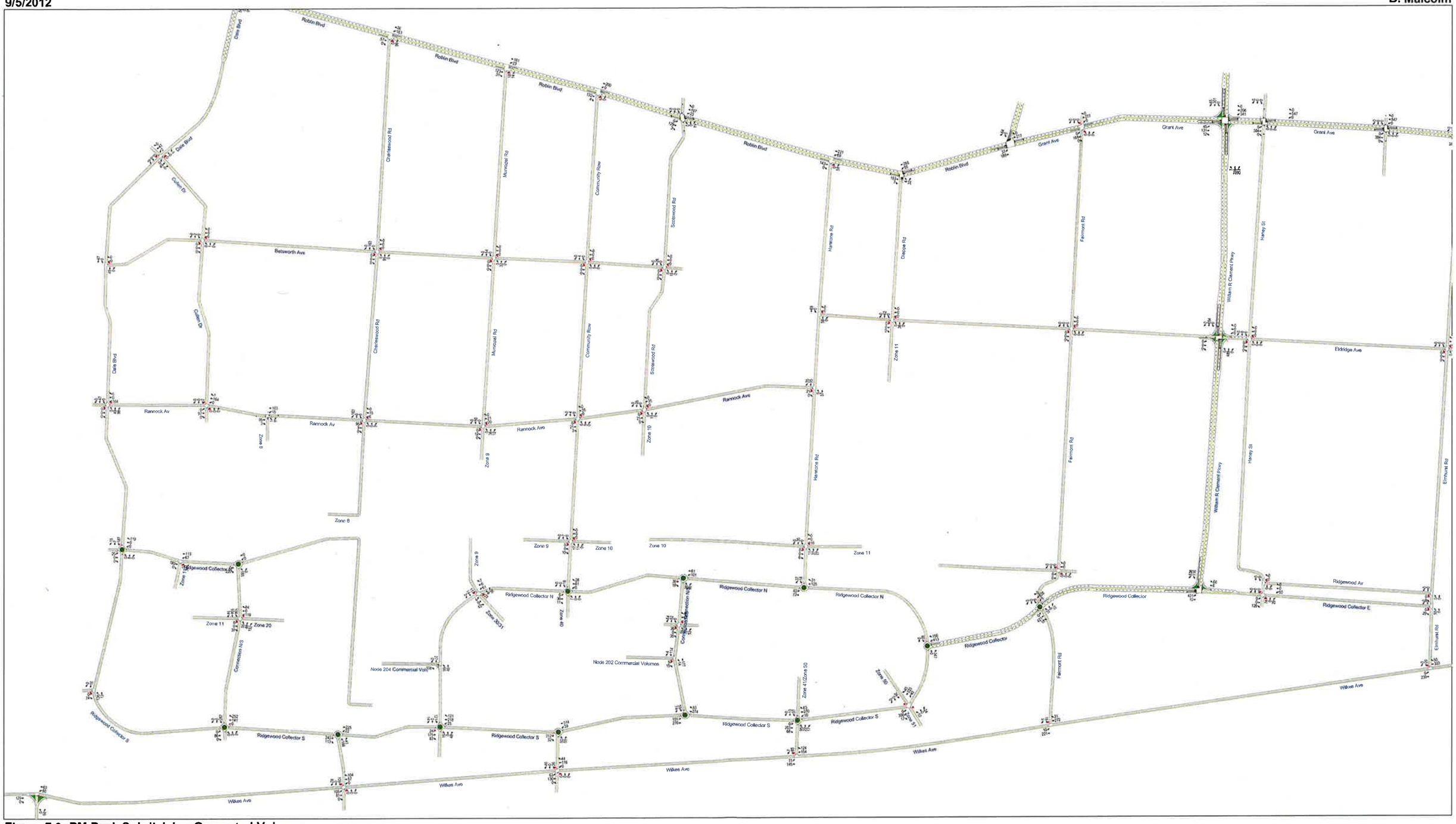

Figure 7.0: PM Peak Subdivision Generated Volumes

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Map - Ridgewood Mixed Use Subdivision
9/5/2012

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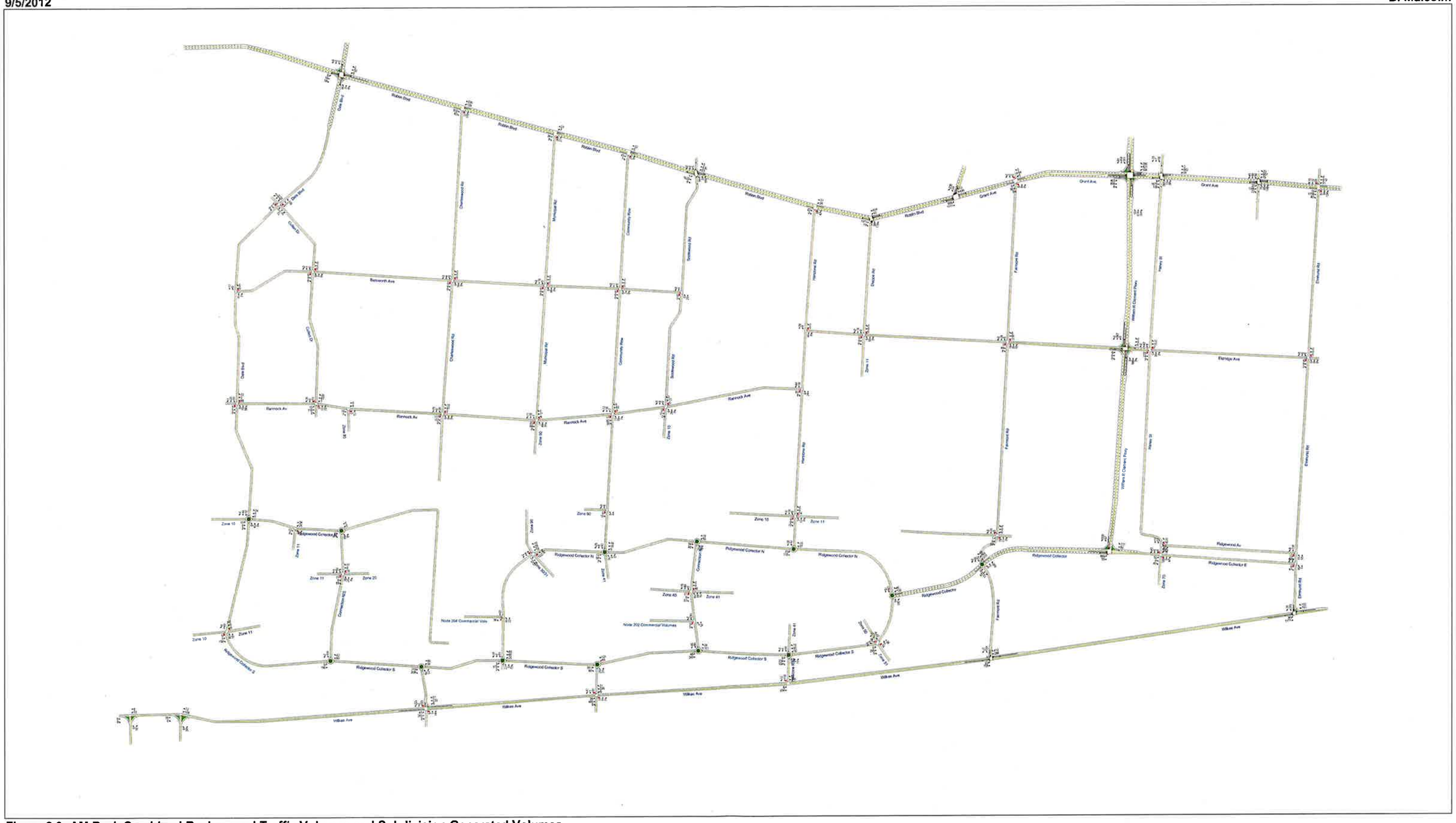

Figure 8.0: AM Peak Combined Background Traffic Volumes and Subdivision Generated Volumes

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Map - Ridgewood Mixed Use Subdivision
9/5/2012

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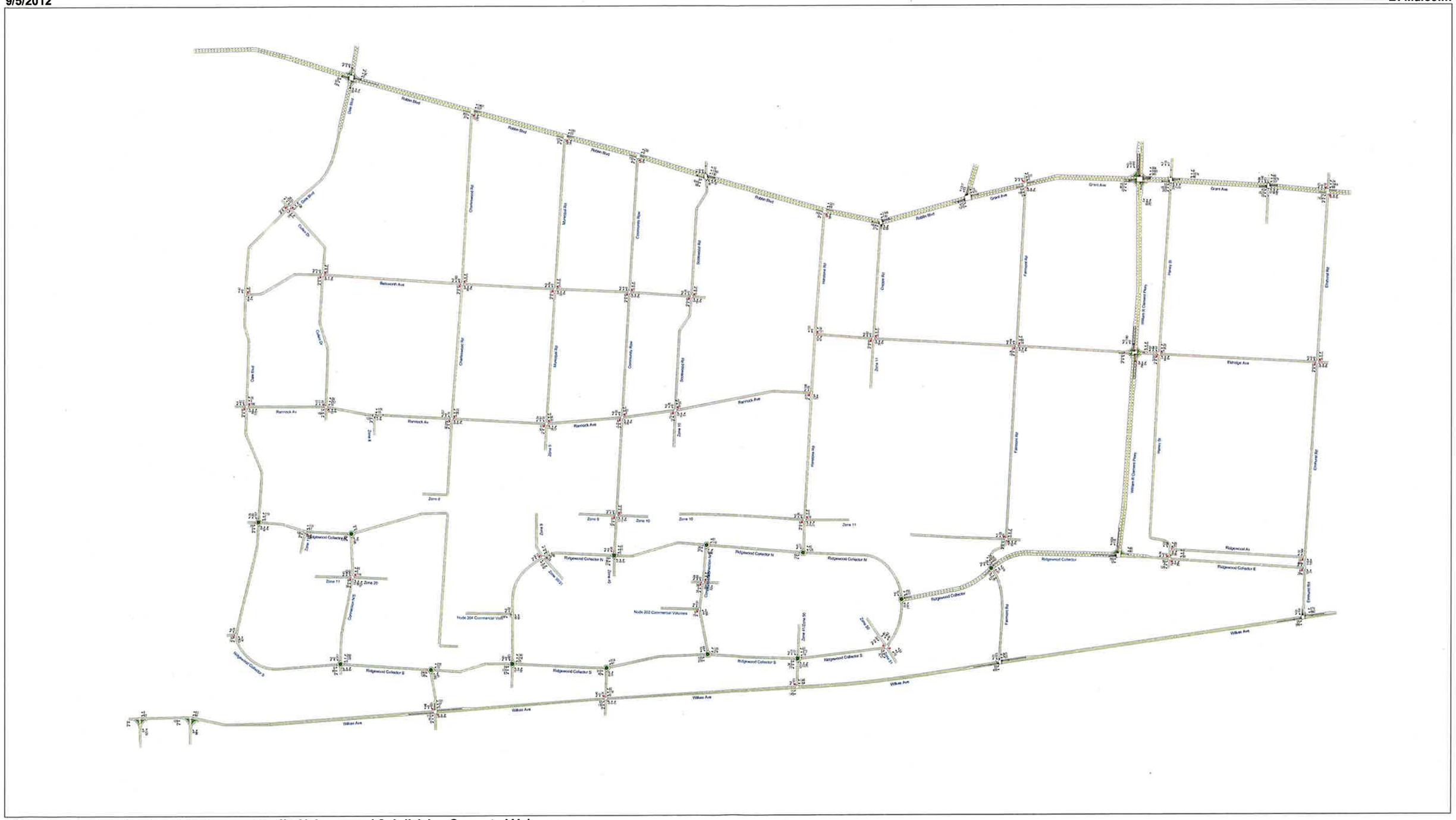

Figure 9.0: PM Peak Combined Background Traffic Volumes and Subdivision Generated Volumes

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Map - Ridgewood Mixed Use Subdivision
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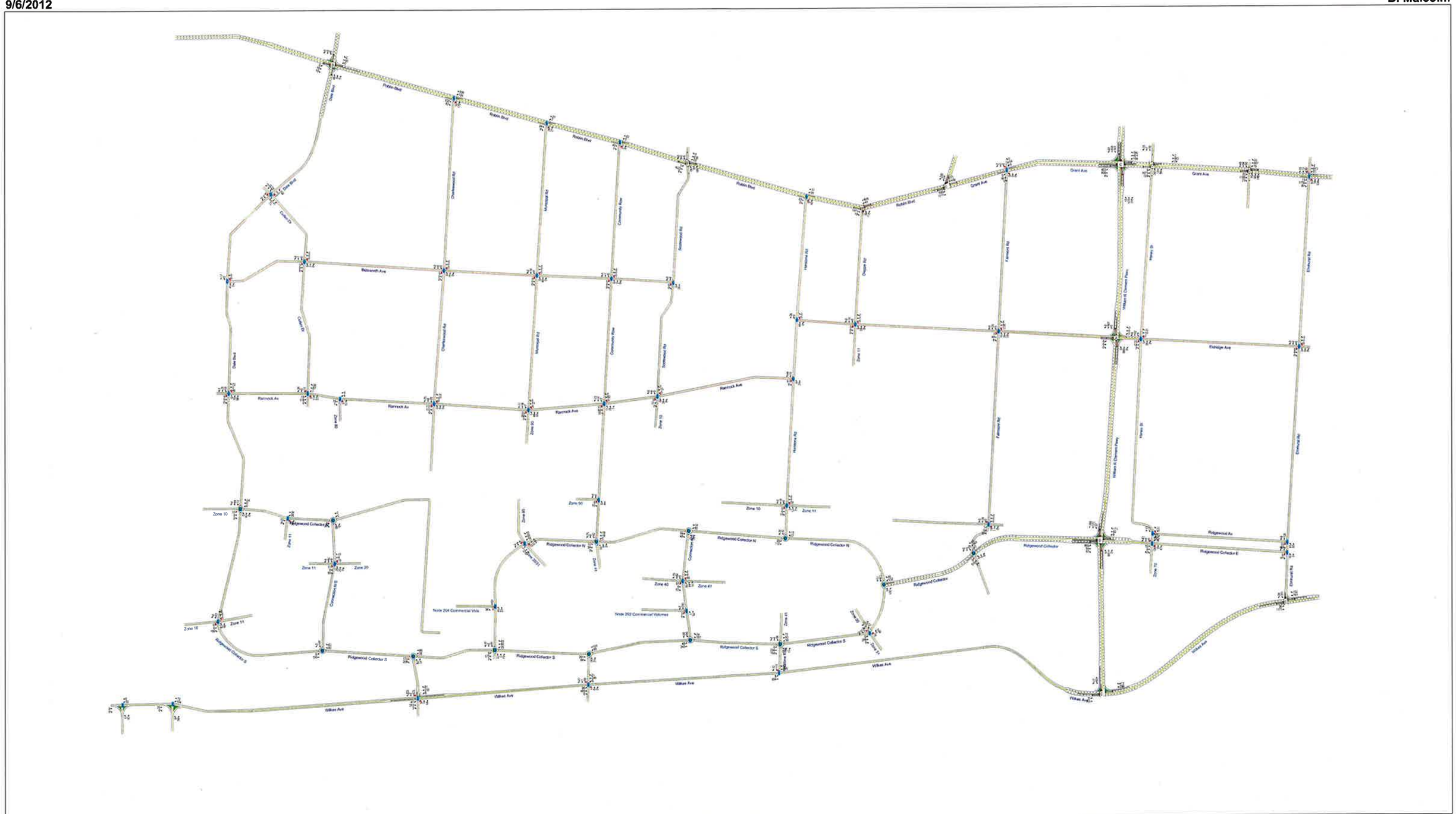

Figure 10.0: AM Peak Combined Background Traffic Volumes and Subdivision Generated Volumes, with WRCP Extension

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Map - Ridgewood Mixed Use Subdivision
9/5/2012

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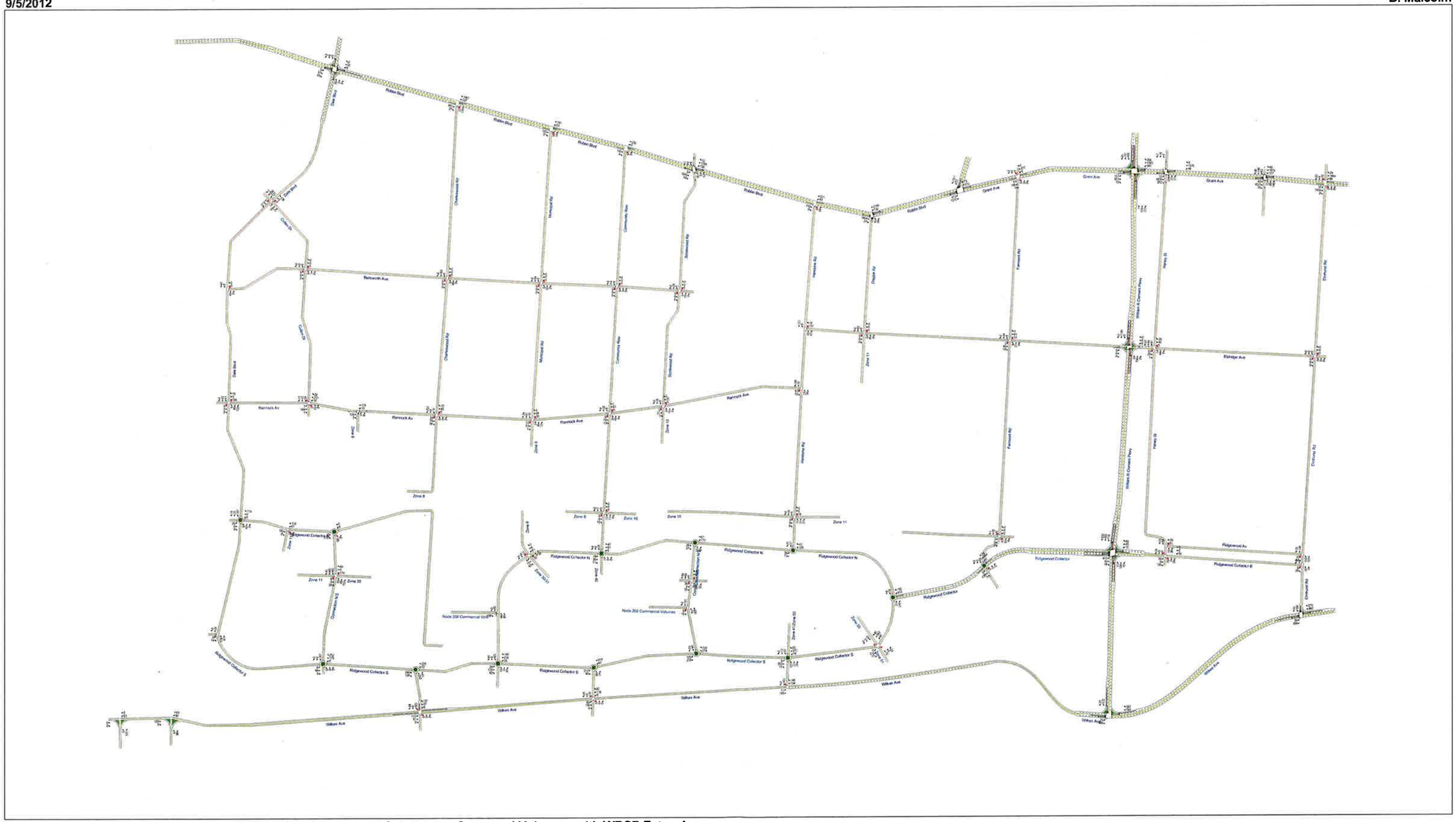

Figure 11.0: PM Peak Combined Background Traffic Volumes and Subdivision Generated Volumes, with WRCP Extension

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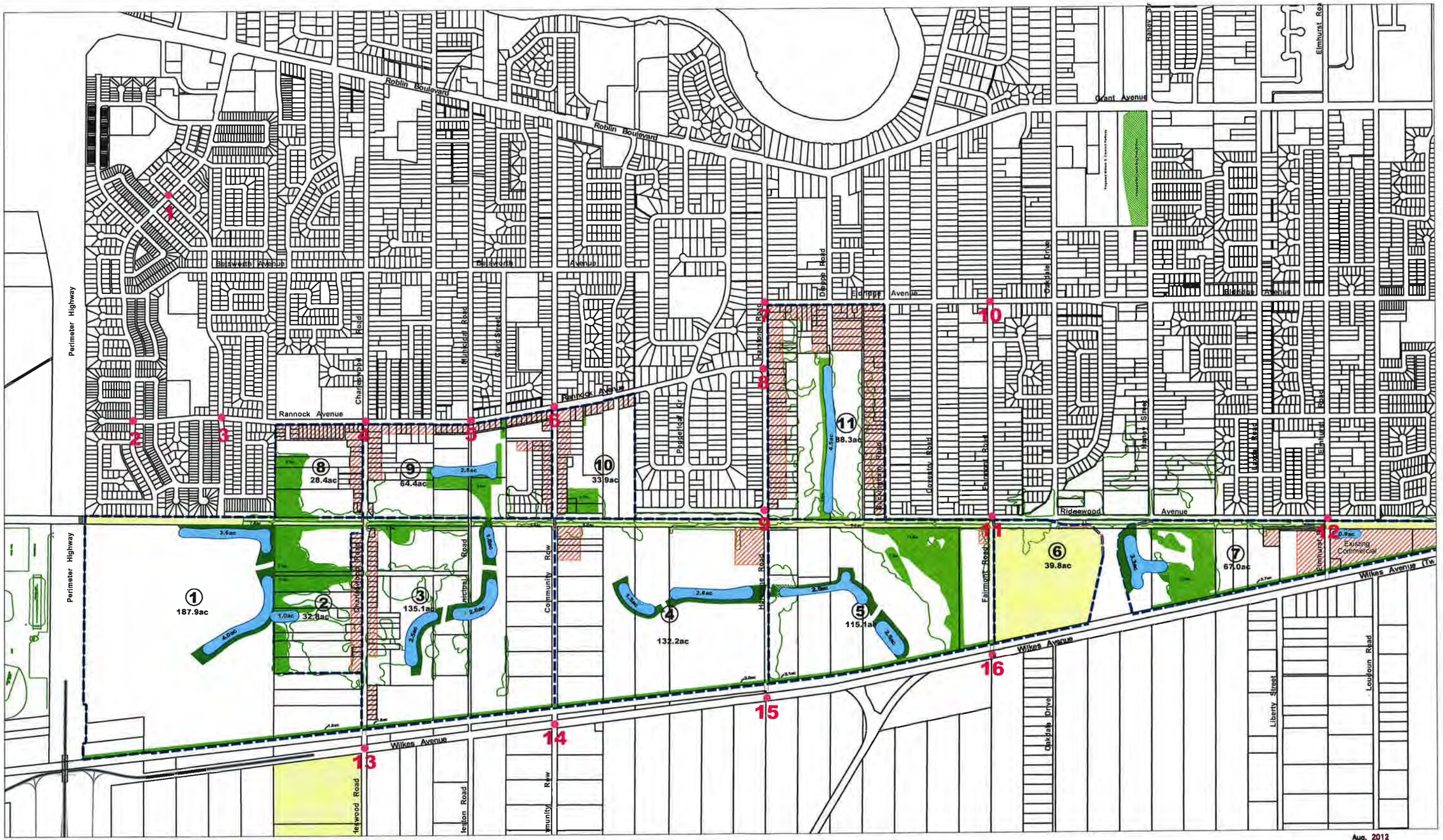

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Figure No.
12.0

Title
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Location of Stantec Counts - Winnipeg, MB

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Figure No.
13.0

Title
Ridgewood South Proposed Subdivision
Wilkes at Elmhurst - Winnipeg, MB

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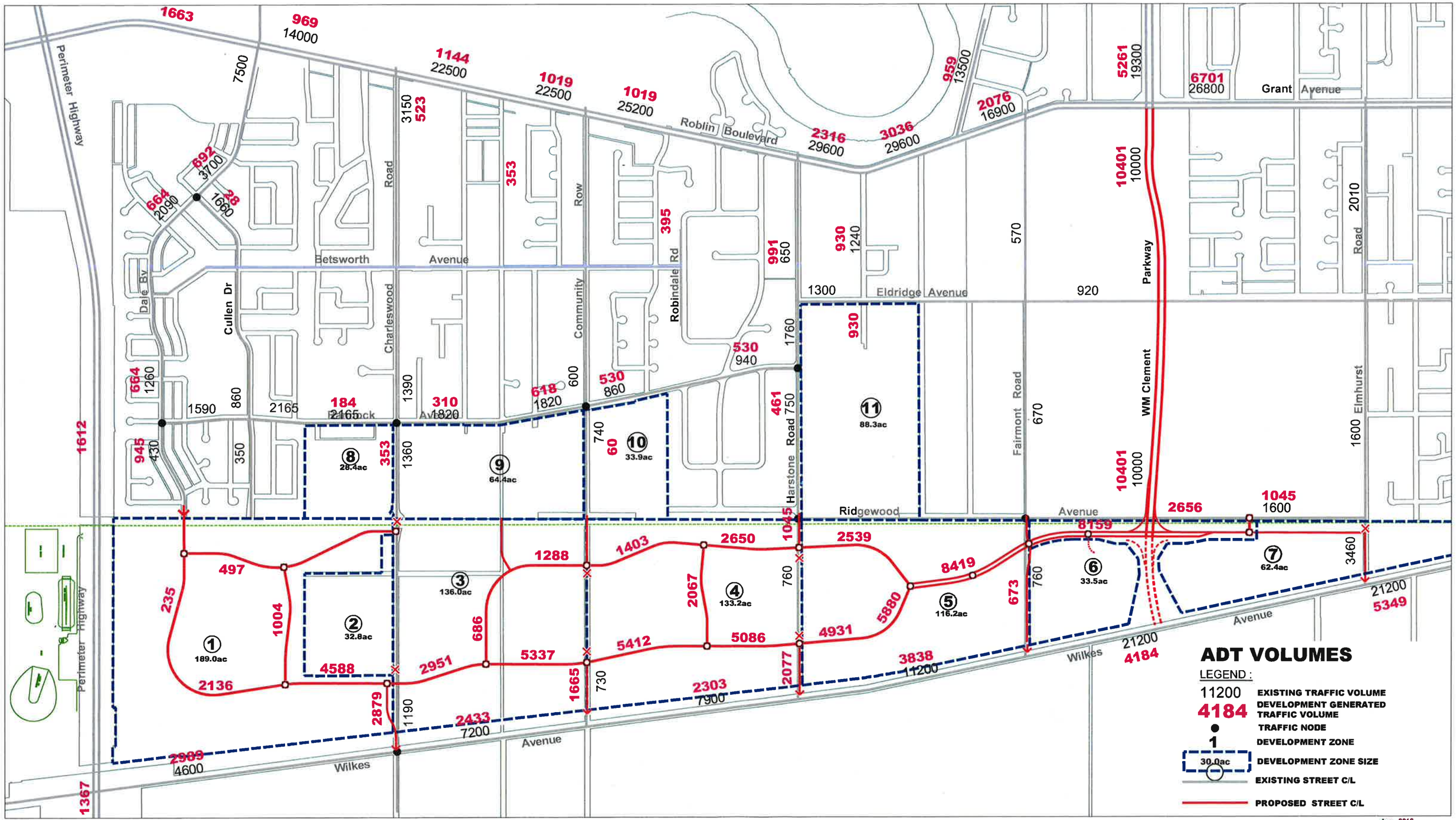

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Traffic Impact Assessment

Figure No.
14.0

Title
Ridgewood South Proposed Subdivision
AADT Traffic Volumes Winnipeg, MB

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APPENDIX "A"

COW PWD TRAFFIC COUNTS

Stantec

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THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT

6 Hour (2+2+2) Manual Vehicle Count
Intersection Turning Movement

Traffic Studies
Phone: 986-5034

ime	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				Previous Co
Start 7:00	Charleswood Pkwy				Charleswood Pkwy				Grant				Grant				n/a
e Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	TOTAL
7:15						107		4		58	118				56	130	4
7:30						122		6		67	113				55	123	4
7:45						168		7		87	165				56	186	6
8:00						139		13		73	127				79	202	6
8:15						170		13		100	164				83	149	6
8:30					1	145		19		78	168				115	145	6
8:45					1	132		21	1	90	187				99	129	6
9:00						120		11		56	139				87	131	5
1:45						115		15		30	108				74	104	4
2:00						110		21		26	123				94	93	4
2:15						107		20		22	115				92	90	4
2:30						116		26		33	114				103	88	4
2:45						129		38		19	116				130	81	5
3:00						115		25		43	108				103	117	5
3:15						127		12		21	119				88	81	4
3:30						96		24		20	124				94	107	4
5:45						192		26		42	163				115	128	6
6:00						201		46		44	129				147	143	7
6:15						219		42		34	127		1		142	136	7
6:30						243		37		28	117				158	149	7
6:45						245		38		35	127				178	133	7
7:00					1	223		44		35	145				162	145	7
7:15					1	179		51		37	120				162	159	7
7:30						197		45		34	130				149	159	7
6 hr.					4	3,717		604	1	1,112	3,166		1		2,621	3,108	14,3
OTAL						4,325				4,279					5,730		
l Peak	AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:												7:30 - 8:30				2,7
Hour					1	622		52		338	624				333	682	2,6
-Peak	Highest Off-Peak Hour (between 11:30 and 13:30) is from:												12:15 - 13:15				1,9
Hour						487		101		116	457				424	367	1,9
l Peak	PM Peak Hour (between 15:30 and 17:30), based on total volume, is from:												16:15 - 17:15				3,0
Hour					2	890		170		135	509				660	586	2,9
	7:00 - 7:15				8:00 - 8:15				8:30 - 8:45				7:45 - 8:00				A.M. Pea
						0.92		0.79		0.86	0.88				0.83	0.84	PHF
ak 15	11:30 - 11:45				12:30 - 12:45				12:45 - 13:00				12:45 - 13:00				Average
inute						0.94		0.72		0.68	0.94				0.82	0.82	PHF
me &	15:30 - 15:45				16:30 - 16:45				15:30 - 15:45				17:00 - 17:15				P.M. Pea
PHF						0.95		0.87		0.84	0.82				0.25	0.93	0.94	PHF

Ratio: E/W to N/S = 2.31
E/W = 69.8%
N/S = 30.2%

	Shift	AM	Noon	PM
Weather:				
Temperature:				
Counted/Compiled By:			wardrop/dt	
Count Date:		2010-06-15	2010-06-15	2010-06-15
Requested By:			traffic signal	

cation:
arleswood Pkwy & Grant

tes:

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THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT

6 Hour (2+2+2) Manual Vehicle Count
Intersection Turning Movement

Traffic Studies
Phone: 986-5034

ime	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				Previous Co
Start 7:00	Dieppe				Dieppe				Roblin				Roblin				n/a
e Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	TOTAL
7:15				11					1		284	1		7	84		3
7:30		3		9							322	1		8	101		4
7:45		4		20							465	6	1	5	91		5
8:00		8		16							410	2		2	136		5
8:15		7		8			1		2		357	2		7	143		5
8:30		9		14							378	5		12	182		6
8:45		2		10							345	16		16	155		5
9:00		13		22							275	20		11	149		4
1:45		7		6							191	8		12	165		3
2:00		5		17							179	6	2	7	189		4
2:15		7		12							202		1	3	183		4
2:30		7		6							174	3		10	172		3
2:45		4		16					1		177	6		8	180		3
3:00		7		20							193	4	1	8	185		4
3:15		6		10							213	6		3	163		4
3:30		10		5							176	4		12	168		3
5:45		9		18							258	8	2	19	284		5
6:00		14		9							261	9	1	9	344		6
6:15		6		8							245	5	1	12	348		6
6:30		8		10							263	1	1	15	379		6
6:45		9		10							278	2	1	18	388		7
7:00		7		12							325	2		14	421		7
7:15		10		17							302	7	1	19	379		7
7:30		16		10							310	5		13	416		7
5 hr.		178		296			1		4		6,583	129	12	250	5,405		12,8
OTAL		474				1				6,716				5,667			
l Peak	AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:												7:30 - 8:30				2,4
Hour		28		58			1		2		1,610	15	1	26	552		2,2
-Peak	Highest Off-Peak Hour (between 11:30 and 13:30) is from:												12:00 - 13:00				1,6
Hour		25		54					1		746	13	2	29	720		1,5
l Peak	PM Peak Hour (between 15:30 and 17:30), based on total volume, is from:												16:30 - 17:30				3,0
Hour		42		49							1,215	16	2	64	1,604		2,9
	8:45 - 9:00				8:00 - 8:15				7:30 - 7:45				8:15 - 8:30				A.M. Pea
		0.60		0.66			0.25			0.25	0.87	0.54		0.72	0.86		PHF
ak 15	12:45 - 13:00				11:30 - 11:45				13:00 - 13:15				11:45 - 12:00				Average
inute		0.68		0.68						0.25	0.89	0.63		0.73	0.96		PHF
me &	15:30 - 15:45				15:30 - 15:45				16:45 - 17:00				16:45 - 17:00				P.M. Pea
PHF		0.66		0.68							0.93	0.64		0.82	0.95		PHF

Ratio: E/W to N/S =	26.07	Shift	AM	Noon	PM
E/W =	96.3%	Weather:			
N/S =	3.7%	Temperature:			
		Counted/Compiled By:		wardrop/dt	
ation:		Count Date:	2010-06-10	2010-06-10	2010-06-10
ppe & Roblin		Requested By:		traffic signal	

tes:

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THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT

8 Hour Manual Vehicle Count
Intersection Turning Movement

Traffic Studies
Phone: 986-5034

ime	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				Previous Co
Start 7:00	Roblin Blvd.				Roblin Blvd.				Roblin Blvd.				Grant Ave.				2002 TOTAL
e Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:15						1		26		142	140				36		3
7:30								44		179	141				44	1	4
7:45						1		56		215	186				49		5
8:00						2		62		204	178				66		5
8:15						5		63		161	186				89	2	5
8:30						6		86		190	185				76		5
8:45						4		59		157	183				103	1	5
9:00						2		76		153	160				73	1	4
0:00						17		206		356	424				272	10	12
1:00						10		235		250	337				237	3	10
2:00																	
3:00																	
4:00																	
5:00						12		359		269	406				302	9	13
5:15						5		139		78	127				126	4	4
5:30						6		115		79	115				119	5	4
5:45						5		183		90	138				141	5	5
6:00						6		177		81	146				159	3	5
6:15						6		183		90	125				142	1	5
6:30						6		213		87	139				138	7	5
6:45						5		247		71	130				174	1	6
7:00						2		291		72	119				162	3	6
7:15						4		201		84	121				167	2	5
7:30						3		236		88	119				148	1	5
7:45						5		238		98	148				147	3	6
8:00						3		176		69	113				184		5
9:00																	
0:00																	
1:00																	
2:00																	
3 hr.						116		3671		3263	4066				3154	62	143
OTAL						3787				7329				3216			
hr.est						168		5323		4731	5896				4573	90	207
1.45						5491				10627				4663			
hr. Est						223		7080		6292	7842				6082	120	276
1.33						7303				14134				6202			
l Peak	AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:												7:30 - 8:30				21
Hour						14		267		770	735				280	2	20
-Peak	Highest Off-Peak Hour (between 9:00 and 15:00) is from:												14:00 - 15:00				14
Hour						12		359		269	406				302	9	13
l Peak	PM Peak Hour (between 15:00 and 18:00), based on total volume, is from:												16:45 - 17:45				25
Hour						14		966		342	507				624	9	24
	7:00 - 7:15				8:15 - 8:30				7:30 - 7:45				8:30 - 8:45				A.M. Pea
						0.71		0.83		0.90	0.99				0.83	0.50	PHF
ak 15	9:00 - 9:15				14:15 - 14:30				9:15 - 9:30				14:45 - 15:00				Average
inute						0.85		0.89		0.75	0.78				0.90	0.50	PHF
me &	15:00 - 15:15				16:45 - 17:00				17:30 - 17:45				17:45 - 18:00				P.M. Pea
PHF						0.96		0.84		0.89	0.93				0.88	0.61	PHF

Ratio: E/W to N/S =	2.78	Shift	AM	PM	EVE
E/W =	73.6%	Weather:	Clear	Clear	
N/S =	26.4%	Temperature:	-15C	-7C	
		Counted/Compiled By:	RW-RA/RW		
cation:		Count Date:	Feb. 17/2010	Feb. 16/2010	
blin Blvd. & Grant Ave.		Requested By:	David Tang		

tes:

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BLIC WORKS DEPARTMENT

VEHICLE COUNT

8 HOUR COUNT

ne	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				Previous Cou
art	Haney St.				Haney St.				Eldridge Ave.				Eldridge Ave				None
00																	TOTAL
Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
15			5				5			3		1			3		
30			4	1			5	1		8	1				2	4	
45			5				8	1		5	3	2			3	2	
00		1	5	2		1	9	1		4	3			1	2	2	
15			6				8	2		4	3				2	2	
30			4			4	8	1		5	2				1	2	
45			6	1		1	8	1		5	2	1			3	1	
00			8			2	8	2		3	2	1			1	3	
:00		5	17	2		21	44	11		16	6	1		4	12	6	
:00			10			14	34	15		22	13			1	14	8	
:00																	
:00																	
:00																	
:00			27			13	43	35		19	12	3		8	27	8	
:15			9	1		4	11	12		6	4			2	6	2	
:30			11	1		4	12	15		7	5			1	6	1	
:45		2	10			4	8	12		2	4				1	3	
:00		2	3			8	15	13		5	5			1	4	7	
:15			14			6	20	6		7	2				3	3	
:30			10	1		8	17	12		2	3	1		1	5	3	
:45			13			9	14	8		2	10			1	13	6	
:00		1	7			9	20	12		6	4	1			6	6	
:15			6			12	21	13		10	3			1	6	5	
:30			9			7	19	12		8	3			2	13	3	
:45			6			8	14	9		8	4	1		1	5	4	
:00			12			8	12	11		4	3				6	3	
:00																	
:00																	
:00																	
:00																	
hr.		11	207	9		143	363	205		161	97	12		24	144	84	1,
TAL		227				711				270				252			
: est.		16	300	13		207	526	297		233	141	17		35	209	122	2,
45		329				1,031				392				365			
: est.		21	399	17		276	700	395		310	187	23		46	278	162	2,
33		438				1,371				521				486			
Peak	AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:													7:30 - 8:30			
our		1	20	2		5	33	5		18	11	2		1	8	8	
Peak	PM Peak Hour (between 15:00 and 18:00), based on total volume, is from:													16:30 - 17:30			
our		1	35			37	74	45		26	20	1		4	38	20	
k 15	7:45 - 8:00				8:15 - 8:30				7:30 - 7:45				7:15 - 7:30				A.M. Pea
ute		4	20	8		16	32	4		20	12	8			8	16	Volume
urly	16:00 - 16:15				17:00 - 17:15				17:00 - 17:15				16:30 - 16:45				P.M. Pea
ate			56			48	84	52		40	12			4	52	24	Volume

io: E/W to N/S =	0.6	Shift	AM	PM
E/W =	35.8%	Weather:	Light Fog	Light Overcast
N/S =	64.2%	Temperature:	1	4
ation:		Counted/Compiled By:	RPB / ZJK	
ney St. & Eldridge Ave.		Count Date:	01/03/29	01/03/28

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THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT

6 Hour (2+2+2) Manual Vehicle Count
Intersection Turning Movement

Traffic Studies
Phone: 986-5034

ime	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				Previous Co
Start	Roblin				Roblin				Grant				Grant				n/a
7:00																	TOTAL
Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:15																	
7:30																	
7:45																	
8:00																	
8:15						3		29		42	69				49		1
8:30						2		29		43	83				60		2
8:45						2		29		62	73				64	1	2
9:00								42		60	83				45		2
1:45						4		84	1	78	133				96	7	4
2:00						6		104		88	130				99	3	4
2:15						6		112		88	146				101	1	4
2:30								85		122	127				105	1	4
2:45						7		94		95	157				104	2	4
3:00						5		101		108	142				93	5	4
3:15						4		115		109	141				117	1	4
3:30						3		115		90	156				105	2	4
5:45						5		174		111	143				128	4	5
6:00						5		119		75	149				127	5	4
6:15						5		121		76	133				140	4	4
6:30						6		121		98	144				101	5	4
6:45						2		109	1	85	121				110	1	4
7:00						4		102		108	133				122	7	4
7:15						4		137		88	123				119	6	4
7:30						4		119		63	115				92	4	3
6 hr.						77		1,941	2	1,689	2,501				1,977	59	8,2
OTAL						2,018				4,192					2,036		
l Peak	AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:												8:00 - 9:00				8
Hour						7		129		207	308				218	1	8
-Peak	Highest Off-Peak Hour (between 11:30 and 13:30) is from:												12:30 - 13:30				1,9
Hour						19		425		402	596				419	10	1,8
l Peak	PM Peak Hour (between 15:30 and 17:30), based on total volume, is from:												15:30 - 16:30				2,0
Hour						21		535		360	569				496	18	1,9
	7:00 - 7:15				8:45 - 9:00				8:45 - 9:00				8:30 - 8:45				A.M. Pea
						0.58		0.77		0.83	0.93				0.85	0.25	PHF
ak 15	11:30 - 11:45				13:00 - 13:15				12:30 - 12:45				13:00 - 13:15				Average
inute						0.68		0.92		0.89	0.95				0.90	0.43	PHF
me &	15:30 - 15:45				15:30 - 15:45				15:30 - 15:45				16:00 - 16:15				P.M. Pea
PHF						0.88		0.77		0.86	0.95				0.89	0.68	PHF

Ratio: E/W to N/S =	3.09	Shift	AM	Noon	PM
E/W =	75.5%	Weather:			
N/S =	24.5%	Temperature:			
		Counted/Compiled By:		wadrop/dt	
cation:		Count Date:	2010-05-29	2010-05-29	2010-05-29
blin & Grant		Requested By:		signal	

tes:

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THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT

6 Hour (2+2+2) Manual Vehicle Count
Intersection Turning Movement

Traffic Studies
Phone: 986-5034

ime	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				Previous Co
Start	Laxdal				Laxdal				Grant				Grant				n/a
7:00																	TOTAL
e Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:15		10	10	10		5	5	1		3	165	4		20	89	2	3
7:30		9	12	19		7	10	5		7	222	2		12	115	6	4
7:45		20	14	25		8	12	6		2	273	5	1	14	132	7	5
3:00		16	18	31		9	10	7		9	340	7	2	13	180	5	6
3:15		12	11	28		7	13	11		10	331	14		16	162	7	6
3:30		11	9	42		15	17	10		12	314	11		12	165	9	6
3:45		26	18	25		12	10	11		17	259	12		25	155	7	5
9:00		11	23	23		9	23	8		14	253	6		25	137	7	5
1:45		10	4	23		11	14	6		9	181	9		25	147	14	4
2:00		14	10	28		8	12	1		8	140	10		24	155	7	4
2:15		10	6	24		6	19	7		8	157	13		24	173	4	4
2:30		13	11	23		4	17	8		11	147	9		30	153	6	4
2:45		4	7	22		7	15	3		9	169	12		26	149	6	4
3:00		17	10	22		9	13	8		11	180	7		27	155	3	4
3:15		10	16	30		5	13	10	1	5	186	8	1	30	153	8	4
3:30		15	11	26		4	22	5		6	152	5		26	134	9	4
5:45		9	10	31		7	26	8		14	227	11		30	223	15	6
6:00		16	18	38		14	26	17		13	293	17		34	202	7	6
6:15		12	14	29		12	33	15		8	265	11		32	238	14	6
6:30		18	19	26		10	35	5		9	255	22		31	262	7	6
6:45		16	18	33		18	32	11		7	254	15		38	273	13	7
7:00		14	8	29		11	34	10		12	275	20		29	227	10	6
7:15		21	10	30		11	38	13		6	273	23		35	220	10	6
7:30		20	17	30		15	35	8		10	277	21		27	240	4	7
6 hr.		334	304	647		224	484	194	1	220	5,588	274	4	605	4,239	187	13,3
OTAL		1,285				902				6,083				5,035			
l Peak Hour	AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:												7:45 - 8:45				2,5
		65	56	126		43	50	39		48	1,244	44	2	66	662	28	2,4
-Peak Hour	Highest Off-Peak Hour (between 11:30 and 13:30) is from:												12:15 - 13:15				1,8
		44	44	97		25	58	29	1	36	682	36	1	113	610	23	1,7
l Peak Hour	PM Peak Hour (between 15:30 and 17:30), based on total volume, is from:												15:45 - 16:45				2,8
		62	69	126		54	126	48		37	1,067	65		135	975	41	2,8
ak 15 inute me & PHF	8:30 - 8:45				8:15 - 8:30				7:45 - 8:00				7:45 - 8:00				A.M. Pea
		0.63	0.66	0.75		0.72	0.68	0.91		0.78	0.93	0.79		0.78	0.92	0.83	PHF
	13:00 - 13:15				12:00 - 12:15				13:00 - 13:15				12:00 - 12:15				Average
		0.69	0.69	0.83		0.66	0.73	0.73		0.89	0.92	0.85		0.92	0.91	0.55	PHF
	15:45 - 16:00				17:00 - 17:15				15:45 - 16:00				16:30 - 16:45				P.M. Pea
		0.85	0.91	0.83		0.76	0.91	0.71		0.79	0.92	0.87		0.89	0.92	0.73	PHF

Ratio: E/W to N/S = 5.08
E/W = 83.6%
N/S = 16.4%

	AM	Noon	PM
Shift			
Weather:			
Temperature:			
Counted/Compiled By:		wadrop/dt	
Count Date:	2010-09-15	2010-09-15	2010-09-15
Requested By:		signal	

cation:
xdal & Grant

tes:

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THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT

8 Hour Manual Vehicle Count
Intersection Turning Movement

Traffic Studies
Phone: 986-5034

ime	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				Previous Co 2000
Start 7:00	Elmhurst Rd				Elmhurst Rd				Wilkes Ave				Wilkes Ave				TOTAL
e Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:15						32		5		2	70				39	9	1
7:30						26		4		4	89				40	13	1
7:45						47		5		8	117				40	11	2
8:00						41		9		14	129				62	19	2
8:15						65		7		6	119				37	31	2
8:30						40		9		5	131				48	37	2
8:45						40		7		6	93				67	29	2
9:00						33		14		10	91				50	23	2
10:00						85		16		28	217				120	53	5
11:00						133		19		10	159				161	86	5
12:00																	
13:00																	
14:00																	
15:00						120		25		20	177				213	140	6
15:15						34		7		6	50				78	40	2
15:30						34		5		6	42				70	46	2
15:45						43		6		3	47				90	44	2
16:00						32		11		11	67				100	50	2
16:15						28		12		6	70				110	54	2
16:30						34		6		9	43				96	51	2
16:45						38		11		5	63				131	45	2
17:00						42		15		6	59				129	49	3
17:15						26		10		6	61				120	31	2
17:30						36		11		7	48				112	65	2
17:45						51		6		3	57				87	42	2
18:00						26		3		8	58				96	38	2
19:00																	
20:00																	
21:00																	
22:00																	
8 hr.						1086		223		189	2057				2096	1006	66
OTAL						1309				2246				3102			
hr.est						1575		323		274	2983				3039	1459	96
1.45						1898				3257				4498			
hr. Est						2095		430		364	3967				4042	1940	12
1.33						2525				4331				5982			
l Peak Hour	AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:												7:45 - 8:45				1
						186		32		31	472				214	116	1
-Peak Hour	Highest Off-Peak Hour (between 9:00 and 15:00) is from:												14:00 - 15:00				7
						120		25		20	177				213	140	6
l Peak Hour	PM Peak Hour (between 15:00 and 18:00), based on total volume, is from:												16:30 - 17:30				11
						142		47		24	231				492	190	11
ak 15 inute me & PHF	7:00 - 7:15				8:00 - 8:15				7:45 - 8:00				8:30 - 8:45				A.M. Pea
						0.74		0.66		0.59	0.95				0.80	0.81	PHF
	9:00 - 9:15				10:45 - 11:00				9:45 - 10:00				14:00 - 14:15				Average
						0.76		0.89		0.70	0.77				0.81	0.76	PHF
	15:00 - 15:15				16:45 - 17:00				15:45 - 16:00				16:45 - 17:00				P.M. Pea
						0.76		0.78		0.70	0.87				0.94	0.77	PHF

Ratio: E/W to N/S =	4.09	Shift	AM	PM	EVE
E/W =	80.3%	Weather:	Clear	Clear	
N/S =	19.7%	Temperature:	10C	22C	
		Counted/Compiled By:	RA-RW/RW		
cation:		Count Date:	June 19/2009	June 22/2009	
nhurst Rd & Wilkes Ave		Requested By:	Edd Schellenberg		

tes: Trains 15:25 Via EB no delay 16:19 EB 5 min. in length 16:38 EB 16:47 WB both 5 min. in length

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THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT

8 Hour Manual Vehicle Count
Intersection Turning Movement

Traffic Studies
Phone: 986-5034

Time Start 7:00	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				Previous Count 1995
					Roblin Boulevard				Roblin Boulevard				Grant Avenue				TOTAL
Time Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:15						1		30		137	91				38		297
7:30						6		27		182	122				41		378
7:45						3		55		251	188				43	3	543
8:00						3		71		211	195				72	2	554
8:15						4		71		238	184				55		552
8:30						3		91		178	168				102	1	543
8:45								84		149	138				80	3	454
9:00								64		157	138				80	4	443
10:00						7		276		460	442				268	8	1,461
11:00						7		291		311	382				350	10	1,351
12:00																	
13:00																	
14:00																	
15:00						12		355		313	404				392	11	1,487
15:15						3		105		76	126				122	3	435
15:30						2		122		73	151				145	4	497
15:45						3		161		77	151				178	3	573
16:00						1		147		118	159				148	3	576
16:15						5		184		82	130				157	3	561
16:30						7		233		91	148				168	6	653
16:45						2		183		89	124				162	4	564
17:00						3		207		99	128				169	5	611
17:15						1		245		123	136				189	7	701
17:30						1		247		96	146				170	5	665
17:45						2		194		100	150				182	4	632
18:00						4		214		86	159				165	1	629
19:00																	
20:00																	
21:00																	
22:00																	
8 hr.						80		3,657		3,697	4,160				3,476	90	15,160
TOTAL						3,737				7,857				3,566			
12 hr. est.						116		5,303		5,361	6,032				5,040	131	21,982
1.45						5,419				11,393				5,171			
24 hr. est.						154		7,053		7,130	8,023				6,703	174	29,236
1.33						7,207				15,152				6,877			
AM Peak	AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:														7:30 - 8:30		2,192
Hour						13		288		878	735				272	6	2,192
PM Peak	PM Peak Hour (between 15:00 and 18:00), based on total volume, is from:														17:00 - 18:00		2,627
Hour						8		900		405	591				706	17	2,627
Off-Peak	Highest Off-Peak Hour (between 9:00 and 15:00) is from:														14:00 - 15:00		1,487
Hour						12		355		313	404				392	11	1,487
Peak 15 Minute Time & PHF	7:00 - 7:15				8:15 - 8:30				7:30 - 7:45				8:15 - 8:30				A.M. Peak PHF
						0.81		0.79		0.87	0.94				0.67	0.50	
	15:00 - 15:15				17:15 - 17:30				15:45 - 16:00				17:00 - 17:15				P.M. Peak PHF
						0.50		0.91		0.82	0.93				0.93	0.61	

Ratio: E/W to N/S = 3.1
E/W = 75.3%
N/S = 24.7%

Shift	AM	PM
Weather:	overcast	clear
Temperature:	13	14
Counted/Compiled By:	ZJK RPB / ZJK	
Count Date:	October 11, 2002	October 10, 2002

Location:
Roblin Blvd. & Grant Ave.

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LIC WORKS DEPARTMENT

VEHICLE COUNT

8 HOUR COUNT

ne	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				Previous Co
art					Haney St.				Ridgewood Ave.				Ridgewood Ave.				None
00																	TOTAL
Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
15						7		1		1	5				3		
30						4					6				2		
45						11		1			8				4	1	
00						9					8				4	2	
15						7		1		1	8				4	1	
30						5		2		1	7				1	2	
45						7		3		1	7				7		
00						2		4		5	11				12	5	
:00						47		8		7	31				20	11	
:00						32		2		2	19				14	4	
:00																	
:00																	
:00																	
:00						32		8		4	12				27	15	
:15						11		2		1	3				7	4	
:30						13		2		1	2				7	5	
:45						7		1		1	3				8	7	
:00						11		2			4				11	3	
:15						11		6	1	4	6				8	8	
:30						10		4		4	9				9	8	
:45						11		2		4	8				8	5	
:00						14		6		2	5				15	2	
:15						7		1			6				11	7	
:30						17		5		1	7				11	9	
:45						8		4			5				8	8	
:00						5		3		3	5				13	8	
:00																	
:00																	
:00																	
:00																	
hr.						288		68	1	43	185				214	115	
TAL							356				229				329		
. est.						418		99	1	62	268				310	167	1,
45							516				332				477		
. est.						555		131	2	83	357				413	222	1,
33							687				442				634		
Peak	AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:														8:00 - 9:00		
our						21		10		8	33				24	8	
Peak	PM Peak Hour (between 15:00 and 18:00), based on total volume, is from:														16:00 - 17:00		
our						46		18	1	14	28				40	23	
k 15	7:00 - 7:15				7:30 - 7:45				8:45 - 9:00				8:45 - 9:00				A.M. Pea
ute						44		4		20	44				48	20	Volume
urly	15:00 - 15:15				17:15 - 17:30				16:15 - 16:30				17:45 - 18:00				P.M. Pea
ate						68		20		16	36				52	32	Volume

io: E/W to N/S =	1.6	Shift	AM	PM
E/W =	61.1%	Weather:	Light Fog	Light Overcast
N/S =	38.9%	Temperature:	1	4
ation:		Counted/Compiled By:	ZJK / ZJK	
ney St. & Ridgewood Ave.		Count Date:	01/03/29	01/03/28

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THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT

8 Hour Manual Vehicle Count
Intersection Turning Movement

Traffic Studies
Phone: 986-5034

Time Start 7:00	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				Previous Count None
					Charleswood Parkway				Grant Avenue				Grant Avenue				
Time Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	TOTAL
7:15						90		2		40	109				28	73	342
7:30						125		5		44	104				34	96	408
7:45						130		5		91	145				58	148	577
8:00						143		7		104	172				63	127	616
8:15						139		11		102	187				59	120	618
8:30						137		13		87	175				90	126	628
8:45						96		14		77	175				110	124	596
9:00						98		11	1	47	147				94	93	491
10:00						354		33		120	413				231	271	1,422
11:00					1	336		34		98	351				273	231	1,324
12:00																	
13:00																	
14:00																	
15:00						351		63	3	68	368				332	280	1,465
15:15						103		20		26	98				106	81	434
15:30						119		35		34	104				128	92	512
15:45						154		29		32	171				194	103	683
16:00						166		28		39	122				182	125	662
16:15					1	190		34	1	18	141				167	126	678
16:30						170		40		23	122				143	114	612
16:45						195		44		23	123				190	113	688
17:00						184		57		16	133				165	123	678
17:15						223		55		15	152				168	126	739
17:30						170		35		35	130				160	125	655
17:45						175		37		28	132				184	109	665
18:00						135		30		33	124				139	91	552
19:00																	
20:00																	
21:00																	
22:00																	
8 hr.					2	3,983		642	5	1,200	3,898				3,298	3,017	16,045
TOTAL						4,627				5,103					6,315		
12 hr. est.					3	5,775		931	7	1,740	5,652				4,782	4,375	23,265
1.45						6,709				7,399					9,157		
24 hr. est.					4	7,681		1,238	10	2,314	7,517				6,360	5,818	30,943
1.33						8,923				9,841					12,178		
AM Peak	AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:														7:45 - 8:45		2,458
Hour						515		45		370	709				322	497	2,458
PM Peak	PM Peak Hour (between 15:00 and 18:00), based on total volume, is from:														16:30 - 17:30		2,760
Hour						772		191		89	538				683	487	2,760
Off-Peak	Highest Off-Peak Hour (between 9:00 and 15:00) is from:														14:00 - 15:00		1,465
Hour						351		63	3	68	368				332	280	1,465
Peak 15 Minute Time & PHF	7:00 - 7:15				7:45 - 8:00				8:00 - 8:15				8:30 - 8:45				A.M. Peak PHF
						0.90		0.80		0.89	0.95				0.73	0.98	
	15:00 - 15:15				17:00 - 17:15				15:30 - 15:45				15:45 - 16:00				P.M. Peak PHF
						0.87		0.84		0.64	0.88				0.90	0.97	

Ratio: E/W to N/S = 2.5
E/W = 71.2%
N/S = 28.8%

Shift	AM	PM
Weather:	partly cloudy	partly cloudy
Temperature:	-18	-11
Counted/Compiled By:	ZJK RPB / ZJK	
Count Date:	November 14, 2002	November 13, 2002

Location:
Charleswood Parkway & Grant Avenue

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BLIC WORKS DEPARTMENT

VEHICLE COUNT

5 HOUR COUNT

me	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				TOTAL
art	Elmhurst Rd.								Ridgewood Ave.								
00																	
Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
15		5										13					
30		6										31					
45		6										34					
00		14										29					
15		12										29					
30		13										30					
45		16										31					
00		6										15					
:00																	
:00																	
:00																	
:00																	
:00																	
:00																	
:15		11										21					
:30		18										23					
:45		24										21					
:00		25										29					
:15		22										25					
:30		31										26					
:45		19										33					
:00		22										21					
:15		27										21					
:30		27										19					
:45		30										22					
:00		23										19					
:00																	
:00																	
:00																	
:00																	
hr.		357										492					
TAL		357								492							
Peak	AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:											7:45 - 8:45					
our		55										119					
Peak	PM Peak Hour (between 15:00 and 18:00), based on total volume, is from:											15:45 - 16:45					
our		97										113					
k 15	8:30 - 8:45				7:00 - 7:15				7:30 - 7:45				7:00 - 7:15				A.M. Pea
ute		64										136					Volume
urly	16:15 - 16:30				15:00 - 15:15				16:30 - 16:45				15:00 - 15:15				P.M. Pea
ate		124										132					Volume

io: E/W to N/S = 1.4
E/W = 58.0%
N/S = 42.0%

Shift: AM PM
Weather:
Temperature:
Counted/Compiled By: TWP
Count Date: 01/04/18 01/04/17

ation:
ihurst Rd. & Ridgewood Ave.

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THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT

6 Hour (2+2+2) Manual Vehicle Count
Intersection Turning Movement

Traffic Studies
Phone: 986-5034

ime	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				Previous Co
Start 7:00	Roblin				Roblin				Grant				Grant				n/a
e Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	TOTAL
7:15						1		44		166	124				52	2	3
7:30						1		49		185	154				58		4
7:45						3		41		237	223				54		5
8:00						4		56		234	211				77	4	5
8:15						5		54		201	185				95	3	5
8:30					1	7		80		192	194				110	2	5
8:45						4		78		176	198				101	2	5
9:00						4		86		154	170				78	2	4
1:45						5		80		83	116		1		102	2	3
2:00						6		93		70	138				87	4	3
2:15						2		100		74	144				96	5	4
2:30						7		96		75	114				80	1	3
2:45						6		80		80	104				112		3
3:00						7		89		80	134				90	4	4
3:15						2		81		76	129				101	3	3
3:30						5		106		80	124				80	3	3
5:45						4		162		86	167				149	5	5
6:00						9		218		89	181				138	6	6
6:15						11		216		105	164				143	5	6
6:30						4		261		88	187				154	4	6
6:45						3		269		99	209				128	5	7
7:00						4		275		84	219				167	5	7
7:15						10		261		104	224				154	2	7
7:30						3		274		88	228				148	4	7
6 hr.					1	117		3,149		2,906	4,041		1		2,554	73	12,8
OTAL						3,267				6,947				2,628			
l Peak	AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:												7:45 - 8:45				2,3
Hour					1	20		268		803	788				383	11	2,2
-Peak	Highest Off-Peak Hour (between 11:30 and 13:30) is from:												11:30 - 12:30				1,6
Hour						20		369		302	512		1		365	12	1,5
l Peak	PM Peak Hour (between 15:30 and 17:30), based on total volume, is from:												16:30 - 17:30				2,9
Hour						20		1,079		375	880				597	16	2,9
	7:00 - 7:15				8:45 - 9:00				7:30 - 7:45				8:15 - 8:30				A.M. Pea
						0.66		0.87		0.91	0.91				0.87	0.69	PHF
ak 15	11:30 - 11:45				13:15 - 13:30				12:00 - 12:15				12:30 - 12:45				Average
inute						0.79		0.87		0.95	0.89		0.25		0.85	0.60	PHF
me &	15:30 - 15:45				16:45 - 17:00				17:00 - 17:15				16:45 - 17:00				P.M. Pea
PHF						0.64		0.98		0.91	0.96				0.90	0.83	PHF

Ratio: E/W to N/S =	2.93	Shift	AM	Noon	PM
E/W =	74.6%	Weather:			
N/S =	25.4%	Temperature:			
		Counted/Compiled By:		wadrop/dt	
cation:		Count Date:	20100610	20100610	20100610
blin & Grant		Requested By:		signal	

tes:

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THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT

6 Hour (2+2+2) Manual Vehicle Count
Intersection Turning Movement

Traffic Studies
Phone: 986-5034

ime	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				Previous Co
Start 7:00	Scotswood				Scotswood				Roblin				Roblin				n/a
e Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	TOTAL
7:15		5		26		1			1		230	2		5	61	1	3
7:30		3		21		1					325	3		6	90		4
7:45		3		29		1					391			2	105		5
8:00		13		34							337	1		2	119	1	5
8:15		7		41		1			1		302	2		4	148		5
8:30		9		20		2					329	1		6	150	3	5
8:45		10		31		2	1	1			305	1		5	132	1	4
9:00		4	1	27		2		3		1	233	4	1	6	141	2	4
11:45		2		5		1				1	166	1		7	153	1	3
12:00		4		8		2	1	2			169	4		6	166	4	3
12:15		3		15		4				2	187	5		11	154	2	3
12:30		5	1	6		1		1			166	5		11	174	3	3
12:45		2		10		1			1	1	181	5		10	176	1	3
13:00		2		12		1		1	1	1	199	4	1	17	143	5	3
13:15		8		13		6		3		2	152	2		8	165	5	3
13:30		4		9		3		3			169	5		7	158	4	3
15:45		4		18			1	2		1	220	13	1	17	254	7	5
16:00		8		9		2		2	1	1	207	6		20	285	1	5
16:15		9		10		1		1	1		181	13		15	312	4	5
16:30		6	1	13		3		1	1	1	204	6		20	331	5	5
16:45		4		16							202	13	2	21	320	3	5
17:00		6		15		3				1	184	11		27	341	1	5
17:15		10		13				1		2	186	14		21	367	3	6
17:30		4		12		2					217	9		21	343	2	6
6 hr.		135	3	413		40	3	21	7	14	5,442	130	5	275	4,788	59	11,3
OTAL		551				64				5,593				5,127			
l Peak Hour	AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:												7:30 - 8:30				2,1
		32		124		4			1		1,359	4		14	522	4	2,0
-Peak Hour	Highest Off-Peak Hour (between 11:30 and 13:30) is from:												12:00 - 13:00				1,5
		12	1	43		7		2	2	4	733	19	1	49	647	11	1,5
l Peak Hour	PM Peak Hour (between 15:30 and 17:30), based on total volume, is from:												16:30 - 17:30				2,4
		24		56		5		1		3	789	47	2	90	1,371	9	2,3
ak 15 inute me & PHF	8:00 - 8:15				8:45 - 9:00				7:30 - 7:45				8:15 - 8:30				A.M. Pea
		0.75	0.25	0.77		0.88	0.25	0.33		0.50	0.87	0.50		0.79	0.95	0.50	PHF
	13:00 - 13:15				13:00 - 13:15				12:45 - 13:00				12:15 - 12:30				Average
		0.53	0.25	0.73		0.46	0.25	0.58		0.75	0.92	0.95		0.69	0.95	0.75	PHF
	17:00 - 17:15				15:45 - 16:00				15:30 - 15:45				17:00 - 17:15				P.M. Pea
		0.68	0.25	0.79		0.58	0.25	0.75		0.75	0.92	0.84		0.85	0.93	0.61	PHF

Ratio: E/W to N/S =	17.43	Shift	AM	Noon	PM
E/W =	94.6%	Weather:			
N/S =	5.4%	Temperature:			
		Counted/Compiled By:		wardrop/dt	
cation:		Count Date:	2010-06-08	2010-06-08	2010-06-08
otswood & Roblin		Requested By:		traffic signal	

tes:

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APPENDIX "B"

STANTEC MANUAL TRAFFIC COUNTS

Stantec

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Glenbush St at Harstone Rd
24-Jan-12

Time	Northbound on Harstone St			Southbound on Harstone St			Eastbound on Glenbush Dr			Westbound on			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	0	3	0	0	6	0	0	0	3	0	0	0	12	
7:15 - 7:30	0	2	0	0	8	0	0	0	2	0	0	0	12	
7:30 - 7:45	0	2	0	0	13	0	2	0	0	0	0	0	**17**	
7:45 - 8:00	1	6	0	0	10	0	1	0	1	0	0	0	**19**	60
8:00 - 8:15	0	2	0	0	16	0	0	0	2	0	0	0	**20**	68
8:15 - 8:30	0	5	0	0	7	0	1	0	6	0	0	0	**19**	**75**
8:30 - 8:45	0	4	0	0	7	2	0	0	0	0	0	0	13	71
8:45 - 9:00	1	7	0	0	2	0	1	0	2	0	0	0	13	65
Peak Hour	**1**	**15**	**0**	**0**	**46**	**0**	**4**	**0**	**9**	**0**	**0**	**0**	**75**	
exp. PHF=0.94	***1***	***16***	***0***	***0***	***49***	***0***	***4***	***0***	***10***	***0***	***0***	***0***	***80***	

PM PEAK
Glenbush St at Harstone Rd
24-Jan-12

Time	Northbound on Harstone St			Southbound on Harstone St			Eastbound on Glenbush Dr			Westbound on			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	2	5	0	0	7	2	2	0	2	0	0	0	20	
15:45 - 16:00	3	10	0	0	4	0	1	0	3	0	0	0	21	
16:00 - 16:15	2	12	0	0	8	0	1	0	1	0	0	0	**24**	
16:15 - 16:30	3	11	0	0	12	0	0	0	0	0	0	0	**26**	91
16:30 - 16:45	4	14	0	0	7	1	2	0	1	0	0	0	**29**	100
16:45 - 17:00	5	20	0	0	4	0	0	0	1	0	0	0	**30**	**109**
17:00 - 17:15	3	10	0	0	6	0	1	0	3	0	0	0	23	108
17:15 - 17:30	3	12	0	0	3	0	0	0	1	0	0	0	19	101
Peak Hour	**14**	**57**	**0**	**0**	**31**	**1**	**3**	**0**	**3**	**0**	**0**	**0**	**109**	
exp. PHF=0.91	***15***	***63***	***0***	***0***	***34***	***1***	***3***	***0***	***3***	***0***	***0***	***0***	***120***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Rannock Ave at Harstone Rd
26-Jan-12

Time	Northbound on Harstone Rd			Southbound on Harstone Rd			Eastbound on Rannock Ave			Westbound on Rannock Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	0	6	0	0	3	2	6	0	2	0	0	0	19	
7:15 - 7:30	0	6	0	0	5	2	6	0	2	0	0	0	21	
7:30 - 7:45	0	5	0	0	5	6	6	0	3	0	0	0	25	
7:45 - 8:00	1	7	0	0	8	11	10	0	8	0	0	0	45	110
8:00 - 8:15	2	7	0	0	5	18	9	0	4	0	0	0	**45**	136
8:15 - 8:30	1	8	0	0	3	19	20	0	2	0	0	0	**53**	168
8:30 - 8:45	6	8	0	0	6	10	12	0	2	0	0	0	**44**	187
8:45 - 9:00	5	8	0	0	4	18	12	0	6	0	0	0	**53**	**195**
Peak Hour	**14**	**31**	**0**	**0**	**18**	**65**	**53**	**0**	**14**	**0**	**0**	**0**	**195**	
exp. PHF=0.92	***15***	***34***	***0***	***0***	***20***	***71***	***58***	***0***	***15***	***0***	***0***	***0***	***212***	

PM PEAK
Rannock Ave at Harstone Rd
26-Jan-12

Time	Northbound on Harstone Rd			Southbound on Harstone Rd			Eastbound on Rannock Ave			Westbound on Rannock Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	1	6	0	0	7	27	15	0	3	0	0	0	59	
15:45 - 16:00	4	9	0	0	17	15	7	0	2	0	0	0	54	
16:00 - 16:15	4	7	0	0	4	9	4	0	1	0	0	0	29	
16:15 - 16:30	5	9	0	0	5	19	4	0	1	0	0	0	43	185
16:30 - 16:45	2	12	0	0	7	16	8	0	3	0	0	0	**48**	174
16:45 - 17:00	7	10	0	0	14	16	8	0	1	0	0	0	**56**	176
17:00 - 17:15	2	6	0	0	8	24	9	0	1	0	0	0	**50**	197
17:15 - 17:30	9	8	0	0	9	13	7	0	4	0	0	0	**50**	**204**
Peak Hour	**20**	**36**	**0**	**0**	**38**	**69**	**32**	**0**	**9**	**0**	**0**	**0**	**204**	
exp. PHF=0.91	***22***	***40***	***0***	***0***	***42***	***76***	***35***	***0***	***10***	***0***	***0***	***0***	***224***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Eldridge Ave at Harstone Rd
2-Feb-12

Time	Northbound on Harstone Rd			Southbound on Harstone Rd			Eastbound on Eldridge Ave			Westbound on Eldridge Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	0	3	7	1	3	0	0	0	0	3	0	0	17	
7:15 - 7:30	0	8	5	1	2	0	0	0	0	3	0	0	19	
7:30 - 7:45	0	7	5	0	7	0	0	0	0	5	0	0	24	
7:45 - 8:00	0	10	7	0	6	0	0	0	0	8	0	2	33	93
8:00 - 8:15	0	3	14	0	7	0	0	0	0	7	0	2	**33**	109
8:15 - 8:30	0	11	13	0	5	0	0	0	0	8	0	1	**38**	128
8:30 - 8:45	0	15	9	1	2	0	0	0	0	12	0	1	**40**	144
8:45 - 9:00	0	8	8	0	4	0	0	0	0	24		6	**50**	**161**
Peak Hour	**0**	**37**	**44**	**1**	**18**	**0**	**0**	**0**	**0**	**51**	**0**	**10**	**161**	
exp. PHF=0.81	***0***	***46***	***54***	***1***	***22***	***0***	***0***	***0***	***0***	***63***	***0***	***12***	***199***	

PM PEAK
Eldridge Ave at Harstone Rd
2-Feb-12

Time	Northbound on Harstone Rd			Southbound on Harstone Rd			Eastbound on Eldridge Ave			Westbound on Eldridge Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	0	11	9	2	11	0	0	0	0	15	0	5	53	
15:45 - 16:00	0	8	9	1	12	0	0	0	0	23	0	2	55	
16:00 - 16:15	0	8	13	0	17	0	0	0	0	28	0	5	71	
16:15 - 16:30	0	5	9	0	13	0	0	0	0	22	0	5	54	233
16:30 - 16:45	0	5	9	1	8	0	0	0	0	37	0	3	**63**	243
16:45 - 17:00	0	8	7	1	14	0	0	0	0	25	0	9	**64**	252
17:00 - 17:15	0	8	11	2	19	0	0	0	0	23	0	1	**64**	245
17:15 - 17:30	0	10	14	3	15	0	0	0	0	30	0	3	**75**	**266**
17:30 - 17:45	0	6	9	1	7	0	0	0	0	15	0	7	45	248
Peak Hour	**0**	**31**	**41**	**7**	**56**	**0**	**0**	**0**	**0**	**115**	**0**	**16**	**266**	
exp. PHF=0.89	***0***	***35***	***46***	***8***	***63***	***0***	***0***	***0***	***0***	***129***	***0***	***18***	***299***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Rannock Ave at Community Row
24-Jan-12

Time	Northbound on Community Row			Southbound on Community Row			Eastbound on Rannock Ave			Westbound on Rannock Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	1	2	0	0	9	0	2	4	3	1	4	0	26	
7:15 - 7:30	1	2	1	0	4	0	1	0	4	1	4	0	18	
7:30 - 7:45	1	5	0	1	15	1	4	2	13	3	5	1	51	
7:45 - 8:00	2	4	1	1	11	1	2	4	5	1	9	2	43	138
8:00 - 8:15	4	6	0	0	10	1	2	8	16	0	11	0	**58**	170
8:15 - 8:30	3	3	1	0	6	3	5	18	6	2	33	1	**81**	233
8:30 - 8:45	8	7	1	1	9	1	2	14	3	0	8	5	**59**	241
8:45 - 9:00	2	9	0	1	6	6	6	5	6	1	11	2	**55**	**253**
Peak Hour	**17**	**25**	**2**	**2**	**31**	**11**	**15**	**45**	**31**	**3**	**63**	**8**	**253**	
exp. PHF=0.78	***22***	***32***	***3***	***3***	***40***	***14***	***19***	***58***	***40***	***4***	***81***	***10***	***324***	

PM PEAK
Rannock Ave at Community Row
24-Jan-12

Time	Northbound on Community Row			Southbound on Community Row			Eastbound on Rannock Ave			Westbound on Rannock Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	9	10	2	4	3	4	1	26	4	1	15	0	**79**	
15:45 - 16:00	4	9	2	2	4	0	1	13	3	2	9	3	**52**	
16:00 - 16:15	4	11	1	0	12	2	2	8	2	0	8	1	**51**	
16:15 - 16:30	8	5	0	1	4	1	1	4	0	2	10	2	**38**	**220**
16:30 - 16:45	8	8	0	1	8	3	1	5	4	4	17	1	60	201
16:45 - 17:00	6	7	0	1	9	0	2	8	3	2	5	1	44	193
17:00 - 17:15	10	6	1	0	3	4	3	2	5	1	9	1	45	187
17:15 - 17:30	7	10	2	1	6	5	0	7	4	0	7	6	55	204
Peak Hour	**25**	**35**	**5**	**7**	**23**	**7**	**5**	**51**	**9**	**5**	**42**	**6**	**220**	
exp. PHF=0.70	***36***	***50***	***7***	***10***	***33***	***10***	***7***	***73***	***13***	***7***	***60***	***9***	***314***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Rannock Ave at Municipal Rd
1-Feb-12

Time	Northbound on Municipal Rd			Southbound on Municipal Rd			Eastbound on Rannock Ave			Westbound on Rannock Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	0	1	0	2	0	0	5	12	0	0	5	2	27	
7:15 - 7:30	0	0	0	1	0	0	5	6	0	0	2	0	14	
7:30 - 7:45	0	0	0	1	0	0	6	11	1	0	5	0	24	
7:45 - 8:00	0	0	0	1	1	1	5	11	0	0	5	0	24	89
8:00 - 8:15	0	0	0	1	1	3	4	10	0	0	12	0	**31**	93
8:15 - 8:30	1	1	0	0	0	0	5	11	0	0	7	0	**25**	104
8:30 - 8:45	0	0	0	1	0	6	6	10	0	0	17	2	**42**	122
8:45 - 9:00	0	0	0	4	1	1	5	14	0	0	21	2	**48**	**146**
Peak Hour	**1**	**1**	**0**	**6**	**2**	**10**	**20**	**45**	**0**	**0**	**57**	**4**	**146**	
exp. PHF=0.76	***1***	***1***	***0***	***8***	***3***	***13***	***26***	***59***	***0***	***0***	***75***	***5***	***192***	

PM PEAK
Rannock Ave at Cullen Dr
1-Feb-12

Time	Northbound on Municipal Rd			Southbound on Municipal Rd			Eastbound on Rannock Ave			Westbound on Rannock Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	1	0	0	4	0	6	2	13	0	0	13	1	**40**	
15:45 - 16:00	0	0	0	2	1	7	9	7	0	0	17	3	**46**	
16:00 - 16:15	1	0	0	1	0	3	2	10	1	0	13	2	**33**	
16:15 - 16:30	0	0	0	2	0	5	2	6	0	0	21	2	**38**	**157**
16:30 - 16:45	1	0	0	2	0	4	1	12	0	0	18	0	38	155
16:45 - 17:00	0	1	0	2	0	4	0	4	0	0	9	2	22	131
17:00 - 17:15	0	0	0	0	1	2	2	9	0	0	13	0	27	125
17:15 - 17:30	0	0	0	2	0	4	2	2	0	0	9	2	21	108
17:30 - 17:45	0	0	0	1	1	2	2	4	0	0	18	1	29	
Peak Hour	**2**	**0**	**0**	**9**	**1**	**21**	**15**	**36**	**1**	**0**	**64**	**8**	**157**	
exp. PHF=0.85	***2***	***0***	***0***	***11***	***1***	***25***	***18***	***42***	***1***	***0***	***75***	***9***	***185***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Rannock Ave at Charleswood Rd
25-Jan-12

Time	Northbound on Charleswood Rd			Southbound on Charleswood Rd			Eastbound on Rannock Ave			Westbound on Rannock Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	1	4	3	0	7	0	9	11	8	1	3	0	47	
7:15 - 7:30	5	1	0	0	6	1	10	15	19	0	8	0	65	
7:30 - 7:45	5	5	2	2	17	1	16	18	20	2	3	0	91	
7:45 - 8:00	8	6	2	0	8	6	16	9	15	3	10	0	**83**	286
8:00 - 8:15	17	10	2	4	10	7	16	19	22	1	12	1	**121**	360
8:15 - 8:30	27	7	2	11	13	13	12	32	12	2	40	9	**180**	475
8:30 - 8:45	14	12	4	3	7	2	12	18	13	0	20	1	**106**	**490**
8:45 - 9:00	4	7	2	0	3	3	10	16	9	3	9	2	68	475
Peak Hour	**66**	**35**	**10**	**18**	**38**	**28**	**56**	**78**	**62**	**6**	**82**	**11**	**490**	
exp. PHF=0.68	***97***	***51***	***15***	***26***	***56***	***41***	***82***	***115***	***91***	***9***	***121***	***16***	***721***	

PM PEAK
Rannock Ave at Charleswood Rd
25-Jan-12

Time	Northbound on Charleswood Rd			Southbound on Charleswood Rd			Eastbound on Rannock Ave			Westbound on Rannock Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	9	9	1	11	13	15	18	29	12	4	33	5	**159**	
15:45 - 16:00	12	11	2	2	7	14	15	13	18	2	17	3	**116**	
16:00 - 16:15	13	10	2	1	9	11	3	10	11	1	10	1	**82**	
16:15 - 16:30	11	10	3	0	8	8	7	6	8	2	10	0	**73**	**430**
16:30 - 16:45	9	9	2	1	5	9	7	10	6	0	18	4	80	351
16:45 - 17:00	16	12	4	0	6	14	7	3	12	1	17	0	92	327
17:00 - 17:15	7	7	2	2	7	13	5	9	10	1	8	1	72	317
17:15 - 17:30	17	8	0	1	8	11	4	9	3	1	10	1	73	317
Peak Hour	**45**	**40**	**8**	**14**	**37**	**48**	**43**	**58**	**49**	**9**	**70**	**9**	**430**	
exp. PHF=0.68	***66***	***59***	***12***	***21***	***54***	***71***	***63***	***85***	***72***	***13***	***103***	***13***	***632***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Rannock Ave at Cullen Dr
31-Jan-12

Time	Northbound on Cullen Dr			Southbound on Cullen Dr			Eastbound on Rannock Ave			Westbound on Rannock Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	0	4	8	5	0	0	2	7	0	3	1	6	36	
7:15 - 7:30	0	3	5	5	1	2	4	11	0	2	0	6	39	
7:30 - 7:45	2	2	9	8	0	3	2	21	0	0	9	6	62	
7:45 - 8:00	0	2	7	5	1	2	1	14	0	0	6	4	42	179
8:00 - 8:15	2	2	10	8	0	3	1	22	0	0	7	5	**60**	203
8:15 - 8:30	0	4	7	6	0	2	3	13	0	0	5	6	**46**	210
8:30 - 8:45	1	0	2	3	0	7	2	16	0	0	13	5	**49**	197
8:45 - 9:00	0	4	1	9	0	20	5	11	0	1	13	14	**78**	**233**
Peak Hour	**3**	**10**	**20**	**26**	**0**	**32**	**11**	**62**	**0**	**1**	**38**	**30**	**233**	
exp. PHF=0.75	***4***	***13***	***27***	***35***	***0***	***43***	***15***	***83***	***0***	***1***	***51***	***40***	***311***	

PM PEAK
Rannock Ave at Cullen Dr
31-Jan-12

Time	Northbound on Cullen Dr			Southbound on Cullen Dr			Eastbound on Rannock Ave			Westbound on Rannock Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	0	1	2	10	1	13	3	16	0	2	17	13	78	
15:45 - 16:00	0	0	4	3	3	3	8	12	0	5	17	10	65	
16:00 - 16:15	0	1	3	9	2	3	3	15	1	5	10	8	60	
16:15 - 16:30	0	0	1	6	1	2	1	12	0	3	11	11	48	251
16:30 - 16:45	2	5	3	8	2	3	3	15	0	7	17	10	**75**	248
16:45 - 17:00	0	2	1	5	5	3	1	3	0	2	15	13	**50**	233
17:00 - 17:15	0	3	2	7	2	3	1	17	1	1	18	15	**70**	243
17:15 - 17:30	0	3	1	8	2	2	1	12	0	4	20	12	**65**	**260**
17:30 - 17:45	0	1	1	7	2	0	1	9	0	7	12	10	50	
Peak Hour	**2**	**13**	**7**	**28**	**11**	**11**	**6**	**47**	**1**	**14**	**70**	**50**	**260**	
exp. PHF=0.87	***2***	***15***	***8***	***32***	***13***	***13***	***7***	***54***	***1***	***16***	***80***	***57***	***299***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Rannock Ave (Acorn Pl) at Dale Blvd
23-Jan-12

Time	Northbound on Dale Blvd			Southbound on Dale Blvd			Eastbound on Acorn Pl			Westbound on Rannock Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	0	7	0	8	0	0	2	2	0	0	0	8	27	
7:15 - 7:30	0	9	2	5	1	1	0	1	0	0	0	4	23	
7:30 - 7:45	0	10	2	5	1	0	3	0	0	0	0	5	26	
7:45 - 8:00	0	8	5	5	1	0	1	1	0	1	0	12	34	110
8:00 - 8:15	0	6	2	11	1	0	1	1	0	0	0	9	31	114
8:15 - 8:30	0	5	3	17	2	0	2	2	0	0	0	10	**41**	132
8:30 - 8:45	0	9	2	11	2	0	0	1	0	1	0	9	**35**	141
8:45 - 9:00	0	4	3	17	5	1	1	1	0	1	0	27	**60**	167
9:00 - 9:15	0	4	0	7	1	0	1	0	0	2	2	15	**32**	**168**
Peak Hour	**0**	**22**	**8**	**52**	**10**	**1**	**4**	**4**	**0**	**4**	**2**	**61**	**168**	
exp. PHF=0.70	***0***	***31***	***11***	***74***	***14***	***1***	***6***	***6***	***0***	***6***	***3***	***87***	***240***	

PM PEAK
Rannock Ave (Acorn Pl) at Dale Blvd
23-Jan-12

Time	Northbound on Dale Blvd			Southbound on Dale Blvd			Eastbound on Acorn Pl			Westbound on Rannock Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	0	4	1	18	9	0	0	0	0	1	1	25	**59**	
15:45 - 16:00	0	5	0	14	6	0	0	0	0	5	1	25	**56**	
16:00 - 16:15	0	4	1	8	9	1	0	1	0	1	0	8	**33**	
16:15 - 16:30	0	5	1	14	7	3	0	1	0	1	1	9	**42**	**190**
16:30 - 16:45	0	3	2	7	7	0	0	0	0	2	0	15	36	167
16:45 - 17:00	0	5	1	8	8	4	1	0	0	4	0	9	40	151
17:00 - 17:15	0	3	0	12	9	1	0	0	0	3	0	3	31	149
17:15 - 17:30	0	3	0	13	9	2	2	0	1	2	0	12	44	151
Peak Hour	**0**	**18**	**3**	**54**	**31**	**4**	**0**	**2**	**0**	**8**	**3**	**67**	**190**	
exp. PHF=0.81	***0***	***22***	***4***	***67***	***38***	***5***	***0***	***2***	***0***	***10***	***4***	***83***	***235***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Cullen Dr (Kersey Bay) at Dale Blvd
23-Jan-12

Time	Northbound on Dale Blvd			Southbound on Dale Blvd			Eastbound on Kersey Bay			Westbound on Cullen Dr			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	0	42	0	6	8	0	3	1	0	0	0	18	78	
7:15 - 7:30	0	41	0	10	12	0	1	0	0	0	0	30	94	
7:30 - 7:45	0	55	0	9	8	0	0	1	0	0	0	18	91	
7:45 - 8:00	1	49	0	5	9	0	0	0	0	0	0	9	73	336
8:00 - 8:15	0	33	0	14	13	2	1	0	0	0	0	16	**79**	337
8:15 - 8:30	0	32	0	12	17	0	3	0	0	0	0	30	**94**	337
8:30 - 8:45	0	45	0	9	19	0	2	0	0	0	0	19	**94**	340
8:45 - 9:00	0	41	0	19	16	1	1	1	0	2	0	29	**110**	**377**
Peak Hour	**0**	**151**	**0**	**54**	**65**	**3**	**7**	**1**	**0**	**2**	**0**	**94**	**377**	
exp. PHF=0.86	***0***	***176***	***0***	***63***	***76***	***3***	***8***	***1***	***0***	***2***	***0***	***109***	***438***	

PM PEAK
Cullen Dr (Kersey Bay) at Dale Blvd
23-Jan-12

Time	Northbound on Dale Blvd			Southbound on Dale Blvd			Eastbound on Kersey Bay			Westbound on Cullen Dr			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	0	30	1	32	44	0	1	0	0	2	0	48	**158**	
15:45 - 16:00	1	37	1	25	43	0	1	0	0	0	0	31	**139**	
16:00 - 16:15	0	22	0	24	51	1	0	0	0	0	0	27	**125**	
16:15 - 16:30	0	12	0	24	44	0	1	0	0	0	0	14	**95**	**517**
16:30 - 16:45	0	26	0	26	49	0	1	0	0	0	1	26	129	488
16:45 - 17:00	0	15	0	23	57	1	0	0	0	1	1	18	116	465
17:00 - 17:15	0	22	0	27	53	0	0	0	0	0	0	21	123	463
17:15 - 17:30	0	23	0	16	52	0	0	0	0	0	2	17	110	478
Peak Hour	**1**	**101**	**2**	**105**	**182**	**1**	**3**	**0**	**0**	**2**	**0**	**120**	**517**	
exp. PHF=0.82	***1***	***123***	***2***	***128***	***222***	***1***	***4***	***0***	***0***	***2***	***0***	***146***	***630***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Eldridge Ave at Fairmont Rd

Time	Northbound on Fairmont Rd			Southbound on Fairmont Rd			Eastbound on Eldridge Ave			Westbound on Eldridge Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	0	12	1	0	3	2	2	6	0	0	6	1	33	
7:15 - 7:30	1	7	0	0	3	0	2	2	1	1	5	1	23	
7:30 - 7:45	0	11	0	1	6	0	1	2	1	1	6	4	33	
7:45 - 8:00	0	9	2	1	5	0	0	6	1	0	6	1	31	120
8:00 - 8:15	0	9	3	0	5	0	1	8	1	2	10	2	**41**	128
8:15 - 8:30	6	11	2	0	6	0	1	10	0	0	9	3	**48**	153
8:30 - 8:45	6	8	2	1	10	0	1	10	2	2	23	0	**65**	185
8:45 - 9:00	5	6	2	3	4	0	3	11	2	6	16	0	**58**	**212**
Peak Hour	**17**	**34**	**9**	**4**	**25**	**0**	**6**	**39**	**5**	**10**	**58**	**5**	**212**	
exp. PHF=0.82	***21***	***41***	***11***	***5***	***30***	***0***	***7***	***48***	***6***	***12***	***71***	***6***	***259***	

PM PEAK
Eldridge Ave at Fairmont Rd

Time	Northbound on Fairmont Rd			Southbound on Fairmont Rd			Eastbound on Eldridge Ave			Westbound on Eldridge Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	2	6	2	1	5	2	1	4	7	0	23	1	**54**	
15:45 - 16:00	3	5	0	2	10	2	0	14	1	3	14	1	**55**	
16:00 - 16:15	2	3	5	2	11	1	0	6	3	5	11	0	**49**	
16:15 - 16:30	1	10	1	2	13	0	0	11	2	4	13	2	**59**	**217**
16:30 - 16:45	2	9	1	0	9	1	0	12	4	3	9	1	51	214
16:45 - 17:00	0	8	2	1	13	1	0	5	2	5	12	0	49	208
17:00 - 17:15	0	10	2	2	11	0	0	5	2	3	12	0	47	206
17:15 - 17:30	2	9	4	1	14	2	1	7	0	5	14	3	62	209
Peak Hour	**8**	**24**	**8**	**7**	**39**	**5**	**1**	**35**	**13**	**12**	**61**	**4**	**217**	
exp. PHF=0.92	***9***	***26***	***9***	***8***	***42***	***5***	***1***	***38***	***14***	***13***	***66***	***4***	***236***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Ridgewood Ave at Fairmont Rd
27-Jan-12

Time	Northbound on Fairmont Rd			Southbound on Fairmont Rd			Eastbound on Ridgewood Ave			Westbound on Ridgewood Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	0	1	1	0	0	0	0	0	4	4	0	2	12	
7:15 - 7:30	0	3	0	0	6	0	1	2	4	2	1	0	19	
7:30 - 7:45	0	3	0	1	6	0	1	2	6	2	1	0	22	
7:45 - 8:00	2	3	1	1	4	0	0	4	6	9	6	0	**36**	89
8:00 - 8:15	1	1	2	1	8	0	0	3	4	6	2	0	**28**	105
8:15 - 8:30	2	3	1	0	5	0	0	2	2	9	2	0	**26**	112
8:30 - 8:45	2	6	3	2	6	0	1	3	4	3	5	1	**36**	**126**
8:45 - 9:00	2	5	0	0	7	0	0	0	5	4	0	1	24	114
Peak Hour	**5**	**10**	**4**	**3**	**23**	**0**	**1**	**11**	**18**	**26**	**11**	**0**	**112**	
exp. PHF=0.88	***6***	***11***	***4***	***3***	***24***	***0***	***1***	***12***	***19***	***28***	***12***	***0***	***119***	

PM PEAK
Ridgewood Ave at Fairmont Rd
25-Jan-12

Time	Northbound on Fairmont Rd			Southbound on Fairmont Rd			Eastbound on Ridgewood Ave			Westbound on Ridgewood Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	2	5	0	0	7	2	2	0	2	0	0	0	20	
15:45 - 16:00	3	10	0	0	4	0	1	0	3	0	0	0	21	
16:00 - 16:15	2	12	0	0	8	0	1	0	1	0	0	0	**24**	
16:15 - 16:30	3	11	0	0	12	0	0	0	0	0	0	0	**26**	91
16:30 - 16:45	4	14	0	0	7	1	2	0	1	0	0	0	**29**	100
16:45 - 17:00	5	20	0	0	4	0	0	0	1	0	0	0	**30**	**109**
17:00 - 17:15	3	10	0	0	6	0	1	0	3	0	0	0	23	108
17:15 - 17:30	3	12	0	0	3	0	0	0	1	0	0	0	19	101
Peak Hour	**14**	**57**	**0**	**0**	**31**	**1**	**3**	**0**	**3**	**0**	**0**	**0**	**109**	
exp. PHF=0.91	***15***	***63***	***0***	***0***	***34***	***1***	***3***	***0***	***3***	***0***	***0***	***0***	***120***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Ridgewood Ave at Elmhurst Rd

Time	Northbound on Elmhurst Rd			Southbound on Elmhurst Rd			Eastbound on Ridgewood Ave			Westbound on Ridgewood Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	10	9	0	0	12	0	0	0	16	0	0	0	47	
7:15 - 7:30	5	7	0	0	19	1	2	0	15	0	0	0	49	
7:30 - 7:45	11	16	0	0	22	0	2	0	16	0	0	0	67	
7:45 - 8:00	20	15	0	0	36	4	3	0	20	0	0	0	**98**	261
8:00 - 8:15	14	16	0	0	34	1	2	0	19	0	0	0	**86**	300
8:15 - 8:30	17	24	0	0	26	2	5	0	26	0	0	0	**100**	351
8:30 - 8:45	20	24	0	0	25	1	1	0	16	0	0	0	**87**	**371**
8:45 - 9:00	16	26	0	0	24	1	5	0	21	0	0	0	93	366
Peak Hour	**71**	**79**	**0**	**0**	**121**	**8**	**11**	**0**	**81**	**0**	**0**	**0**	**371**	
exp. PHF=0.92	***76***	***85***	***0***	***0***	***130***	***9***	***12***	***0***	***87***	***0***	***0***	***0***	***399***	

PM PEAK
Ridgewood Ave at Elmhurst Rd

Time	Northbound on Elmhurst Rd			Southbound on Elmhurst Rd			Eastbound on Ridgewood Ave			Westbound on Ridgewood Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	19	21	0	0	14	1	5	0	23	0	0	0	83	
15:45 - 16:00	22	32	0	0	29	2	2	0	23	0	0	0	110	
16:00 - 16:15	26	25	0	0	27	2	1	0	20	0	0	0	101	
16:15 - 16:30	29	33	0	0	36	4	3	0	21	0	0	0	**126**	420
16:30 - 16:45	35	41	0	0	32	3	2	0	22	0	0	0	**135**	472
16:45 - 17:00	32	32	0	0	24	1	3	0	17	0	0	0	**109**	471
17:00 - 17:15	36	34	0	0	39	1	0	0	14	0	0	0	**124**	**494**
17:15 - 17:30	27	27	0	0	24	5	1	0	23	0	0	0	107	475
Peak Hour	**132**	**140**	**0**	**0**	**131**	**9**	**8**	**0**	**74**	**0**	**0**	**0**	**494**	
exp. PHF=0.91	***145***	***154***	***0***	***0***	***144***	***10***	***9***	***0***	***81***	***0***	***0***	***0***	***543***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Wilkes Ave at Charleswood Rd
26-Jan-12

Time	Northbound on Charleswood Rd			Southbound on Charleswood Rd			Eastbound on Wilkes Ave			Westbound on Wilkes Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	2	0	1	11	0	2	1	40	0	0	24	2	83	
7:15 - 7:30	2	0	2	15	1	6	0	38	0	0	29	1	94	
7:30 - 7:45	1	1	2	29	0	8	5	64	0	0	32	3	**145**	
7:45 - 8:00	1	0	4	19	0	3	4	59	0	2	38	9	**139**	461
8:00 - 8:15	0	1	3	28	2	7	3	58	1	3	32	15	**153**	531
8:15 - 8:30	2	2	3	27	0	6	2	44	1	3	47	27	**164**	**601**
8:30 - 8:45	1	2	5	17	1	1	1	40	0	3	36	12	119	575
8:45 - 9:00	1	1	1	17	0	1	1	24	0	2	32	6	86	522
Peak Hour	**4**	**4**	**12**	**103**	**2**	**24**	**14**	**225**	**2**	**8**	**149**	**54**	**601**	
exp. PHF=0.92	***4***	***4***	***13***	***112***	***2***	***26***	***15***	***245***	***2***	***9***	***162***	***59***	***653***	

PM PEAK
Wilkes Ave at Charleswood Rd
26-Jan-12

Time	Northbound on Charleswood Rd			Southbound on Charleswood Rd			Eastbound on Wilkes Ave			Westbound on Wilkes Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	1	1	1	26	1	4	4	35	2	2	58	10	145	
15:45 - 16:00	0	0	1	20	4	2	3	33	2	2	42	10	119	
16:00 - 16:15	1	1	1	10	3	3	7	39	1	3	49	18	136	
16:15 - 16:30	1	1	1	11	0	3	7	37	0	3	51	28	**143**	543
16:30 - 16:45	0	0	2	8	0	0	5	34	4	2	54	23	**132**	530
16:45 - 17:00	0	0	1	11	0	4	2	40	1	1	48	25	**133**	544
17:00 - 17:15	3	0	2	8	0	0	4	41	1	5	56	24	**144**	**552**
17:15 - 17:30	0	0	1	14	1	1	6	35	1	4	53	17	133	542
17:30 - 17:45	0	0	3	7	0	2	2	28	1	3	37	17	100	
Peak Hour	**4**	**1**	**6**	**38**	**0**	**7**	**18**	**152**	**6**	**11**	**209**	**100**	**552**	
exp. PHF=0.96	***4***	***1***	***6***	***40***	***0***	***7***	***19***	***158***	***6***	***11***	***218***	***104***	***575***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Wilkes Ave at Community Rd

Time	Northbound on Community Rd			Southbound on Community Rd			Eastbound on Wilkes Ave			Westbound on Wilkes Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	0	0	0	17	0	0	0	58	0	0	25	1	101	
7:15 - 7:30	0	0	0	11	0	0	0	59	0	0	24	2	96	
7:30 - 7:45	0	0	0	24	1	1	0	94	0	0	32	4	**156**	
7:45 - 8:00	0	0	0	23	0	2	0	95	0	0	49	3	**172**	525
8:00 - 8:15	1	0	0	19	0	1	1	81	0	0	47	6	**156**	580
8:15 - 8:30	0	0	0	16	0	1	2	69	0	0	47	0	**135**	**619**
8:30 - 8:45	0	0	0	15	0	0	3	49	0	0	46	7	120	583
8:45 - 9:00	0	0	0	13	0	0	0	67	0	0	38	5	123	534
Peak Hour	**1**	**0**	**0**	**82**	**1**	**5**	**3**	**339**	**0**	**0**	**175**	**13**	**619**	
exp. PHF=0.90	***1***	***0***	***0***	***91***	***1***	***6***	***3***	***377***	***0***	***0***	***194***	***14***	**688**	

PM PEAK
Wilkes Ave at Community Rd

Time	Northbound on Community Rd			Southbound on Community Rd			Eastbound on Wilkes Ave			Westbound on Wilkes Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	0	0	0	11	0	0	1	48	0	0	57	10	127	
15:45 - 16:00	0	0	0	8	0	2	3	49	0	1	73	8	144	
16:00 - 16:15	0	2	0	11	0	1	0	40	0	0	85	13	152	
16:15 - 16:30	0	0	0	6	0	4	0	48	0	0	72	14	144	567
16:30 - 16:45	0	0	0	10	0	0	2	56	0	0	93	14	**175**	615
16:45 - 17:00	0	0	0	4	0	1	0	38	0	0	91	14	**148**	619
17:00 - 17:15	0	0	0	6	0	0	2	49	0	0	81	13	**151**	618
17:15 - 17:30	0	0	0	7	0	1	1	43	0	0	86	25	**163**	**637**
Peak Hour	**0**	**0**	**0**	**27**	**0**	**2**	**5**	**186**	**0**	**0**	**351**	**66**	**637**	
exp. PHF=0.91	***0***	***0***	***0***	***30***	***0***	***2***	***5***	***204***	***0***	***0***	***386***	***73***	***700***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Wilkes Ave at Harstone Rd
30-Jan-12

Time	Northbound on Harstone Rd			Southbound on Harstone Rd			Eastbound on Wilkes Ave			Westbound on Wilkes Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	0	0	0	7	0	1	0	53	0	0	26	2	89	
7:15 - 7:30	0	0	0	5	0	1	0	69	0	0	33	1	109	
7:30 - 7:45	0	0	0	12	0	1	4	124	0	0	33	3	**177**	
7:45 - 8:00	0	0	0	10	0	0	1	120	0	0	47	2	**180**	555
8:00 - 8:15	0	0	0	10	0	2	2	114	0	0	38	4	**170**	636
8:15 - 8:30	0	0	0	5	0	1	3	97	0	0	51	3	**160**	**687**
8:30 - 8:45	0	0	0	8	0	1	2	71	0	0	52	4	138	648
8:45 - 9:00	0	0	0	10	0	0	1	78	0	0	51	6	146	614
Peak Hour	**0**	**0**	**0**	**37**	**0**	**4**	**10**	**455**	**0**	**0**	**169**	**12**	**687**	
exp. PHF=0.95	***0***	***0***	***0***	***39***	***0***	***4***	***11***	***479***	***0***	***0***	***178***	***13***	***723***	

PM PEAK
Wilkes Ave at Harstone Rd
30-Jan-12

Time	Northbound on Harstone Rd			Southbound on Harstone Rd			Eastbound on Wilkes Ave			Westbound on Wilkes Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	0	0	0	7	0	2	1	51	0	0	62	5	128	
15:45 - 16:00	0	0	0	4	0	1	1	48	0	0	62	11	127	
16:00 - 16:15	0	0	0	0	0	3	1	68	0	0	66	2	140	
16:15 - 16:30	0	0	0	1	0	0	0	68	0	0	96	11	**176**	571
16:30 - 16:45	0	0	0	5	0	0	1	44	0	0	97	10	**157**	600
16:45 - 17:00	0	0	0	10	0	1	3	51	0	0	98	13	**176**	649
17:00 - 17:15	0	0	0	12	0	1	1	42	0	0	89	9	**154**	**663**
17:15 - 17:30	0	0	0	7	0	1	0	46	0	0	107	10	171	658
17:30 - 17:45	0	0	0	4	0	0	0	42	0	0	63	10	119	
Peak Hour	**0**	**0**	**0**	**28**	**0**	**2**	**5**	**205**	**0**	**0**	**380**	**43**	**663**	
exp. PHF=0.94	***0***	***0***	***0***	***30***	***0***	***2***	***5***	***218***	***0***	***0***	***404***	***46***	***705***	

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South Charleswood Counts
116808360
Intersection Turning Movement Counts

AM Peak
Wilkes Ave at Fairmont Rd

Time	Northbound on Fairmont Rd			Southbound on Fairmont Rd			Eastbound on Wilkes Ave			Westbound on Wilkes Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
7:00 - 7:15	0	0	0	8	0	4	0	68	0	0	29	0	109	
7:15 - 7:30	0	0	0	9	0	1	2	75	0	0	38	1	126	
7:30 - 7:45	0	0	0	15	0	2	10	136	0	0	37	0	**200**	
7:45 - 8:00	0	0	0	12	0	6	5	120	0	0	49	0	**192**	627
8:00 - 8:15	0	0	0	10	0	4	1	99	0	0	46	2	**162**	680
8:15 - 8:30	0	0	0	12	0	4	1	106	0	0	53	5	**181**	**735**
8:30 - 8:45	0	0	0	15	0	6	4	59	0	0	64	8	156	691
8:45 - 9:00	0	0	0	6	0	2	1	96	0	0	37	5	147	646
9:00 - 9:15	0	0	0	3	0	1	1	43	0	0	33	3	84	568
Peak Hour	**0**	**0**	**0**	**49**	**0**	**16**	**17**	**461**	**0**	**0**	**185**	**7**	**735**	
exp. PHF=0.92	***0***	***0***	***0***	***53***	***0***	***17***	***18***	***501***	***0***	***0***	***201***	***8***	***799***	

PM PEAK
Wilkes Ave at Fairmont Rd

Time	Northbound on Fairmont Rd			Southbound on Fairmont Rd			Eastbound on Wilkes Ave			Westbound on Wilkes Ave			15-minute Total	Hourly Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right		
15:30 - 15:45	0	0	0	4	0	0	2	55	0	0	64	6	131	
15:45 - 16:00	0	0	0	3	0	4	3	63	0	0	82	10	165	
16:00 - 16:15	0	0	0	4	0	1	3	59	0	0	92	7	166	
16:15 - 16:30	0	0	0	6	0	3	5	54	0	0	123	5	196	658
16:30 - 16:45	0	0	0	9	0	7	6	67	0	0	113	10	**212**	739
16:45 - 17:00	0	0	0	8	0	5	7	60	0	0	103	16	**199**	773
17:00 - 17:15	0	0	0	4	0	7	5	55	0	0	92	8	**171**	778
17:15 - 17:30	0	0	0	4	0	5	2	59	0	0	123	15	**208**	**790**
17:30 - 17:45	0	0	0	11	0	8	2	51	0	0	70	7	149	727
Peak Hour	**0**	**0**	**0**	**25**	**0**	**24**	**20**	**241**	**0**	**0**	**431**	**49**	**790**	
exp. PHF=0.93	***0***	***0***	***0***	***27***	***0***	***26***	***22***	***259***	***0***	***0***	***463***	***53***	***849***	

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APPENDIX "C"

SUBDIVISION TRIP GENERATION

Stantec

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TABLE 8.11 - COMMERCIAL IN ZONES 3 & 4 TRIP GENERATION

Zone #	Area	% Area	Total Area	Density Units/Area	Total Units	Time Frame	Trip Generation Rate: Rate	ITE Code	Total Trips	Inbound %	Outbound %	% Auto	% primary trip	Inbound Trips	Outbound Trips
		Land Use Type -- Single Family													
COM	0	0	0	1	0 Dwelling Units	AM	0.75	210	0	25	75	80	100	0	0
						PM	1.01	210	0	63	37	80	100	0	0
						Daily - Weekday	9.57	210	0	50	50	80	100	0	0
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
						Special			0					0	0
		Land Use Type - Business Park													
		0	0	1	0 1000 sq ft	AM	1.43	770	0	85	15	90	95	0	0
						PM	1.29	770	0	22	78	90	95	0	0
						Daily - Weekday	12.76	770	0	50	50	90	95	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
		Land Use Type - Gas Bar													
		0	12	0	0 pump	AM	10.56	945	0	50	50	100	30	0	0
						PM	13.57	945	0	50	50	100	30	0	0
						Daily - Weekday	162.78	945	0	50	50	100	30	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
		Land Use Type - Specialty Retail													
		0	10	0	100 1000 sq ft	AM	2.71	814	271	44	56	75	50	45	57
						PM	6.84	814	684	48	52	75	50	123	133
						Daily - Weekday	44.32	814	4432	50	50	75	50	831	831
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
		Land Use Type - Low Rise Apartment													
		0	0	0	0 Dwelling Unit	AM	0.46	221	0	21	79	75	100	0	0
						PM	0.58	221	0	65	35	75	100	0	0
						Daily - Weekday	6.59	221	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
		Land Use Type - Mid Rise Appartment													
		0	0	0	0 Dwelling Unit	AM	0.3	223	0	31	69	75	100	0	0
						PM	0.39	223	0	58	42	75	100	0	0
						Daily - Weekday	5.81	223	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
		Land Use Type - Townhouse/Condo													
		0	0	0	0 unit descrip	AM	0.44	230	0	17	83	85	100	0	0
						PM	0.52	230	0	67	33	85	100	0	0
						Daily - Weekday	5.81	230	0	50	50	85	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
		Summation													
		0	22			AM			271					45	57
						PM			684					123	133
						Daily - Weekday			4432					831	831
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
						Special			0					0	0

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TABLE 8.1 - ZONE 1 TRIP GENERATION

Zone #	Area	% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %	% Auto	% primary trip	Inbound Trips	Outbound Trips
		Land Use Type -- Single Family													
						Trip Generation Rate		Trips Generated							
		100	145.5	4	582	AM	0.76	210	437	25	75	80	100	87	262
						PM	1.01	210	588	63	37	80	100	296	174
						Daily - Weekday	9.57	210	5570	50	50	80	100	2228	2228
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
					Dwelling Units	Special			0					0	0
		Land Use Type - Business Park													
		% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
						Trip Generation Rate		Trips Generated							
		0	0	1	0	AM	1.43	770	0	85	15	90	95	0	0
						PM	1.29	770	0	22	78	90	95	0	0
						Daily - Weekday	12.76	770	0	50	50	90	95	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					1000 sq ft	Special	0		0					0	0
		Land Use Type - Gas Bar													
		% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
						Trip Generation Rate		Trips Generated							
		0	12	0	0	AM	10.56	945	0	50	50	100	30	0	0
						PM	13.57	945	0	50	50	100	30	0	0
						Daily - Weekday	162.78	945	0	50	50	100	30	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					pump	Special	0		0					0	0
		Land Use Type - Specialty Retail													
		% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
						Trip Generation Rate		Trips Generated							
1	145.5	0	0	0	0	AM	2.71	814	0	44	56	75	50	0	0
						PM	6.84	814	0	48	52	75	50	0	0
						Daily - Weekday	44.32	814	0	50	50	75	50	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					1000 sq ft	Special	0		0					0	0
		Land Use Type - Low Rise Apartment													
		% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
						Trip Generation Rate		Trips Generated							
		0	0	0	0	AM	0.46	221	0	21	79	75	100	0	0
						PM	0.58	221	0	65	35	75	100	0	0
						Daily - Weekday	6.59	221	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					Dwelling Unit	Special	0		0					0	0
		Land Use Type - Mid Rise Appartment													
		% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
						Trip Generation Rate		Trips Generated							
		0	0	0	0	AM	0.3	223	0	31	69	75	100	0	0
						PM	0.39	223	0	58	42	75	100	0	0
						Daily - Weekday	5.81	223	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					Dwelling Unit	Special	0		0					0	0
		Land Use Type - Townhouse/Condo													
		% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
						Trip Generation Rate		Trips Generated							
		0	0	0	0	AM	0.44	230	0	17	83	85	100	0	0
						PM	0.52	230	0	67	33	85	100	0	0
						Daily - Weekday	5.81	230	0	50	50	85	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					unit descrip	Special	0		0					0	0
		Summation													
		% Area	Total Area			Trip Generation Rate			Trips Generated					Inbound Trips	Outbound Trips
						Time Frame			Total Trips						
		100	157.5			AM			437					87	262
						PM			588					296	174
						Daily - Weekday			5570					2228	2228
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
						Special			0					0	0

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TABLE 8.2 - ZONE 2 TRIP GENERATION

Zone #	Area	% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %	% Auto	% primary trip	Inbound Trips	Outbound Trips
		Land Use Type -- Single Family													
						Trip Generation Rate		Trips Generated							
		100	26.4	3	79	AM	0.75	210	59	25	75	80	100	12	36
						PM	1.01	210	80	63	37	80	100	40	24
						Daily - Weekday	9.57	210	758	50	50	80	100	303	303
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
					Dwelling Units	Special			0					0	0
		Land Use Type - Business Park													
		% Area	Total Area	Density Units/Area	Total Units	Trip Generation Rate		Trips Generated							
						Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
		0	0	1	0	AM	1.43	770	0	85	15	90	95	0	0
						PM	1.29	770	0	22	78	90	95	0	0
						Daily - Weekday	12.76	770	0	50	50	90	95	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					1000 sq ft	Special	0		0					0	0
		Land Use Typo - Gas Bar													
		% Area	Total Area	Density Units/Area	Total Units	Trip Generation Rate		Trips Generated							
						Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
		0	12	0	0	AM	10.50	945	0	50	50	100	20	0	0
						PM	13.57	945	0	50	50	100	20	0	0
						Daily - Weekday	162.78	945	0	50	50	100	20	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					pump	Special	0		0					0	0
		Land Use Type - Specialty Retail													
		% Area	Total Area	Density Units/Area	Total Units	Trip Generation Rate		Trips Generated							
						Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
2	26.4	0	0	0	0	AM	2.71	814	0	44	56	75	50	0	0
						PM	6.84	814	0	48	52	75	50	0	0
						Daily - Weekday	44.32	814	0	50	50	75	50	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					1000 sq ft	Special	0		0					0	0
		Land Uso Typo - Low Rise Apartment													
		% Area	Total Area	Density Units/Area	Total Units	Trip Generation Rate		Trips Generated							
						Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
		0	0	0	0	AM	0.46	221	0	21	79	75	100	0	0
						PM	0.58	221	0	65	35	75	100	0	0
						Daily - Weekday	6.59	221	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					Dwelling Unit	Special	0		0					0	0
		Land Uso Typo - Mid Rise Appartment													
		% Area	Total Area	Density Units/Area	Total Units	Trip Generation Rate		Trips Generated							
						Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
		0	0	0	0	AM	0.3	223	0	31	69	75	100	0	0
						PM	0.39	223	0	58	42	75	100	0	0
						Daily - Weekday	5.81	223	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					Dwelling Unit	Special	0		0					0	0
		Land Use Type - Townhouse/Condo													
		% Area	Total Area	Density Units/Area	Total Units	Trip Generation Rate		Trips Generated							
						Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
		0	0	0	0	AM	0.44	230	0	17	83	85	100	0	0
						PM	0.52	230	0	67	33	85	100	0	0
						Daily - Weekday	5.81	230	0	50	50	85	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					unit descrip	Special	0		0					0	0
		Summation													
		% Area	Total Area			Trip Generation Rate		Trips Generated							
						Time Frame			Total Trips					Inbound Trips	Outbound Trips
		100	38.4			AM			59					12	36
						PM			80					40	24
						Daily - Weekday			758					303	303
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
						Special			0					0	0

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TABLE 6.3 - ZONE 3 TRIP GENERATION

Zone #	Area	% Area	Total Area	Density Units/Area	Total Units	Time Frame	Trip Generation Rate	ITE Code	Total Trips	Inbound %	Outbound %	% Auto	% primary trip	Inbound Trips	Outbound Trips
		Land Use Type -- Single Family													
		100	104	3.5	364 Dwelling Units	AM	0.75	210	273	25	75	80	100	55	164
						PM	1.01	210	368	63	37	80	100	185	109
						Daily - Weekday	9.57	210	3483	50	50	80	100	1393	1393
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
						Special			0					0	0
		Land Use Type - Business Park													
		0	0	1	0 1000 sq ft	AM	1.43	770	0	85	15	90	95	0	0
						PM	1.29	770	0	22	78	90	95	0	0
						Daily - Weekday	12.76	770	0	50	50	90	95	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
		Land Use Type - Gas Bar													
		0	0	0	0 pump	AM	10.56	945	0	50	50	100	30	0	0
						PM	13.57	945	0	50	50	100	30	0	0
						Daily - Weekday	162.78	945	0	50	50	100	30	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
		Land Use Type - Specialty Retail													
3	104	0	0	0	0 1000 sq ft	AM	2.71	814	0	44	56	75	50	0	0
						PM	6.84	814	0	48	52	75	50	0	0
						Daily - Weekday	44.32	814	0	50	50	75	50	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
		Land Use Type - Low Rise Apartment													
		0	0	0	0 Dwelling Unit	AM	0.46	221	0	21	79	75	100	0	0
						PM	0.58	221	0	65	35	75	100	0	0
						Daily - Weekday	6.59	221	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
		Land Use Type - Mid Rise Appartment													
		0	0	0	169 Dwelling Unit	AM	0.3	223	51	31	69	75	100	12	26
						PM	0.39	223	66	58	42	75	100	29	21
						Daily - Weekday	5.81	223	982	50	50	75	100	368	368
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
		Land Use Type - Townhouse/Condo													
		0	0	0	0 unit descrip	AM	0.44	230	0	17	83	85	100	0	0
						PM	0.52	230	0	67	33	85	100	0	0
						Daily - Weekday	5.81	230	0	50	50	85	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
		Summation													
		100	104			AM			324					66	190
						PM			434					214	130
						Daily - Weekday			4465					1762	1762
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
						Special			0					0	0

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TABLE 8.4 - ZONE 4 TRIP GENERATION

Zone #	Area	% Area	Total Area	Density Units/Area	Total Units	Time Frame	Trip Generation Rate: Rate	ITE Code	Total Trips	Inbound %	Outbound %	% Auto	% primary trip	Inbound Trips	Outbound Trips
		Land Use Type -- Single Family													
		75	80.55	4	322	AM	0.75	210	242	25	75	80	100	48	145
						PM	1.01	210	325	63	37	80	100	164	96
						Daily - Weekday	9.57	210	3083	50	50	80	100	1233	1233
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
					Dwelling Units	Special			0					0	0
		Land Use Type - Business Park													
		0	0	1	0	AM	1.43	770	0	85	15	90	95	0	0
						PM	1.29	770	0	22	78	90	95	0	0
						Daily - Weekday	12.76	770	0	50	50	90	95	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					1000 sq ft	Special	0		0					0	0
		Land Use Type - Gas Bar													
		0		0	0	AM	10.56	945	0	50	50	100	30	0	0
						PM	13.57	945	0	50	50	100	30	0	0
						Daily - Weekday	162.78	945	0	50	50	100	30	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					pump	Special	0		0					0	0
		Land Use Type - Specialty Retail													
4	107.4	10	0	0	0	AM	2.71	814	0	44	56	75	50	0	0
						PM	6.84	814	0	48	52	75	50	0	0
						Daily - Weekday	44.32	814	0	50	50	75	50	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					1000 sq ft	Special	0		0					0	0
		Land Use Type - Low Rise Apartment													
		10	10.74	8	86	AM	0.46	221	40	21	79	75	100	6	23
						PM	0.58	221	50	65	35	75	100	24	13
						Daily - Weekday	6.59	221	566	50	50	75	100	212	212
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					Dwelling Unit	Special	0		0					0	0
		Land Use Type - Mid Rise Appartment													
		5	5.37	40	215	AM	0.3	223	64	31	69	75	100	15	33
						PM	0.39	223	84	58	42	75	100	36	26
						Daily - Weekday	5.81	223	1248	50	50	75	100	468	468
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					Dwelling Unit	Special	0		0					0	0
		Land Use Type - Townhouse/Condo													
		0	0	0	0	AM	0.44	230	0	17	83	85	100	0	0
						PM	0.52	230	0	67	33	85	100	0	0
						Daily - Weekday	5.81	230	0	50	50	85	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					unit descrip	Special	0		0					0	0
		Summation													
		100	98.86			AM			346					70	202
						PM			459					225	136
						Daily - Weekday			4898					1914	1914
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
						Special			0					0	0

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TABLE 8.5 - ZONE 5 TRIP GENERATION

Zone #	Area	% Area	Total Area	Density Units/Area	Total Units	Time Frame	Trip Generation Rate	ITE Code	Total Trips	Inbound %	Outbound %	% Auto	% primary trip	Inbound Trips	Outbound Trips
						Land Use Type -- Single Family									
		100	78.7	3	236 Dwelling Units	AM	0.76	210	177	25	75	80	100	35	106
						PM	1.01	210	238	63	37	80	100	120	71
						Daily - Weekday	9.57	210	2259	50	50	80	100	904	904
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
						Special			0					0	0
						Land Use Type - Business Park									
		0	0	1	0 1000 sq ft	AM	1.43	770	0	85	15	90	95	0	0
						PM	1.29	770	0	22	78	90	95	0	0
						Daily - Weekday	12.76	770	0	50	50	90	95	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
						Land Use Typo - Gas Bar									
		0	12	0	0 pump	AM	10.56	945	0	50	50	100	30	0	0
						PM	13.57	945	0	50	50	100	30	0	0
						Daily - Weekday	162.76	945	0	50	50	100	30	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
						Land Uso Typo - Specialty Retail									
5	78.7	0	0	0	0 1000 sq ft	AM	2.71	814	0	44	56	75	50	0	0
						PM	6.84	814	0	48	52	75	50	0	0
						Daily - Weekday	44.32	814	0	50	50	75	50	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
						Land Use Type - Low Rise Apartment									
		0	0	0	0 Dwelling Unit	AM	0.46	221	0	21	79	75	100	0	0
						PM	0.58	221	0	65	35	75	100	0	0
						Daily - Weekday	6.59	221	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
						Land Use Type - Mid Rise Appartment									
		0	0	0	0 Dwelling Unit	AM	0.3	223	0	31	69	75	100	0	0
						PM	0.39	223	0	58	42	75	100	0	0
						Daily - Weekday	5.81	223	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
						Land Use Type - Townhouse/Condo									
		0	0	0	0 unit descrip	AM	0.44	230	0	17	83	85	100	0	0
						PM	0.52	230	0	67	33	85	100	0	0
						Daily - Weekday	5.81	230	0	50	50	85	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
						Special	0		0					0	0
						Summation									
		% Area	Total Area			Time Frame	Trip Generation Rate		Total Trips					Inbound Trips	Outbound Trips
		100	90.7			AM			177					35	106
						PM			238					120	71
						Daily - Weekday			2259					904	904
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
						Special			0					0	0

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TABLE 8.6 - ZONE 7 TRIP GENERATION

Zone #	Area	% Area	Total Area	Density Units/Area	Total Units	Time Frame	Trip Generation Rate: Rate	ITE Code	Total Trips	Inbound %	Outbound %	% Auto	% primary trip	Inbound Trips	Outbound Trips
		Land Use Type -- Single Family													
		0	0	1	0	AM	0.75	210	0	25	75	80	100	0	0
						PM	1.01	210	0	63	37	80	100	0	0
						Daily - Weekday	9.57	210	0	50	50	80	100	0	0
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
					Dwelling Units	Special			0					0	0
		Land Use Type - Business Park													
		0	0	1	0	AM	1.43	770	0	85	15	90	95	0	0
						PM	1.29	770	0	22	78	90	95	0	0
						Daily - Weekday	12.76	770	0	50	50	90	95	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					1000 sq ft	Special	0		0					0	0
		Land Use Type - Gas Bar													
		0	12	0	0	AM	10.56	945	0	50	50	100	30	0	0
						PM	13.57	945	0	50	50	100	30	0	0
						Daily - Weekday	162.76	945	0	50	50	100	30	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					pump	Special	0		0					0	0
		Land Use Type - Specialty Retail													
7	54.2	0	0	0	0	AM	2.71	814	0	44	56	75	50	0	0
						PM	6.84	814	0	48	52	75	50	0	0
						Daily - Weekday	44.32	814	0	50	50	75	50	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					1000 sq ft	Special	0		0					0	0
		Land Use Type - Low Rise Apartment													
		0	0	0	0	AM	0.46	221	0	21	79	75	100	0	0
						PM	0.58	221	0	65	35	75	100	0	0
						Daily - Weekday	6.59	221	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					Dwelling Unit	Special	0		0					0	0
		Land Use Type - Mid Rise Appartment													
		50	27.1	20	542	AM	0.3	223	163	31	69	75	100	38	84
						PM	0.39	223	211	58	42	75	100	92	67
						Daily - Weekday	5.81	223	3149	50	50	75	100	1181	1181
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					Dwelling Unit	Special	0		0					0	0
		Land Use Type - Townhouse/Condo													
		50	27.1	10	271	AM	0.44	230	119	17	83	85	100	17	84
						PM	0.52	230	141	67	33	85	100	80	40
						Daily - Weekday	5.81	230	1575	50	50	85	100	669	669
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					unit descrip	Special	0		0					0	0
		Summation													
		100	66.2			AM			282					55	168
						PM			352					172	106
						Daily - Weekday			4724					1850	1850
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
						Special			0					0	0

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TABLE 8.7 - ZONE 8 TRIP GENERATION

Zone #	Area	% Area	Total Area	Density Units/Area	Total Units	Time Frame	Trip Generation Rate	ITE Code	Total Trips	Inbound %	Outbound %	% Auto	% primary trip	Inbound Trips	Outbound Trips
						Land Use Type -- Single Family									
		100	15.7	3	47	AM	0.75	210	35	25	75	60	100	7	21
						PM	1.01	210	48	63	37	80	100	24	14
						Daily - Weekday	9.57	210	451	50	50	60	100	180	180
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
					Dwelling Units	Special			0					0	0
						Land Use Type - Business Park									
		0	0	0	0	AM	1.43	770	0	85	15	90	95	0	0
						PM	1.29	770	0	22	78	90	95	0	0
						Daily - Weekday	12.76	770	0	50	50	90	95	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					1000 sq ft	Special	0		0					0	0
						Land Use Type - Gas Bar									
		0	0	0	0	AM	10.56	945	0	50	50	100	30	0	0
						PM	13.57	945	0	50	50	100	30	0	0
						Daily - Weekday	162.78	945	0	50	50	100	30	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					pump	Special	0		0					0	0
						Land Use Type - Specialty Retail									
8	15.7	0	0	0	0	AM	2.71	814	0	44	56	75	50	0	0
						PM	6.84	814	0	48	52	75	50	0	0
						Daily - Weekday	44.32	814	0	50	50	75	50	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					1000 sq ft	Special	0		0					0	0
						Land Use Type - Low Rise Apartment									
		0	0	0	0	AM	0.46	221	0	21	79	75	100	0	0
						PM	0.58	221	0	65	35	75	100	0	0
						Daily - Weekday	6.59	221	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					Dwelling Unit	Special	0		0					0	0
						Land Use Type - Mid Rise Appartment									
		0	0	0	0	AM	0.3	223	0	31	69	75	100	0	0
						PM	0.39	223	0	58	42	75	100	0	0
						Daily - Weekday	5.81	223	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					Dwelling Unit	Special	0		0					0	0
						Land Use Type - Townhouse/Condo									
		0	0	0	0	AM	0.44	230	0	17	83	85	100	0	0
						PM	0.52	230	0	67	33	85	100	0	0
						Daily - Weekday	5.81	230	0	50	50	85	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					unit descrip	Special	0		0					0	0
						Summation									
		100	15.7			AM			35					7	21
						PM			48					24	14
						Daily - Weekday			451					180	180
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
						Special			0					0	0

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TABLE 8.8 - ZONE 9 TRIP GENERATION

Zone #	Area	% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %	% Auto	% primary trip	Inbound Trips	Outbound Trips
		Land Use Type -- Single Family													
						Trip Generation Rate		Trips Generated							
		100	46.7	3	140	AM	0.75	210	105	25	75	80	100	21	63
						PM	1.01	210	142	63	37	80	100	71	42
						Daily - Weekday	9.57	210	1341	50	50	80	100	536	536
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
					Dwelling Units	Special			0					0	0
		Land Use Type - Business Park													
		% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
						Trip Generation Rate		Trips Generated							
		0	0	0	0	AM	1.43	770	0	85	15	90	95	0	0
						PM	1.29	770	0	22	78	90	95	0	0
						Daily - Weekday	12.76	770	0	50	50	90	95	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					1000 sq ft	Special	0		0					0	0
		Land Use Type - Gas Bar													
		% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
						Trip Generation Rate		Trips Generated							
		0	0	0	0	AM	10.56	945	0	50	50	100	30	0	0
						PM	13.57	945	0	50	50	100	30	0	0
						Daily - Weekday	162.78	945	0	50	50	100	30	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					pump	Special	0		0					0	0
		Land Use Type - Specialty Retail													
		% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
						Trip Generation Rate		Trips Generated							
		0	0	0	0	AM	2.71	814	0	44	56	75	50	0	0
						PM	6.84	814	0	48	52	75	50	0	0
9	46.7					Daily - Weekday	44.32	814	0	50	50	75	50	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					1000 sq ft	Special	0		0					0	0
		Land Use Type - Low Rise Apartment													
		% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
						Trip Generation Rate		Trips Generated							
		0	0	0	0	AM	0.46	221	0	21	79	75	100	0	0
						PM	0.58	221	0	65	35	75	100	0	0
						Daily - Weekday	6.59	221	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					Dwelling Unit	Special	0		0					0	0
		Land Use Type - Mid Rise Appartment													
		% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
						Trip Generation Rate		Trips Generated							
		0	0	0	0	AM	0.3	223	0	31	69	75	100	0	0
						PM	0.39	223	0	58	42	75	100	0	0
						Daily - Weekday	5.81	223	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					Dwelling Unit	Special	0		0					0	0
		Land Use Type - Townhouse/Condo													
		% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
						Trip Generation Rate		Trips Generated							
		24	11.208	0	0	AM	0.44	230	0	17	83	85	100	0	0
						PM	0.52	230	0	67	33	85	100	0	0
						Daily - Weekday	5.81	230	0	50	50	85	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					unit descrip	Special	0		0					0	0
		Summation													
		% Area	Total Area			Trip Generation Rate			Trips Generated					Inbound Trips	Outbound Trips
						Time Frame			Total Trips						
		124	57.908			AM			105					21	63
						PM			142					71	42
						Daily - Weekday			1341					536	536
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
						Special			0					0	0

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TABLE 8.9 - ZONE 10 TRIP GENERATION

Zone #	Area	% Area	Total Area	Density Units/Area	Total Units	Time Frame	Trip Generation Rate	ITE Code	Total Trips	Inbound %	Outbound %	% Auto	% primary trip	Inbound Trips	Outbound Trips
		Land Use Type -- Single Family													
		100	24.8	3	74	AM	0.75	210	56	25	75	80	100	11	33
						PM	1.01	210	75	63	37	80	100	38	22
						Daily - Weekday	9.57	210	712	50	50	80	100	285	285
						Peak - Sat PM			0					0	0
						Daily Weekend			0					0	0
					Dwelling Units	Special			0					0	0
		Land Use Type - Business Park													
		0	0	1	0	AM	1.43	770	0	85	15	90	95	0	0
						PM	1.29	770	0	22	78	90	95	0	0
						Daily - Weekday	12.76	770	0	50	50	90	95	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					1000 sq ft	Special	0		0					0	0
		Land Use Type - Gas Bar													
		0		0	0	AM	10.56	945	0	50	50	100	30	0	0
						PM	13.57	945	0	50	50	100	30	0	0
						Daily - Weekday	162.78	945	0	50	50	100	30	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					pump	Special	0		0					0	0
		Land Use Type - Specialty Retail													
10	24.8	0	0	0	0	AM	2.71	814	0	44	56	75	50	0	0
						PM	6.84	814	0	48	52	75	50	0	0
						Daily - Weekday	44.32	814	0	50	50	75	50	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					1000 sq ft	Special	0		0					0	0
		Land Use Type - Low Rise Apartment													
		0	0	0	0	AM	0.46	221	0	21	79	75	100	0	0
						PM	0.58	221	0	65	35	75	100	0	0
						Daily - Weekday	6.59	221	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					Dwelling Unit	Special	0		0					0	0
		Land Use Type - Mid Rise Appartment													
		0	0	0	0	AM	0.3	223	0	31	69	75	100	0	0
						PM	0.39	223	0	58	42	75	100	0	0
						Daily - Weekday	5.81	223	0	50	50	75	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					Dwelling Unit	Special	0		0					0	0
		Land Use Type - Townhouse/Condo													
		0	0	0	0	AM	0.44	230	0	17	83	85	100	0	0
						PM	0.52	230	0	67	33	85	100	0	0
						Daily - Weekday	5.81	230	0	50	50	85	100	0	0
						Peak - Sat PM	0		0					0	0
						Daily Weekend	0		0					0	0
					unit descrip	Special	0		0					0	0
		Summation													
		100	24.8			AM			56			580	575	11	33
						PM			75			580	575	38	22
						Daily - Weekday			712			580	575	285	285
						Peak - Sat PM			0			0	0	0	0
						Daily Weekend			0			0	0	0	0
						Special			0			0	0	0	0

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FIGURE 8.10 - ZONE 11 TRIP GENERATION

Zone #	Area
11	58.3

Land Use Type -- Single Family

% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %	% Auto	% primary trip	Inbound Trips	Outbound Trips
100	58.3	3	175 Dwelling Units	AM	0.75	210	131	25	75	80	100	26	79
				PM	1.01	210	177	63	37	80	100	89	52
				Daily - Weekday	9.57	210	1674	50	50	80	100	670	670
				Peak - Sat PM			0					0	0
				Daily Weekend			0					0	0
				Special			0					0	0

Land Use Type - Business Park

% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
0	0	1	0 1000 sq ft	AM	1.43	770	0	85	15	90	95	0	0
				PM	1.29	770	0	22	78	90	95	0	0
				Daily - Weekday	12.76	770	0	50	50	90	95	0	0
				Peak - Sat PM	0		0					0	0
				Daily Weekend	0		0					0	0
				Special	0		0					0	0

Land Use Type - Gas Bar

% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
0	12	0	0 pump	AM	10.56	945	0	50	50	100	30	0	0
				PM	13.57	945	0	50	50	100	30	0	0
				Daily - Weekday	162.78	945	0	50	50	100	30	0	0
				Peak - Sat PM	0		0					0	0
				Daily Weekend	0		0					0	0
				Special	0		0					0	0

Land Use Type - Specialty Retail

% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
0	0	0	0 1000 sq ft	AM	2.71	814	0	44	56	75	50	0	0
				PM	6.84	814	0	48	52	75	50	0	0
				Daily - Weekday	44.32	814	0	50	50	75	50	0	0
				Peak - Sat PM	0		0					0	0
				Daily Weekend	0		0					0	0
				Special	0		0					0	0

Land Use Type - Low Rise Apartment

% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
0	0	0	0 Dwelling Unit	AM	0.46	221	0	21	79	75	100	0	0
				PM	0.58	221	0	65	35	75	100	0	0
				Daily - Weekday	6.59	221	0	50	50	75	100	0	0
				Peak - Sat PM	0		0					0	0
				Daily Weekend	0		0					0	0
				Special	0		0					0	0

Land Use Type - Mid Rise Apartment

% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
0	0	0	0 Dwelling Unit	AM	0.3	223	0	31	69	75	100	0	0
				PM	0.39	223	0	58	42	75	100	0	0
				Daily - Weekday	5.81	223	0	50	50	75	100	0	0
				Peak - Sat PM	0		0					0	0
				Daily Weekend	0		0					0	0
				Special	0		0					0	0

Land Use Type - Townhouse/Condo

% Area	Total Area	Density Units/Area	Total Units	Time Frame	Rate	ITE Code	Total Trips	Inbound %	Outbound %			Inbound Trips	Outbound Trips
0	0	0	0 unit descrip	AM	0.44	230	0	17	83	85	100	0	0
				PM	0.52	230	0	67	33	85	100	0	0
				Daily - Weekday	5.81	230	0	50	50	85	100	0	0
				Peak - Sat PM	0		0					0	0
				Daily Weekend	0		0					0	0
				Special	0		0					0	0

Summation

% Area	Total Area	Time Frame	Total Trips	Inbound Trips	Outbound Trips	Inbound Trips	Outbound Trips
100	70.3	AM	131	580	575	26	79
		PM	177	580	575	89	52
		Daily - Weekday	1674	580	575	670	670
		Peak - Sat PM	0	0	0	0	0
		Daily Weekend	0	0	0	0	0
		Special	0	0	0	0	0

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APPENDIX "D"

SIDRA ROUNDABOUT ANALYSIS OUTPUTS

Stantec

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MOVEMENT SUMMARY

Site: Node 102 - AM Peak

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Fairmont Rd											
1	L	9	2.0	0.460	14.8	LOS B	3.6	25.4	0.79	0.87	44.6
2	T	1	0.0	0.460	7.9	LOS A	3.6	25.4	0.79	0.73	46.7
3	R	420	2.0	0.460	8.9	LOS A	3.6	25.4	0.79	0.79	47.0
Approach		431	2.0	0.460	9.0	LOS A	3.6	25.4	0.79	0.79	46.9
East: Ridgewood Collector											
4	L	389	2.0	0.354	11.3	LOS B	2.8	19.9	0.10	0.73	46.5
5	T	178	2.0	0.354	4.4	LOS A	2.8	19.9	0.10	0.33	52.6
6	R	45	0.0	0.354	5.4	LOS A	2.8	19.9	0.10	0.42	51.6
Approach		613	1.9	0.354	8.9	LOS A	2.8	19.9	0.10	0.59	48.4
North: Fairmont Rd											
7	L	55	0.0	0.087	13.9	LOS B	0.5	3.3	0.58	0.76	44.8
8	T	32	0.0	0.087	7.0	LOS A	0.5	3.3	0.58	0.58	48.1
9	R	1	2.0	0.087	8.0	LOS A	0.5	3.3	0.58	0.62	48.0
Approach		87	0.0	0.087	11.3	LOS B	0.5	3.3	0.58	0.69	45.9
West: Ridgewood Collector											
10	L	1	2.0	0.490	14.4	LOS B	3.6	25.4	0.70	0.90	45.3
11	T	498	2.0	0.490	7.6	LOS A	3.6	25.4	0.70	0.70	48.2
12	R	28	2.0	0.490	8.6	LOS A	3.6	25.4	0.70	0.75	48.3
Approach		527	2.0	0.490	7.7	LOS A	3.6	25.4	0.70	0.70	48.2
All Vehicles		1658	1.8	0.490	8.7	LOS A	3.6	25.4	0.49	0.68	47.8

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 102 - PM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Fairmont Rd											
1	L	33	2.0	0.376	14.1	LOS B	2.7	19.4	0.73	0.84	45.0
2	T	1	0.0	0.376	7.2	LOS A	2.7	19.4	0.73	0.66	47.2
3	R	333	2.0	0.376	8.2	LOS A	2.7	19.4	0.73	0.72	47.3
Approach		366	2.0	0.376	8.7	LOS A	2.7	19.4	0.73	0.73	47.1
East: Ridgewood Collector											
4	L	518	2.0	0.696	11.6	LOS B	9.6	68.4	0.32	0.68	46.1
5	T	566	2.0	0.696	4.7	LOS A	9.6	68.4	0.32	0.35	50.6
6	R	78	0.0	0.696	5.6	LOS A	9.6	68.4	0.32	0.42	50.0
Approach		1162	1.9	0.696	7.8	LOS A	9.6	68.4	0.32	0.51	48.4
North: Fairmont Rd											
7	L	58	0.0	0.107	20.2	LOS C	0.8	5.3	0.90	0.83	39.7
8	T	1	0.0	0.107	13.4	LOS B	0.8	5.3	0.90	0.80	42.2
9	R	1	2.0	0.107	14.3	LOS B	0.8	5.3	0.90	0.80	42.1
Approach		60	0.0	0.107	20.0	LOS C	0.8	5.3	0.90	0.83	39.8
West: Ridgewood Collector											
10	L	1	2.0	0.476	15.2	LOS B	3.6	25.9	0.77	0.92	44.7
11	T	443	2.0	0.476	8.4	LOS A	3.6	25.9	0.77	0.78	47.7
12	R	19	2.0	0.476	9.4	LOS A	3.6	25.9	0.77	0.81	47.9
Approach		463	2.0	0.476	8.5	LOS A	3.6	25.9	0.77	0.78	47.7
All Vehicles		2052	1.9	0.696	8.5	LOS A	9.6	68.4	0.51	0.62	47.7

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 102 - AM Peak - Postext

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Fairmont Rd											
1	L	1	2.0	0.003	13.8	LOS B	0.0	0.1	0.60	0.66	45.1
2	T	1	0.0	0.003	6.9	LOS A	0.0	0.1	0.60	0.47	48.2
3	R	1	2.0	0.003	7.9	LOS A	0.0	0.1	0.60	0.51	48.1
Approach		3	1.3	0.003	9.5	LOS A	0.0	0.1	0.60	0.55	47.0
East: Ridgewood Collector											
4	L	1	2.0	0.127	11.2	LOS B	0.7	5.1	0.03	0.95	46.7
5	T	178	2.0	0.127	4.4	LOS A	0.7	5.1	0.03	0.38	53.4
6	R	45	0.0	0.127	5.3	LOS A	0.7	5.1	0.03	0.49	52.2
Approach		224	1.6	0.127	4.6	LOS A	0.7	5.1	0.03	0.40	53.1
North: Fairmont Rd											
7	L	86	0.0	0.067	11.9	LOS B	0.3	2.3	0.31	0.64	45.4
8	T	1	0.0	0.067	5.0	LOS A	0.3	2.3	0.31	0.39	50.2
9	R	1	2.0	0.067	6.0	LOS A	0.3	2.3	0.31	0.45	49.7
Approach		88	0.0	0.067	11.8	LOS B	0.3	2.3	0.31	0.64	45.5
West: Ridgewood Collector											
10	L	1	2.0	0.353	11.6	LOS B	2.4	17.1	0.29	0.85	46.8
11	T	526	2.0	0.353	4.8	LOS A	2.4	17.1	0.29	0.42	51.3
12	R	1	2.0	0.353	5.7	LOS A	2.4	17.1	0.29	0.50	50.6
Approach		528	2.0	0.353	4.8	LOS A	2.4	17.1	0.29	0.42	51.2
All Vehicles		844	1.7	0.353	5.5	LOS A	2.4	17.1	0.23	0.44	51.0

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 102 - PM Peak - Postext

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Fairmont Rd											
1	L	1	2.0	0.003	13.3	LOS B	0.0	0.1	0.54	0.67	45.5
2	T	1	0.0	0.003	6.4	LOS A	0.0	0.1	0.54	0.44	48.6
3	R	1	2.0	0.003	7.4	LOS A	0.0	0.1	0.54	0.49	48.5
Approach		3	1.3	0.003	9.0	LOS A	0.0	0.1	0.54	0.54	47.4
East: Ridgewood Collector											
4	L	1	2.0	0.376	11.2	LOS B	2.8	19.6	0.04	0.95	46.7
5	T	594	2.0	0.376	4.4	LOS A	2.8	19.6	0.04	0.38	53.3
6	R	78	0.0	0.376	5.3	LOS A	2.8	19.6	0.04	0.49	52.1
Approach		673	1.8	0.376	4.5	LOS A	2.8	19.6	0.04	0.39	53.1
North: Fairmont Rd											
7	L	58	0.0	0.060	13.9	LOS B	0.3	2.3	0.58	0.71	44.4
8	T	1	0.0	0.060	7.1	LOS A	0.3	2.3	0.58	0.55	47.6
9	R	1	2.0	0.060	8.0	LOS A	0.3	2.3	0.58	0.59	47.6
Approach		60	0.0	0.060	13.7	LOS B	0.3	2.3	0.58	0.71	44.5
West: Ridgewood Collector											
10	L	1	2.0	0.301	11.5	LOS B	2.1	14.8	0.24	0.86	46.8
11	T	462	2.0	0.301	4.7	LOS A	2.1	14.8	0.24	0.40	51.7
12	R	1	2.0	0.301	5.6	LOS A	2.1	14.8	0.24	0.49	50.9
Approach		464	2.0	0.301	4.7	LOS A	2.1	14.8	0.24	0.40	51.7
All Vehicles		1200	1.8	0.376	5.1	LOS A	2.8	19.6	0.15	0.41	52.0

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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SIDRA INTERSECTION

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MOVEMENT SUMMARY

Site: Node 103 - AM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harstone Road											
2	T	6	2.0	0.279	5.1	LOS A	1.7	12.2	0.35	0.43	50.4
3	R	380	2.0	0.279	6.1	LOS A	1.7	12.2	0.35	0.50	49.9
Approach		386	2.0	0.279	6.0	LOS A	1.7	12.2	0.35	0.50	49.9
East: Ridgewood Collector South											
4	L	139	2.0	0.109	11.3	LOS B	0.6	4.2	0.05	0.71	46.6
6	R	48	2.0	0.109	5.4	LOS A	0.6	4.2	0.05	0.42	51.9
Approach		187	2.0	0.109	9.8	LOS A	0.6	4.2	0.05	0.63	47.8
North: RoadName											
7	L	146	2.0	0.120	11.8	LOS B	0.6	4.3	0.28	0.66	45.6
8	T	16	2.0	0.120	5.0	LOS A	0.6	4.3	0.28	0.38	50.5
Approach		162	2.0	0.120	11.2	LOS B	0.6	4.3	0.28	0.63	46.0
All Vehicles		736	2.0	0.279	8.1	LOS A	1.7	12.2	0.26	0.56	48.4

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 103 - PM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harstone Road											
2	T	13	2.0	0.260	4.8	LOS A	1.7	11.9	0.29	0.40	50.9
3	R	365	2.0	0.260	5.8	LOS A	1.7	11.9	0.29	0.47	50.3
Approach		378	2.0	0.260	5.8	LOS A	1.7	11.9	0.29	0.47	50.3
East: Ridgewood Collector South											
4	L	435	2.0	0.347	11.3	LOS B	2.4	17.0	0.09	0.69	46.4
6	R	164	2.0	0.347	5.4	LOS A	2.4	17.0	0.09	0.41	51.6
Approach		599	2.0	0.347	9.7	LOS A	2.4	17.0	0.09	0.61	47.7
North: RoadName											
7	L	97	2.0	0.096	13.1	LOS B	0.5	3.6	0.51	0.71	44.8
8	T	9	2.0	0.096	6.3	LOS A	0.5	3.6	0.51	0.52	48.4
Approach		106	2.0	0.096	12.5	LOS B	0.5	3.6	0.51	0.69	45.1
All Vehicles		1083	2.0	0.347	8.6	LOS A	2.4	17.0	0.20	0.57	48.2

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 104 - AM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Ridgewood Collector North											
5	T	39	2.0	0.036	4.5	LOS A	0.2	1.2	0.09	0.37	52.8
6	R	16	2.0	0.036	5.4	LOS A	0.2	1.2	0.09	0.47	51.8
Approach		55	2.0	0.036	4.7	LOS A	0.2	1.2	0.09	0.40	52.5
North: RoadName											
7	L	44	2.0	0.056	11.4	LOS B	0.3	1.9	0.13	0.71	46.4
9	R	40	2.0	0.056	5.5	LOS A	0.3	1.9	0.13	0.42	51.3
Approach		84	2.0	0.056	8.6	LOS A	0.3	1.9	0.13	0.57	48.5
West: Ridgewood Collector North											
10	L	21	2.0	0.092	11.4	LOS B	0.5	3.2	0.15	0.86	46.7
11	T	118	2.0	0.092	4.6	LOS A	0.5	3.2	0.15	0.37	52.3
Approach		139	2.0	0.092	5.6	LOS A	0.5	3.2	0.15	0.45	51.3
All Vehicles		278	2.0	0.092	6.3	LOS A	0.5	3.2	0.13	0.48	50.6

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 104 - PM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Ridgewood Collector North											
5	T	132	2.0	0.118	4.6	LOS A	0.6	4.2	0.17	0.38	52.1
6	R	45	2.0	0.118	5.6	LOS A	0.6	4.2	0.17	0.48	51.3
Approach		177	2.0	0.118	4.9	LOS A	0.6	4.2	0.17	0.41	51.9
North: RoadName											
7	L	28	2.0	0.056	11.8	LOS B	0.3	1.9	0.27	0.71	46.1
9	R	47	2.0	0.056	5.9	LOS A	0.3	1.9	0.27	0.45	50.2
Approach		76	2.0	0.056	8.1	LOS A	0.3	1.9	0.27	0.55	48.5
West: Ridgewood Collector North											
10	L	57	2.0	0.086	11.4	LOS B	0.4	3.1	0.12	0.79	46.5
11	T	77	2.0	0.086	4.5	LOS A	0.4	3.1	0.12	0.35	52.5
Approach		134	2.0	0.086	7.4	LOS A	0.4	3.1	0.12	0.54	49.7
All Vehicles		386	2.0	0.118	6.4	LOS A	0.6	4.2	0.17	0.48	50.4

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 105 - AM Peak

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: East Connection Rd											
1	L	22	2.0	0.071	11.5	LOS B	0.3	2.5	0.17	0.75	46.4
3	R	82	2.0	0.071	5.6	LOS A	0.3	2.5	0.17	0.44	51.1
Approach		104	2.0	0.071	6.8	LOS A	0.3	2.5	0.17	0.50	49.9
East: Ridgewood Collector North											
4	L	58	2.0	0.050	11.3	LOS B	0.2	1.7	0.10	0.71	46.4
5	T	19	2.0	0.050	4.5	LOS A	0.2	1.7	0.10	0.33	52.6
Approach		77	2.0	0.050	9.6	LOS A	0.2	1.7	0.10	0.62	47.7
West: Ridgewood Collector North											
11	T	57	2.0	0.073	4.6	LOS A	0.4	2.5	0.17	0.37	52.1
12	R	51	2.0	0.073	5.6	LOS A	0.4	2.5	0.17	0.47	51.2
Approach		107	2.0	0.073	5.1	LOS A	0.4	2.5	0.17	0.42	51.7
All Vehicles		288	2.0	0.073	6.9	LOS A	0.4	2.5	0.15	0.50	49.9

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 105 - PM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: East Connection Rd											
1	L	49	2.0	0.095	11.4	LOS B	0.5	3.5	0.14	0.74	46.4
3	R	97	2.0	0.095	5.5	LOS A	0.5	3.5	0.14	0.43	51.3
Approach		146	2.0	0.095	7.5	LOS A	0.5	3.5	0.14	0.53	49.4
East: Ridgewood Collector North											
4	L	116	2.0	0.119	11.4	LOS B	0.6	4.3	0.16	0.72	46.3
5	T	64	2.0	0.119	4.6	LOS A	0.6	4.3	0.16	0.34	52.0
Approach		180	2.0	0.119	9.0	LOS A	0.6	4.3	0.16	0.59	48.1
West: Ridgewood Collector North											
11	T	38	2.0	0.048	4.8	LOS A	0.2	1.7	0.25	0.39	51.4
12	R	28	2.0	0.048	5.8	LOS A	0.2	1.7	0.25	0.48	50.7
Approach		66	2.0	0.048	5.2	LOS A	0.2	1.7	0.25	0.43	51.1
All Vehicles		393	2.0	0.119	7.8	LOS A	0.6	4.3	0.17	0.54	49.1

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 106 - AM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Zone 40											
1	L	11	2.0	0.009	11.7	LOS B	0.0	0.3	0.24	0.64	45.9
2	T	1	2.0	0.009	4.7	LOS A	0.0	0.3	0.24	0.34	51.1
3	R	1	2.0	0.009	5.7	LOS A	0.0	0.3	0.24	0.41	50.4
Approach		13	2.0	0.009	10.6	LOS B	0.0	0.3	0.24	0.60	46.6
East: Ridgewood Collector North											
4	L	1	2.0	0.027	11.3	LOS B	0.1	0.9	0.10	0.86	46.7
5	T	19	2.0	0.027	4.5	LOS A	0.1	0.9	0.10	0.36	52.7
6	R	20	2.0	0.027	5.4	LOS A	0.1	0.9	0.10	0.46	51.7
Approach		40	2.0	0.027	5.1	LOS A	0.1	0.9	0.10	0.42	52.0
North: Community Row											
7	L	44	2.0	0.047	11.4	LOS B	0.2	1.6	0.11	0.70	46.4
8	T	1	2.0	0.047	4.5	LOS A	0.2	1.6	0.11	0.33	52.4
9	R	26	2.0	0.047	5.5	LOS A	0.2	1.6	0.11	0.42	51.4
Approach		72	2.0	0.047	9.1	LOS A	0.2	1.6	0.11	0.59	48.1
West: Ridgewood Collector North											
10	L	13	2.0	0.049	11.4	LOS B	0.2	1.7	0.15	0.84	46.6
11	T	57	2.0	0.049	4.6	LOS A	0.2	1.7	0.15	0.37	52.3
12	R	3	2.0	0.049	5.5	LOS A	0.2	1.7	0.15	0.46	51.4
Approach		73	2.0	0.049	5.8	LOS A	0.2	1.7	0.15	0.46	51.1
All Vehicles		197	2.0	0.049	7.2	LOS A	0.2	1.7	0.13	0.51	49.8

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 106 - PM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: To Zone 40											
1	L	7	2.0	0.007	11.6	LOS B	0.0	0.2	0.20	0.66	46.0
2	T	1	2.0	0.007	4.6	LOS A	0.0	0.2	0.20	0.33	51.5
3	R	1	2.0	0.007	5.6	LOS A	0.0	0.2	0.20	0.41	50.7
Approach		9	2.0	0.007	10.1	LOS B	0.0	0.2	0.20	0.59	47.0
East: Ridgewood Collector North											
4	L	1	2.0	0.074	11.3	LOS B	0.4	2.5	0.11	0.87	46.7
5	T	64	2.0	0.074	4.5	LOS A	0.4	2.5	0.11	0.37	52.7
6	R	49	2.0	0.074	5.5	LOS A	0.4	2.5	0.11	0.47	51.6
Approach		115	2.0	0.074	5.0	LOS A	0.4	2.5	0.11	0.42	52.1
North: Community Row											
7	L	27	2.0	0.026	11.5	LOS B	0.1	0.9	0.19	0.67	46.1
8	T	1	2.0	0.026	4.6	LOS A	0.1	0.9	0.19	0.34	51.6
9	R	8	2.0	0.026	5.6	LOS A	0.1	0.9	0.19	0.41	50.8
Approach		37	2.0	0.026	10.0	LOS A	0.1	0.9	0.19	0.60	47.2
West: Ridgewood Collector North											
10	L	20	2.0	0.046	11.4	LOS B	0.2	1.6	0.11	0.81	46.6
11	T	38	2.0	0.046	4.5	LOS A	0.2	1.6	0.11	0.35	52.6
12	R	12	2.0	0.046	5.5	LOS A	0.2	1.6	0.11	0.45	51.5
Approach		69	2.0	0.046	6.6	LOS A	0.2	1.6	0.11	0.50	50.4
All Vehicles		231	2.0	0.074	6.5	LOS A	0.4	2.5	0.13	0.48	50.5

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 109 - AM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: West Connector											
1	L	63	2.0	0.037	11.3	LOS B	0.2	1.2	0.01	0.69	46.7
3	R	1	2.0	0.037	5.3	LOS A	0.2	1.2	0.01	0.41	52.2
Approach		64	2.0	0.037	11.2	LOS B	0.2	1.2	0.01	0.68	46.8
East: Ridgewood Collector North											
4	L	1	2.0	0.001	11.4	LOS B	0.0	0.0	0.17	0.74	46.4
5	T	1	2.0	0.001	4.6	LOS A	0.0	0.0	0.17	0.34	52.0
Approach		2	2.0	0.001	8.0	LOS A	0.0	0.0	0.17	0.54	48.9
West: Ridgewood Collector North											
11	T	1	2.0	0.055	4.4	LOS A	0.3	1.9	0.01	0.36	53.5
12	R	96	2.0	0.055	5.4	LOS A	0.3	1.9	0.01	0.46	52.3
Approach		97	2.0	0.055	5.4	LOS A	0.3	1.9	0.01	0.46	52.3
All Vehicles		163	2.0	0.055	7.7	LOS A	0.3	1.9	0.02	0.55	49.8

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 109 - PM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: West Connector											
1	L	195	2.0	0.109	11.3	LOS B	0.5	3.8	0.01	0.69	46.7
3	R	1	2.0	0.109	5.3	LOS A	0.5	3.8	0.01	0.41	52.2
Approach		196	2.0	0.109	11.2	LOS B	0.5	3.8	0.01	0.68	46.7
East: Ridgewood Collector North											
4	L	1	2.0	0.002	11.9	LOS B	0.0	0.1	0.31	0.69	46.1
5	T	1	2.0	0.002	5.0	LOS A	0.0	0.1	0.31	0.36	50.6
Approach		2	2.0	0.002	8.4	LOS A	0.0	0.1	0.31	0.53	48.2
West: Ridgewood Collector North											
11	T	1	2.0	0.130	4.4	LOS A	0.7	5.1	0.02	0.36	53.5
12	R	232	2.0	0.130	5.4	LOS A	0.7	5.1	0.02	0.46	52.3
Approach		233	2.0	0.130	5.4	LOS A	0.7	5.1	0.02	0.46	52.3
All Vehicles		431	2.0	0.130	8.0	LOS A	0.7	5.1	0.02	0.56	49.4

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 110 - AM Peak

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Ridgewood Collector S											
1	L	1	2.0	0.031	11.3	LOS B	0.1	1.0	0.12	0.91	46.7
2	T	44	2.0	0.031	4.5	LOS A	0.1	1.0	0.12	0.38	52.7
3	R	1	2.0	0.031	5.4	LOS A	0.1	1.0	0.12	0.48	51.6
Approach		46	2.0	0.031	4.7	LOS A	0.1	1.0	0.12	0.39	52.5
East: Ridgewood Collector North											
4	L	1	2.0	0.026	11.4	LOS B	0.1	0.9	0.17	0.77	46.5
5	T	1	2.0	0.026	4.6	LOS A	0.1	0.9	0.17	0.36	52.0
6	R	36	2.0	0.026	5.6	LOS A	0.1	0.9	0.17	0.44	51.1
Approach		38	2.0	0.026	5.7	LOS A	0.1	0.9	0.17	0.45	51.0
North: Dale Blvd											
7	L	13	2.0	0.038	11.3	LOS B	0.2	1.3	0.03	0.90	46.7
8	T	46	2.0	0.038	4.4	LOS A	0.2	1.3	0.03	0.37	53.4
9	R	6	2.0	0.038	5.4	LOS A	0.2	1.3	0.03	0.48	52.2
Approach		65	2.0	0.038	5.8	LOS A	0.2	1.3	0.03	0.48	51.8
West: Ridgewood Collector North											
10	L	18	2.0	0.014	11.5	LOS B	0.1	0.4	0.16	0.65	46.1
11	T	1	2.0	0.014	4.6	LOS A	0.1	0.4	0.16	0.32	51.8
12	R	1	2.0	0.014	5.5	LOS A	0.1	0.4	0.16	0.40	50.9
Approach		20	2.0	0.014	10.8	LOS B	0.1	0.4	0.16	0.62	46.6
All Vehicles		169	2.0	0.038	6.1	LOS A	0.2	1.3	0.10	0.47	51.1

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 110 - PM Peak

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Ridgewood Collector S											
1	L	1	2.0	0.036	12.0	LOS B	0.2	1.2	0.34	0.83	46.7
2	T	44	2.0	0.036	5.2	LOS A	0.2	1.2	0.34	0.44	50.8
3	R	1	2.0	0.036	6.2	LOS A	0.2	1.2	0.34	0.52	50.3
Approach		46	2.0	0.036	5.4	LOS A	0.2	1.2	0.34	0.45	50.7
East: Ridgewood Collector North											
4	L	1	2.0	0.088	11.5	LOS B	0.4	3.2	0.20	0.77	46.4
5	T	1	2.0	0.088	4.6	LOS A	0.4	3.2	0.20	0.37	51.7
6	R	125	2.0	0.088	5.6	LOS A	0.4	3.2	0.20	0.45	50.9
Approach		127	2.0	0.088	5.7	LOS A	0.4	3.2	0.20	0.45	50.9
North: Dale Blvd											
7	L	197	2.0	0.133	11.3	LOS B	0.7	4.9	0.03	0.71	46.6
8	T	21	2.0	0.133	4.4	LOS A	0.7	4.9	0.03	0.32	53.3
9	R	16	2.0	0.133	5.4	LOS A	0.7	4.9	0.03	0.42	52.1
Approach		234	2.0	0.133	10.3	LOS B	0.7	4.9	0.03	0.66	47.4
West: Ridgewood Collector North											
10	L	26	2.0	0.022	12.1	LOS B	0.1	0.7	0.33	0.64	45.4
11	T	1	2.0	0.022	5.2	LOS A	0.1	0.7	0.33	0.38	50.0
12	R	1	2.0	0.022	6.1	LOS A	0.1	0.7	0.33	0.45	49.5
Approach		28	2.0	0.022	11.6	LOS B	0.1	0.7	0.33	0.62	45.7
All Vehicles		436	2.0	0.133	8.5	LOS A	0.7	4.9	0.13	0.57	48.6

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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SIDRA INTERSECTION

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MOVEMENT SUMMARY

Site: Node 201 - AM Peak

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harstone Road											
1	L	46	2.0	0.050	12.5	LOS B	0.3	1.8	0.42	0.68	45.2
2	T	2	2.0	0.050	5.5	LOS A	0.3	1.8	0.42	0.44	49.2
3	R	12	2.0	0.050	6.6	LOS A	0.3	1.8	0.42	0.50	48.9
Approach		60	2.0	0.050	11.1	LOS B	0.3	1.8	0.42	0.63	46.0
East: Ridgewood Collector South											
4	L	32	2.0	0.098	11.4	LOS B	0.5	3.7	0.17	0.81	46.6
5	T	95	2.0	0.098	4.6	LOS A	0.5	3.7	0.17	0.37	52.1
6	R	20	2.0	0.098	5.5	LOS A	0.5	3.7	0.17	0.46	51.2
Approach		146	2.0	0.098	6.2	LOS A	0.5	3.7	0.17	0.47	50.6
North: RoadName											
7	L	59	2.0	0.050	11.9	LOS B	0.2	1.7	0.31	0.65	45.6
8	T	6	0.0	0.050	5.0	LOS A	0.2	1.7	0.31	0.38	50.3
9	R	1	0.0	0.050	6.0	LOS A	0.2	1.7	0.31	0.45	49.8
Approach		66	1.8	0.050	11.2	LOS B	0.2	1.7	0.31	0.62	46.0
West: Ridgewood Collector South											
10	L	1	2.0	0.244	11.6	LOS B	1.4	10.2	0.27	0.83	46.6
11	T	246	2.0	0.244	4.8	LOS A	1.4	10.2	0.27	0.41	51.3
12	R	109	2.0	0.244	5.8	LOS A	1.4	10.2	0.27	0.49	50.6
Approach		357	2.0	0.244	5.1	LOS A	1.4	10.2	0.27	0.43	51.1
All Vehicles		629	2.0	0.244	6.6	LOS A	1.4	10.2	0.26	0.48	49.8

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 201 - PM Peak

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harstone Road											
1	L	113	2.0	0.140	12.6	LOS B	0.8	5.4	0.46	0.72	45.3
2	T	23	0.0	0.140	5.7	LOS A	0.8	5.4	0.46	0.49	49.0
3	R	31	2.0	0.140	6.7	LOS A	0.8	5.4	0.46	0.54	48.7
Approach		166	1.7	0.140	10.6	LOS B	0.8	5.4	0.46	0.65	46.4
East: Ridgewood Collector South											
4	L	20	2.0	0.267	11.9	LOS B	1.7	12.0	0.35	0.81	46.6
5	T	284	2.0	0.267	5.0	LOS A	1.7	12.0	0.35	0.44	50.7
6	R	66	0.0	0.267	5.9	LOS A	1.7	12.0	0.35	0.51	50.1
Approach		371	1.6	0.267	5.6	LOS A	1.7	12.0	0.35	0.47	50.3
North: RoadName											
7	L	39	0.0	0.049	12.9	LOS B	0.3	1.8	0.50	0.71	45.2
8	T	14	0.0	0.049	6.1	LOS A	0.3	1.8	0.50	0.49	48.6
9	R	1	2.0	0.049	7.0	LOS A	0.3	1.8	0.50	0.54	48.4
Approach		54	0.0	0.049	11.0	LOS B	0.3	1.8	0.50	0.65	46.1
West: Ridgewood Collector South											
10	L	1	2.0	0.239	11.5	LOS B	1.5	10.4	0.24	0.84	46.7
11	T	277	2.0	0.239	4.7	LOS A	1.5	10.4	0.24	0.40	51.6
12	R	81	2.0	0.239	5.7	LOS A	1.5	10.4	0.24	0.48	50.9
Approach		359	2.0	0.239	4.9	LOS A	1.5	10.4	0.24	0.42	51.4
All Vehicles		949	1.7	0.267	6.5	LOS A	1.7	12.0	0.33	0.49	49.7

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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SIDRA INTERSECTION

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MOVEMENT SUMMARY

Site: Node 202 - AM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Ridgewood Collector South											
5	T	106	2.0	0.095	4.6	LOS A	0.5	3.5	0.17	0.38	52.2
6	R	36	0.0	0.095	5.5	LOS A	0.5	3.5	0.17	0.47	51.3
Approach		142	1.5	0.095	4.8	LOS A	0.5	3.5	0.17	0.40	52.0
North: RoadName											
7	L	103	0.0	0.140	11.6	LOS B	0.7	5.2	0.26	0.70	46.0
9	R	95	2.0	0.140	5.8	LOS A	0.7	5.2	0.26	0.45	50.3
Approach		198	1.0	0.140	8.8	LOS A	0.7	5.2	0.26	0.58	47.9
West: Ridgewood Collector South											
10	L	51	2.0	0.213	11.7	LOS B	1.2	8.7	0.27	0.82	46.6
11	T	256	2.0	0.213	4.8	LOS A	1.2	8.7	0.27	0.41	51.3
Approach		306	2.0	0.213	6.0	LOS A	1.2	8.7	0.27	0.47	50.4
All Vehicles		646	1.6	0.213	6.6	LOS A	1.2	8.7	0.24	0.49	49.9

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 202 - PM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Ridgewood Collector South											
5	T	288	2.0	0.282	5.0	LOS A	1.7	12.2	0.32	0.43	50.9
6	R	111	0.0	0.282	5.9	LOS A	1.7	12.2	0.32	0.51	50.3
Approach		399	1.4	0.282	5.2	LOS A	1.7	12.2	0.32	0.45	50.7
North: RoadName											
7	L	67	0.0	0.129	12.4	LOS B	0.7	5.0	0.44	0.72	45.6
9	R	87	2.0	0.129	6.6	LOS A	0.7	5.0	0.44	0.53	48.9
Approach		155	1.1	0.129	9.1	LOS A	0.7	5.0	0.44	0.62	47.3
West: Ridgewood Collector South											
10	L	126	2.0	0.274	11.6	LOS B	1.8	12.6	0.24	0.78	46.5
11	T	291	2.0	0.274	4.7	LOS A	1.8	12.6	0.24	0.38	51.4
Approach		417	2.0	0.274	6.8	LOS A	1.8	12.6	0.24	0.50	49.7
All Vehicles		971	1.6	0.282	6.5	LOS A	1.8	12.6	0.31	0.50	49.7

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 203 - AM Peak

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Community Row											
1	L	29	2.0	0.051	12.3	LOS B	0.3	1.8	0.40	0.70	45.6
3	R	33	2.0	0.051	6.4	LOS A	0.3	1.8	0.40	0.50	49.2
Approach		62	2.0	0.051	9.2	LOS A	0.3	1.8	0.40	0.59	47.4
East: Ridgewood Collector South											
4	L	68	2.0	0.127	11.4	LOS B	0.7	5.0	0.13	0.81	46.6
5	T	133	2.0	0.127	4.5	LOS A	0.7	5.0	0.13	0.36	52.4
Approach		201	2.0	0.127	6.8	LOS A	0.7	5.0	0.13	0.51	50.2
West: Ridgewood Collector South											
11	T	275	2.0	0.227	4.7	LOS A	1.3	9.1	0.21	0.39	51.8
12	R	69	2.0	0.227	5.7	LOS A	1.3	9.1	0.21	0.48	51.0
Approach		344	2.0	0.227	4.9	LOS A	1.3	9.1	0.21	0.41	51.7
All Vehicles		607	2.0	0.227	6.0	LOS A	1.3	9.1	0.20	0.46	50.7

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 203 - PM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Community Row											
1	L	73	2.0	0.128	12.7	LOS B	0.7	4.9	0.46	0.73	45.5
3	R	78	2.0	0.128	6.8	LOS A	0.7	4.9	0.46	0.55	48.8
Approach		151	2.0	0.128	9.6	LOS A	0.7	4.9	0.46	0.63	47.1
East: Ridgewood Collector South											
4	L	49	2.0	0.253	11.6	LOS B	1.6	11.4	0.24	0.83	46.6
5	T	331	2.0	0.253	4.7	LOS A	1.6	11.4	0.24	0.39	51.5
Approach		380	2.0	0.253	5.6	LOS A	1.6	11.4	0.24	0.45	50.8
West: Ridgewood Collector South											
11	T	328	2.0	0.237	4.6	LOS A	1.4	10.0	0.18	0.39	52.1
12	R	42	2.0	0.237	5.6	LOS A	1.4	10.0	0.18	0.48	51.2
Approach		371	2.0	0.237	4.7	LOS A	1.4	10.0	0.18	0.40	52.0
All Vehicles		901	2.0	0.253	5.9	LOS A	1.6	11.4	0.25	0.46	50.6

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 204 - AM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South:											
1	L	23	2.0	0.082	12.4	LOS B	0.4	3.0	0.40	0.74	45.9
2	T	1	0.0	0.082	5.4	LOS A	0.4	3.0	0.40	0.45	49.8
3	R	77	2.0	0.082	6.5	LOS A	0.4	3.0	0.40	0.52	49.4
Approach		101	2.0	0.082	7.8	LOS A	0.4	3.0	0.40	0.57	48.5
East: Ridgewood Collector South											
4	L	26	2.0	0.104	11.4	LOS B	0.6	4.0	0.12	0.82	46.6
5	T	69	2.0	0.104	4.5	LOS A	0.6	4.0	0.12	0.36	52.5
6	R	68	0.0	0.104	5.4	LOS A	0.6	4.0	0.12	0.45	51.5
Approach		164	1.2	0.104	6.0	LOS A	0.6	4.0	0.12	0.47	51.0
North: Ridgewood Collector North											
7	L	85	0.0	0.077	11.7	LOS B	0.4	2.6	0.26	0.66	45.8
8	T	1	0.0	0.077	4.8	LOS A	0.4	2.6	0.26	0.36	50.9
9	R	19	2.0	0.077	5.8	LOS A	0.4	2.6	0.26	0.43	50.2
Approach		105	0.4	0.077	10.6	LOS B	0.4	2.6	0.26	0.62	46.5
West: Ridgewood Collector South											
10	L	3	2.0	0.138	11.7	LOS B	0.7	5.2	0.27	0.86	46.7
11	T	182	2.0	0.138	4.9	LOS A	0.7	5.2	0.27	0.41	51.4
12	R	7	2.0	0.138	5.8	LOS A	0.7	5.2	0.27	0.50	50.7
Approach		193	2.0	0.138	5.0	LOS A	0.7	5.2	0.27	0.43	51.3
All Vehicles		563	1.4	0.138	6.8	LOS A	0.7	5.2	0.25	0.50	49.7

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 204 - PM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South:											
1	L	16	2.0	0.058	12.6	LOS B	0.3	2.1	0.45	0.73	45.8
2	T	1	0.0	0.058	5.7	LOS A	0.3	2.1	0.45	0.48	49.3
3	R	51	2.0	0.058	6.8	LOS A	0.3	2.1	0.45	0.53	49.0
Approach		67	2.0	0.058	8.1	LOS A	0.3	2.1	0.45	0.58	48.2
East: Ridgewood Collector South											
4	L	26	2.0	0.254	11.4	LOS B	1.5	10.7	0.17	0.83	46.6
5	T	229	2.0	0.254	4.6	LOS A	1.5	10.7	0.17	0.37	52.1
6	R	147	0.0	0.254	5.5	LOS A	1.5	10.7	0.17	0.46	51.2
Approach		403	1.3	0.254	5.4	LOS A	1.5	10.7	0.17	0.44	51.4
North: Ridgewood Collector North											
7	L	136	0.0	0.123	12.4	LOS B	0.6	4.5	0.41	0.68	45.1
8	T	1	0.0	0.123	5.5	LOS A	0.6	4.5	0.41	0.45	49.2
9	R	15	2.0	0.123	6.5	LOS A	0.6	4.5	0.41	0.51	48.9
Approach		152	0.2	0.123	11.7	LOS B	0.6	4.5	0.41	0.66	45.4
West: Ridgewood Collector South											
10	L	25	2.0	0.222	12.0	LOS B	1.3	9.3	0.36	0.80	46.5
11	T	184	2.0	0.222	5.1	LOS A	1.3	9.3	0.36	0.44	50.5
12	R	87	2.0	0.222	6.1	LOS A	1.3	9.3	0.36	0.52	50.0
Approach		297	2.0	0.222	6.0	LOS A	1.3	9.3	0.36	0.50	50.0
All Vehicles		919	1.4	0.254	6.8	LOS A	1.5	10.7	0.29	0.50	49.6

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 205 - AM Peak

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Charleswood Rd											
1	L	83	2.0	0.073	12.0	LOS B	0.4	2.6	0.33	0.65	45.4
3	R	12	2.0	0.073	6.1	LOS A	0.4	2.6	0.33	0.46	49.6
Approach		95	2.0	0.073	11.3	LOS B	0.4	2.6	0.33	0.63	45.9
East: Ridgewood Collector South											
4	L	40	2.0	0.078	11.6	LOS B	0.4	2.8	0.22	0.77	46.4
5	T	69	2.0	0.078	4.7	LOS A	0.4	2.8	0.22	0.37	51.5
Approach		109	2.0	0.078	7.2	LOS A	0.4	2.8	0.22	0.52	49.5
West: Ridgewood Collector South											
11	T	182	2.0	0.252	4.6	LOS A	1.5	10.7	0.16	0.37	52.2
12	R	220	2.0	0.252	5.5	LOS A	1.5	10.7	0.16	0.46	51.3
Approach		402	2.0	0.252	5.1	LOS A	1.5	10.7	0.16	0.42	51.7
All Vehicles		606	2.0	0.252	6.4	LOS A	1.5	10.7	0.20	0.47	50.2

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 205 - PM Peak

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Charleswood Rd											
1	L	213	2.0	0.205	12.4	LOS B	1.1	8.1	0.42	0.69	45.1
3	R	43	2.0	0.205	6.5	LOS A	1.1	8.1	0.42	0.52	48.9
Approach		256	2.0	0.205	11.4	LOS B	1.1	8.1	0.42	0.66	45.7
East: Ridgewood Collector South											
4	L	23	2.0	0.206	12.2	LOS B	1.2	8.6	0.41	0.82	46.6
5	T	237	2.0	0.206	5.4	LOS A	1.2	8.6	0.41	0.48	50.2
Approach		260	2.0	0.206	6.0	LOS A	1.2	8.6	0.41	0.51	49.8
West: Ridgewood Collector South											
11	T	253	2.0	0.234	4.5	LOS A	1.5	10.4	0.12	0.37	52.6
12	R	133	2.0	0.234	5.5	LOS A	1.5	10.4	0.12	0.47	51.6
Approach		385	2.0	0.234	4.8	LOS A	1.5	10.4	0.12	0.40	52.2
All Vehicles		901	2.0	0.234	7.0	LOS A	1.5	10.4	0.29	0.51	49.4

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 206 - AM Peak

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Ridgewood Collector South											
5	T	98	2.0	0.092	4.4	LOS A	0.5	3.5	0.02	0.38	53.5
6	R	66	0.0	0.092	5.3	LOS A	0.5	3.5	0.02	0.49	52.3
Approach		164	1.2	0.092	4.8	LOS A	0.5	3.5	0.02	0.42	53.0
North: Ridgewood Collector North											
7	L	198	0.0	0.139	11.6	LOS B	0.7	4.9	0.23	0.64	45.7
9	R	1	2.0	0.139	5.7	LOS A	0.7	4.9	0.23	0.43	50.3
Approach		199	0.0	0.139	11.6	LOS B	0.7	4.9	0.23	0.64	45.7
West: Ridgewood Collector South											
10	L	1	2.0	0.160	12.1	LOS B	0.9	6.2	0.37	0.85	46.7
11	T	205	2.0	0.160	5.3	LOS A	0.9	6.2	0.37	0.47	50.6
Approach		206	2.0	0.160	5.3	LOS A	0.9	6.2	0.37	0.47	50.6
All Vehicles		569	1.1	0.160	7.3	LOS A	0.9	6.2	0.22	0.51	49.3

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: Node 206 - PM Peak

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Ridgewood Collector South											
5	T	184	2.0	0.250	4.4	LOS A	1.6	11.4	0.02	0.37	53.5
6	R	265	0.0	0.250	5.3	LOS A	1.6	11.4	0.02	0.48	52.2
Approach		449	0.8	0.250	4.9	LOS A	1.6	11.4	0.02	0.43	52.7
North: Ridgewood Collector North											
7	L	281	0.0	0.213	12.0	LOS B	1.2	8.1	0.35	0.66	45.2
9	R	1	2.0	0.213	6.1	LOS A	1.2	8.1	0.35	0.48	49.3
Approach		282	0.0	0.213	12.0	LOS B	1.2	8.1	0.35	0.66	45.2
West: Ridgewood Collector South											
10	L	1	2.0	0.087	12.3	LOS B	0.5	3.3	0.43	0.84	46.6
11	T	104	2.0	0.087	5.5	LOS A	0.5	3.3	0.43	0.49	50.2
Approach		105	2.0	0.087	5.6	LOS A	0.5	3.3	0.43	0.49	50.1
All Vehicles		837	0.7	0.250	7.4	LOS A	1.6	11.4	0.18	0.52	49.5

Level of Service (LOS) Method: Delay (HCM 2000).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model used.

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This is Exhibit 28 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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Ridgewood South Precinct Plan
Servicing Infrastructure
Stantec Project # 116808360

Prepared By:
Stantec Consulting Ltd.
905 Waverley Street
Winnipeg Manitoba R3T 5P4

September 18, 2012

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Introduction

The servicing concepts presented for the Ridgewood South Precinct Plan are intended to indicate the general arrangement of major watermains, wastewater sewers and land drainage facilities that will be required to service the precinct. The concepts are based on data acquired from and discussions held with representatives of the Water and Waste Department of the City of Winnipeg. It is understood that there is capacity in the existing water feedermain and wastewater interceptor sewer systems for the Ridgewood South Precinct.

While the general routing of proposed major services is shown, this does not preclude alternative routings. Any design will be subject to detailed technical investigations to assess available capacity, terrain gradients, servicing demands and any required existing system upgrades. The final servicing design will not only depend on these factors, but as well on street layouts, servicing sequences, schedules and cost sharing resolutions. Such detailed design is beyond the parameters of a Precinct Plan.

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Figures

Figure 1: Existing Major Watermains

Figure 2: Existing Major Wastewater Sewers

Figure 3: Existing Land Drainage Sewers & Catchment Areas

Figure 4: Proposed Major Watermains

Figure 5: Proposed Major Wastewater Sewers

Figure 6: Proposed Major Land Drainage Systems

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1.0 Infrastructure

1.1 EXISTING INFRASTRUCTURE

1.1.1 Existing Water Services

Figure 1 shows the existing major distribution watermains relevant to the servicing of Ridgewood South, including 250 mm and 300 mm diameter watermains plus large diameter feedermain piping.

Charleswood is serviced by a major water feedermain system comprised of the 450 mm / 600 mm / 750 mm Charleswood / Assiniboine feedermain loop along Eldridge Avenue, Betsworth Avenue and Berkley Street; and the 750 mm / 900 mm / Wilkes / Haney feedermain loop along Wilkes Avenue, Elmhurst Road, Ridgewood Avenue, and Haney Street. There are feed points from this system at a number of locations throughout Charleswood that distribute water for domestic consumption and provide firefighting demand flows through a network of major and local watermains.

1.1.2 Existing Wastewater Sewers

Figure 2 shows the existing major wastewater sewers and catchment areas relevant to the servicing of Ridgewood South.

Charleswood is presently serviced by the Charleswood Interceptor sewer system in which a 1350 mm wastewater trunk sewer collects wastewater on Grant Avenue routing west and ultimately south in Charleswood Road, then west in Wilkes Avenue to the Perimeter Pump station and which sends sewage by forcemain to the West End Water Pollution Control Centre. The system is understood to have sufficient capacity to accommodate infill development in Charleswood as well as Ridgewood South.

1.1.3 Existing Land Drainage Infrastructure

Land drainage services for Ridgewood South have been investigated over the years in a series of studies for the City of Winnipeg. Figure 3 shows the existing major land drainage sewers and catchment areas relevant to the servicing of Ridgewood South.

The latest land drainage study was produced by AECOM and presented to the City in draft report in 2008. The study closely followed the catchment boundaries previously adopted by the City which extended south of Wilkes Avenue to the City/RM of Macdonald boundary at Finklestein Road. The initial elements of the major land drainage trunk sewer systems for each of these catchments, including outfalls to the Assiniboine River, have been installed and trunk sewers extended, varying in length within each catchment.

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Existing Major Watermains

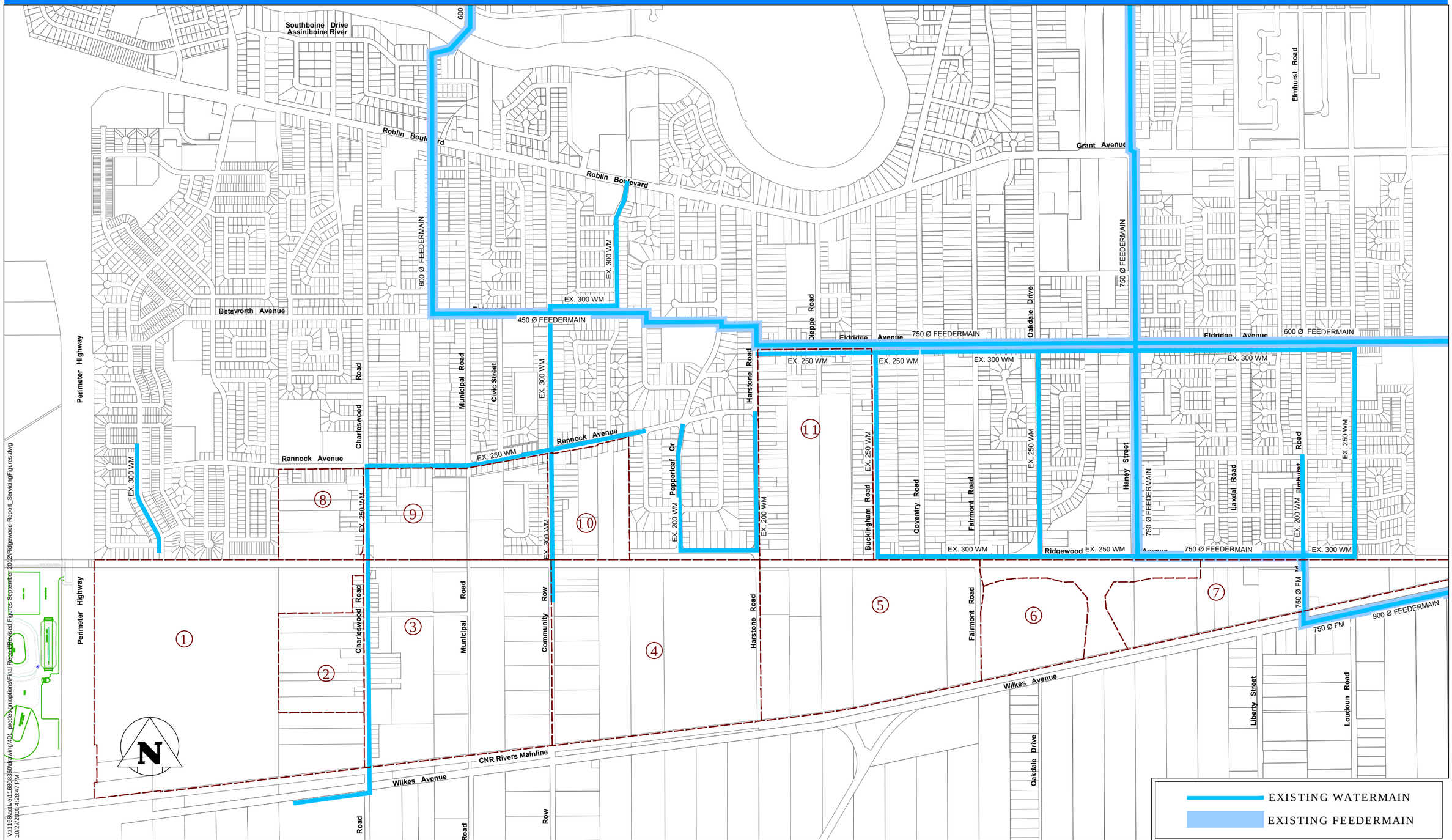

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Figure 1

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Existing Major Wastewater Sewers

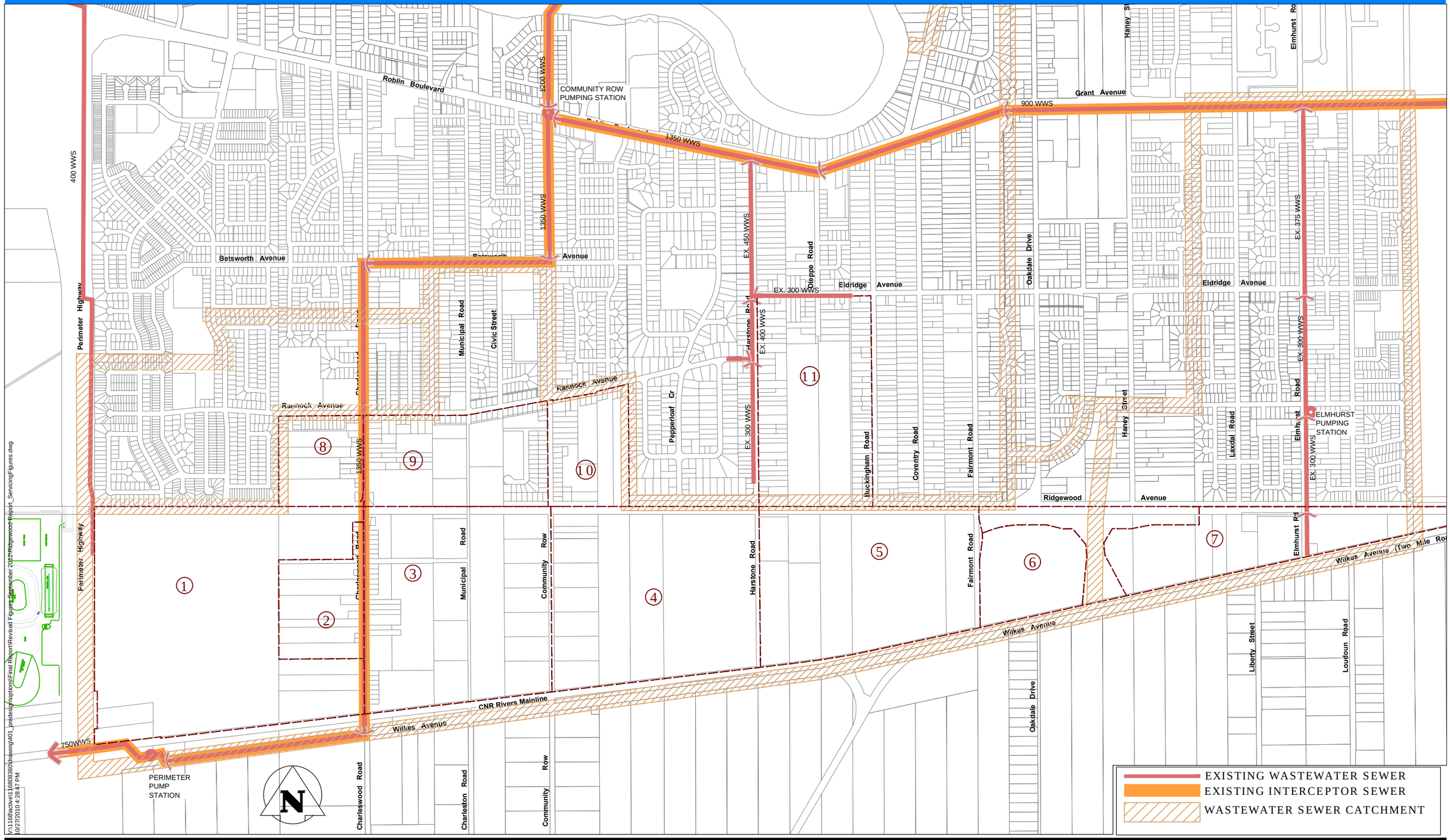

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Figure 2

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Existing Land Drainage Sewers & Catchment Areas

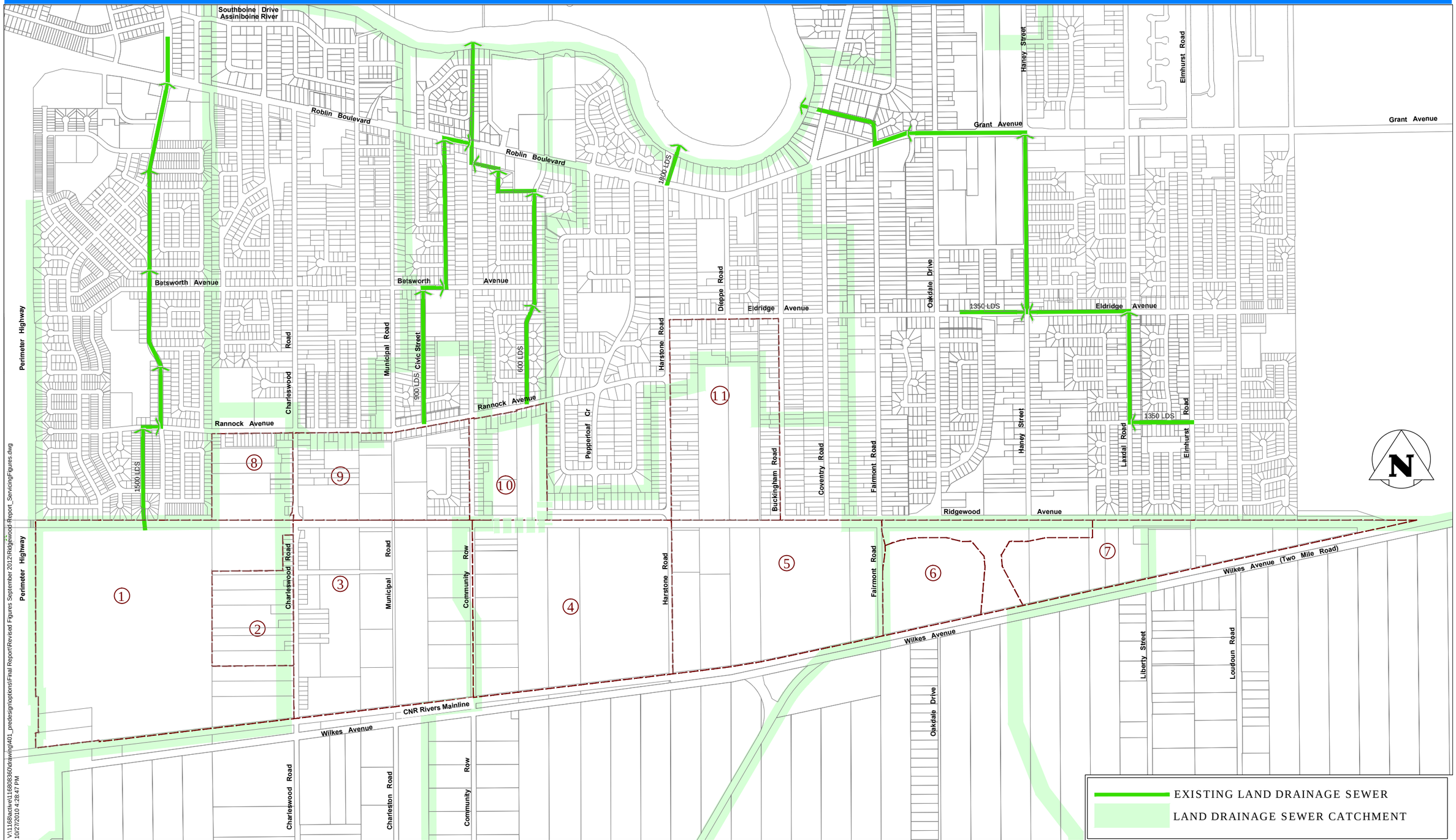

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Figure 3

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The study catchment plan defines the boundary between the area of a catchment to be drained by direct discharge to the Assiniboine River during a design storm event and the area in which runoff is to be directed to a stormwater retention basin (SRB) for later release to the trunk sewer outfall system when capacity becomes available after the storm event. Much of the existing developed area of Charleswood lies north of this boundary and is planned for direct drainage discharge to the river while all of Ridgewood South is south of the boundary in the area to be serviced by stormwater retention basins.

There are 4 outfall systems which will provide land drainage service for Ridgewood South as follows:

- At the west end is the Westdale Land Drainage Area which outfalls to the river from a trunk sewer in Barker Boulevard. The trunk sewer extends south through River West Park and Westdale and terminates at the Harte Trail as a 1500 mm sewer.

- The next catchment to the east is the Civic-McCallum Land Drainage Area which outfalls to the river on McCallum Crescent. Like the Westdale system, the Civic McCallum system was originally designed as a gravity system with no retention basins. In 1984 a study prepared by Clark Solmondson and Associates Inc. and adopted by the City, demonstrated that land east of the Westdale catchment and extending south of Wilkes Avenue originally included in the Harstone outfall system could be added to the Civic-McCallum land drainage area, through the addition of storm water retention and weir control. At present, two legs of the system, in Civic Street and in Scotswood Drive, are installed south to Rannock Avenue. The trunk sewer in Civic Street is sized at 900 mm at Rannock Avenue. The trunk sewer in Scotswood Drive is sized at 600 mm at Rannock Avenue.

- The next land drainage catchment to the east is the Harstone Road Land Drainage Area. Although this is the largest catchment system servicing Ridgewood South, it is least developed from a land drainage trunk sewer perspective. While an 1800 mm outfall to the river has been installed, the trunk sewer has only been extended 60 m south of Roblin Boulevard as an 1800 mm sewer with the remainder of the developed catchment serviced by roadside ditches.

- The final outfall system servicing Ridgewood South is the Grant Land Drainage Area. This system splits into two major catchment areas; at the intersection of Haney Street and Eldridge Avenue, the Grant/Haney Trunk System and the Grant / Elmhurst Trunk System. Each of these catchment areas extends south of Wilkes Avenue to the City boundary at Finklestein Road. Drainage infrastructure for the Grant system is well developed with a 2550 mm outfall to the river from Roblin Boulevard just north of the Grant Avenue intersection. There is also a 2550 mm trunk sewer installed in Grant Avenue east to Haney Street at which point the trunk sewer splits to a 1200 mm sewer extending easterly in Grant Avenue and a 1950 mm extending south in Haney Street. At Haney Street and Eldridge Avenue the 1950 mm trunk again splits to service to the two catchment areas. A 1350 subtrunk sewer extends west in Eldridge Ave to Oakdale Drive. A 1500 mm subtrunk sewer extends east to Laxdal Road,

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then south as a 1350 mm sewer to Beiko Avenue where it turns east as a 1350 mm reducing to a 1050 mm sewer to Elmhurst Road. Here it ends as a trunk and connects to local sewers draining from the south, east and north. This subtrunk is designed to service the Grant / Elmhurst Trunk System. A future subtrunk is designated to extend south in Haney Street (or the WRCP Extension) from Eldridge Avenue to service the Grant/Haney Trunk System.

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2.0 Proposed Infrastructure

2.1 PROPOSED WATER DISTRIBUTION SYSTEM

Figure 4 shows the proposed major watermains for the servicing of Ridgewood South. With the close proximity of the existing feedermain system, together with larger (200 mm / 250 mm / 300 mm) distribution watermains, the figure shows a proposed looped major watermain system to service Ridgewood South. Final watermain sizing will depend on detailed analysis but it appears reasonable that the major system would consist of 250 mm and 300 mm watermains.

As any phase of development proceeds in Ridgewood South, the water distribution system would be extended to provide redundancy of supply by looping and adequate pressures to meet fire flow demands.

2.2 PROPOSED WASTEWATER SEWER SYSTEM

Figure 5 shows the proposed major wastewater sewers for the servicing of Ridgewood South. There are several areas of Ridgewood South which, dependent on detailed analysis and any resultant necessary modifications, may connect to existing wastewater sewers discharging to the interceptor sewer system. These areas include Sub-Areas 7, 10, and 11.

Area 7 is included in the design catchment serviced by the pump station at Elmhurst Road and Beiko Avenue, which discharges north in the 375 mm wastewater sewer in Elmhurst Road to the interceptor sewer in Grant Avenue. The detailed servicing analysis of this system will be impacted by the higher density residential development now proposed for Sub-Area 7. This could result in the need for pump station upgrades, and/or new upsized wastewater forcemain or gravity piping. Based on recent high level studies for “Our Winnipeg” by AECOM, the detailed Elmhurst system analysis should include an assessment as well of the Charleswood Interceptor system.

The existing catchment area for Area 10 indicates that it can be connected north through existing development to the E/W leg of the Charleswood Interceptor in Betsworth; or west in Rannock to the N/E leg of the Charleswood Interceptor in Charleswood Road. Both routes will require evaluation of existing local sewer capacity. Another alternative is extension of the undeveloped Area 9 wastewater sewer system connecting to the Charleswood Road Interceptor. Other options, which would require detailed existing local sewer capacity assessment, is to divert the Area 10 wastewater to the adjacent Harstone catchment to the east, either at Rannock and/or at Glenbrush. Sub Area 9 lies in the same existing catchment area as Sub Area 10 and in theory has the same outfall routing options. The preferred routing however is direct connection west to the Interceptor Sewer in the adjacent Charleswood Road.

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Proposed Major Watermains

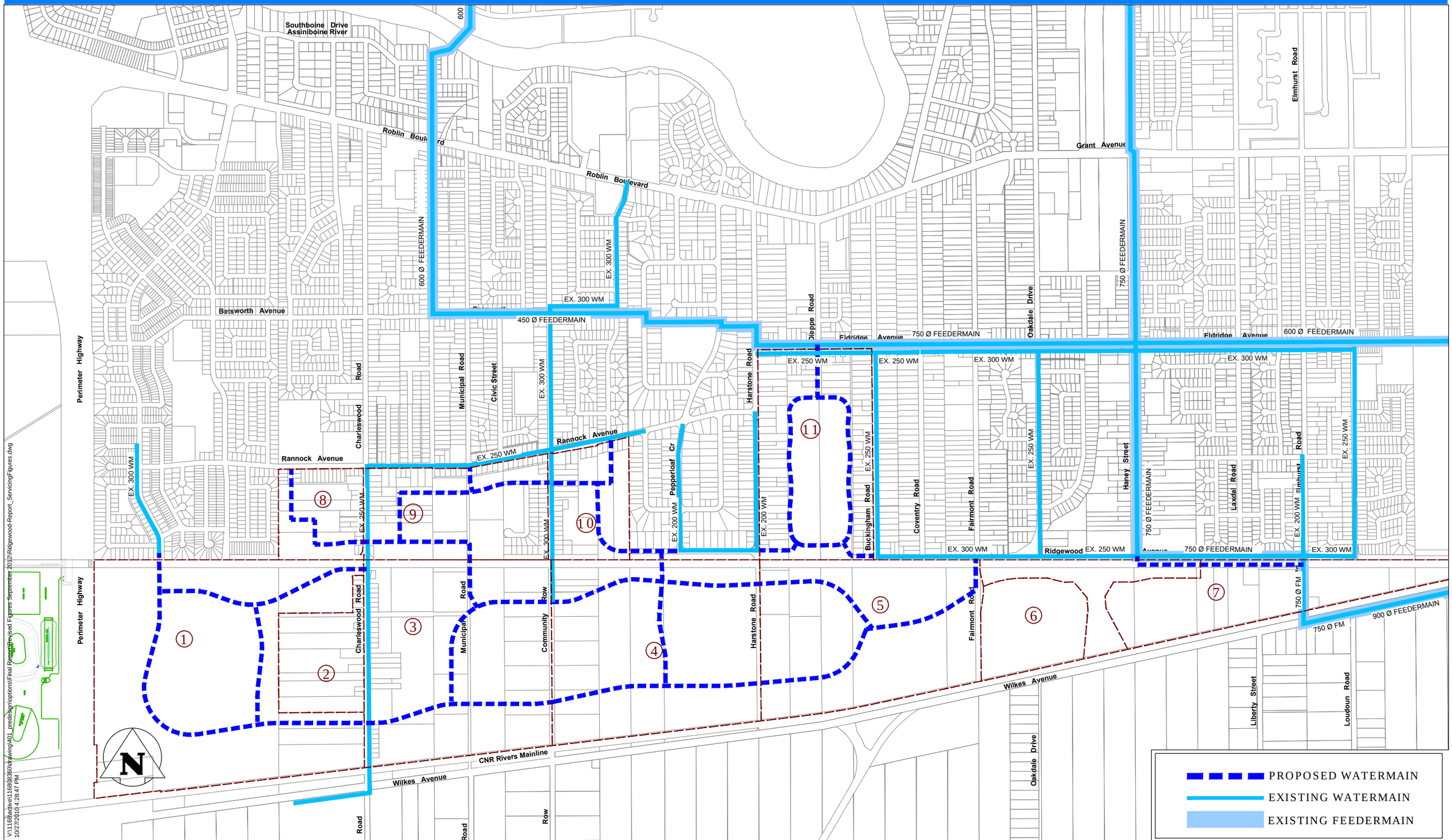

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Figure 4

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Proposed Major Wastewater Sewers

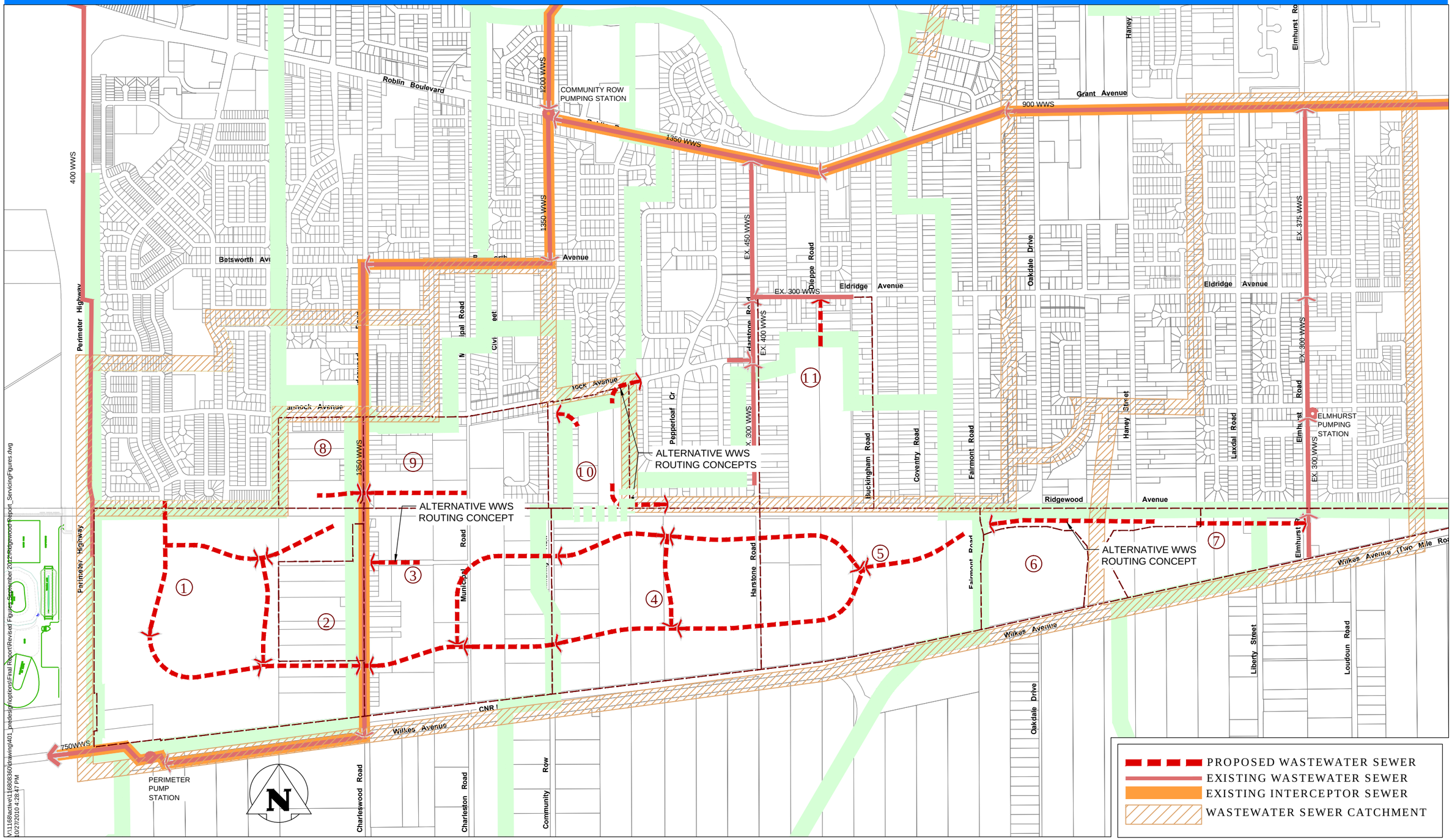

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Figure 5

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Sub-Area 11 is included in the catchment of the 300 wastewater sewer draining west in Eldridge Avenue. It is assumed that this undeveloped area north of the Harte Trail was included in the capacity design of the existing 450 mm Harstone Road subtrunk sewer discharging to the 1350 mm interceptor sewer in Grant Avenue.

The remaining areas of Ridgewood South would connect directly to the 1350 mm wastewater interceptor sewer in Charleswood Road. These are Sub-Areas 1, 2, 3, 4, 5, and 8. While a number of these Sub-Areas abut the interceptor sewer (Sub-Areas 1, 2, 3, and 9), Sub-Areas 4 and 5 must wait for a local subtrunk sewer to be extended east from the interceptor sewer.

2.3 PROPOSED LAND DRAINAGE SEWER SYSTEM

Figure 5 shows the proposed major land drainage systems for the servicing of Ridgewood South. In general, the proposed land drainage systems closely follow the recommendations of the 2008 draft report "An Evaluation of the Regional Land Drainage Plans for the Charleswood Area" prepared by AECOM for the City. In the interim, the City has introduced design criteria adjustments which increase design runoff coefficients and retention basin freeboard with an objective to improve flooding safety margins which are particularly critical for walkout basements. These changes can be expected to impact somewhat on the conceptual sewer and storm retention basins (SRB) sizes given in the report, but this would be addressed in the final design.

For the conceptual layout, the SRB's have been sized as linear naturalized lakes with an area at normal water level (NWL) assumed at 3.6% of the gross serviced catchment area. While the land drainage catchment boundaries (Fig 6) do not match those of the Ridgewood South Sub-Areas, the Sub-Areas are generally confined within one of the catchment areas. In a number of the Precinct areas, there is developed frontage on existing streets. In some instances the gravity/retention boundary of the catchment extends north of Ridgewood South. This means that new SRB's will be sized to provide retention for existing built up areas both within and outside Ridgewood South.

A general description of the land drainage features that will be needed to provide for the development of Ridgewood South are described as follows, in sections 2.3.1, 2.3.2, 2.3.3, 2.3.4, and 2.3.5.

2.3.1 Westdale Land Drainage Area

This system includes Sub-Areas 1, 2, and 8, and has a south boundary at Wilkes Avenue. The final arrangement of the SRB's and interconnecting sewers is flexible within the catchment. The SRB's are shown in Sub-Areas 1 and 2. Since the connection to the existing Westdale 1500 mm trunk sewer occurs in Area 1, the sequence of land drainage facility development will start in Sub-Area 1 and as services are extended, be followed by Sub-Areas 2 and 8. It could be feasible to service Area 8 independently from Area 1 if area retention is provided and an outfall sewer is installed west in the Harte Trail alignment to the 1500 mm Westdale trunk sewer.

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Proposed Major Land Drainage Systems

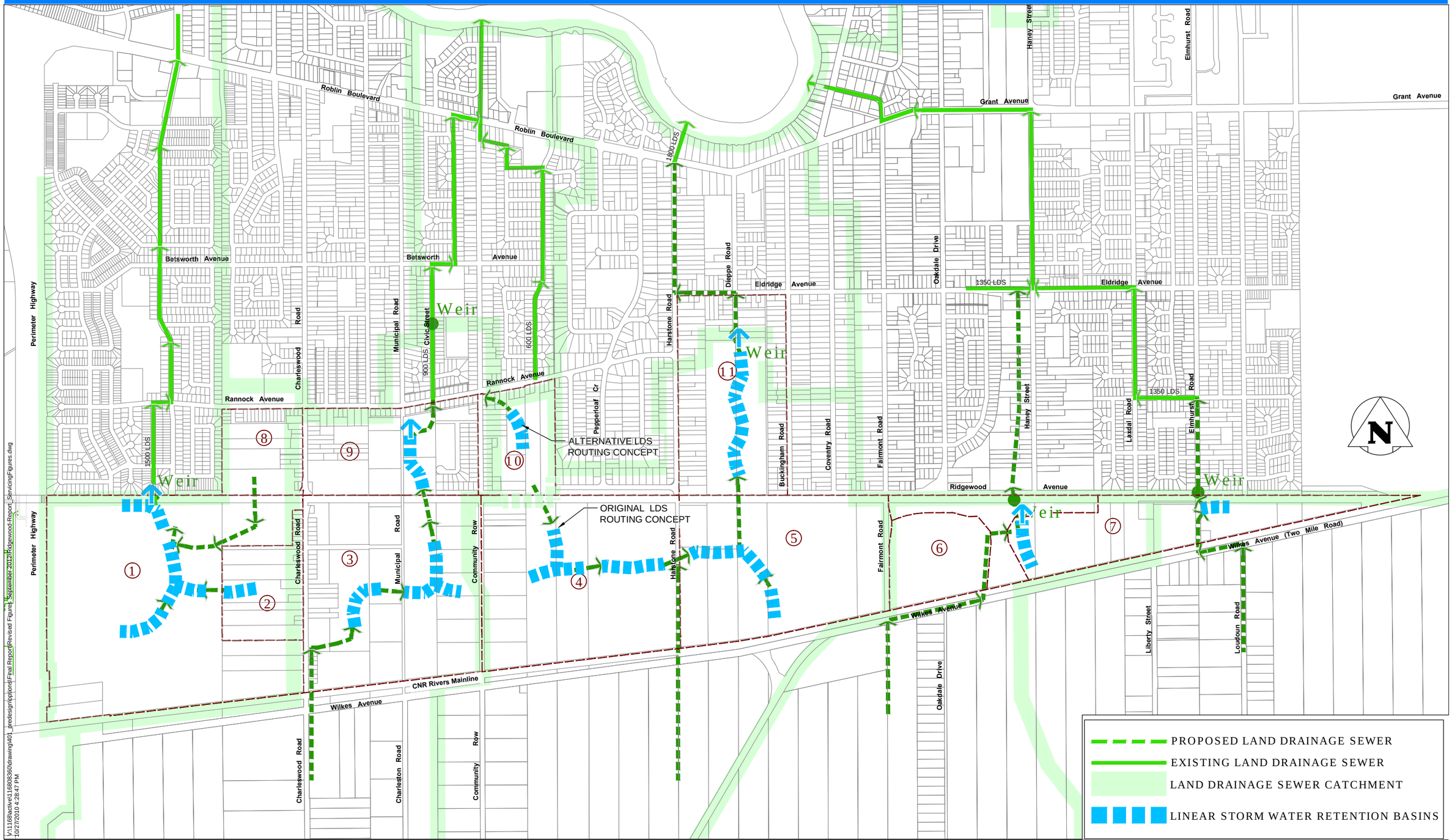

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Figure 6

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2.3.2 Civic-McCallum Land Drainage Area

This system includes Sub-Areas 3 and 9 and the total catchment area extends south of Wilkes Avenue (Fig 5). A series of linear naturalized SRB's would interconnect by trunk sewers to the existing 900 mm trunk sewer in Civic Street at Rannock Avenue. A weir would be installed on the existing sewer in Civic Street north of Rannock Avenue at the gravity / retention boundary. Provision would be made to extend the interconnecting sewers to Wilkes Avenue to accommodate future development.

Land drainage servicing sequence in the Civic-McCallum Land Drainage Area would start with Sub-Area 9 and progress to Sub-Area 3.

It should be noted that it may be feasible, based on a future detailed analysis at the development application stage, to add Sub-Area 10 to the Civic-McCallum system by the incorporation of additional SRB area at NWL, either in Sub-Area 10 or by enlarging the Sub-Area 9 SRB or Sub-Area 3 SRB. Sub-Area 10 is presently planned as the last Ridgewood South area to be serviced to the Harstone Road Land Drainage Area.

2.3.3 Harstone Road Land Drainage Area

The Harstone Road Land Drainage Area catchment (Figure 6) includes a large built up area of Charleswood north of the gravity/retention boundary, the retention areas north of the Harte Trail include existing development, and Ridgewood South Sub-Areas 10 and 11. The Ridgewood South precinct Areas 4 and 5 south of the Harte Trail and a large area south of Wilkes Avenue extending to the City boundary at Finklestein Road.

At present the 1800 mm Harstone Trunk Land Drainage sewer extends 60 meters south of Roblin Boulevard. The draft drainage report prepared by AECOM proposes this sewer be extended south in Harstone Road with a minimum size of 1200 mm to Wilkes Avenue. A weir in the sewer just south of Rannock Avenue would define the gravity/retention boundary of the catchment areas. A system of storm retention basins, all located south of the Harte Trail, would connect to the proposed Harstone Trunk Sewer in Ridgewood South, although the SRB's would service retention Sub-Areas 10 and 11, as well as other built up areas north of the Harte Trail. Because most of the trunk would service only existing developed frontage with little expectation of a local improvement approval by the benefitting frontage, the financing of the trunk cost from a limited contributing area of new development under a TSR appeared unlikely and only viable if the City extended the trunk sewer to the Harte Trail.

In seeking a more cost effective method of moving forward with the Harstone Road Drainage System, an alternative trunk alignment option is proposed. This involves extending the Harstone Trunk Sewer south to Eldridge Avenue, east in Eldridge Avenue to Dieppe Street and south in Dieppe Street to a weir on the gravity/retention boundary in Ridgewood South Sub-Area 11. From the weir a linear SRB would be constructed in Sub-Area 11 to the Harte Trail. The implementation advantage is that this

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option has a much shorter distance to reach new development where TSR payments become available.

The present Harstone catchment (Fig 6) contribution concept assumes SRB capacity for Sub-Area 10 is located in Sub-Areas 4 and 5 south of the Harte Trail. If a detailed study demonstrated that capacity for Sub-Area 10 can be transferred to the Civic McCallum Drainage Area, then the Harstone catchment SRB capacity requirement south of the Harte Trail would be reduced.

2.3.4 Grant / Haney Trunk System

The Grant / Haney Trunk System will service a catchment area of Ridgewood South including all of Sub-Area 6 and that portion of Sub-Area 7 west of the Liberty Avenue alignment, as well as the 24.4 ac transportation reserve (Fig 6). As set out in the draft drainage report by AECOM, a new 1350 mm trunk sewer will be extended south from the existing 1350 mm sewer in Eldridge Avenue, in the William R Clement Parkway (WRCP), to a weir at the Harte Trail connecting to a SRB on City land south of the Harte Trail in Sub-Area 7. This sewer will service WCRP and it is assumed it will be installed as part of WRCP extension project. From the SRB a 1350 mm sewer will extend south from the SRB to Wilkes Avenue.

2.3.5 Grant / Elmhurst Trunk System

This system will service the east sector of Ridgewood South lying east of the Liberty Avenue alignment. The draft drainage report by AECOM proposes a 1350 mm extension of the Grant / Elmhurst Trunk system south from the existing 1350 mm trunk sewer in Beiko Avenue at Elmhurst Road to Wilkes Avenue with a weir at the Harte Trail. A SRB shown on the east side of Elmhurst Road just south of the Harte Trail would provide Ridgewood South retention (Figure 6).

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This is Exhibit 29 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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RidgeWood WEST

SITE MAP

LEGEND

- Parks/Open Space
- Trail/Walkway
- Natural Forest

Please note: This plan is conceptual and is subject to change

ridgewoodwest.com

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This is Exhibit 30 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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Finance No. 307-15

DEVELOPMENT AGREEMENT AG 50/13
(Development Agreement for Servicing)
[The City of Winnipeg Charter, Sections 259(1) and 268(1)]
Assiniboia Community
Council Approval: February 26, 2014

BETWEEN:

THE CITY OF WINNIPEG

- and -

RIDGEWOOD WEST LAND CORP.

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AG 50/13
DASZ 50/2013

Finance No. _____

THIS AGREEMENT made in duplicate effective February 26, 2014

BETWEEN:

THE CITY OF WINNIPEG,
("City")

OF THE FIRST PART,

- and -

RIDGEWOOD WEST LAND CORP.,
duly registered to carry on business in Manitoba
("Developer")

OF THE SECOND PART.

WHEREAS:

a) The Developer represents that it is the owner or entitled to be the owner of certain lands located within the boundaries of the City of Winnipeg as described in Schedule "A" and shown outlined on a plan of subdivision attached as Schedule "B" (hereinafter called the "Planned Area");

b) The Developer and the City wish to establish development conditions for the Planned Area; and

c) The City has approved a plan of subdivision (Schedule "B") subject to this Agreement being entered into.

NOW THEREFORE, in consideration of those approvals and the sum of ONE DOLLAR ($1.00) paid by each party to the other, the receipt and sufficiency of which is hereby acknowledged, the City and the Developer covenant and agree as follows:

1. <u>Definitions</u>

Unless the context otherwise requires, where used herein:

a) "Developer-Owned Land" means all the land within the Planned Area owned by the Developer or in which a beneficial interest is held by the Developer, its successors, assigns, purchasers, or nominees at any time during the term of this Agreement;

b) "Director of Public Works", "Director of Water and Waste", "Director of Planning, Property and Development", and "City Solicitor" mean the Director

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City's Initials: _____

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of Public Works, Director of Water and Waste, Director of Planning, Property and Development, and City Solicitor of the City for the time being or such other persons designated by them;

c) "Letter of Credit" means a Letter of Credit in the form shown as Schedule "F" hereto, issued by a bank licensed to carry on business in Canada, or, at the option of the City Solicitor, some other security which, in the opinion of the City Solicitor, provides equivalent immediate cash protection and which may include but is not limited to a Letter of Credit by an institution other than a bank;

d) "Planned Area" means all the land described in Schedule "A" and outlined on the plans of subdivision attached as Schedule "B-1" and "B-2" hereto;

e) "Privately Owned Land" means all the land other than City-Owned or Developer-Owned land benefiting from services installed to serve the Planned Area; and

f) "Substantial Performance" means Substantial Performance as certified by a professional engineer having delivered a Certificate of Substantial Performance in accordance with The Builders' Liens Act (Manitoba).

2. <u>Contract Documents</u>

The Agreement comprises the following:

a) The main body consisting of 14 pages;
b) Schedule "A" – legal description of the Planned Area;
c) Schedules "B-1" and "B-2" – plans of subdivision outlining the Planned Area;
d) Schedule "C" - special terms regarding the installation of municipal services and fee payments;
e) Schedule "D" – construction, installation and maintenance specifications;
f) Schedules "E-1", "E-2", "E-3", "E-4", "E-5" and "E-6" – conceptual servicing drawings for the Planned Area;
g) Schedule "F" – form of Letter of Credit; and
h) Any written variation of, or amendment or addition to, this Agreement or any of the Schedules, signed by the Developer and by or on behalf of the Director of Public Works or the Director of Water and Waste or the Director of Planning, Property and Development, all of which are

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and shall be binding upon the parties hereto as fully and to the same extent as if set out herein.

3. Subdivision and Zoning

a) The Developer shall, at its own cost and expense, prepare and secure approval and registration of any plan(s) of subdivision and any plan(s) of survey.

b) Nothing herein contained shall constitute the approval by the City of any plan(s) of subdivision, plans(s) of survey, or any zoning change, variance or conditional use desired by the Developer.

4. General Instructions

a) No development, including excavation, landscaping improvements and parkland development, shall take place within or to serve the Planned Area without application to and the approval of the Director of Public Works and the Director of Water and Waste and the Director of Planning, Property and Development.

b) Before commencing any work, the Developer shall familiarize itself with all the relevant City designs and specifications, and agrees that all materials and workmanship installed or carried out by the Developer shall conform to the requirements of this Agreement, including the documents described in the Schedules to this Agreement. If there is any conflict between those requirements and the requirements of the Director of Public Works, the Director of Water and Waste, or the Director of Planning, Property and Development under this Agreement, those Directors' requirements shall apply.

c) The Developer shall grant to the Director of Public Works and the Director of Water and Waste and their delegates free and uninterrupted access to any and all parts of the Planned Area for the purpose of making inspections and taking samples of materials used in the services being installed. If any material, design or installation does not conform to this Agreement or to the requirements of the Director of Public Works, the Director of Water and Waste, or the Director of Planning, Property and Development, the applicable Director(s) may stop any further work and order the removal and replacement of unsatisfactory works.

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5. Taxes

Prior to the release of the approved plan of subdivision mylars, the Developer shall pay all municipal taxes including arrears, penalties and the commuted amount of all local improvement levies outstanding, on all Developer-owned lands within the Planned Area.

6. Approvals for City-Shared Services

The Developer shall, before doing any work or supplying any materials for which the City is required to pay, in whole or in part, obtain written authorization from the City, and the City will authorize the work to proceed and the materials to be supplied, at prices agreed upon by the Director of Public Works and/or the Director of Water and Waste. The prices agreed upon shall apply to all work to be done by the Developer and paid for by the City.

7. Controls Over Installation of Municipal Services and Landscaping

a) The Developer shall not proceed with the installation of any of the improvements, municipal services or landscaping within or to serve the Planned Area until:

(i) the relevant plan(s) of subdivision has/have been approved by the City and registered in the Land Titles Office, unless the commencement of such installation prior to registration is approved by the Director of Planning, Property and Development, the Director of Public Works, and the Director of Water and Waste, and a release and indemnity is provided by the Developer in a form satisfactory to the City Solicitor; and

(ii) detailed engineering drawings of and specifications for the municipal services and improvements to be constructed to serve the Planned Area have been approved by the City.

b) The Developer shall not proceed with the landscaping improvements within road allowances to serve the Planned Area until drawings of and specifications for the landscaping improvements have been released for construction or approved of by the Director of Public Works.

Developer's Initials: _____

City's Initials: _____

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c) The Developer agrees that where any of the improvements, municipal services and/or works provided for in this Agreement will be installed across lands owned by the Developer or private owners, the Developer shall, at its sole cost and expense, at the request of the City, obtain and provide the City with easements in a form satisfactory to the City Solicitor, to enable the City to access said lands to service, repair and maintain such improvements, municipal services or works.

8. Privately Owned Lands

a) Where privately owned lands benefit from any improvement(s) to be provided by the Developer, the City agrees to, upon written request by the Developer, endeavour to pass (a) local improvement by-law(s) in respect of those lands for said improvement.

b) If the City passes (a) local improvement by-law(s) to levy taxes against the privately owned lands described in a) above, then, upon completion of the improvement(s) or within a reasonable time following Council's approval of capital funds for the improvement(s), the City shall pay the Developer the lesser of the cost to the Developer of improving privately owned lands and the amount calculated on the basis of the City's local improvement rate prevailing upon construction completion.

c) Where the Council does not pass (a) local improvement by-law(s), the Developer agrees, notwithstanding any petition(s) against the proposed by-law(s), to install the improvement at its cost, and the City agrees to endeavour, within its powers, not to allow the owner of the privately owned lands to utilize the improvement unless and until the owner has paid its proportionate share of the cost of any such improvement, which the City further agrees to pay to the Developer.

d) The Developer agrees not to petition against, or sign or support any petition against, any local improvement to be installed under the provisions of this Agreement.

e) The Developer acknowledges that in voting on any local improvement by-law, each Councillor must vote as he or she sees fit and that the City cannot assure the Developer that City Council will pass a Local Improvement By-law.

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City's Initials: _____

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9. Planned and Orderly Development

a) In order to ensure an orderly development, the Developer agrees:

(i) to install wastewater sewers, land drainage sewers, and watermains required to service the Planned Area, in an orderly sequence as directed by the Director of Water and Waste; and

(ii) after installing the wastewater sewers, land drainage sewers and watermains, to install the street pavements, lane pavements, sidewalks, signage and lighting required to service the Planned Area, in an orderly sequence as directed by the Director of Public Works.

b) Before applying for a building permit for a single-family or two-family lot, the Developer shall complete the sewer and water connections from the street to the property line of such lot to the satisfaction of the Director of Water and Waste.

c) Until the Developer has installed pavement in accordance with this Agreement, the Developer shall be responsible, at its own expense, for gravelling and maintaining in a passable and usable condition each street within the Planned Area to be used as an access road or upon which buildings are being constructed. The Director of Public Works shall be the sole judge as to whether a street is in passable or usable condition. Nothing contained in this subparagraph shall affect the obligation of the Developer to pave the streets as provided in this Agreement, and nothing shall obligate the City to provide snow clearance for any unpaved street being used as an access road.

d) The Developer shall not permit occupancy of any building erected on any lot in the Planned Area until:

(i) such building and lot have been serviced with wastewater sewer, land drainage sewer, and water, to the satisfaction of the Director of Water and Waste; and

(ii) the street on which such lot is located has been surfaced, to the satisfaction of the Director of Public Works.

e) Ornamental street lighting and permanent street signs shall be ordered by the Developer for installation within three months of completion of the pavement of, or occupancy of any building on, any street, which ever shall occur first. If the Developer is unable to arrange for the timely installation of ornamental street lights, no lot or building within the Planned Area shall be occupied until temporary lighting satisfactory to the Director of Public Works, has been installed on the street on which it fronts, and until the Developer has provided the Director of Public Works with written evidence satisfactory to the City, that it has concluded arrangements for the installation of a permanent system of ornamental street lights for that street.

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10. Insurance

The Developer shall employ contractors licensed by the City for the construction of sewers, watermains, pavement, and landscaping on City streets and lanes, and each contractor shall file with the City a Contractor's Liability Insurance policy to provide evidence of coverage in amount and form satisfactory to the City.

11. Letters of Credit

a) The Developer shall indemnify and save the City harmless from and against all loss, claims, costs (including court costs), expenses and professional fees paid or incurred by the City arising out of or related to any duty or obligation imposed on the City by The Builders' Liens Act (Manitoba) in respect of any work carried out by or on behalf of the Developer pursuant to this Agreement to serve the Planned Area.

b) The Developer shall provide to the City, prior to commencement of any work under this Agreement, an irrevocable Letter of Credit in favour of the City in an amount equal to 7.5% of the value of the work, services and materials to be done, provided or supplied in performance of its obligations under this Agreement as determined by the Director of Public Works and the Director of Water and Waste, in a form satisfactory to the City Solicitor, to guarantee performance of the Developer's obligations under The Builders' Liens Act (Manitoba).

c) To guarantee the installation of the municipal services, improvements and works and the performance of all other covenants and commitments of the Developer, including commitments to make payments "on demand", the Developer agrees to provide to the City, prior to the commencement of any work under this Agreement, (an) irrevocable Letter(s) of Credit, in favour of the City, in an amount determined by the Director of Public Works and the Director of Water and Waste, and in a form satisfactory to the City Solicitor.

d) If, within 30 days of the date of expiry of a Letter of Credit, there remains, in the opinion of the Director of Public Works, the Director of Water and Waste, or the Director of Planning, Property and Development, an outstanding covenant or obligation of the Developer, including the provision of approved as-built drawings, the City may draw the full amount of that Letter of Credit or any portion thereof, unless the Developer earlier provides a replacement Letter of Credit, in which case the provisions of this paragraph shall apply to that replacement Letter of Credit and all subsequent replacement Letters of Credit. It is agreed that failure by the Developer to provide a replacement Letter of Credit shall constitute a default under this Agreement and entitle the City to draw the full proceeds of the existing Letter of

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Credit without notice under Paragraph 21, and any monies held in place of a Letter of Credit may be used as provided in this Agreement in the event of default.

e) In the event of any default under or termination of this Agreement for whatever cause, the City may use the proceeds of any Letter of Credit or the amount of approved equivalent security provided by the Developer, as it sees fit to ensure the orderly completion, repair, maintenance or operation of the works within and to serve the Planned Area. The City may, at its discretion, complete, repair, maintain and/or operate such works for the purpose of completing as far as possible, the development of the Planned Area as contemplated by this Agreement, and the City shall have the right to enter upon and use any lands within the Planned Area. The extent of the work to be done by the City and the time within which it shall be completed shall be at the sole discretion of the City.

12. Tidiness

Until development has been completed within the Planned Area, the Developer covenants and agrees to maintain, at all times, at its own expense, and to the satisfaction of the Director of Public Works and the Director of Water and Waste, all unserviced Developer-owned areas in a manner so that they will not be unsightly. Such maintenance shall include leveling same to the grade of the surrounding area and the cutting of grass and weeds thereon, removal of any debris and litter, and providing proper drainage for any water that may accumulate so as to ensure public safety until servicing or final landscaping is completed, in a manner not offensive to the public view.

13. Remedies Cumulative and Not Alternative

Notwithstanding and in addition to any other remedies provided by law or available to either party in this Agreement, the other party shall, in addition and at its option, as a cumulative and not an alternative remedy, be entitled to restrain any breach and enforce compliance with any term or condition by way of an injunction applied for in the Court of Queen's Bench, in the Province of Manitoba. All of the remedies of each party hereto shall, and are hereby deemed to be cumulative and not alternative, and either party hereto may exercise any one or all of the remedies available to it under the terms hereof, or available to it by law, at any time.

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14. Maintenance and Indemnities

The Developer hereby further covenants, warrants, undertakes and agrees that:

a) subject to any other provision of this Agreement or the Schedules attached hereto, the Developer shall maintain all municipal services, works or improvements installed by the Developer pursuant to the terms of this Agreement in good operating condition for a period of one year from the date of Substantial Performance or as may otherwise be provided in Schedule "C", and any Letter(s) of Credit posted by the Developer shall provide for all such guarantees and warranties of maintenance; and

b) during the term of this Agreement, to indemnify and save harmless the City from and against all public liability, property damage claims and personal damage claims arising in respect of the construction, installation, or manner or method of construction or installation of any improvement, service or work to be constructed by the Developer, or in respect of any defect therein or caused thereby, together with all costs, charges and expenses arising by reason of or in connection with any such claims. The Developer hereby agrees to procure and maintain, at its own expense, or if the City consents, to cause any contractor installing any such improvement, work or service, to procure and maintain at its own expense, a policy of public liability and property damage insurance in an amount satisfactory to the City, and to furnish to the City a copy of such policy, showing loss payable thereunder to the Developer, the contractor and the City, as their respective interests may appear.

15. General Indemnity by the Developer

Nothing in this Agreement shall make the Developer the agent of the City. The Developer shall execute and implement the improvements, works and services referred to in this Agreement on its own behalf, in a safe and prudent manner. Accordingly, the Developer indemnifies and saves harmless the City from and against all claims, demands, actions, sums, liabilities, obligations, losses, or suits of any nature, whether at law or equity, arising at any time during the currency of this Agreement out of any matter or obligation of the Developer under the terms of this Agreement. Nothing shall extend this indemnity to any act or omission of the City.

16. Performance by the City

All of the covenants, agreements, acts and obligations of the City under this Agreement shall be undertaken only within the limits of the powers of the City from time to time. Notwithstanding anything in this Agreement, the City shall be under no

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higher obligation or duty than to exercise its best efforts to undertake those covenants, agreements, acts and obligations within the limits of those powers. The City shall be under no liability to the Developer, or any other person, firm or Corp., for the City's failure or inability to undertake such covenant, agreement, act or obligation, if such failure or inability is beyond the control of the City or is caused by the operation of law, and the City shall not be liable for any losses or damages suffered by the Developer as a result of the failure or inability of the City to undertake such covenant, agreement, act or obligation.

17. Extensions

Subject to Paragraph 16, should the Developer be obstructed or delayed in the prosecution or completion of any of the works herein specified by reason of the act, neglect, delay or default of the City or any of its employees or agents, or by reason of delays in obtaining materials due to strikes, lockouts, work stoppages, or delays in transit, or for any delay by reason of act of God, war, revolution, political disturbance, fire, flood or other cause beyond the Developer's control, then the time fixed in this Agreement for the completion of work or performance of duties shall be extended for a period equal to the time lost to the Developer by reason of any or all of the causes aforesaid, provided that the Developer shall inform the City not later than the 31st day of December in each year during the currency of this agreement, of any extension or extensions of time claimed for that year.

18. Term of the Agreement

The term of this Agreement shall be from the effective date of its signing until each and every covenant of the Developer has been performed to the satisfaction of the City, unless the Agreement is terminated as provided herein.

19. Arbitration Procedure

Should a dispute arise between the Developer and the City as to any of the terms, covenants, conditions or provisions contained herein or contained in the Schedules attached hereto, or as to their interpretation or applicability, or as to any sums payable hereunder (with the exception of those matters as set out in the Agreement which are to be completed to the sole satisfaction of or decided solely by the Director of Public Works and/or the Director of Water and Waste), then the matter shall be referred to a single arbitrator, if the parties can mutually agree upon one, otherwise to a board of three arbitrators, who shall be qualified engineers or, in the case of landscaping improvements and parkland development, landscape architects.

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One arbitrator shall be appointed by the Developer, one arbitrator shall be appointed by the City, and the third arbitrator shall be appointed by the first two appointed arbitrators.

Should arbitration under this Agreement become necessary, then such arbitration shall be conducted subject to the provisions of The Arbitration Act (Manitoba), as amended from time to time. In the event that the parties are unable to agree upon a sole arbitrator, if the first two named arbitrators are unable to agree on the third arbitrator, either may apply to any Judge of the Court of Queen's Bench in Manitoba, upon ten days' notice in writing to the other arbitrator, and said Judge shall appoint a third arbitrator. In the event that one of the parties to this Agreement refuses or neglects to appoint its arbitrator within 30 days of the appointment of the other's arbitrator and serves written notice upon the other party requiring an appointment to be made under the terms hereof, then the arbitrator first appointed shall, after the expiry of the said 30 day period, at the request of the appointing party, act as the sole arbitrator as if appointed by all parties for the purpose. The award or determination made by the arbitrator or majority of the arbitrators (including the appointment and awarding of costs of the arbitration) shall be final and binding upon the parties hereto and their respective successors and assigns.

20. Authority and Capacity to Contract

a) This Agreement shall be of no force or effect until, if required by the City Solicitor, the Developer has delivered to the City Solicitor, in a form satisfactory to the City Solicitor, such certified copies of Land Titles Office searches or such other documents as may be necessary to satisfy the City Solicitor that the Developer owns the lands to be developed within the Planned Area or has a sufficient interest in them or is otherwise in a position to effectively deal with them.

b) The Developer agrees for itself and its successors and assigns, that it will not in any way, attempt to impeach the validity of this Agreement or any part hereof, or challenge or attempt to impeach the capacity of the City to enter into this Agreement and all the provisions herein contained, provided that nothing herein shall prevent either party hereto from litigating their respective rights under this Agreement subject to the provisions in this paragraph. In the event that, notwithstanding the provisions of this paragraph, any provision of this Agreement shall be found by a court of competent jurisdiction to be void, invalid or unenforceable, it shall be severable from the rest of the Agreement, and the rest and remaining portion of the Agreement shall be valid and shall remain in full force and effect.

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21. Default by the Developer

If the Developer should default under any provision of this Agreement, the City shall give the Developer notice of the particulars of the default.

If, within ten days following delivery of such notice, the Developer fails to rectify the default described in the notice to the satisfaction of the City, then the City shall be entitled to draw upon the performance security provided by the Developer, remedy the default in whole or in part, and recover from the Developer any costs thereof in excess of that performance security to rectify such breach or default. Alternatively, the City shall be entitled to seek an injunction to restrain any breach, to enforce any term or condition of this Agreement, or to seek a declaration terminating this Agreement for non-performance, or any and all such remedies (which remedies are hereby acknowledged as being cumulative and not alternative), provided that if the Agreement is terminated by virtue of the Developer's default, the parties hereto agree that the City shall not be liable for any loss or damage that may be suffered by the Developer as a result of such termination. The parties hereto further covenant and agree that the City, in any such event, shall not be liable for any loss or damage suffered by any other person, firm or Corp. by virtue of such termination, and the Developer for itself and its successors and assigns, indemnifies and saves harmless the City and its successors and assigns from any claim or demand from any person, firm or Corp. which may suffer loss or damage by reason of the termination of this Agreement because of the Developer's failure or default.

22. General Provisions

a) This Agreement shall not be assignable by the Developer without the consent of the City first being obtained in writing, which consent shall not be unreasonably withheld.

b) Any party to this Agreement may waive the performance of any obligation to be performed for its benefit by the other party, provided that the waiver is in writing, and provided further that any such waiver shall extend only to the breach waived or performance excused, and shall in no way be deemed to be a continuing waiver of such provision or any other term or provision of this Agreement.

c) The headings of the paragraphs in this Agreement are inserted for convenience only, and shall in no way define, limit, restrict or describe the scope or intent of this Agreement, or affect its terms and provisions.

Developer's Initials: _____

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d) Any notice required to be given by either of the parties, except where otherwise specifically provided, shall be deemed to have been legally delivered if:

(i) Delivered personally to the City at:

The City of Winnipeg
Legal Services Department
3rd Floor, 185 King Street
Winnipeg, Manitoba
R3B 1J1

Attention: Director of Legal Services and City Solicitor

Delivered personally to the Developer at:

Ridgewood West Land Corp.
One Dr. David Friesen Drive
Winnipeg, Manitoba
R3X 0G8

or

(ii) Faxed to the City or to the Developer at the following respective fax numbers:

City: 204 947 9155
Developer: 204 233 2965

or

(iii) Sent by registered mail to the City or to the Developer at the above-noted addresses.

If personally delivered or faxed, notice will be deemed to have been received as of the date of such personal delivery or fax transmission.

If sent by registered mail, notice will be deemed to have been received on the fifth business day after the day of mailing.

e) This Agreement shall be read with such changes of number or gender as the context may require.

f) If the Developer is more than one person or entity, the covenants of the Developer shall be deemed joint and several.

g) This Agreement shall be interpreted under and is governed by the laws of the Province of Manitoba and of Canada as applicable, and except where provision for arbitration is specifically provided for in this Agreement, is subject to the exclusive jurisdiction of the courts of the Province of Manitoba.

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h) Every provision of this Agreement by which the Developer is obligated in any way shall be deemed to include the words "at the expense of the Developer and at no expense to the City" unless the context otherwise requires.

i) References in this Agreement to any statute or any provision thereof include such statute or provision thereof as amended, revised, re-enacted and/or consolidated from time to time and any successor statute thereto.

j) This Agreement and the Schedules annexed to and forming a part of this Agreement, set forth all of the covenants, promises, agreements, conditions and understandings between the Developer and the City, and there are no covenants, promises, agreements, conditions or understandings, either oral or written, between them other than as set forth in this Agreement. Except as otherwise provided in this Agreement, no subsequent alteration, amendment, change or addition to this Agreement shall be binding upon the Developer or the City unless reduced to writing and signed by both of them. It is further understood and agreed that all of the agreements and provisions contained in this Agreement are to be construed as covenants on the part of the party so agreeing to them.

k) This Agreement may be executed in any number of counterparts, each of which shall be an original, and all of which, together, shall constitute one and the same instrument.

l) This Agreement and everything herein contained shall enure to the benefit of and be binding upon the successors and assigns of the City and the heirs, executors, administrators, successors and assigns of the Developer.

m) Time shall be of the essence of this Agreement.

23. Payments

Unless otherwise provided in this Agreement:

a) Where, under this Agreement, the Developer is required to make a payment to the City based upon a standard City rate, if that rate is changed prior to payment by the Developer, the payment shall be recalculated and payable at the new rate;

b) Where, under this Agreement, the Developer is required to make a payment to the City "on demand", if it is not paid within 14 days of that demand, interest shall be payable to the City, from expiry of the 14 days to the date of payment, at a rate of interest equal to the average borrowing rate paid by the City over that period;

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c) Where any payment due to the City is not payable on demand or based on a standard City rate and is not paid during the year of execution of the Agreement, it shall be recalculated by the Director of Public Works and/or the Director of Water and Waste and payable in an equivalent amount in then current dollars based on the then current Statistics Canada Cost of Living Index; and

d) All payments required by this Agreement are subject to Goods and Services Tax (5%).

SIGNED, SEALED AND DELIVERED this 8th day of July. , 2015

BY:

THE CITY OF WINNIPEG

Per: _____
for Director of Planning, Property and Development

AND this (1) day of (1) , 2015

BY:

RIDGEWOOD WEST LAND CORP.

Per *(signature)*: (2) _____

Name *(print)*: (3) Eric Vogan

Title *(print)*: (4) Vice-president (5)*(affix corporate seal)*

(6) _____
WITNESS *(signature)*:

(7) _____
Name *(print)*:

(8) _____
Address *(print)*:

_____

Per *(signature)*: (2) _____

Name *(print)*: (3) John Daniels

Title *(print)*: (4) Secretary

I/We have authority to bind Ridgewood West Land Corp.

Developer's Initials: _____

City's Initials: _____

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CERTIFIED as to engineering details:

Planning, Property and Development Department
Land Development Branch

Legally Reviewed and Certified as to Form:

July 7/15

for Director of Legal Services and City Solicitor

CERTIFIED as to engineering details:

Water and Waste Department

CERTIFIED as to engineering details:

C Desjardins

Public Works Department
Transportation Division

CERTIFIED as to Park and Landscaping Details

Planning Property and Development Branch
Urban Design Division

GJ/gj

Developer's Initials: _____

City's Initials: _____

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AG 50/13
DASZ 50/2013

SCHEDULE "A"

LEGAL DESCRIPTION

The land shown outlined on Schedule "B-1" and on Schedule "B-2" attached to AG 50/13, which is legally described as:

SCHEDULE "B-1"

BLOCK 1, LOTS 1 TO 3 BLOCK 2, BLOCKS 3, 4, 5, AND 6, LOTS 1 TO 3 BLOCK 7, LOTS 1 TO 6 BLOCK 8, BLOCK 9, LOTS 1 AND 2 BLOCK 10, BLOCK 11, LOTS 1 TO 3 BLOCK 12, LOTS 1 TO 4 BLOCK 13, LOTS 1 AND 2 BLOCK 14, LOTS 1 AND 2 BLOCK 15, BLOCKS 16 AND 17, PUBLIC RESERVES A, B AND C, AND ALL STREETS AND PUBLIC LANES, PLAN (DEPOSIT NO. 840-2014) _____ WLTO
IN RL 62 TO 70 PARISH OF ST. CHARLES

SCHEDULE "B-2"

LOTS 1 TO 3 BLOCK 1, LOTS 1 AND 2 BLOCK 2, LOTS 1 TO 4 BLOCK 3, LOTS 1 AND 2 BLOCK 4, BLOCK 5, LOTS 1 TO 3 BLOCK 6, LOTS 1 AND 2 BLOCK 7, BLOCKS 8, 9, 10 AND 11, LOTS 1 TO 3 BLOCK 12, BLOCKS 13 AND 14, LOTS 1 AND 2 BLOCK 15, PUBLIC RESERVES A, B, C, D, E AND F, AND ALL STREETS, PUBLIC LANES AND PUBLIC WALK, PLAN (DEPOSIT NO. 841-2014) _____ WLTO
IN RL 62 TO 70 PARISH OF ST. CHARLES

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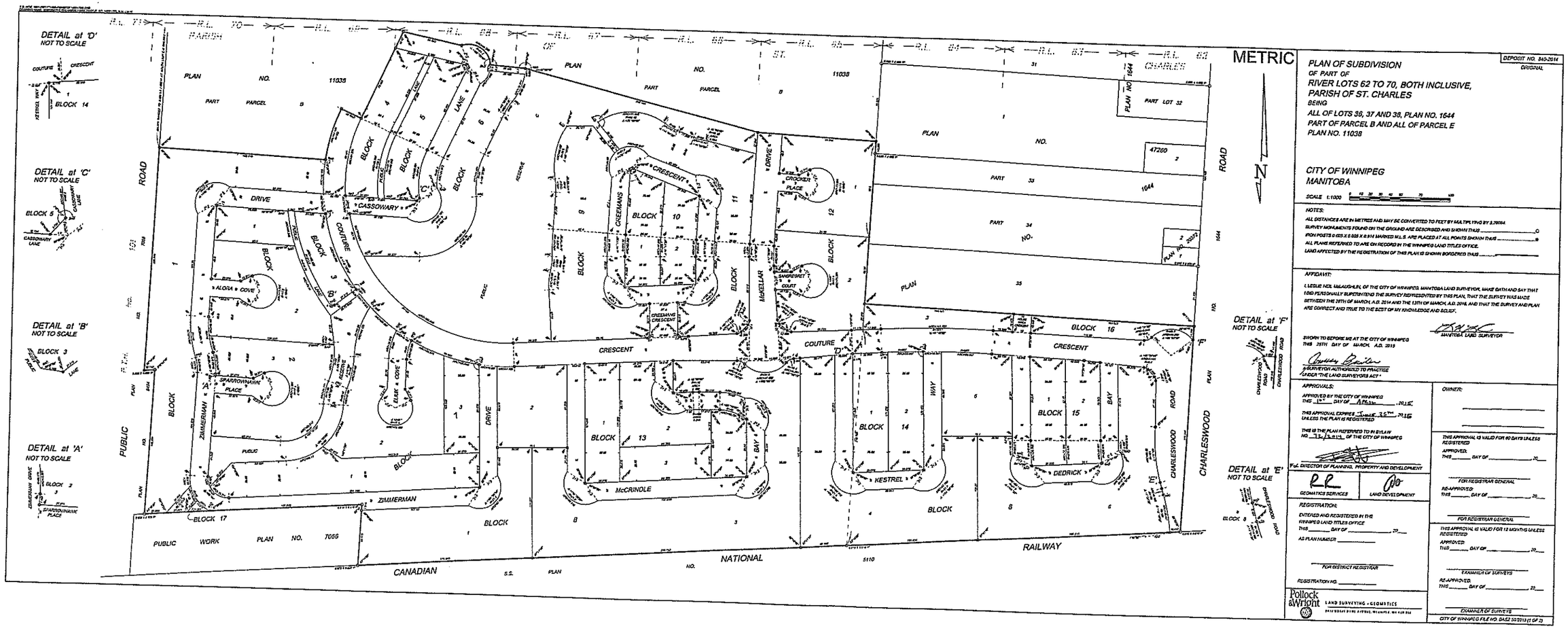
Schedule "B-1"



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City's Initials: _____

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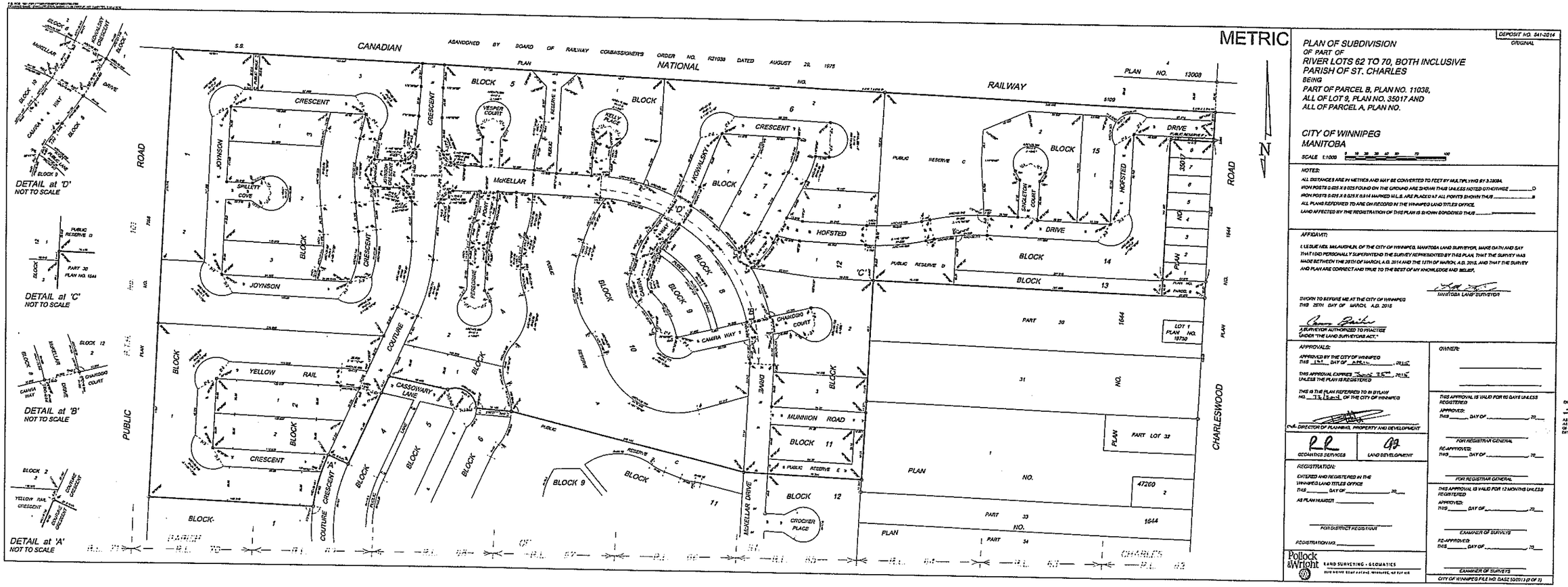
Schedule "B-2"



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SCHEDULE "C"

SPECIAL TERMS

SECTION I – SERVICING

1. Wastewater Sewers

The Developer shall, at no expense to the City, construct all wastewater sewers required to service the Planned Area, as determined by and to the satisfaction of the Director of Water and Waste.

2. Watermains

The Developer shall, at no expense to the City, construct all watermains required to service the Planned Area, as determined by and to the satisfaction of the Director of Water and Waste.

3. Lot Line Connections

a) The Developer shall, at no expense to the City, construct and install wastewater and water building services from the wastewater sewer and watermain to service all single-family and two-family lots within the Planned Area, as determined by and to the satisfaction of the Director of Water and Waste.

b) The Developer shall ensure that each sewer service remains plugged from installation until the foundation excavation has been backfilled and the roof of the dwelling has been sheathed, after which the house sewer may be connected. The Developer herby agrees to indemnify the City against all actions, claims, demands, damages, losses and costs, including legal and court costs, suffered or incurred by the City arising out of any failure to do so.

c) The Developer shall replace or repair any water or sewer service found to be defective within one year following the date the water is turned on for domestic use, and shall pay the City any cost incurred by the City arising out of any such defect.

4. Land Drainage Sewers

a) The Developer shall, at no expense to the City, construct and install all land drainage sewers and naturalized stormwater management facilities (including a piped outfall) required to service the Planned Area, as determined by and to the satisfaction of the Director of Water and Waste.

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SPECIAL TERMS

b) The Developer shall dedicate all land and provide all easements necessary to accommodate the required land drainage sewers and stormwater management facilities, as determined by the Director of Water and Waste, in accordance with the City's Development Agreements Parameters.

5. Regional Stormwater Management Facilities

a) The Developer shall construct and bridge-finance the cost of constructing naturalized regional stormwater management facilities within the Planned Area, in accordance with the "Criteria for Stormwater Management" (adopted by City Council on April 25, 2001), as determined by and to the satisfaction of the Director of Water and Waste.

b) The Developer shall pay its share of the cost of the regional stormwater management facilities, as determined by the director of water and waste.

c) If the Developer's cost of constructing the Regional stormwater management facilities is greater than the Developer's share of that cost [as the Director of Water and Waste determines that share in accordance with clause b)], the City shall reimburse the Developer for the amount of the difference [as the amount of the difference is determined by the Director of Water and Waste] upon City Council approving capital funding for that reimbursement. In accordance with the Development Agreement Parameters, interest will be added to the amount of the difference from the first anniversary of substantial completion of construction of the regional stormwater management facilities.

d) If the Developer's cost of constructing the regional stormwater management facilities is less than the Developer's share of that cost [as the Director of Water and Waste determines that share in accordance with clause b)], the Developer shall pay the difference to the City on demand.

e) The Developer shall, prior to construction, provide a separate Letter of Credit in the amount of 15% of the construction cost of the regional stormwater management facilities and associated works to the satisfaction of the Director of Water and Waste. The City shall release this separate Letter of Credit to the Developer upon issuance of the Final Acceptance Certificate.

f) The Developer shall, at no expense to the City, grade, level, and vegetate the public land components of the storm water retention basins in accordance with construction plans and specifications approved, prior to installation, by the Director of Water and Waste and the Director of Public Works.

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SPECIAL TERMS

g) Notwithstanding any other provision of this agreement regarding a warranty period, the Developer shall be responsible for maintenance of the stormwater retention basin, including naturalized channels as determined by and to the satisfaction of the Director of Water and Waste, for five years following construction completion of those facilities.

h) The Developer shall enter into an agreement to caveat all private lots abutting the stormwater management basins, outlining the special conditions for the maintenance of the vegetated areas at the rear of the private lots as determined by and to the satisfaction of the Director of Public Works.

i) The Developer shall, at no expense to the City, develop a performance specification for the stormwater management basins, to the satisfaction of the Director of Public Works that assesses the constructed wetlands vegetative condition. The Developer shall also conduct routine vegetation assessments for 5 years following construction of the basin, to determine whether the wetland vegetation is meeting performance specifications, and shall take appropriate remedial action, where necessary, as determined by the Director of Public Works.

j) As a condition of issuance of a Final Acceptance Certificate, the Developer shall, at no expense to the City, prepare an operation manual for the stormwater management basins that will ensure the long-term viability of the wetland by maximizing ecological benefits and minimizing maintenance, to the satisfaction of the Director of Public Works.

6. Lot Grading

a) Upon registration of the approved plan of subdivision mylars in the Land Titles Office, the Developer shall, at no expense to the City, provide to the City all easements the City considers necessary with respect to the installation, construction, maintenance, and replacement of swales, catchbasins, and leads for drainage of the Planned Area.

b) Prior to the issuance of building permits the Developer shall, at no expense to the City:

(i) submit to the City, for approval, a lot grading plan for the Planned Area, prepared by a municipal engineer; and

(ii) construct all swales, catchbasins, and leads necessitated by the approved lot grading plan.

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SPECIAL TERMS

7. Limitation on Building

The Developer shall be limited to 500 dwelling units. This limit may be reviewed after 300 units are occupied, based on the then current traffic data and roadway network, and additional development beyond the 500 units may be permitted as determined by and to the satisfaction of the Director of Public Works.

8. Pavement

The Developer shall, at no expense to the City, construct Portland cement concrete pavements:

a) to widths of 7.5m, 8.0m and 10.0m, by 150mm and 200mm in thickness and all related works including, but not necessarily limited to, street lighting, boulevard landscaping and land drainage sewer within all streets; and

b) to a width of 5.0m by 150mm in thickness in public lanes servicing single or two-family residential development and 6.0m by 150mm in thickness in public lanes servicing multi-family residential and commercial development

within the Planned Area, as determined by and to the satisfaction of the Director of Public Works.

9. Transportation Levy

a) The Developer shall pay to the City in cash, its share of the Ridgewood Transportation Levy as determined by the Director of Public Works. The 2014 Rate is $38,793.67 per net developable acre.

b) The Developer shall pay to the City in cash on demand, the full costs of the installation of traffic control signals and all related works including, but not necessarily limited to, pedestrian and vehicular actuation and interconnection to adjacent traffic control signals and railway crossing protection and audible pedestrian signals, pedestrian countdown signals (if required) at the intersection of Charleswood Road and Wilkes Avenue, when and as determined by and to the satisfaction of the Director of Public Works. The costs shall be paid out of, or from, the Ridgewood Transportation Levy.

c) The Developer shall, at the City's choice and on demand, pay to the City in cash the full costs of the installation or construction of auxiliary lanes, transitions, median opening (modifications), channelization and all related works on Charleswood Road at and in the vicinity of its intersection with Wilkes Avenue, or construct same, as

Developer's Initials: _____

City's Initials: _____

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determined by and to the satisfaction of the Director of Public Works. The costs are to be equally shared by the Developer and the City out of the Ridgewood Transportation Levy.

d) The Developer shall, at the City's choice and on demand, pay to the City in cash the full costs of the installation or construction of, auxiliary lanes, transitions, median opening (modifications), channelization and all related works on Wilkes Avenue at and in the vicinity of its intersection with Charleswood Road, or construct same, as determined by and to the satisfaction of the Director of Public Works. The costs shall be paid out of, or from, the Ridgewood Transportation Levy.

e) The Developer shall pay to the City in cash, on demand, the full costs of modifications to the existing railway crossing and the existing crossing protection at Charleswood Road and the Canadian National Railway Rivers Subdivision as may be required by Transport Canada and/or Canadian National Railway. The costs shall be paid out of, or from, the Ridgewood Transportation Levy.

f) Where the Developer constructs and/or pays for transportation improvements as being cost shared or paid out of, or from, the Ridgewood Transportation Levy, that amount shall be credited towards the Developer's share of the Ridgewood Transportation Levy. Where the Developer's work in total exceeds the amount of the levy payable to the City, the City shall reimburse the Developer as monies are collected from benefitting lands, in accordance with the Development Agreement Parameters.

10. Sidewalks

The Developer shall, at no expense to the City:

a) construct a 1.5m wide by 100mm thick Portland cement concrete sidewalks and a 1.5m wide asphaltic concrete bicycle path on the standard alignment, 0.3m from the property line, along both sides of all streets within the Planned area with rights-of-way measuring 22.0m in width or greater; and

b) construct within the proposed Public Walks a 1.5m wide by 100mm thick Portland cement concrete sidewalk and landscape the remainder to include:

(i) sodding on both sides of the sidewalk; and

(ii) fencing along the side property lines,

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

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SPECIAL TERMS

11. Temporarily Dead-Ended Streets

a) The Developer shall, at no expense to the City, construct a paved cul-de-sac-style vehicle turnaround at the terminus of each temporarily dead-ended street within the Planned Area, and provide to the City any rights-of-way or easements necessary to accommodate same, all as determined by and to the satisfaction of the Director of Public Works.

b) The Developer shall, at no expense to the City, erect and maintain barricades and signage, across the full width of any streets which are temporarily dead-ended due to phasing of development, immediately upon completion of the paving or when house construction has begun, whichever is sooner, as determined by and to the satisfaction of the Director of Public Works.

12. Boulevards

a) The Developer shall, at no expense to the City, sod and plant trees on all boulevards within and fronting on the Planned Area, all in accordance with City specifications and guidelines and, where required, with concept plans prepared by the Developer and submitted to, and approved by, the Director of Public Works.

b) The Developer shall, at no expense to the City, maintain the sod for a period of one year and the trees for a period of two years, in accordance with specifications approved by the Director of Public Works.

13. Private Approaches

There are to be no private approaches serving single-family or two-family residential development off residential collector streets (i.e. rights-of-way measuring 22.0m or greater in width).

14. Two Means of Vehicle Access

The Developer shall, at no expense to the City, ensure that two means of paved vehicular access are available at all times to each stage of development of the Planned Area, to the satisfaction of the Director of Public Works. This may require the construction of temporary paved roadways by the Developer and the provision of easements or rights-of-way by the Developer to the City.

15. Construction Traffic

The Developer shall ensure that construction traffic uses access routes as determined by the Director of Public Works. The Developer shall maintain, at no

Developer's Initials: _____

City's Initials: _____

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expense to the City, the access routes in a clean, dust free and safe condition, free of dropped and tracked-on mud, and shall undertake regular scraping and sweeping of streets until building construction, including landscaping, is complete, all as determined by and to the satisfaction of the Director of Public Works.

16. Development Information Signs

Prior to construction, the Developer shall, at no expense to the City, provide to the City for approval by the Director of Planning, Property and Development, development information signs containing no advertising and showing:

- the Planned Area;
- zoning information;
- a north directional arrow;
- the Perimeter Highway, Wilkes Avenue, the Harte Trail and the Canadian National Railway (CNR) Rivers Subdivision;
- all proposed arterial and collector streets, public lanes, sidewalks, walkways and active transportation facilities;
- the proposed stormwater retention basins;
- all natural tree stands;
- all proposed multiple-family sites;
- all proposed parks; and
- all proposed community mail-box sites,

and shall subsequently install and maintain, to the satisfaction of the Director of Planning, Property and Development, the development signs at the entrances to the Planned Area.

17. Street Name Signs

The Developer shall, at no expense to the City, cause to be installed standard reflectorized permanent street name signs at each new street intersection within or adjacent to the Planned area, as determined by the Director of Public works.

18. Fencing

The Developer shall, at no expense to the City:

a) construct within the Planned Area abutting the Canadian National Railway (CNR) Rivers Subdivision, a uniform fence 2.0m in height and permit the City to file a caveat against the title of the proposed lots requiring the owner(s) to

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maintain and/or repair and/or replace the fence as originally constructed. Said fence is intended to ensure that pedestrian trespass to the tracks does not become a consequence of the subject development, thereby creating safety issues and jeopardizing existing and/or future anti-whistling regulations along the subject railway line; and

b) construct within the rear yards of all single-family and two-family residential lots abutting the West Perimeter Highway, a 2.0m to 2.5m high noise attenuation fence and permit the City to file a caveat against the title of the proposed lots requiring the owner(s) to maintain and/or repair and/or replace the fence as originally constructed,

all as required and to the satisfaction of the Director of Public Works.

19. Lot Setback

All single-family and two-family residential lots backing onto the West Perimeter Highway shall be of sufficient depth to provide a minimum rear yard setback which together with other sound attenuation measures, such as a berm and/or noise attenuation fence, achieve the City's Motor Vehicle Noise Policies and Guidelines sound-level limit of 65 dBA in the typical outdoor recreation area of those lots, and the Zoning Agreement covering those lots shall stipulate this minimum rear yard.

20. Public Reserve

a) The Developer shall dedicate as Public Reserve at least 8% of the land contained within the overall development area and shall, at no expense to the City, undertake site improvements per the Development Agreement Parameters, and pay its share of the cost of services in streets abutting the dedicated land, all in accordance with plans and specifications approved by the Director of Public Works. If the Developer is unable to dedicate a full 8% of the land, the Developer shall dedicate an amount of land satisfactory to the Director of Public Works and the Director of Planning, Property and Development, and compensate the City for any shortfalls in the amount of land, servicing and improvements not provided, at the then current values, by payment of cash or by the provision of an equivalent value of additional site amenities in the public reserves within the Planned Area, as approved by the Director of Public Works and the Director of Planning, Property and Development.

b) The Developer shall, at no cost to the City, provide the following within the Public Reserve areas where the primary function is pedestrian and/or bicycle connectivity as an alternate standard that will include:

(i) 2.4m compacted gravel trails

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

(ii) native grasses where practical; and

(iii) sod as necessary between the property lines and trails,

as approved by the Director of Public Works and the Director of Property, Planning and Development.

c) It is understood that the existing natural areas within the Public Reserve lands in the northeast segment of the Planned Area, and flanking the Harte Trail, shall be protected and preserved in accordance with the following:

(i) proposed improvements, including but not limited to the provision of pathways, shall be determined in consultation with the City Naturalist, and in accordance with plans and specifications approved by the Director of Public Works;

(ii) protective fencing shall be installed for the duration of construction along the limits of the preserved natural area, to ensure no accidental encroachment into that area during construction; and

(iii) any re-grading of land or changes in drainage patterns due to development must ensure there is no run-off directed into the natural area, but shall be handled internal to that property. Drainage patterns of water out of natural areas must also be accounted for by providing drainage where necessary to maintain a neutral effect on the moisture regime.

d) Where the Developer has provided forest lands, the Developer shall receive full park dedication credits for basic grade, level, sod, drainage and irrigation.

e) The Developer shall, at no cost to the City, provide land drainage within the forest lands, for the preservation of forest and habitat all to the satisfaction and approval of the Director of Public Works.

f) The City will not compensate the Developer for the Developer's provision of serviced frontages which flank the stormwater retention basins, as these are deemed to be in excess of Park requirements.

g) Park space development should be undertaken by the time the build out has reached 80% and completed prior to 100% build out, within the development, unless an extension of time has been previously approved by the Director of Public Works.

h) The Developer shall assume responsibility for all public reserve sites until they are developed and throughout the maintenance period.

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

i) The Developer shall, at no expense to the City, maintain the public open space improvements for a period of two years in accordance with specifications approved by the Director of Public Works. The City reserves the right to impose longer maintenance terms for amenities and features, such as naturalized areas, that the Director of Public Works deems to be beyond the standard scope of development. Commencement of the maintenance period will correspond with the issuance of Total Performance for Parks and shall be deemed complete by the issuance of a Final Acceptance Certificate for Parks.

j) Securities for public reserve improvements will be reduced following issuance of Total Performance, but shall not be released in full until Final Acceptance has been issued and as-built drawings have been received and accepted as complete by the Director of Public Works.

k) The Developer shall, as deemed necessary by, and at no expense to, the City, supply and install trail network signage and trail related traffic signage on pathways and Active Transportation corridors, consistent with standards and specifications applied to similar citywide networks or an alternative standard proposed by the Developer, as determined by and to the satisfaction of the Director of Public Works and the Director of Planning, Property and Development.

21. Utilities

a) The Developer shall, at no expense to the City, cause underground electrical and telephone services to be installed to serve the proposed subdivision, to the satisfaction of the Director of Public Works.

b) The Developer shall pay all costs associated with the relocation of street lights and other utilities made necessary as a result of, or required to accommodate, the works to be constructed by the Developer to serve the Planned Area, as determined by and to the satisfaction of the Director of Public Works.

22. Litter and Refuse Control and Clean-Up

a) The Developer shall, at no expense to the City, and of its own volition, initiate and control the regular cleanup of litter and refuse from the contractors and builders for this development, both on-site and off-site, during the installation of services and construction of buildings, until substantial completion of all construction, as determined by and to the satisfaction of the Director of Public Works.

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

b) The cleanup of litter and refuse shall be done on a regular basis as determined by the Director of Public Works. This shall include initiating action and assuming any costs in remedying the situation to the satisfaction of the Director of Public Works.

23. Survey Monuments

Following completion of all major construction works, the Developer shall at its cost have the locations of the survey monuments within the Planned Area verified and, where the survey monuments have been disturbed, moved, covered, mutilated or destroyed, shall have them replaced by a Manitoba Land Surveyor. The Developer shall ensure that the Manitoba Land Surveyor provides the Director of Planning, Property and Development with a certificate stating that all survey monuments within the Planned Area have been verified and/or replaced, as the case may be.

SECTION II – LAND ACQUISITION AND DEDICATION

1. Storm Water and Public Reserve Area

The Developer shall, upon registration of the approved Plan of Subdivision, convey to the City Public Reserves A, B and C as shown on Schedule "B-1" and Public Reserves A, B, C, D, E and F as shown on Schedule "B-2" to be used for public open space and stormwater impoundment purposes.

The total area of the Public Reserves is calculated as 20.87 acres, which includes 8.36 acres to be used for stormwater impoundment purposes.

2. Public Reserve Dedication

a) The Developer is required to dedicate 13.56 acres of land as public reserve, calculated as follows:

Total Planned Area.	177.91 acres
Less SRB (Water Component @ NWL)	(6.69) acres
Less SRB (Land Component)	(1.67) acres
Net land subject to dedication	169.55 acres
Dedication required (169.55 acres X 8%).....	**13.56 acres**

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

b) The net public reserve dedication provided is 12.51 acres of land calculated as follows:

Total Public Reserve Area	20.87 acres
Less SRB (Water Component @ NWL)	(6.69) acres
Less SRB (Land Component)	(1.67) acres
Net Park dedication provided	12.51 acres

c) The result is an under dedication of (13.56 – 12.51) 1.05 acres which shall be carried forward to future Developer owned lands within the Precinct Q Development Area.

SECTION III – COSTS AND FEES

1. By-laws and Approvals

The Developer shall pay all of its and the City's costs, fees, and expenses associated with the preparation and attainment of approval for registration of the Zoning By-law(s) and plan(s) of subdivision, including all Municipal Board, Land Titles Office and other fees and expenses, all survey, engineering and advertising fees and costs, and all expenses incidental to the preparation of this Agreement and the physical development of the Planned Area.

2. Professional Fees

a) The Developer shall pay to the City, in cash, its share of the cost of consulting fees for the preparation of the Precinct Plan, as determined by the Director of Planning, Property and Development. The Developer shall provide a summary of all costs incurred for the preparation of Precinct Plan "Q" in order to establish an Area Charge for the Precinct Plan (the "Area Charge"), as determined and approved by the Director of Property, Planning and Development. The City shall reimburse the Developer for any amount paid by the Developer in excess of the Developer's share of the Area Charge as monies are collected from benefitting lands.

b) The Developer shall pay the full cost of all design services, including preliminary engineering studies, servicing reports, servicing criteria, construction drawings and specifications, and grading and landscaping plans and specifications, to be provided by Consulting Engineer(s) approved by the City, for the design of the municipal services, and associated works required to serve the Planned Area.

c) The Developer shall pay the full cost of construction and landscaping supervision

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SPECIAL TERMS

services provided by or on behalf of the City for field inspection, preparation of progress estimates, provision of as-built drawings by March 31 of the year following substantial performance of the work, and all other engineering consulting services related to the installation and acceptance of municipal services, and all associated works to serve the Planned Area.

3. Administration Fees

Prior to the release of the subdivision mylars for registration in the Land Titles Office, the Developer shall pay to the City, to help defray the City's administration and related costs associated with the preparation and implementation of the Development Agreement, an administration fee, calculated as follows:

i)	177.91 acres x $1,200/acre =	$213,492.00
ii)	G.S.T. (5%) =	10,674.60
	Total	**$224,166.60**

Developer's Initials: _____

City's Initials: _____

Original Court Copy

SCHEDULE "D"

CONSTRUCTION, INSTALLATION AND MAINTENANCE SPECIFICATIONS

The Developer acknowledges and agrees that:

a) Documents to be obtained:

Before commencing construction, installation and maintenance of the respective works required by this Agreement, it must obtain from the City the latest revision of the following City documents:

(i) Standard Construction Specifications;

(ii) Water and Sewer Standards Manual;

(iii) Boulevard Tree Planting Guidelines as Required Under Development Agreements;

and

(iv) Parks Construction Specifications and Details,

each of which documents is hereby incorporated in this Agreement as fully and to the same extent as if attached as a schedule to this Agreement.

b) Roads, Lanes and Sidewalks:

The *Standard Construction Specifications* apply as minimum standards to all construction, installation and maintenance of roads, lanes, sidewalks, and appurtenances thereto, and all materials supplied for those purposes.

c) Sewers and Watermains:

The *Standard Construction Specifications* and the *Water and Sewer Standards Manual* apply as minimum standards to all construction, installation and maintenance of sewers, watermains, and appurtenances thereto, and all materials supplied for those purposes.

d) Landscaping Improvements:

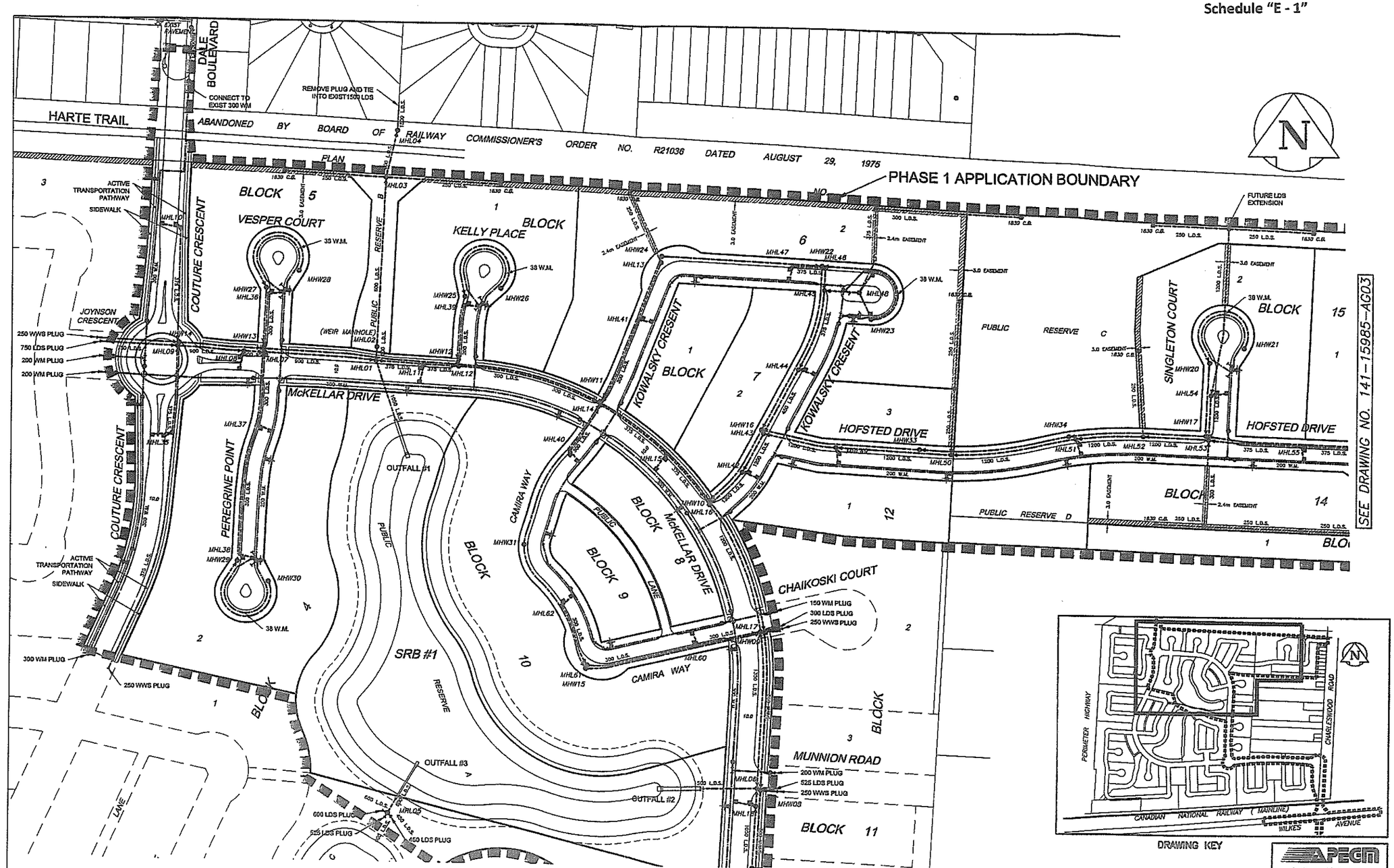
The *Standard Construction Specifications, Boulevard Tree Planting Guidelines* as *Required Under Development Agreements*, and *Parks Construction Specifications and Details* apply as minimum standards to all construction, installation and maintenance of landscaping improvements within road allowances, parks and public reserves.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

Schedule "E - 1"



ALL WATERMAINS TO BE 150mm UNLESS OTHERWISE SHOWN
ALL WASTEWATER SEWERS TO BE 250mm UNLESS OTHERWISE SHOWN
ALL PAVEMENT TO BE 7.50m UNLESS OTHERWISE SHOWN

APEGM
Certificate of Authorization
WSP CANADA INC.
No. 5079 Date:

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED
	WATERMAIN			HYDRO		34.10	LOT ELEVATION	34.23
	HYDRANT			M.T.S.			HOUSE ELEVATION	35.05
	VALVE			CONCRETE UP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			(150mm MOUNTED BARRIER CURB)			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			SIDEWALK RAMP				
	GAS			ELEVATIONS	(34.680)			

LOCATION APPROVED

CITY OF WINNIPEG STRUCTURES DIVISION — DATE

NOTE:
LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES AND SHOWN OR NOT SHOWN LOCATIONS ARE EXACT. COORDINATION OF EXISTING AND EXACT LOCATION OF ALL EXISTING MUST BE ESTABLISHED THE EXISTING UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

NO.	REVISIONS	DATE	BY
01	CITY SUBMISSION	03/10/14	D.H.

WSP
1600 BUFFALO PLACE
WINNIPEG, MB, R3T 6B8
PHONE: 204-477-6650
FAX: 204-474-2564
WWW.WSPGROUP.COM

DESIGNED BY	B.H.	CHECKED BY	B.H./I.McK.
DRAWN BY	G.D./R.S	APPROVED BY	I.McK.
HOR. SCALE	1:1000	RELEASED FOR CONSTRUCTION	
VERT. SCALE			
DATE	OCT. 2014	DATE	

ENGINEERS SEAL: PROVINCE OF MANITOBA — I. G. McKINNON — 24th OCTOBER 2014

CONSULTANT DRAWING NO. 141-15985-00 —AG01

Winnipeg

THE CITY OF WINNIPEG
NOVAMET DEVELOPMENT CORPORATION

RIDGEWOOD WEST SUBDIVISION–PHASE 1
DASZ 24/13
AG 50/13

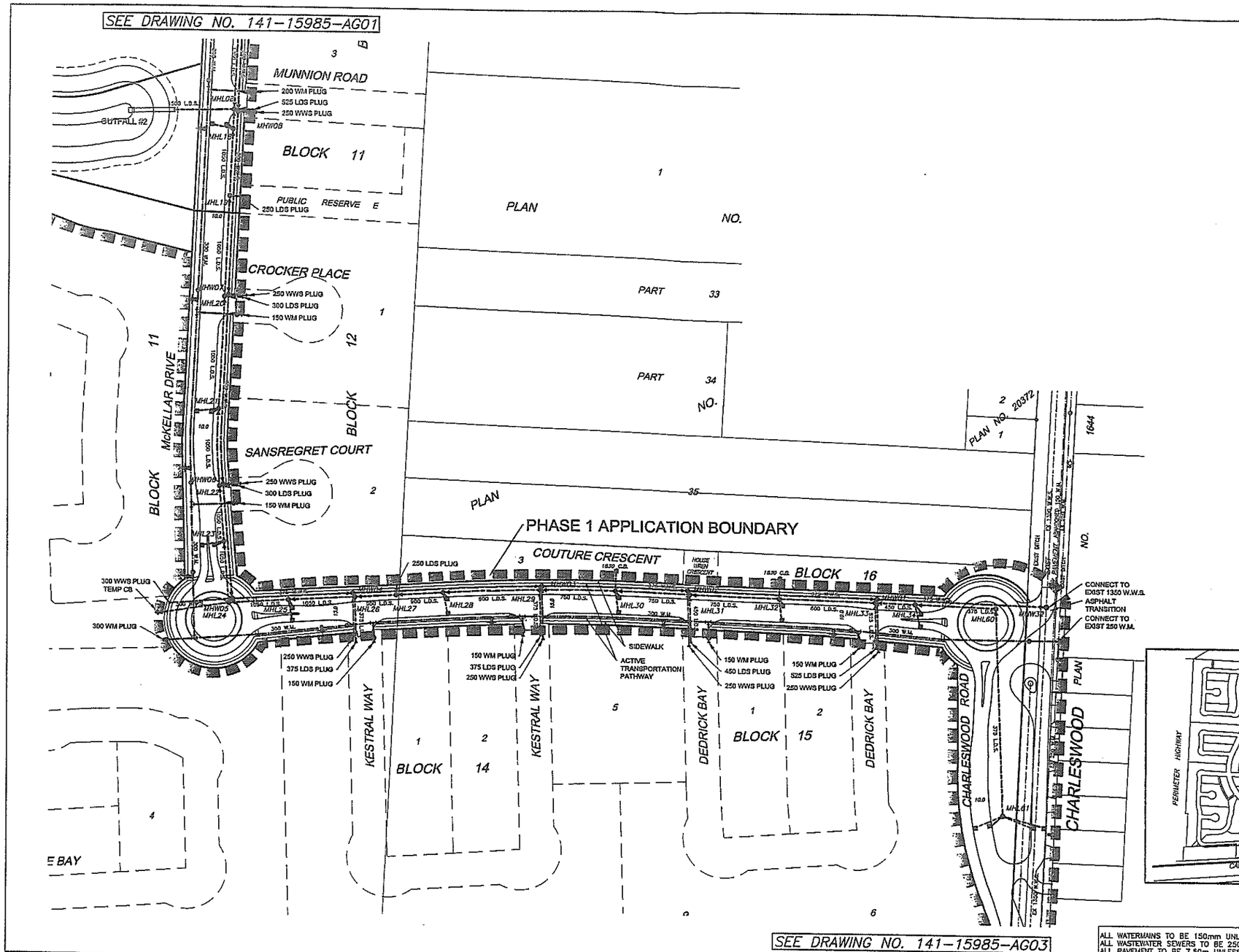
AGREEMENT DRAWING
UNDERGROUND SERVICING &

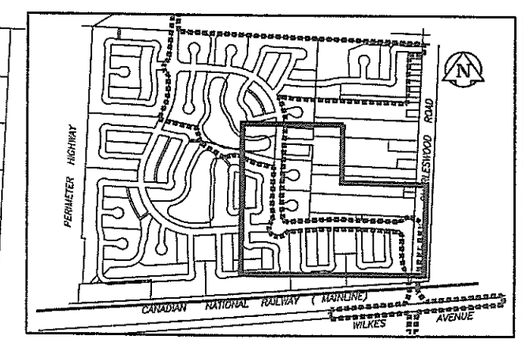
CITY DRAWING NO.

Developer's Initials:

Original Court Copy

City's Initials:





DRAWING KEY

ALL WATERMAINS TO BE 150mm UNLESS OTHERWISE SHOWN
ALL WASTEWATER SEWERS TO BE 250mm UNLESS OTHERWISE SHOWN
ALL PAVEMENT TO BE 7.50m UNLESS OTHERWISE SHOWN

APEGM Certificate of Authorization WSP CANADA INC. No. 5079 Date:

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED
	WATERMAIN			HYDRO		34.19	LOT ELEVATION	34.22
	HYDRANT			M.T.S.			HOUSE ELEVATION	35.05
	VALVE			CONCRETE UP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			150mm MODIFIED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			SIDEWALK RAMP				
	GAS		123.00	ELEVATIONS	34.000			

LOCATION APPROVED

SUPVI. U/G STRUCTURES DATE
COMMITTEE

NOTE:

LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING STRUCTURE AND SERVICE OR THAT THE GIVEN LOCATIONS ARE EXACT. CONTRACTOR OF EXISTING AND EXACT LOCATIONS OF EXISTING MUST BE OBTAINED FROM ALL APPROPRIATE UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.H. CHEM. 81-003
ELEV. 233.169

NO.	REVISIONS	DATE	BY
01	CITY SUBMISSION	05/10/14	B.H.

WSP
1600 BUFFALO PLACE
WINNIPEG, MB. R3T 6B8
PHONE: 204-477-6650
FAX: 204-474-2354
WWW.WSPGROUP.COM

DESIGNED BY	B.H.	CHECKED BY	B.H./I.McK.
DRAWN BY		APPROVED BY	I.McK.
HOR. SCALE:	1:1000	RELEASED FOR CONSTRUCTION	
VERT. SCALE:			
DATE	OCT, 2014	DATE	

DISCIPLINE SEAL: PROVINCE OF MANITOBA I.McKINNON 2014/10/14 REGISTERED PROFESSIONAL ENGINEER

CONSULTANT DRAWING NO. 141-15985-00 -AG02

Winnipeg

THE CITY OF WINNIPEG

NOVAMET DEVELOPMENT CORPORATION

RIDGEWOOD WEST SUBDIVISION–PHASE 1
DASZ 24/13
AG 50/13

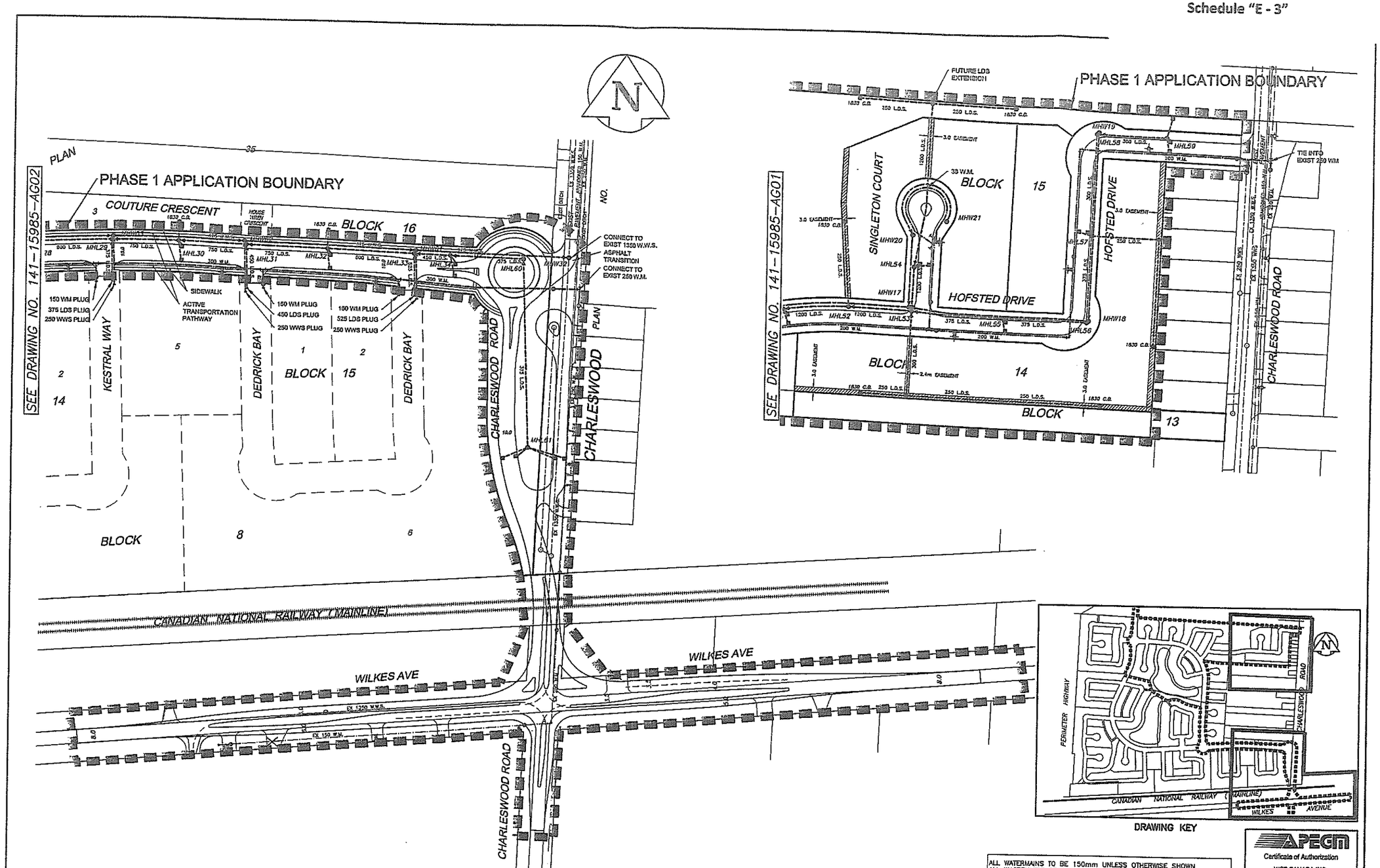
AGREEMENT DRAWING
UNDERGROUND SERVICING &

CITY DRAWING NO.

Developer's Initials:

City's Initials:

Court Copy



ALL WATERMAINS TO BE 150mm UNLESS OTHERWISE SHOWN
ALL WASTEWATER SEWERS TO BE 250mm UNLESS OTHERWISE SHOWN
ALL PAVEMENT TO BE 7.50m UNLESS OTHERWISE SHOWN

APEGM
Certificate of Authorization
WSP CANADA INC.
No. 5079 Date:

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED
	WATERMAIN			HYDRO		34.19	LOT ELEVATION	34.22
	HYDRANT			M.T.S.			HOUSE ELEVATION	33.65
	VALVE			CONCRETE LIP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			150mm MODIFIED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			SIDEWALK RAMP				
	GAS			ELEVATIONS	34.660			

LOCATION APPROVED

SUPV. U/G STRUCTURES COMMITTEE — DATE

NOTE:

LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON EXIST. INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL SYSTEMS UNLESS AND SHOWN OR THAT THE SHOWN LOCATIONS ARE EXACT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

NO.	REVISIONS	DATE	BY
01	CITY SUBMISSION	14/10/14	B.H.

WSP
1600 DUFFERIN PLACE
WINNIPEG, MB, R3T 0R6
PHONE: 204-477-6650
FAX: 204-474-2994
WWW.WSP-GROUP.COM

DESIGNED BY	B.H.	CHECKED BY	B.H./I.McK.
DRAWN BY	G.D./R.S	APPROVED BY	I.McK.
HOR. SCALE:	1:1000	RELEASED FOR CONSTRUCTION	
VERT. SCALE:			
DATE	OCT. 2014	DATE	

ENGINEERS SEAL: PROVINCE OF MANITOBA — I. McKINNON — Oct 6/14 — REGISTERED PROFESSIONAL ENGINEER

CONSULTANT DRAWING NO. 141-15985-00 –AG03

Winnipeg

THE CITY OF WINNIPEG
NOVAMET DEVELOPMENT CORPORATION

RIDGEWOOD WEST SUBDIVISION–PHASE 1
DASZ 24/13
AG 50/13

CITY DRAWING NO.

AGREEMENT DRAWING
UNDERGROUND SERVICING & I

Developer's Initials:

City's Initials:

Original Court Copy

Schedule "E - 4"

HARTE TRAIL

ABANDONED BY BOARD OF RAILWAY COMMISSIONER'S ORDER NO. R21036 DATED AUGUST 29, 1975

PLAN

PHASE 1 APPLICATION BOUNDARY

DALE BOULEVARD

COUTURE CRESCENT

JOYNSON CRESCENT

McKELLAR DRIVE

VESPER COURT

PEREGRINE POINT

KELLY PLACE

KOWALSKY CRESCENT

CAMIRA WAY

HOFSTED DRIVE

SINGLETON COURT

HAIKOSKI COURT

MUNNION ROAD

BLOCK 5

BLOCK 6

BLOCK 7

BLOCK 8

BLOCK 9

BLOCK 10

BLOCK 11

BLOCK 12

BLOCK 14

PUBLIC RESERVE C

PUBLIC RESERVE D

SRB #1

SEE DRAWING NO. 141-15985-AG05

SEE DRAWING NO. 141-15985-AG06

DRAWING KEY

PERIMETER HIGHWAY

CHARLESWOOD ROAD

CANADIAN NATIONAL RAILWAY (MAINLINE)

WILKES AVENUE

ALL WATERMAINS TO BE 150mm UNLESS OTHERWISE SHOWN
ALL WASTEWATER SEWERS TO BE 250mm UNLESS OTHERWISE SHOWN
ALL PAVEMENT TO BE 7.50m UNLESS OTHERWISE SHOWN

APEGM Certificate of Authorization WSP CANADA INC. No. 5079 Date:

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED
	WATERMAIN			HYDRO		34.19	LOT ELEVATION	34.22
	HYDRANT			M.T.S.			HOUSE ELEVATION	35.05
	VALVE			CONCRETE LIP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			150mm MODIFIED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			SIDEWALK RAMP				
	GAS			ELEVATIONS		(34.69)		

LOCATION APPROVED

CLEV. U/G STRUCTURES COMMITTEE DATE

NOTE:

LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE GIVEN LOCATIONS ARE EXACT. LOCATION OF UTILITIES AND OTHER STRUCTURES MUST BE VERIFIED BY EXCAVATION BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CGSM 81-030
ELEV. 233.169

No.	REVISIONS	DATE	BY
01	CITY COMMENTS	06/10/14	B.H.

WSP
1600 BUFFALO PLACE
WINNIPEG, MB, R3T 6B8
PHONE: 204-477-6650
FAX: 204-474-2864
WWW.WSPGROUP.COM

DESIGNED BY	B.H.	CHECKED BY	B.H./I.McK.
DRAWN BY	G.D./R.S	APPROVED BY	I.McK.
HOR. SCALE:	1:1000	RELEASED FOR CONSTRUCTION	
VERT. SCALE:			
DATE	OCT. 2014	DATE	

ENGINEERS SEAL: PROVINCE OF MANITOBA, IAN McKINNON, PROFESSIONAL ENGINEER, Oct 6/14

CONSULTANT DRAWING NO. 141-15985-00 -AG04

Winnipeg

THE CITY OF WINNIPEG
NOVAMET DEVELOPMENT CORPORATION

RIDGEWOOD WEST SUBDIVISION–PHASE 1
DASZ 24/13
AG 50/13

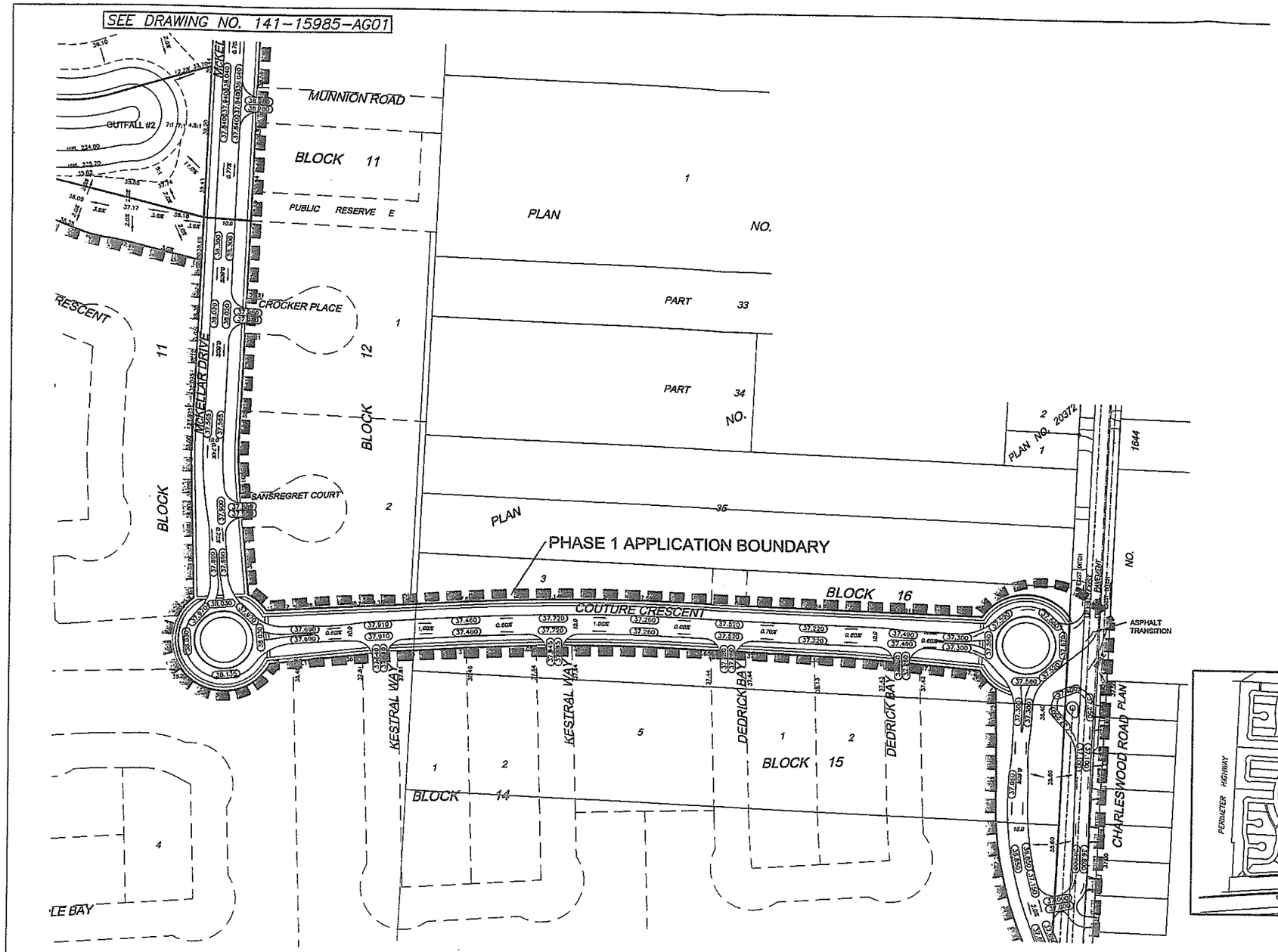
CITY DRAWING NO. -

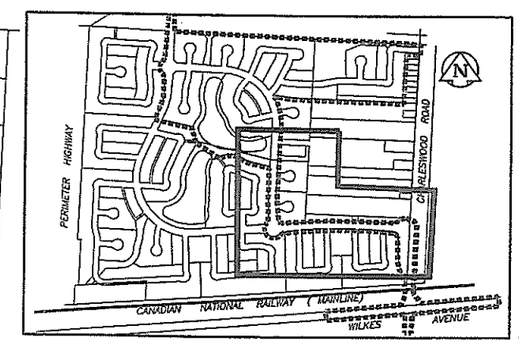
AGREEMENT DRAWING
GRADING PLAN

Developer's Initials:

City's Initials:

Original Court Copy





DRAWING KEY

ALL WATERMAINS TO BE 150mm UNLESS OTHERWISE SHOWN
ALL WASTEWATER SEWERS TO BE 250mm UNLESS OTHERWISE SHOWN
ALL PAVEMENT TO BE 7.50m UNLESS OTHERWISE SHOWN

APEGM
Certificate of Authorization
WSP CANADA INC.
No. 5079 Date:

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED
	WATERMAIN			HYDRO		34.10	LOT ELEVATION	34.22
	HYDRANT			M.T.S.			HOUSE ELEVATION	35.05
	VALVE			CONCRETE LIP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			150mm MODIFIED DARROW CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			SIDEWALK RAMP				
	GAS		34.50	ELEVATIONS	34.50			

LOCATION APPROVED

SUPV. U/G STRUCTURES DATE
COMMITTEE

NOTE:
LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE AT THE TIME OF PREPARATION. THAT ALL EXISTING SERVICES AND BURIED OR THAT THE EXACT LOCATIONS ARE EXACT. CONFIRMATION OF SERVICES AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CGS# 01-035
ELEV. 233.159

NO.	REVISIONS	DATE	BY
01	CITY CONNECTION	25/10/14	D.L.

WSP
1600 BUFFALO PLACE
WINNIPEG, MB, R3T 6B8
PHONE: 204-477-6650
FAX: 204-474-2654
WWW.WSPGROUP.COM

DESIGNED BY	B.H.	CHECKED BY	B.H./I.McK.
DRAWN BY	G.D./R.S.	APPROVED BY	I.McK.
HOR. SCALE:	1:1000	RELEASED FOR CONSTRUCTION	
VERT. SCALE:			
DATE	OCT. 2014	DATE	

PROFESSIONAL ENGINEER
PROVINCE OF MANITOBA
IAN G. McKINNON
100061
OCT 26/14

CONSULTANT DRAWING NO.
141-15985-00 -AG05

Winnipeg

THE CITY OF WINNIPEG
NOVAMET DEVELOPMENT CORPORATION

RIDGEWOOD WEST SUBDIVISION-PHASE 1
DASZ 24/13
AG 50/13

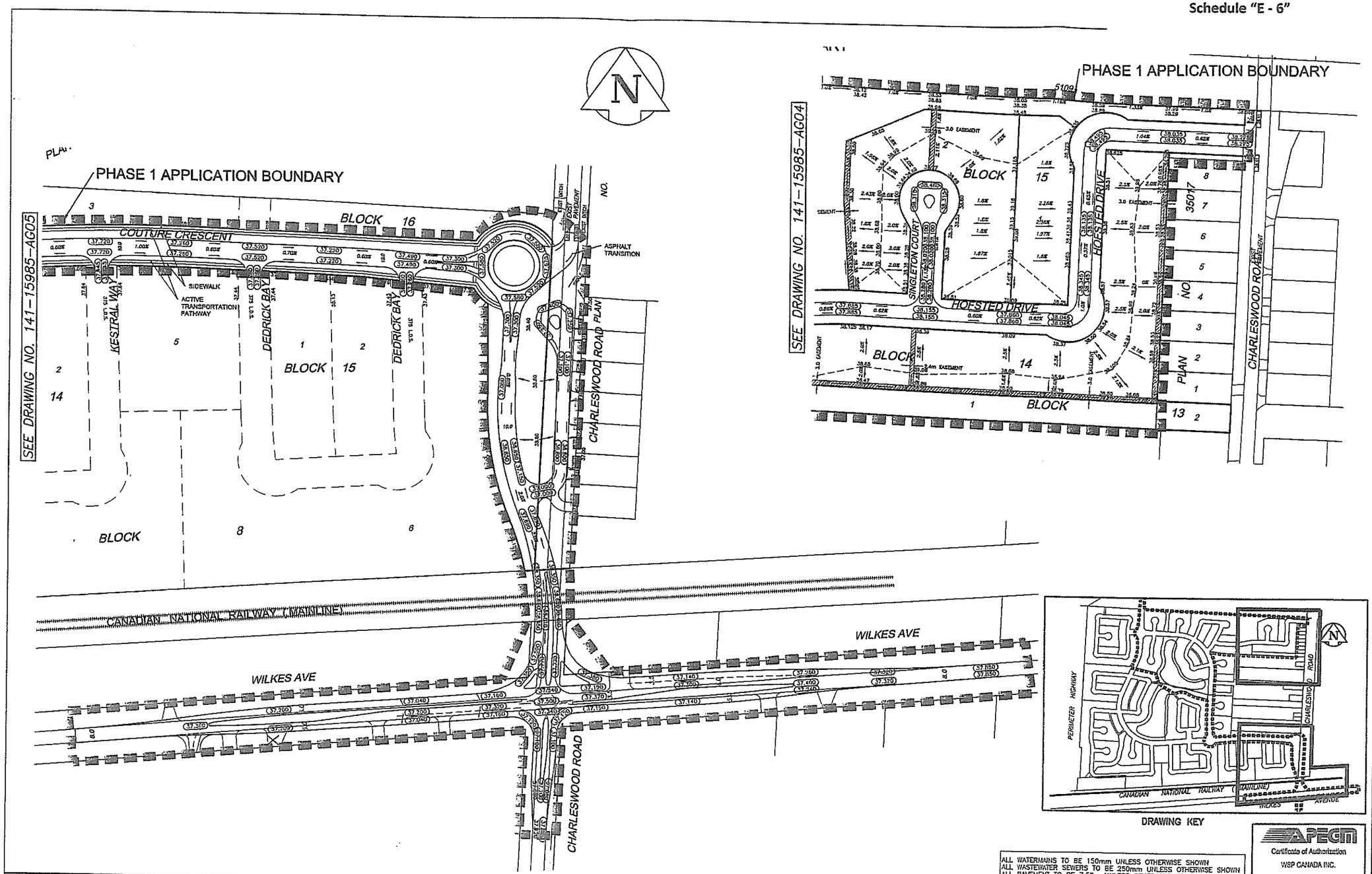
AGREEMENT DRAWING
GRADING PLAN

CITY DRAWING NO.

Developer's Initials:

City's Initials:

Original Court Copy



ALL WATERMAINS TO BE 150mm UNLESS OTHERWISE SHOWN
ALL WASTEWATER SEWERS TO BE 250mm UNLESS OTHERWISE SHOWN
ALL PAVEMENT TO BE 7.50m UNLESS OTHERWISE SHOWN

APEGM
Certificate of Authorization
WSP CANADA INC.
No. 5079 Date:

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED
	WATERMAIN			HYDRO		34.19	LOT ELEVATION	34.22
	HYDRANT			H.T.S.			HOUSE ELEVATION	35.05
	VALVE			CONCRETE L/P CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			150mm MOUNTED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			SIDEWALK RAMP				
	GAS			ELEVATIONS	(34.69)			

LOCATION APPROVED

SIGN. U/G STRUCTURES COLLECTIVE — DATE

NOTE:
LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THEIR LOCATION IS ACCURATE. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO STARTING WORK AND FOR PROTECTING THEM DURING CONSTRUCTION.

NO.	REVISIONS	DATE	BY
01	CITY SUBMISSION	20/10/14	G.H.

WSP
1600 BUFFALO PLACE
WINNIPEG, MB, R3T 6B8
PHONE: 204-477-6650
FAX: 204-474-5594
WWW.WSPGROUP.COM

DESIGNED BY	G.H.	CHECKED BY	G.H./I.McK.
DRAWN BY	G.D./R.S.	APPROVED BY	I.McK.
HOR. SCALE	1:1000	RELEASED FOR CONSTRUCTION	
VERT. SCALE			
DATE	OCT. 2014	DATE	

ENGINEERS SEAL: PROVINCE OF MANITOBA — McKINNON — Oct 6/14 — REGISTERED PROFESSIONAL ENGINEER

CONSULTANT DRAWING NO. 141-15985-00 –AG06

Winnipeg

THE CITY OF WINNIPEG

NOVAMET DEVELOPMENT CORPORATION

RIDGEWOOD WEST SUBDIVISION–PHASE 1
DASZ 24/13
AG 50/13

AGREEMENT DRAWING
GRADING PLAN

CITY DRAWING NO.

Developer's Initials:

City's Initials:

Original Court Copy

AG 50/13
DASZ 50/2013

SCHEDULE "F"
FORM OF LETTER OF CREDIT

THE BANK OF _____
(date): _____

TO: THE CITY OF WINNIPEG
Credit No. _____
Amount: ($Cdn.) _____
Expiry Date: _____
Developer: **RIDGEWOOD WEST LAND CORP.**

IRREVOCABLE LETTER OF CREDIT

Dear Sirs:

1. _____ (the "Bank"), for valuable consideration, the receipt of which is hereby acknowledged, hereby establishes in your favour an irrevocable Letter of Credit (the "Credit") in the amount of $_____, on which you may draw up to but not after _____ (the "Expiry Date").

2. This Credit is issued in connection with obligations incurred or to be incurred by Ridgewood West Land Corp. (the "Developer") under Development Agreement No. AG 50/13 dated February 26, 2014.

3. A drawing under this Credit shall be made on or before the Expiry Date by you presenting to the Bank at _____ (*street address*), Winnipeg, Manitoba, this Credit and a Demand in writing signed by a person who has been duly authorized to sign on your behalf.

4. The Demand shall refer to this Credit by the above number, shall state the amount demanded, and shall certify that the Developer has failed to perform any one or more of its obligations as stipulated in Agreement No. AG 50/13.

5. Upon receipt of the Credit and Demand on or before the Expiry Date, the Bank shall pay to you the amount stated in the Demand, without enquiring whether the City has a right to such amount as between yourself and the Developer, provided that such amount, together with other amounts paid to you under this Credit, if any, do not exceed in the aggregate the amount of the Credit.

6. This Credit is deemed to be automatically extended for _____ (*minimum 60 days*) from the Expiry Date and any future expiration date, unless the Bank notifies you in writing at least 30 days prior to any such date that the Bank elects not to renew it, which notice must be directed and sent by fax to:

   The City of Winnipeg
   Legal Services Department
   3rd Floor – 185 King Street
   Winnipeg, Manitoba R3B 1J1 Fax: 204 947 9155
   Attn: Director of Legal Services and City Solicitor

Yours truly,

THE BANK OF _____

_____ _____
Authorized Signature Authorized Signature

NOTE: The concluding clause does not prevent cancellation at any time with the City's consent.

Developer's Initials: _____

City's Initials: _____

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This is Exhibit 31 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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Minute No. 209
Report – Standing Policy Committee on Property and Development – January 14, 2014

Item No. 21 **Amendments to the Charleswood Transportation Levy and the Creation of a new Ridgewood Transportation Levy (Charleswood – Tuxedo Ward)**

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Property and Development and adopted the following:

1. That the monies collected from the existing Charleswood Transportation Levy be used to fund projects directly related to regional transportation facilities.

2. That the boundaries of the existing Charleswood Transportation Levy area be modified to exclude the area of Precinct Q.

3. That the City continue collecting the existing Charleswood Transportation Levy to fund projects directly related to regional transportation facilities.

4. That a new levy be established for the lands within the boundaries Precinct Q and that this levy is to fund transportation related infrastructure for the Precinct Q area, as identified in the attached Appendix. This levy to be referred to as "Ridgewood Transportation Levy".

5. That Council approve modification of the existing Charleswood Transportation Levy and allow creation of a new levy, to be referred to as the Ridgewood Transportation Levy.

6. No other transportation related infrastructure works outside the Ridgewood Precinct plan shall be the responsibility of any precinct plan landowner.

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

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Report – Standing Policy Committee on Property and Development – January 14, 2014

DECISION MAKING HISTORY:

Moved by Councillor Browaty,
That the recommendation of the Standing Policy Committee on Property and Development be adopted by consent.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On January 22, 2014, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On January 14, 2014, the Standing Policy Committee on Property and Development concurred in the recommendation of the Assiniboia Community Committee and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On January 7, 2014, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service with the following amendment:

- Add the following recommendation number 6.

  "6. No other transportation related infrastructure works outside the Ridgewood Precinct plan shall be the responsibility of any precinct plan landowner."

and forwarded the matter to the Standing Policy Committee on Property and Development.

STANDING COMMITTEE DECISION:

On November 5, 2013, the Standing Policy Committee on Property and Development directed the Winnipeg Public Service to report back to the Assiniboia Community Committee at its meeting on January 7, 2014, on the following:

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Report – Standing Policy Committee on Property and Development – January 14, 2014

DECISION MAKING HISTORY: (continued)

STANDING COMMITTEE DECISION: (continued)

1. A comprehensive review of the Charleswood Transportation Levy. The review shall include but not be limited to the following:

   A. The balance of the levy account;
   B. An overview of the levy including the scope and nature of the projects it can be used for;
   C. Options for repurposing the existing levy to fund improvements in the area to mitigate the impacts of new development;

2. The creation of a new transportation levy for the lands within the Ridgewood South Precinct.

COMMUNITY COMMITTEE RECOMMENDATION:

On November 5, 2013, the Assiniboia Community Committee laid over the matter to its meeting on January 7, 2014.

On October 15, 2013, the Assiniboia Community Committee directed that the Winnipeg Public Service be directed to review and report back to the Community Committee within thirty (30) days on the following:

1. A comprehensive review of the Charleswood Transportation Levy. The review shall include but not be limited to the following:

   A. The balance of the levy account;
   B. An overview of the levy including the scope and nature of the projects it can be used for;
   C. Options for repurposing the existing levy to fund improvements in the area to mitigate the impacts of new development;

2. The creation of a new transportation levy for the lands within the Ridgewood South Precinct Q, and forwarded to the Standing Policy Committee on Property and Development.

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ADMINISTRATIVE REPORT

Title: Charleswood Transportation Levy and Creation of a Ridgewood South Transportation Levy

Critical Path: Assiniboia Community Committee > Standing Policy Committee on Property and Development > Executive Policy Committee > Council

AUTHORIZATION

Author	A/Department Head	CFO	CAO
C. Desjardine, M.Sc., P.Eng.	L. Escobar, P.Eng., P.T.O.E.	n/a	

RECOMMENDATIONS

That:

- The monies collected from the existing Charleswood Transportation Levy be used to fund projects directly related to regional transportation facilities.
- The boundaries of the existing Charleswood Transportation Levy area be modified to exclude the area of Precinct Q.
- The City continue collecting the existing Charleswood Transportation Levy to fund projects directly related to regional transportation facilities.
- A new levy be established for the lands within the boundaries Precinct Q and that this levy is to fund transportation related infrastructure for the Precinct Q area, as identified in the attached Appendix. This levy to be referred to as “Ridgewood Transportation Levy”.
- Council approve modification of the existing Charleswood Transportation Levy and allow creation of a new levy, to be referred to as the Ridgewood Transportation Levy.

REASON FOR THE REPORT

Council Authority is required to modify the parameters of the existing Charleswood Transportation Levy and to create a new Transportation Levy.

IMPLICATIONS OF THE RECOMMENDATIONS

The cost of the proposed Ridgewood Transportation Levy to Developers is estimated to be $38,793.67 per net developer acre. As approved in the Ridgewood Precinct Plan, the transportation area charge should be reviewed at every major phase of development within Ridgewood South and the area charge shall be updated annually. There are no financial implications to the City of Winnipeg.

HISTORY

On November 26, 1986, Council approved implementation of a Charleswood Transportation Levy as a condition of subdivision applications within the area bounded by Wilkes Avenue, the west limit of the Assiniboine Forest and extension thereto, the Assiniboine River and the Perimeter Highway. The following is the approved motion:

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"41. Where lands are approved for subdivision in the area bounded by Wilkes Avenue, the West limit of the Assiniboine Forest and extension thereto, the Assinboine River and the Perimeter Highway, the subdivision applicant shall be required by agreement to pay to the City as a condition of subdivision $.25 (1987) per square foot of gross subdivision area for phased construction of regional transportation facilities in the Charleswood area to remedy the existing inadequate street capacity.

Pursuant to the provisions of specific subdivision agreements the charge of $.25 will be adjusted to reflect then current construction costs"

At its meeting on October 15, 2013, the Assiniboia Community Committee directed the Winnipeg Public Service to review and report back to the Community Committee within thirty (30) days on the following:

1. *A comprehensive review of the Charleswood Transportation Levy. The review shall include but not be limited to the following:*
    - *The balance of the levy account;*
    - *An overview of the levy including the scope and nature of the projects it can be used for;*
    - *Options for repurposing the existing levy to fund improvements in the area to mitigate the impacts of new development;*

2. *The creation of a new transportation levy for the lands within the Ridgewood South Precinct Q, and forwarded to the Standing Policy Committee on Property and Development.*

At its meeting on November 5, 2013, the Standing Policy Committee on Property and Development directed the Winnipeg Public Service to report back to the Assiniboia Community Committee at its meeting on January 7, 2014, on the above items.

The attached Appendix provides a summary of the Winnipeg Public Service review and recommendations

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FINANCIAL IMPACT

Financial Impact Statement Date: December 30, 2013

Project Name:
Charleswood Transportation Levy and Creation of a Ridgewood South Transportation Levy

COMMENTS:

There is no financial impact associated with the recommendations of this report as the transportation levy is not budgeted.

"Original Signed by M. Kray
M. Kray, CMA
Financial Analyst

CONSULTATION

In preparing this report there was consultation with:
Planning, Property & Development,
Legal Services, Qualico,
Landmark Planning & Design Inc., and
Stantec Consulting Ltd.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: C. Desjardine, M.Sc., P.Eng., Traffic Assessment Engineer
Date: December 31, 2013
File No. A/C

Attachment: Appendix – Winnipeg Public Service Review and Recommendations

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APPENDIX

Winnipeg Public Service Review and Recommendations

As a result of the motion by the Standing Policy Committee on Property and Development on November 5, 2013; the Winnipeg Public Service completed a review of the Charleswood Transportation Levy, including:

- The balance of the levy account;
- An overview of the levy including the scope and nature of the projects it can be used for;
- Options for repurposing the existing levy to fund improvements in the area to mitigate the impacts of new development;

The Winnipeg Public Service also reviewed and provided recommendations for the creation of a new transportation levy for the lands within the Ridgewood South Precinct Q.

Balance of the levy account

The balance of the levy account as of December 12, 2013 is:

Cash	$ 1,242,750.60
Securities	$ 776,716.99
Total	**$ 2,019,467.59**

Overview of the Charleswood Transportation Levy including the scope and nature of the projects it can be used for

On November 26, 1986, Council approved implementation of a Charleswood Transportation Levy as a condition of subdivision applications within the area bounded by Wilkes Avenue, the west limit of the Assiniboine Forest and extension thereto, the Assiniboine River and the Perimeter Highway. The following is the approved motion:

"41. Where lands are approved for subdivision in the area bounded by Wilkes Avenue, the West limit of the Assiniboine Forest and extension thereto, the Assinboine River and the Perimeter Highway, the subdivision applicant shall be required by agreement to pay to the City as a condition of subdivision $.25 (1987) per square foot of gross subdivision area for phased construction of regional transportation facilities in the Charleswood area to remedy the existing inadequate street capacity.

Pursuant to the provisions of specific subdivision agreements the charge of $.25 will be adjusted to reflect then current construction costs"

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The monies collected pursuant to the 1986 Council resolution in respect of the Charleswood Transportation levy must be spent on the projects directly related to regional transportation facilities.

This would therefore apply to those portions of Wilkes Avenue, Roblin Boulevard and William R. Clement Parkway (WRCP) that are within the geographic boundaries relative to the Charleswood Transportation Levy. This can include design studies which need to be included prior to construction.

Options for repurposing the existing Charleswood Transportation Levy to fund improvements in the area to mitigate the impacts of new development

The intent of the existing Charleswood Transportation Levy was to be used for projects directly related to regional transportation facilities. It is not recommended to repurpose this levy, but instead to use the existing funds collected for such projects. It is also recommended to adjust the boundaries of the existing Charleswood Transportation Levy to exclude the area of Precinct Q and to continue collecting the Charleswood Transportation Levy to fund projects directly related to regional transportation facilities. A portion of the Charleswood Transportation Levy could be used for a functional design study to realign Wilkes Avenue, as recommended in the Charleswood Area Transportation Study report completed by MMM Group Ltd. in 2012.

Creation of a new transportation levy for the lands within the Ridgewood South Precinct Q

It is recommended that a new transportation levy be established (Ridgewood Transportation Levy) to fund transportation related infrastructure for the Precinct Q area including major intersection improvements, construction of Collector roadways, and improvements for the movement of pedestrians along existing roadways within Charleswood which are greatly impacted by the development of Precinct Q. The following is recommended to be part of the new Ridgewood Transportation Levy:

- Intersection improvement/auxiliary lanes at Arterial/Expressway intersections (William R Clement Parkway and Ridgewood Collector),
- Major intersection improvements at Wilkes Avenue and Charleswood Road including modifications to the railway crossing and traffic control signal installation,
- Minor intersection improvements along Wilkes Avenue at Community Row, Harstone Road, Fairmont Road and Elmhurst Road consisting of auxiliary lanes (shoulder widening) to provide reasonable storage during rail crossing events,
- Upgrades/reconstruction of existing roads and minor crossing improvements of the CNR Rivers Mainline at Community Row, Harstone Road, Fairmont Road, and Elmhurst Road,
- Improvements to the pedestrian environment (sidewalk construction) and land drainage along Rannock Avenue, Harstone Road, and Eldridge Avenue and completion of the 10m wide Portland cement concrete along Dieppe Road. As some of these improvements are outside of the Precinct Q boundaries, an amendment to the Precinct plan is required.

The cost of the Ridgewood Transportation Levy is estimated to be $38,793.67 per net developable acre. This includes the above improvements based on percentage that the levy will

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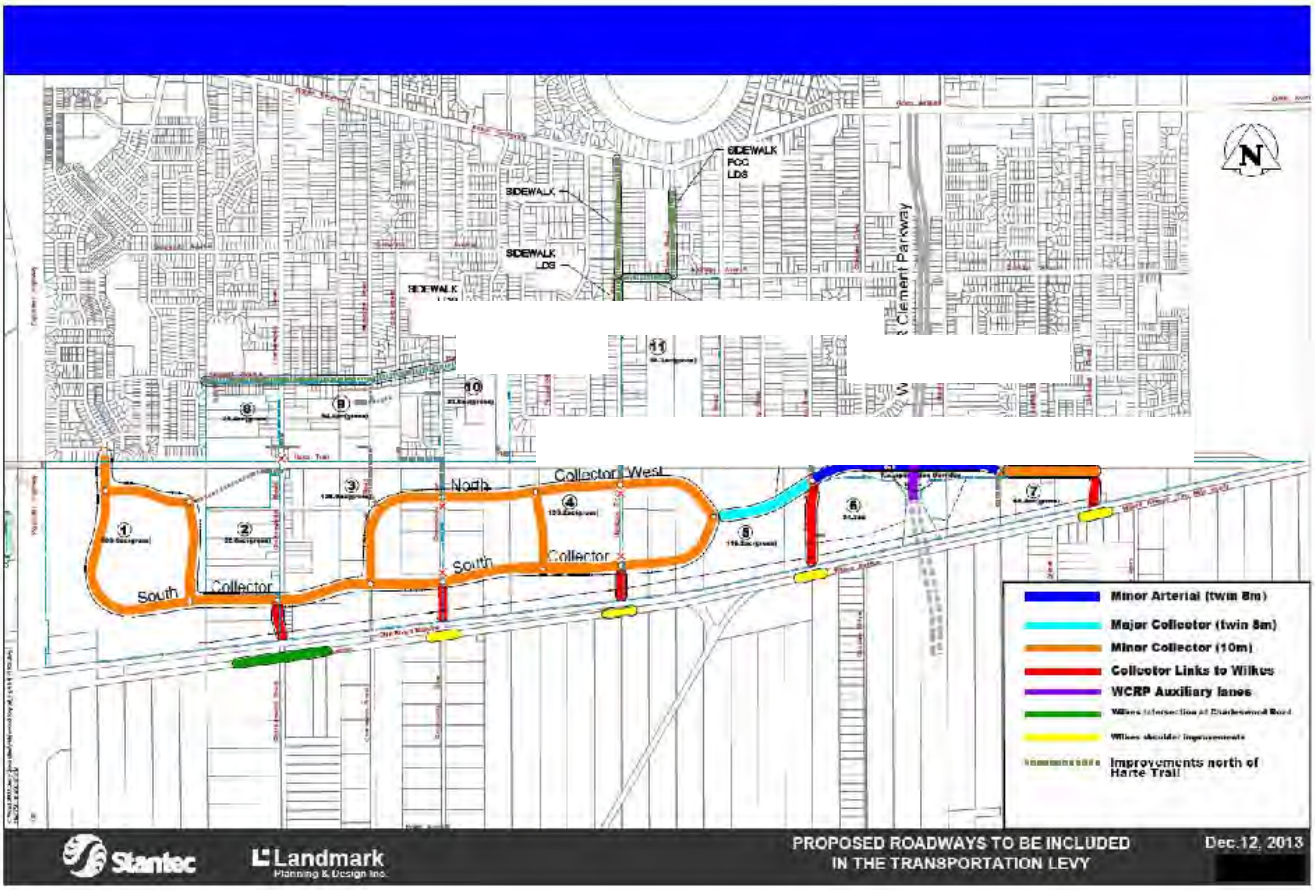
cover. The table below shows a percent split between what the levy will cover and the direct costs the developer will cover.

	% of Levy	% of Developer
Minor Arterial	50%	0%
Major Collector	75%	25%
Minor Collector	50%	50%
Willkes Avenue Improvements	100%	0%
WRCP Auxiliary lanes	50%	0%
Offsite improvements north of the Harte Trail	100%	0%

Under the existing Development Agreement Parameters, the City is responsible for the other 50% for arterials. As approved in the Ridgewood Precinct Plan, the transportation area charge should be reviewed at every major phase of development within Ridgewood South and the area charge shall be updated annually.

The following map shows the proposed roads/works to be included in the Ridgewood Transportation Levy as well as roadway classifications.



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This is Exhibit 32 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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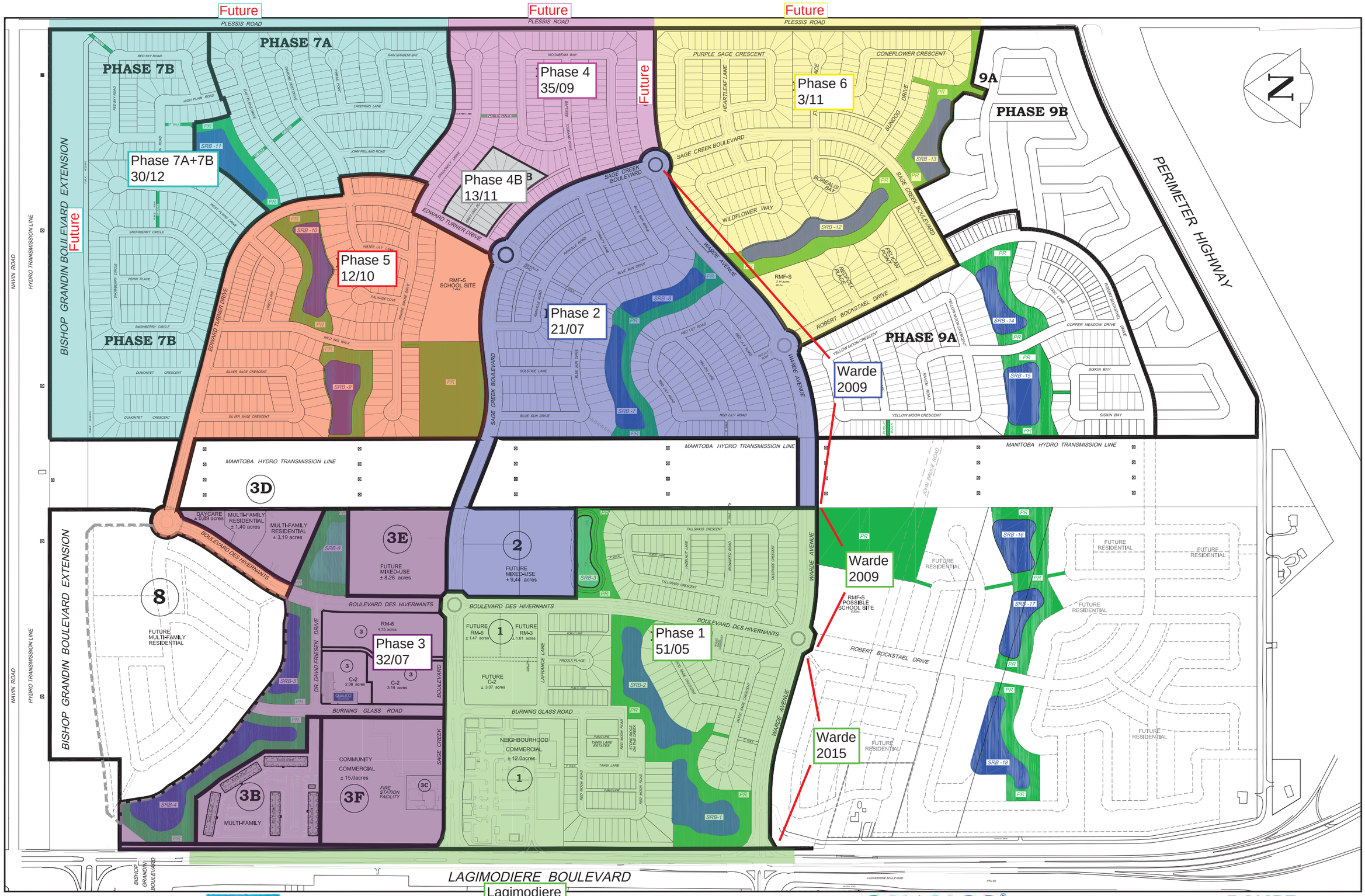

SAGE CREEK MASTERPLAN

This is Exhibit 33 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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FINAL

BACKGROUND REPORT

ON

WATER, WASTEWATER, STORMWATER AND TRANSPORTATION SERVICES

FOR

SOUTH ST. BONIFACE AREA STRUCTURE PLAN

Prepared by:

SEG Engineering Inc.
Consulting Engineers
200 Tache Avenue
Winnipeg, Manitoba
R2H 1A7

July, 2005

SEG File No.: 043 013

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FINAL

BACKGROUND REPORT

ON

WATER, WASTEWATER, STORMWATER AND TRANSPORTATION SERVICES

FOR

SOUTH ST. BONIFACE AREA STRUCTURE PLAN

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3.0 WASTEWATER SEWERS 4

4.0 STORMWATER MANAGEMENT 6

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1.0 INTRODUCTION

The purpose of this report is to supplement the South St. Boniface Area Structure Plan with further information on the proposed designs and concepts for the water, wastewater, stormwater and transportation servicing.

This report, together with the Area Structure Plan document, will provide the appropriate City of Winnipeg departments with the information required to evaluate the effect of the development of this area on the existing infrastructure. This report is based on current City of Winnipeg design standards and guidelines as well as the current plan for development of the area. The information presented, therefore, is suitable for planning purposes. A more detailed design brief will be provided during actual plan of subdivision applications.

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2.0 WATERMAINS

The proposed water distribution system will be serviced by two main sources from the existing water system. One source will be the existing 600 mm feedermain on Lagimodiere Boulevard at an existing off-take chamber approximately 150m south of Smuggler's Cove. The second source will be the 300 mm watermain on Warde Ave. currently proposed under DASZ 36/04 by Novamet Development Ltd. This source may also include a connection to the 600 mm feedermain extension currently proposed by the City of Winnipeg for construction in 2005. Both connections will be made as part of the first phase of servicing. Figure 2.1 indicates the location of these two connections.

Table 2.1, following this section, illustrates calculations to determine the ultimate water demand at build-out (25 years) as well as estimates for demands at the 5, 10, and 15 year intervals. These demands summarize as follows:

Description	**Year**			
	5	**10**	**15**	**25**
Total Average Daily Demand (l/day)	801,900	1,595,000	2,332,500	3,707,500

The assumptions made to determine these demands are:

Average family size	-	3.05
Average per capita consumption	-	250 l/d
Average demand for schools	-	50 l/d per student

Requirements for the commercial area were estimated based on typical usage for various types of services.

At build-out, the total average daily demand of 3,707,500 l/day equates to a maximum hour condition of 107.3 l/sec using a peaking factor of 2.5 times average day. This value is well within the supply capacity of the 600 mm feedermain without causing significant pressure reductions under maximum hour conditions by more than 2 or 3 psi in the existing system.

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In summary, we can confirm that in terms of the existing water distribution piping system, no off-site pipe upgrading should be required. The information provided here should assist the City of Winnipeg in assessing the effect of this development on current and future water treatment requirements.

Several properties located south of Kotelko Drive (Figure 2.1) are included in the area covered by the Proposed Area Structure Plan. These properties have access to Lagimodiere Boulevard and the Perimeter Highway via Kotelko Drive and Plessis Road. One of the properties is currently a car lot of approximately 0.5 ha and the other is a residential site of approximately 1.8 ha. The balance of this area is Highway's Right-of-Way. Should the City request the closing of that portion of Kotelka Drive which parallels Lagimodiere Boulevard on the east side, secondary access to these sites could be provided through the property immediately north of Kotelko Drive. Sewer and water servicing could also be extended to service these sites.

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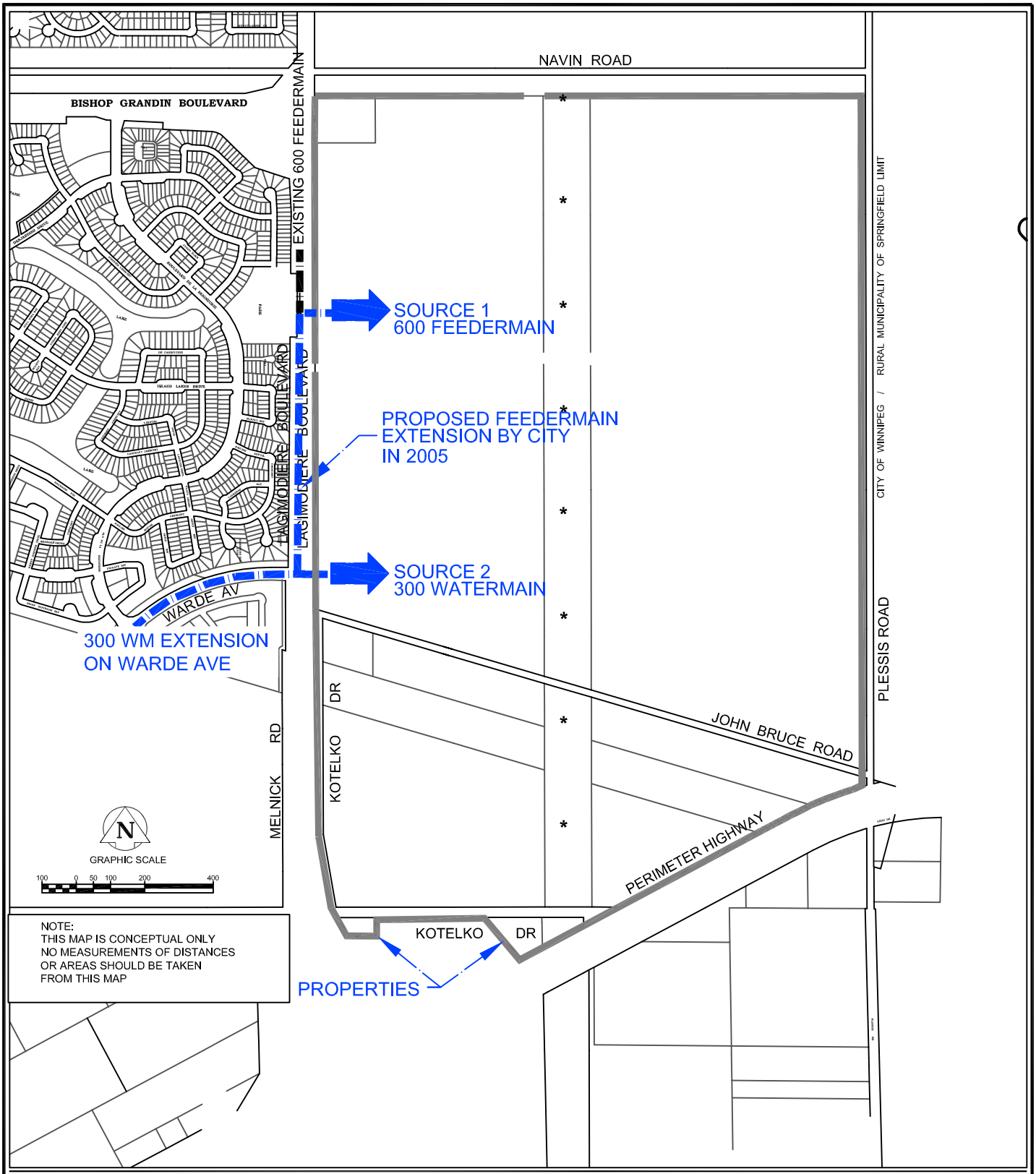

LEGEND:

AREA STRUCTURE PLAN BOUNDARY

EXISTING FEEDERMAIN

PROPOSED CONNECTION

SOUTH ST. BONIFACE
AREA STRUCTURE PLAN
BACKGROUND REPORT

WATER SYSTEM

FIGURE 2.1

JULY 2005

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Qualico Developments

May 27, 2005

St Boniface Lands - Background Report - Sevicing

Water Demand		
Family size	3.05	/unit
Aver consumption	250	lpcd

Type	Description				Year 5	Year 10	Year 15	Year 25	
Residential									
	Single family	125	/yr	Units	625	1250	1875	3125	
				Population	1906	3813	5719	9531	
				Demand	476,563	953,125	1,429,688	2,382,813	liters/day
	Multi family								
	Assume Multi follows same trend as single family								
		24.7	units/ac	Acres	11.2	22.4	33.6	56	
				Population	844	1688	2531	4219	
				Demand	210,938	421,876	632,814	1,054,690	liters/day
	Sub-total Residential				687,501	1,375,001	2,062,502	3,437,503	liters/day
Commercial					Acres	Acres			
	Community	15			10	15			
	Neighbourhood	12			9	12			
		27	acres		19	27			
					84,400.00	120,000.00	120,000.00	120,000.00	liters/day
	Office park	4	acres			30,000.00	30,000.00	30,000.00	liters/day
	Sub-total Commercial				84,400	150,000	150,000	150,000	liters/day
Schools	Students		50	l/d per student	4	8	12	12	acres
	Elementary	600			600	600	600	600	
	Junior	800				800	800	800	
	High	1000					1000	1000	
				Students	600	1400	2400	2400	
	Sub-total schools			Demand	30,000	70,000	120,000	120,000	liters/day

Summary - Water Demand		Year 5	Year 10	Year 15	Year 25	
Total Average Daily Demand		**801,900**	**1,595,000**	**2,332,500**	**3,707,500**	**liters/day**
	Average	9.3	18.5	27.0	42.9	liters/sec
	Peak factor	2.5	2.5	2.5	2.5	
	Max Hr	**23.2**	**46.2**	**67.5**	**107.3**	**liters/sec**

Table 2.1

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3.0 WASTEWATER SEWERS

The proposed wastewater sewer collection system will connect to the existing system at the 1350 mm interceptor on Bishop Grandin Boulevard at Lagimodiere Boulevard and at the future Warde Ave Secondary Extension on Warde at Lagimodiere Blvd. Figure 3.1 indicates the locations of these connections. The servicing boundary between the two systems may vary subject to detailed analysis once development plans are further refined in accordance with the Water and Waste Department's current regional plan and collections servicing scheme.

Table 3.1, following this section, indicates calculations to determine the ultimate peak dry weather flow at build-out as well as estimates at the 5, 10, and 15 year intervals. These flows summarize as follows:

Description	**Year**			
	5	**10**	**15**	**25**
Total Peak Dry Weather Flow (l/sec)	49.0	92.3	131.5	206.0

The assumptions made to determine these flows are:

Average family size	-	3.05
Average per capita flow	-	250 l/day
Average flow for schools	-	60 l/day per student
Harmon peaking factor	-	2.72 for a population of approximately 17,150
Infiltration	-	0.11 l/sec per gross acre residential
	–	0.06 l/sec per gross acre all other

The flows for the commercial area were estimated at the corresponding water consumption.

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The invert of the existing interceptor is approximately 7.7m deep at Bishop Grandin and Lagimodiere Boulevard. Areas contributing to flows in the Warde Ave Secondary Extension were estimated as shown on Figure 3.2 and pipe sizes were calculated accordingly to project the future pipe invert on Warde at Lagimodiere Blvd. which was estimated accordingly at approximately 27.18 m. (5.8 meters deep). A quick analysis of a skeleton pipe system indicates that the entire area can be serviced by gravity without the need for a lift station and with approximate boundaries in accordance with the Department's Plan. Plan details may be subject to change and revision, but in general, the concept of the servicing and approximate boundaries can be maintained. (Figure 3.1 and Tables 3.1 to 3.3)

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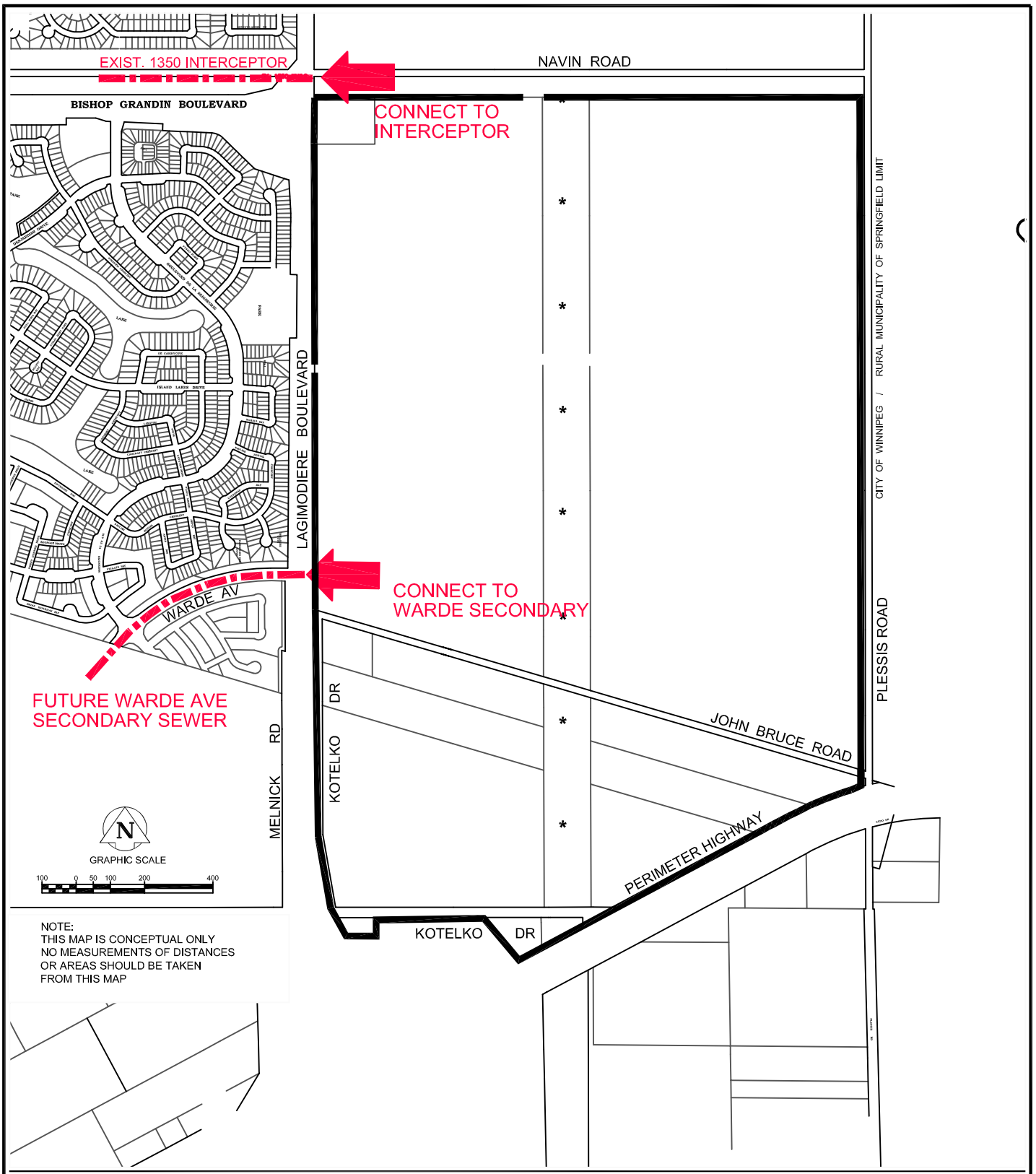

NOTE:
THIS MAP IS CONCEPTUAL ONLY
NO MEASUREMENTS OF DISTANCES
OR AREAS SHOULD BE TAKEN
FROM THIS MAP

LEGEND:

- AREA STRUCTURE PLAN BOUNDARY
- EXISTING INTERCEPTOR
- PROPOSED CONNECTION

SOUTH ST. BONIFACE AREA STRUCTURE PLAN BACKGROUND REPORT

SANITARY SEWER SYSTEM

FIGURE 3.1

JULY 2005

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Qualico Developments

July 6, 2005

St Boniface Lands - Background Report - Sevicing

Wastewater Flows										
	Family size	3.05	/unit							
	Av flow	250	lpcd							
					Year					
Type	Description				5	10	15	25		
Residential										
	Single family	125	/yr	Units	625	1250	1875	3125		
				Population	1906	3813	5719	9531		
				Flow	476,563	953,125	1,429,688	2,382,813	liters/day	
	Area	net			104	208	313	521		
		gross	acres		152	303	455	758		
		infiltratior	0.11	l/s/ac	1,441,048	2,882,096	4,323,144	7,205,240	liters/day	
	Multi family									
	Assume Multi follows same trend as single family									
		24.7	units/ac	Acres	11.2	22.4	33.6	56		
				Population	844	1688	2531	4219		
				Flow	210,938	421,876	632,814	1,054,690	liters/day	
	Area	net			11	22	34	56		
		gross	acres		16	33	49	82		
		infiltratior	0.06	l/s/ac	84,514	169,027	253,541	422,568	liters/day	
		Sub-total Residential			1,525,562	3,051,123	4,576,685	7,627,808	liters/day	
Commercial					Acres	Acres				
	Community	15			10	15				
	Neighbourhood	12			9	12				
		27	acres	Net	19	27	27	27		
					50700	72000	72000	72000	liters/day	
	Office park	4	acres			24000	24000	24000	liters/day	
					0	4	4	4		
		Sub-total Commercial			50,700	96,000	96,000	96,000	liters/day	
Schools		Students	32	l/d per student	4	8	12	12		
	Elementary	600			600	600	600	600		
	Junior	800				800	800	800		
	High	1000					1000	1000		
				Students	600	1400	2400	2400		
		Sub-total schools		Flow	19,200	44,800	76,800	76,800	liters/day	
	Area	net			23	39	43	43		
		gross	acres		33	57	63	63		
	Total commercial and schools	infiltratior	0.06	l/s/ac	173,555	294,288	324,472	324,472	liters/day	

		Year				
		5	**10**	**15**	**25**	
	Domestic	757,401	1,515,801	2,235,302	3,610,303	liters/day
	Infiltration	1,699,116	3,345,411	4,901,156	7,952,279	liters/day
Summary - Wastewater Flow						
Total Average Daily Flow		2,457,000	4,861,000	7,136,000	11,563,000	liters/day
Peak Dry Weather Flow	Domestic	757,401	1,515,801	2,235,302	3,610,303	liters/day
		8.77	17.54	25.87	41.79	liters/sec
	Population incl schools and commercia	3850	7900	11650	17150	
	Harmon PF	3.35	3.06	2.89	2.72	
	Sub-total	29.35	53.61	74.73	113.64	liters/sec
	Infiltration	19.67	38.72	56.73	92.04	liters/sec
	Total peak dry weather flow	49.02	92.33	131.46	205.68	liters/sec
		1.73	3.26	4.64	7.26	cfs

Table 3.1

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File: st bon wws.123
Client: Qualico Dev
Project: St Boniface Lands

Wastewater Sewer

Job No: 043-013
Date: July 2005

6.0 Units/net acre 3.05 per unit
24.7 Units/acre multi
250 LPCPD
0.0039 Cfs/acre Infiltration Residential
0.0021 Cfs/acre Infiltration Commerical

Node From	Node To		Area Ha	Single Family Area Gross Ac	Single Family Area Net Ac	Pop	Harmon P.F.	Peak Dry Flow CFS	Area Infiltration	Total Infiltration	Total Flow	Vel (Ft/sec)	Diam (MM)	HGL %	Pipe %	Length	HGL Upper Inv	HGL Lower Inv	Pipe Upper Inv	Pipe Lower Inv
North System to 1350 Interceptor													250	0.100	0.250	1000	30.92	28.79	30.67	28.17
													250	0.100	0.250	670	30.64	29.26	30.39	28.72
22	23	Multi site	1.6	4.0	4.0	298			0.01											
		Single	40.0	98.8	67.9	1243			0.39											
						1540	3.67	0.58	0.39	0.39	0.97	1.84	250	0.214	0.250	220	29.26	28.79	28.72	28.17
23	24	Multi site	0.0	0.0	0.0	0			0.00											
		Single	18.1	44.7	30.7	562			0.17											
						2103	3.57	0.77	0.17	0.57	1.34	1.76	300	0.153	0.200	360	28.79	28.24	28.17	27.45
24	25	Multi site	0.0	0.0	0.0	0			0.00											
		Single	16.3	40.3	27.7	506			0.16											
		School	0.0	0.0	0.0	102			0.00											
						2711	3.48	0.96	0.16	0.73	1.69	2.22	300	0.244	0.200	440	28.24	27.17	27.45	26.57
25	26	Multi site	2.0	4.9	4.9	372			0.01											
		Single	74.5	184.1	126.5	2314			0.72											
		School	2.0	4.9	4.9	102			0.01											
						5501	3.21	1.80	0.74	1.46	3.27	1.91	450	0.105	0.120	700	27.17	26.43	26.57	25.73
																			33.20	
29	27	Multi site	2.0	4.9	4.9	372			0.01				250	0.100	0.250	780	29.85	27.55	29.60	27.65
		Single	29.1	71.9	49.4	904			0.28										3.61	
		Commercial	0.0	0.0	0.0	0			0.00											
						1276	3.73	0.49	0.29	0.29	0.78	1.47	250	0.137	0.250	390	28.08	27.55	27.65	26.67
27	26	Multi site	21.4	52.9	52.9	3984			0.11											
		Single	14.7	36.3	25.0	457			0.14											
		Commercial	12.6	31.1	31.1	480			0.07											
						6197	3.16	2.00	0.32	0.61	2.61	2.19	375	0.177	0.150	630	27.55	26.43	26.67	25.73
26	28	Multi site	2.0	4.9	4.9	372			0.01											
		Single	31.0	76.6	52.6	963			0.30											
		School	0.0	0.0	0.0	102			0.00											
						13135	2.84	3.81	0.31	2.38	6.19	2.66	525	0.166	0.100	275	26.43	25.98	25.73	25.45
		358	267.3	660.5					2.38		6.19					4465				

Table 3.2

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File: st bon wws.123
Client: Qualico Dev
Project: St Boniface Lands

Wastewater Sewer

Job No: 043-013
Date: July 2005

6.0 Units/net acre 3.05 per unit
24.7 Units/acre multi
250 LPCPD
0.0039 Cfs/acre Infiltration Residential
0.0021 Cfs/acre Infiltration Commerical

Node From	Node To		Area Ha	Single Family Area Gross Ac	Single Family Area Net Ac	Pop	Harmon P.F.	Peak Dry Flow CFS	Area Infiltration	Total Infiltration	Total Flow	Vel (Ft/sec)	Diam (MM)	HGL %	Pipe %	Length	HGL Upper Inv	HGL Lower Inv	Pipe Upper Inv	Pipe Lower Inv
South System to Warde Secondary																			34.30	Grnd
0	1												250	0.04	0.250	530	32.04	30.72	31.79	30.47
1	2	Multi site	0.0	0.0	0.0	0			0.00											
		Single	10.0	24.7	17.0	311			0.10											
						311	4.07	0.13	0.10	0.10	0.23	0.43	250	0.012	0.250	360	30.72	29.82	30.47	29.57
2	3	Multi site	1.6	4.0	4.0	298			0.01											
		Single	17.9	44.2	30.4	556			0.17											
		School	1.6	4.0	4.0	102			0.01											
						956	3.81	0.37	0.19	0.29	0.66	1.25	250	0.098	0.250	500	29.82	28.62	29.57	28.32
3	4	Multi site	0.0	0.0	0.0	0			0.00											
		Single	36.3	89.7	61.6	1128			0.35											
						2084	3.57	0.76	0.35	0.64	1.40	1.84	300	0.167	0.200	570	28.62	27.55	28.32	27.18
4	5	Multi site	2.4	5.9	5.9	447			0.01											
		Single	20.8	51.4	35.3	646			0.20											
		90.6				3177	3.42	1.11	0.20	0.84	1.95	1.64	375	0.099	0.150	980	27.55	26.08	27.18	25.71
5	6	Multi site	0.0	0.0	0.0	0			0.00											
		Single	12.0	29.7	20.4	373			0.12											
						3550	3.38	1.23	0.12	0.95	2.18	1.83	375	0.123	0.150	600	26.08	25.33	25.71	24.81
6	7	Multi site	10.0	24.7	24.7	1862			0.05											
		Single	67.0	165.6	113.7	2081			0.65											
						7493	3.08	2.36	0.70	1.65	4.01	1.72	525	0.069	0.100	300	25.33	25.11	24.81	24.51
7	8	Multi site	10.0	24.7	24.7	1862			0.05											
		Single	76.0	187.8	129.0	2361			0.73											
						11715	2.89	3.45	0.78	2.43	5.89	1.94	600	0.074	0.080	870	25.11	24.41	24.51	23.81
			265.6	656.3				3.45	2.44		5.89					4710				

Table 3.3

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4.0 STORMWATER MANAGEMENT

The stormwater system will provide for a network of stormwater facilities to manage drainage and direct it into the Seine River via piped connections across Lagimodiere Boulevard to the existing stormwater drainage system in the Island Lakes subdivision. Figure 4.1 illustrates the location of these piped interconnections. A detailed study has shown that the receiving system has adequate capacity for this purpose. The concept will allow a complete gravity system to service the ultimate area as opposed to a pumped system originally proposed for this area.

Within the planned subdivision, the stormwater management system will be comprised of collection pipes discharging into retention basins / constructed wetlands and upland areas. These stormwater management systems will combine naturalized wetland systems with parkway and upland areas. Pedestrian pathways throughout these parkway/wetland and upland areas will connect them to the sidewalks located within collector/arterial street system. Runoff collected by the stormwater management systems will discharge through control structures via a piped system to the existing Island Lakes subdivision lake system. The overall system will function similar to a standard pipe and lake system in terms of runoff collection, storage, and transport. Minimum impoundment widths and depths will be maintained in accordance with the criteria for stormwater management prepared by The City-UDI Task Group.

The detailed study Design Report for St. Boniface Lands, prepared by SEG Engineering Inc. and previously submitted in June of 2004, was updated to include provisions for a second connection to the Island Lake system via Warde Avenue. This second connection will provide flexibility for wetland management and backup to the connection south of Smuggler's Cove. This second connection will have minimal effect on the findings of the original study in terms of lake rise and drawdown times in the Island Lakes system. Figure 4.2 summarizes the rise and fall of the Island Lakes Lake System for the 5, 25 and 100 year events comparing the addition of the St. Boniface Lands (with two connections to the Island Lakes Lake System) to the existing condition without the St. Boniface Lands. There is minimal change with regard to the two interconnections and their effect on the 5 and 25 year events in terms of maximum rise and drawdown. Under the 100 year event the drawdown is prolonged by up to 2 days as

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shown, but using two interconnections has minimal effect on the peak. The results illustrated in Figure 4.2 were obtained using 525 mm interconnections to control the flows into the Island Lakes system. A more detailed report will be prepared once the planning of the St. Boniface Lands has been completed. It is expected that the Detailed Design may include variable control structures in the interconnection system to provide control over the rate of discharge into the Island Lakes system.

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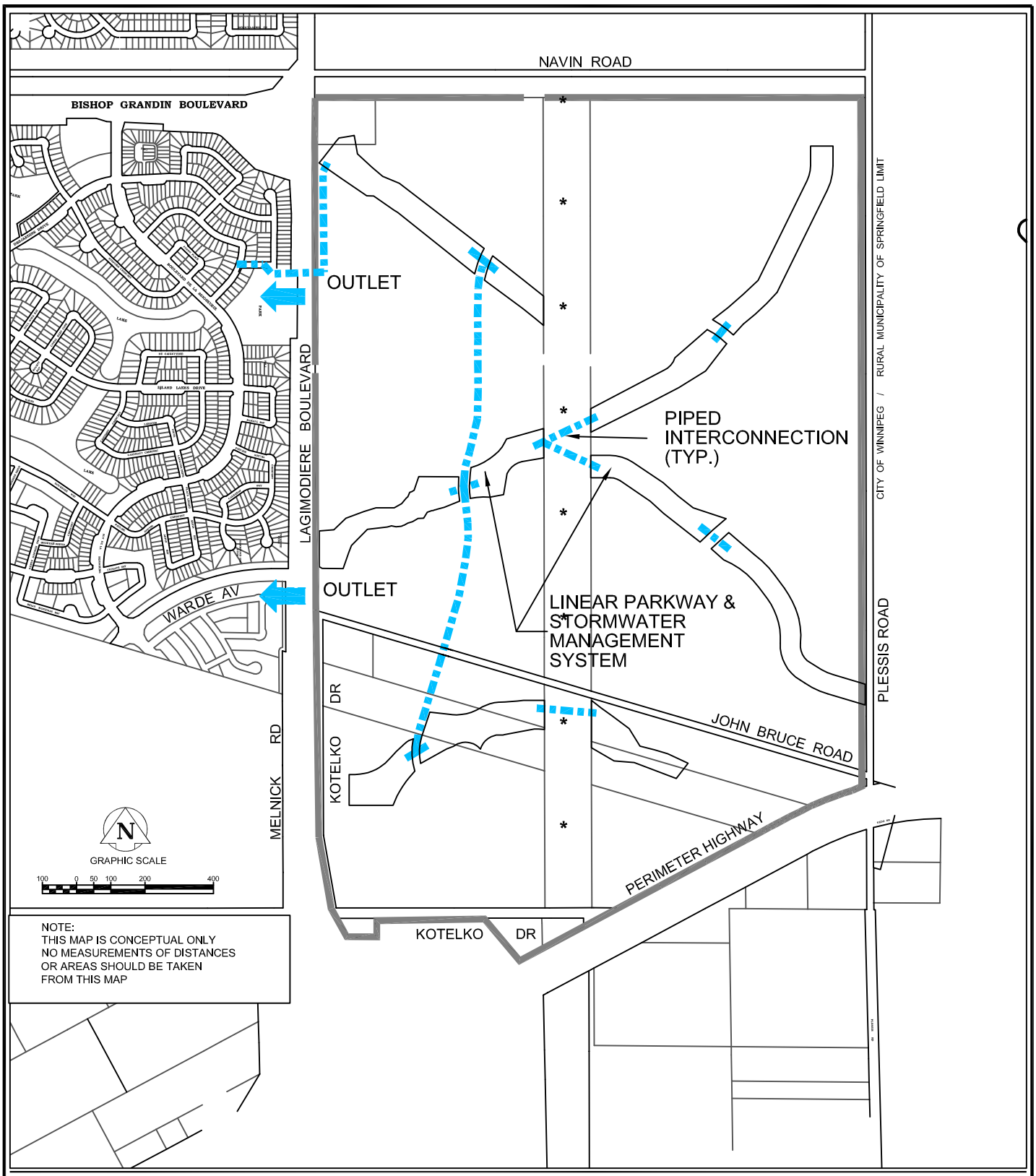

LEGEND:

AREA STRUCTURE PLAN BOUNDARY

SOUTH ST. BONIFACE
AREA STRUCTURE PLAN
BACKGROUND REPORT

LAND DRAINAGE SYSTEM

FIGURE 4.1

JULY 2005

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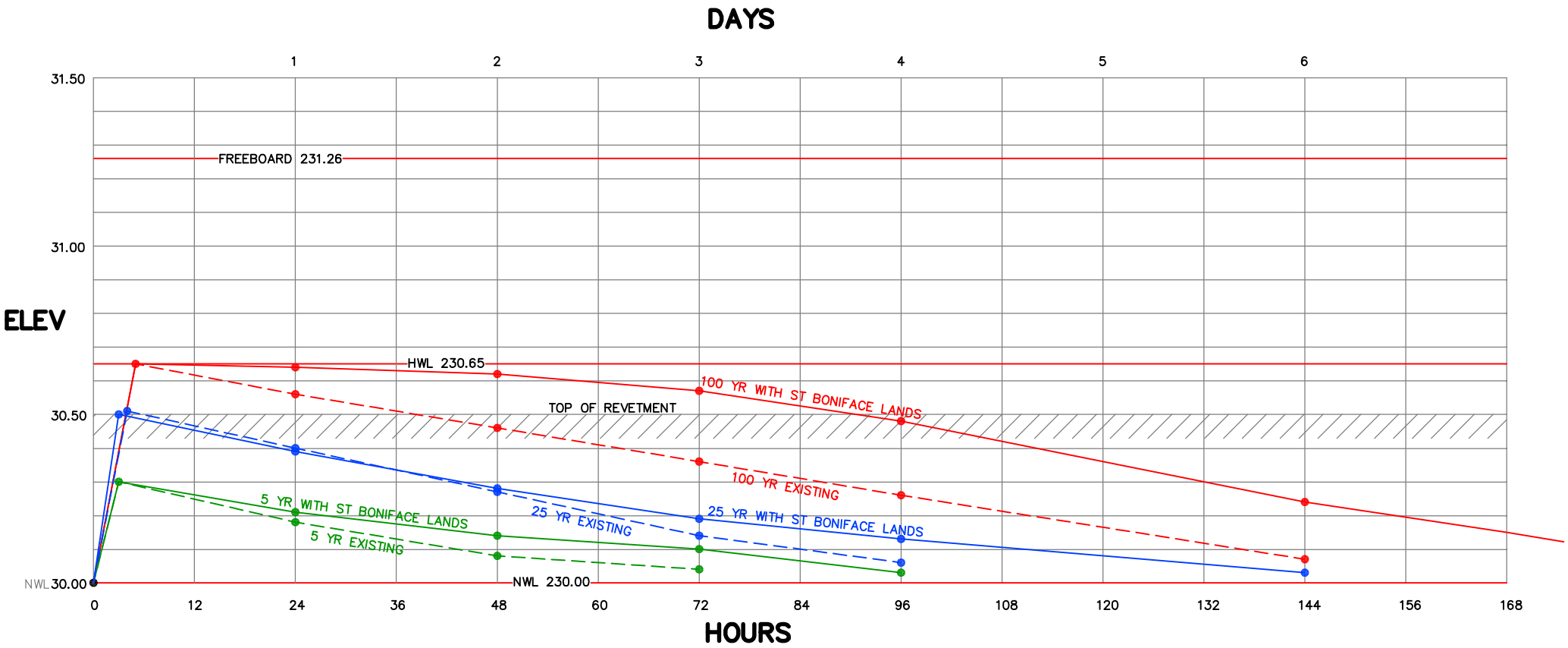

ISLAND LAKES SUBDIVISION – LAKE ELEV – RISE AND FALL

FIG 4.2

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5.0 TRANSPORTATION

5.1 Existing Street Network

The proposed Qualico Developments South St. Boniface development is primarily served by two major roadways, Bishop Grandin Boulevard and Lagimodiere Boulevard. These roadways carry the majority of traffic moving between the development and the rest of the city.

5.2 Traffic Volumes

Existing Traffic

To develop an understanding of existing traffic and facilitate estimation of future traffic, the most recent traffic volume information was obtained from the City of Winnipeg Public Works Department. Existing background (without the South St. Boniface development) average week day traffic (AWDT), a.m. peak hour traffic, and p.m. peak hour traffic and are illustrated in Figures 5.1 through 5.3.

Forecasted Traffic

Future background traffic volumes were estimated for the year 2030, based on the expectation that the South St. Boniface development will be built-out within the next 25 years.

With agreement by the Public Works Department, an annual growth rate of 1.5 percent was assumed for this study. This traffic growth rate was confirmed with historical traffic data. Year 2030 background traffic based on 1.5 percent annual growth are illustrated in Figures 5.4 through 5.5 for the a.m. and p.m. peak hour.

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Figure 5.1: Existing Average Weekday Traffic Volumes

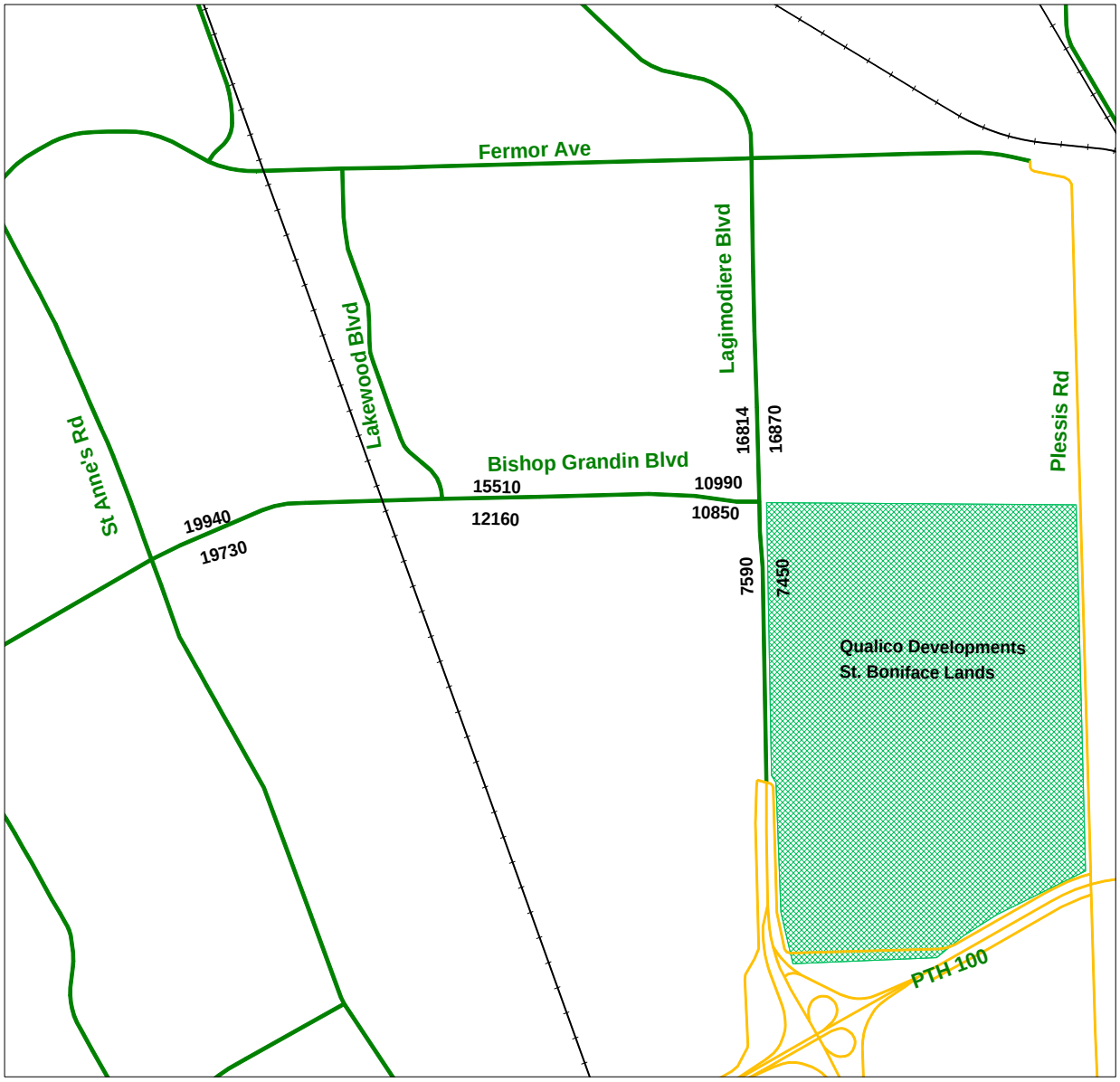

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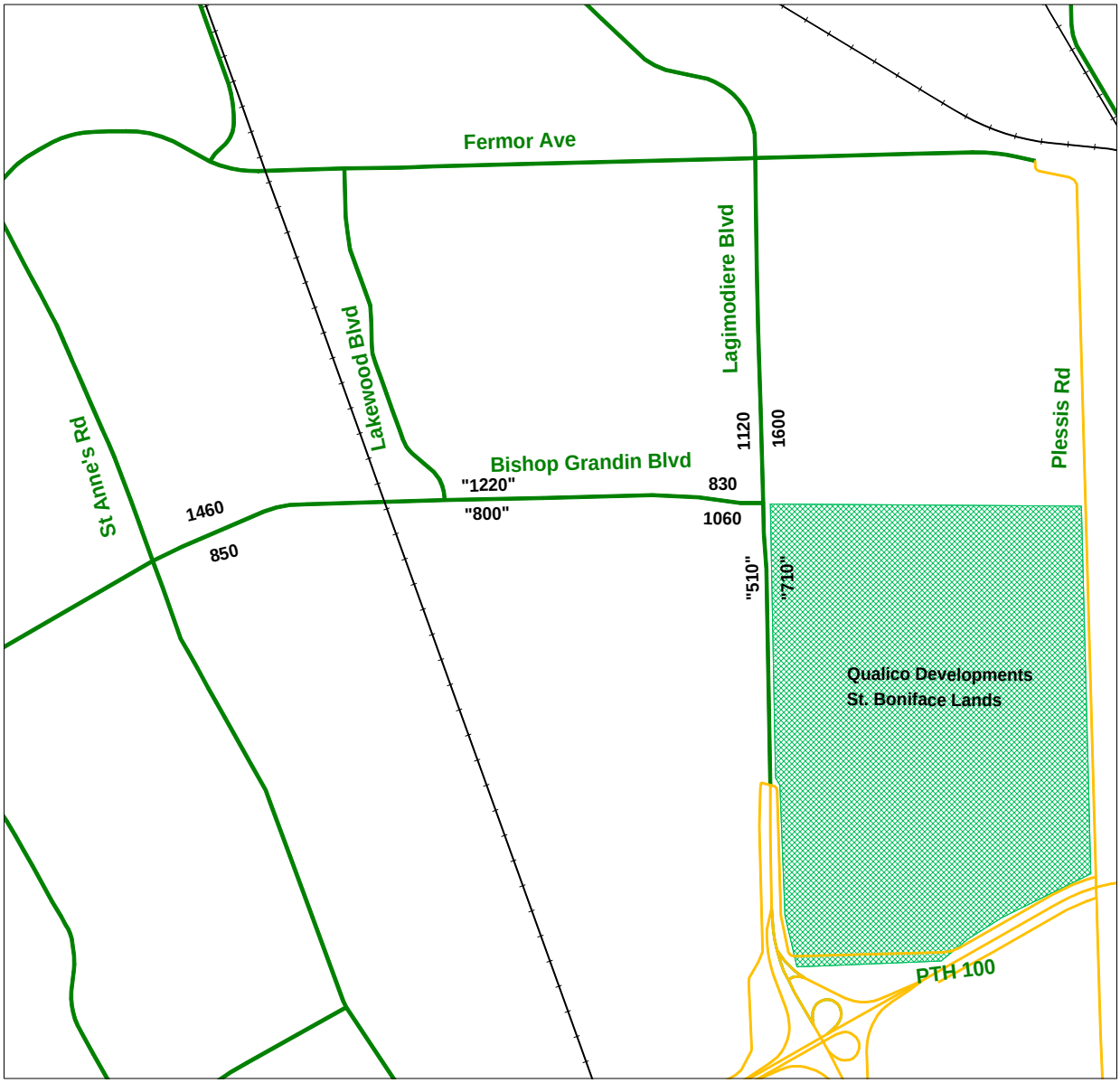
Figure 5.2: Existing A.M. Peak Hour Traffic Volumes



Volumes in "Quotations" are estimated from adjacent traffic counts.

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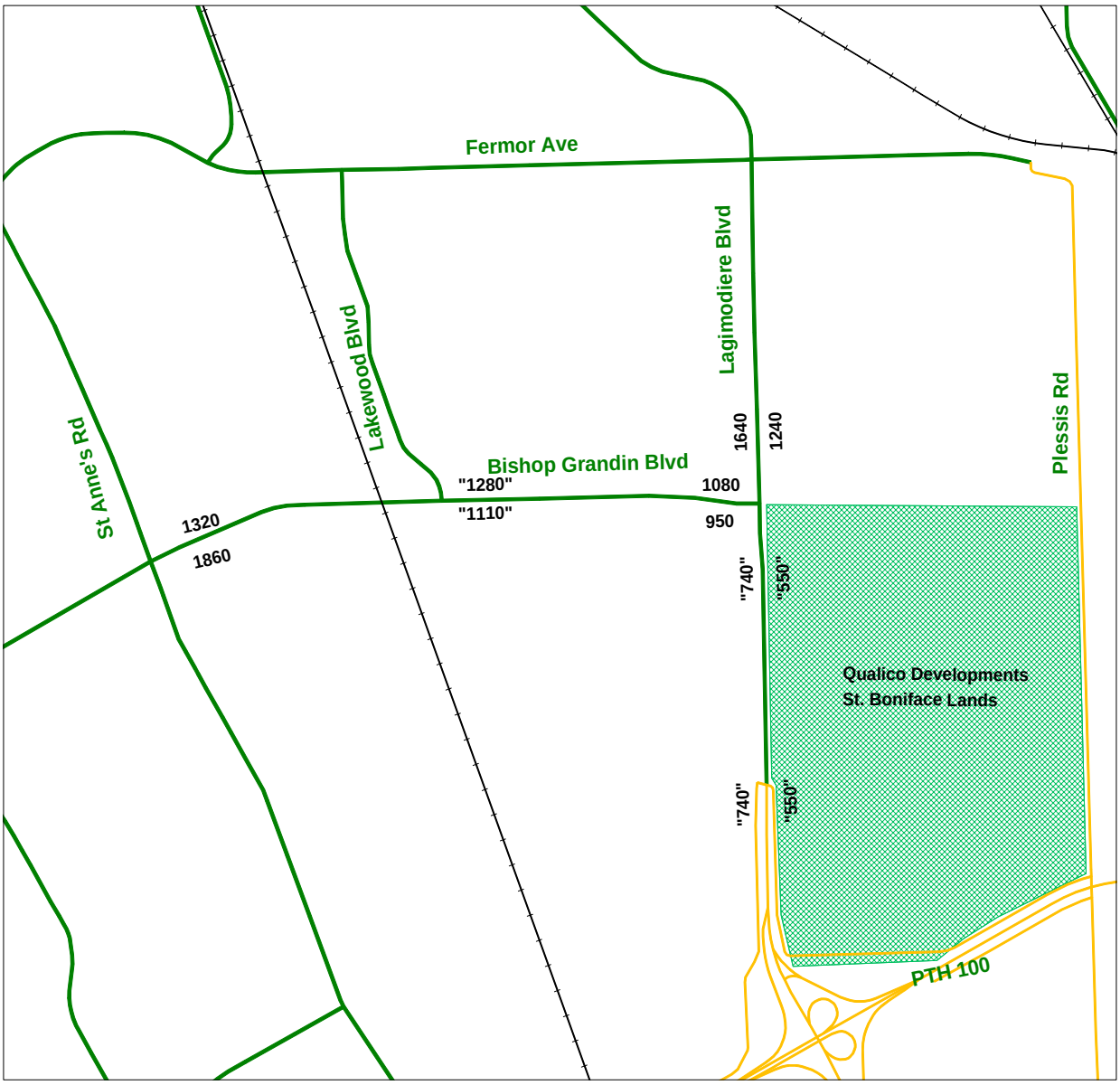
Figure 5.3: Existing P.M. Peak Hour Traffic Volumes



Volumes in "Quotations" are estimated from adjacent traffic counts.

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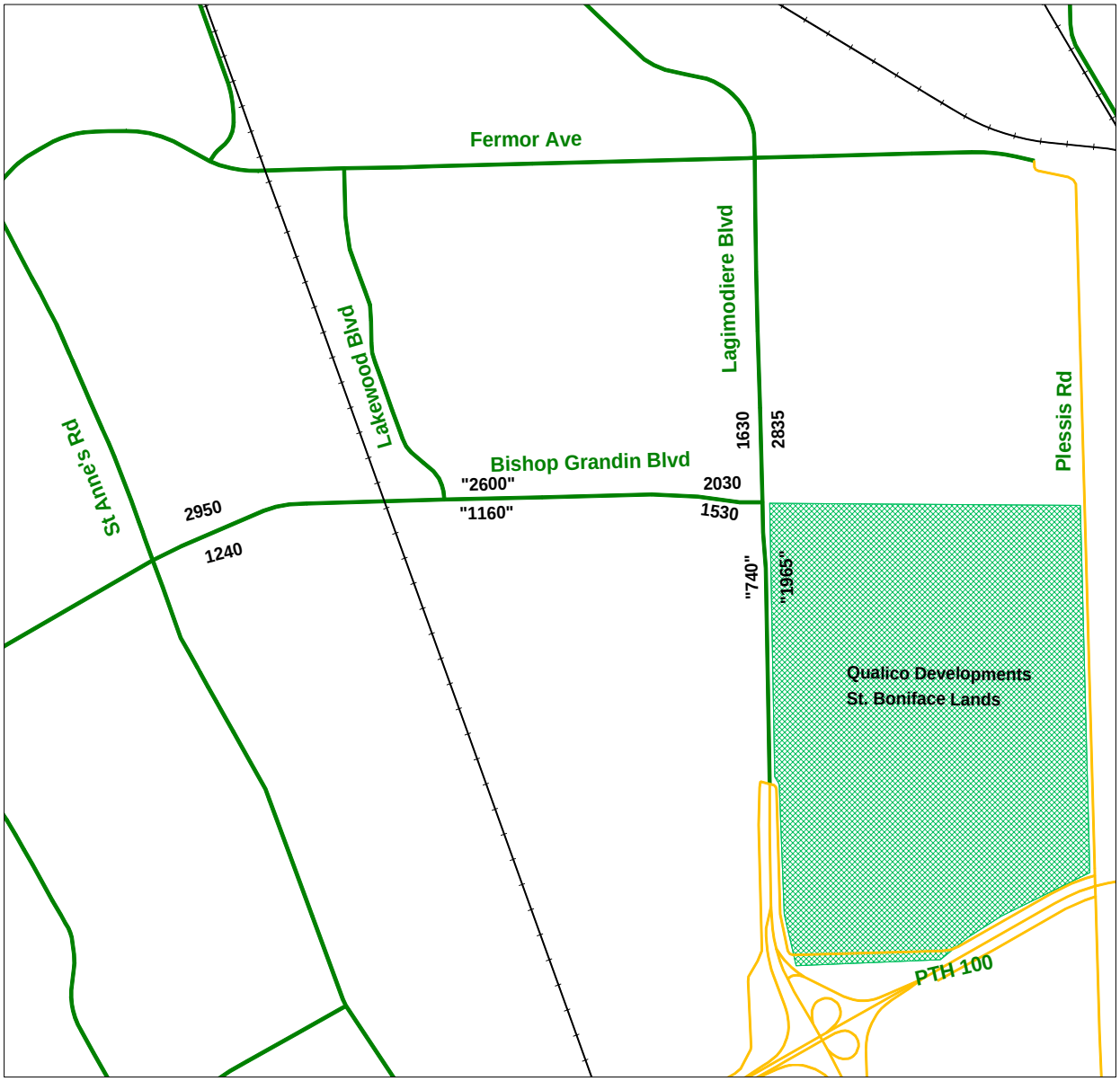
Figure 5.4: Year 2030 A.M. Peak Hour Background Traffic Volumes



Volumes in "Quotations" are estimated from adjacent traffic counts.

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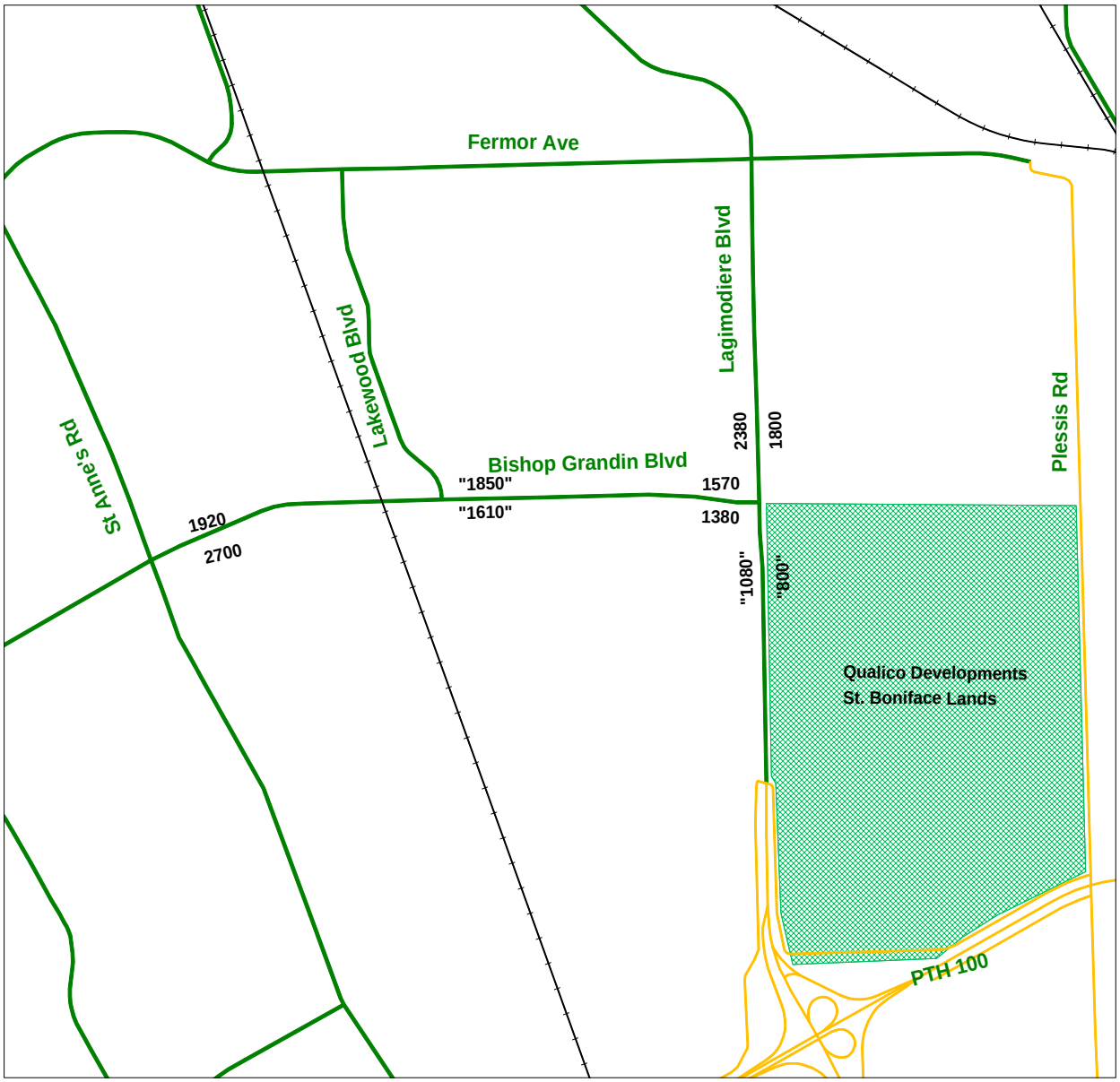
Figure 5.5: Year 2030 P.M. Peak Hour Background Traffic Volumes



Volumes in "Quotations" are estimated from adjacent traffic counts.

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5.3 Existing Traffic Lane Requirements

Roadways directly serving the development were analyzed by direction using a capacity of 1,250 vehicles per hour per lane. The City's Public Works Department typically uses a capacity guideline of 900 to 1,250 vehicles per hour per lane to achieve a level of service of C to D. For peak hour operations in the future, it was assumed that level of service D would be acceptable.

Using 1,250 vehicles per hour per lane as a guideline, lane requirements on Bishop Grandin Boulevard and Lagimodiere Boulevard were calculated for background traffic at 5, 10, 15, and 25-year intervals (assuming 1.5 percent annual growth with no additional development in the area). Both a.m. and p.m. peak hours were examined and the highest lane requirement used.

Figure 5.6 illustrates lane requirements for the time intervals mentioned for each of the following roadway sections:

- Lagimodiere – Bishop Grandin to Fermor
- Lagimodiere – Bishop Grandin to PTH 100
- Bishop Grandin - Lagimodiere to Island Shore
- Bishop Grandin - Island Shore to Lakewood
- Bishop Grandin - Lakewood to St. Anne's

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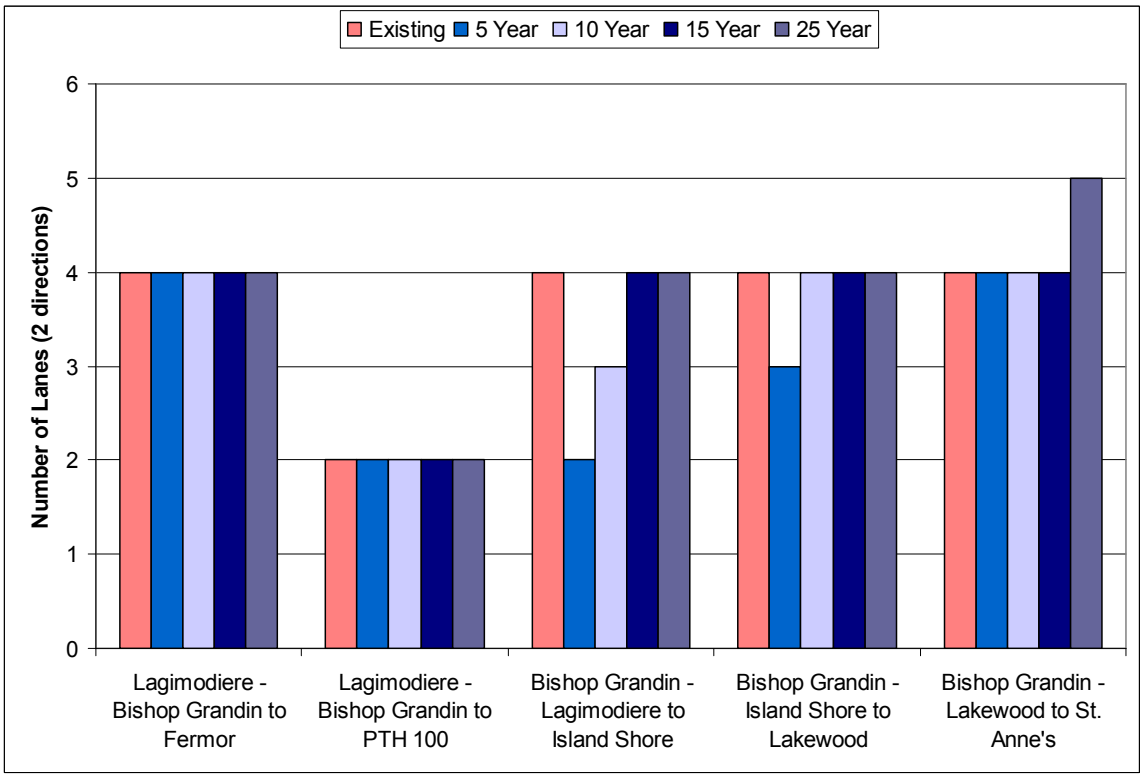
Figure 5.6:

Forecasted Lane Requirements Background Traffic Volumes



This analysis method is based on through lane requirements. The actual number of lanes required can vary at intersections to accommodate multiple passenger vehicle movements and the movement of commercial truck traffic. When this process specifies an odd number of lanes, it indicates that an additional lane is required in one direction only. This is due to an imbalance in directional traffic.

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5.4 Traffic Growth Impacts

Lagimodiere Boulevard

Lagimodiere Boulevard was investigated from PTH 100 to Fermor Avenue. Throughout this stretch there are four lanes north of Bishop Grandin and two lanes to the south. The section south of Bishop Grandin returns to four lanes just over a kilometer before PTH 100. For both sections to the north and south of Bishop Grandin the estimated increase in background traffic within the next 25 years is expected to be accommodated with the existing number of lanes.

Bishop Grandin Boulevard

Bishop Grandin Boulevard was investigated from Lagimodiere Boulevard to St. Anne's Road. There are currently four lanes of travel on Bishop Grandin. The existing supply of lanes is expected to be adequate for the next 15 years. An additional fifth lane is required for the Lakewood to St. Anne's Road section to accommodate traffic volumes at the 25 year interval.

5.5 St. Boniface Lands Trip Generation

Vehicle trips generated through the South St. Boniface development are estimated for the a.m. and p.m. peak hours of adjacent street traffic. Estimates for inbound and outbound trips are based on trip generation rates obtained from the Institute of Transport Engineers (ITE) Trip Generation Manual, 7th Edition. This method of trip estimation was selected based on data availability for the type of land uses planned for the South St. Boniface development.

Local trips expected to take place totally within the development were removed from the trip generation to provide an estimate of development trips on the external transportation network. Tables 5.1 and 5.2 show the estimated overall external trips generated by the proposed development for the a.m. and p.m. peak periods at full build-out.

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Table 5.1:

Trip Generation for St. Boniface Lands Development – A.M. Peak Hour

Land Use	Area	Size	Total Trips	Mode Split Reduction	Internal Trip Reduction	Total External Trips	Trips IN	Trips OUT
Elementary School	4.0	600 students x 1	215					
Junior High School	4.0	800 students x 1	400					
High School	4.0	1000 students x 1	410					
Total School	12.0	2400 students	1025	-20%	-100%	0	0	0
Office Park	4.0	4 acres	370	-20%	-20%	222	204	18
Commercial	27.0	5.4 acres	265	-20%	-50%	80	49	31
Residential	521.4	3125 units	2200					
Multi Family	56.0	1385 units	480					
Total Residential	577.4	4510 units	2680	-20%	536	2144	536	1608

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Table 5.2:

Trip Generation for St. Boniface Lands Development – P.M. Peak Hour

Land Use	Area	Size	Total Trips	Mode Split Reduction	Internal Trip Reduction	Total External Trips	Trips IN	Trips OUT
Elementary School	4.0	600 students x 1	150					
Junior High School	4.0	800 students x 1	150					
High School	4.0	1000 students x 1	310					
Total School	12.0	2400 students	610	-20%	-100%	0	0	0
Office Park	4.0	4 acres	200	-20%	-20%	120	18	102
Commercial	27.0	5.4 acres	1100	-20%	-50%	330	158	172
Residential	521.4	3125 units	2380					
Multi Family	56.0	1385 units	680					
Total Residential	577.4	4510 units	3060	-20%	612	2448	1542	906

At full build-out, total external trips generated by the South St. Boniface development are estimated to be 2,450 vehicle trips per hour in the a.m. peak hour. During the p.m. peak hour external trips are estimated to be 3,520 vehicle trips per hour. Table 5.3 summarizes the estimated trip generation.

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Table 5.3:

Trip Generation Summary

Time Period	IN (trips/hour)	OUT (trips/hour)	TOTAL (trips/hour)
A.M. Peak Hour	789	1657	2446
P.M. Peak Hour	1718	1180	2898

In addition to the build-out period, external trips generated by the development were estimated for 5, 10, and 15 year intervals. This estimate assumed 125 single residential units and 55 multi-family units constructed per year during the 25 year build-out period. It was assumed that the commercial area and office park area would be fully developed in 10 years. Tables 5.4 and 5.5 illustrate the estimated a.m. and p.m. peak hour traffic volumes generated by land use at the noted intervals.

Table 5.4:

Trip Generation for South St. Boniface Development – A.M. Peak Hour

	5 year		10 year		15 year		25 year	
Land Use	**Trips IN**	**Trips OUT**	**Trips IN**	**Trips OUT**	**Trips IN**	**Trips OUT**	**Trips IN**	**Trips OUT**
Office Park	102	9	204	18	204	18	204	18
Commercial	25	16	49	31	49	31	49	31
Total Residential	134	402	268	804	402	1206	536	1608
Total External Trips	**261**	**427**	**453**	**1039**	**469**	**1255**	**789**	**1657**

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Table 5.5:

Trip Generation for South St. Boniface Development – P.M. Peak Hour

	5 year		10 year		15 year		25 year	
Land Use	**Trips IN**	**Trips OUT**	**Trips IN**	**Trips OUT**	**Trips IN**	**Trips OUT**	**Trips IN**	**Trips OUT**
Office Park	9	51	18	102	18	102	18	102
Commercial	79	86	158	86	158	86	158	86
Total Residential	386	227	771	453	1157	679	1542	906
Total External Trips	**474**	**364**	**947**	**641**	**1333**	**867**	**1718**	**1180**

5.6 Trip Distribution and Assignment

Trip distribution refers to the directional split of traffic entering or exiting an area. Trip assignment assigns distributed trips to the adjacent transportation network. Trip distribution for the South St. Boniface development is based on travel and demographic trends and employment profiles and projections. Data sources included Statistics Canada Census data, 1998 TransPlan 2010 – Moving Towards Solutions Report, and City of Winnipeg Travel and Demographic Trends.

It was assumed that most trips were destined for major employment areas of: downtown, University of Manitoba, St. James Industrial, Polo Park, and areas just north of the Assiniboine River. It was also assumed that 10 percent of the development residents would work outside of the City limits.

The assumed trip assignment for South St. Boniface is as follows:

- To/from the South on Lagimodiere Boulevard - 15 percent
- To/from the North on Lagimodiere Boulevard - 34 percent
- To/from the West on Bishop Grandin Boulevard - 51 percent

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Estimated trips generated by the proposed development were distributed and assigned to the adjacent street network based on the above directional splits.

Background traffic for 5, 10, 15 and 25 year intervals were combined with estimated development traffic to determine traffic projections for the adjacent street network. The combined traffic volumes for the year 2030 (build-out) for the a.m. and p.m. peak hours are illustrated in Figure 5.7 and Figure 5.8.

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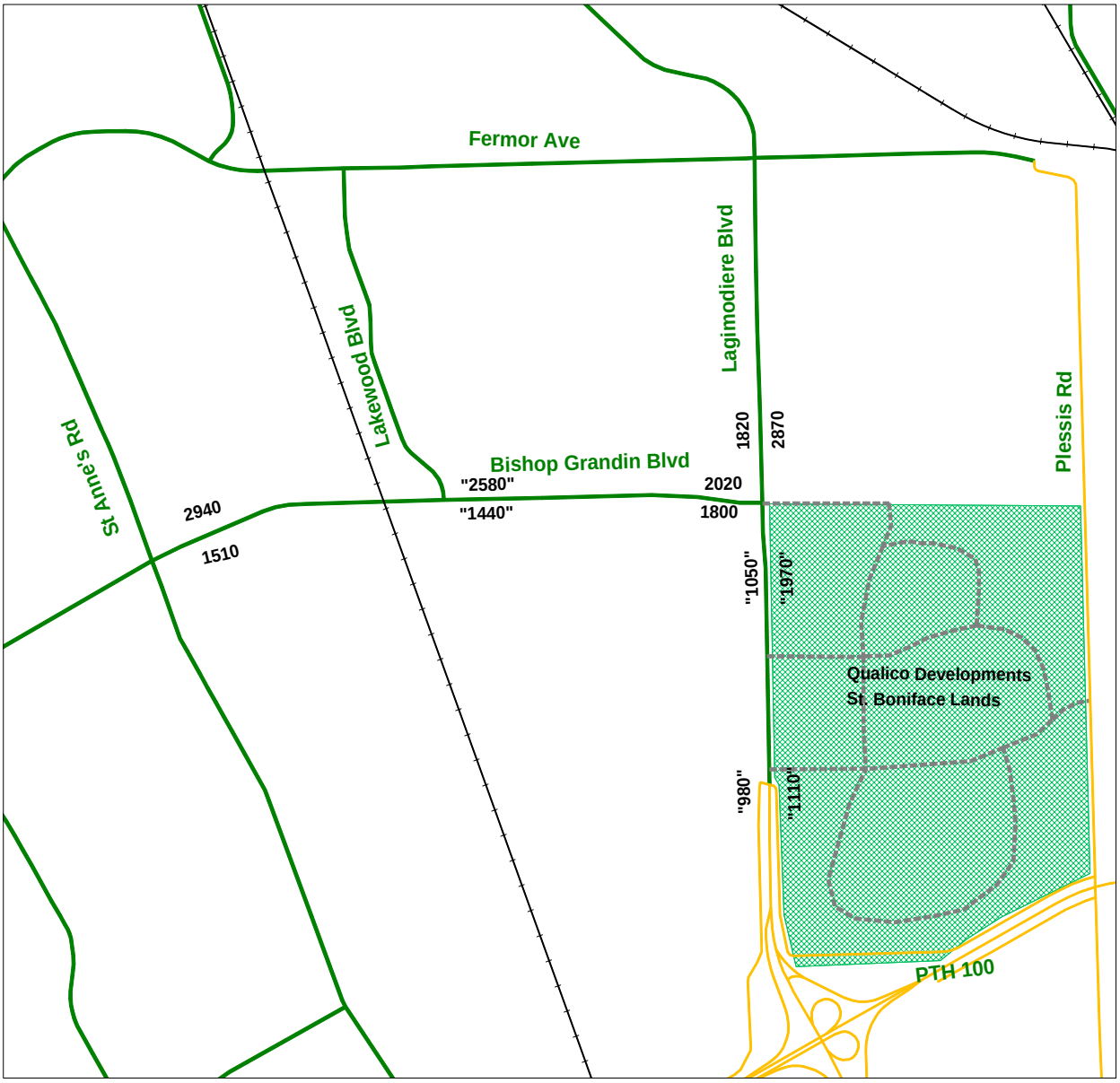
Figure 5.7: A.M. Peak Hour Traffic Volumes with South St. Boniface Development - Year 2030



Volumes in "Quotations" are estimated from adjacent traffic counts.

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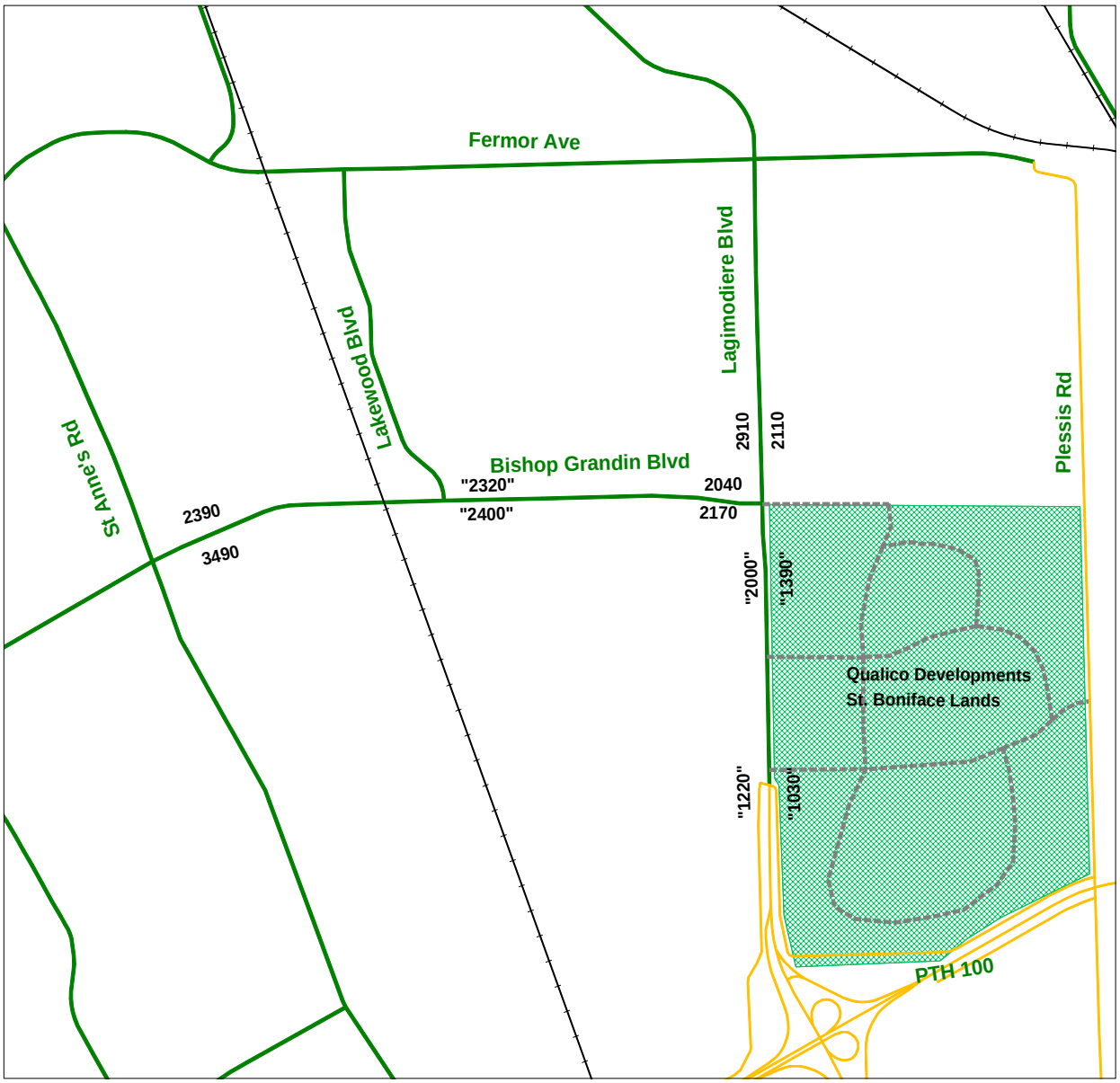
Figure 5.8: P.M. Peak Hour Traffic Volumes with South St. Boniface Development - Year 2030



Volumes in "Quotations" are estimated from adjacent traffic counts

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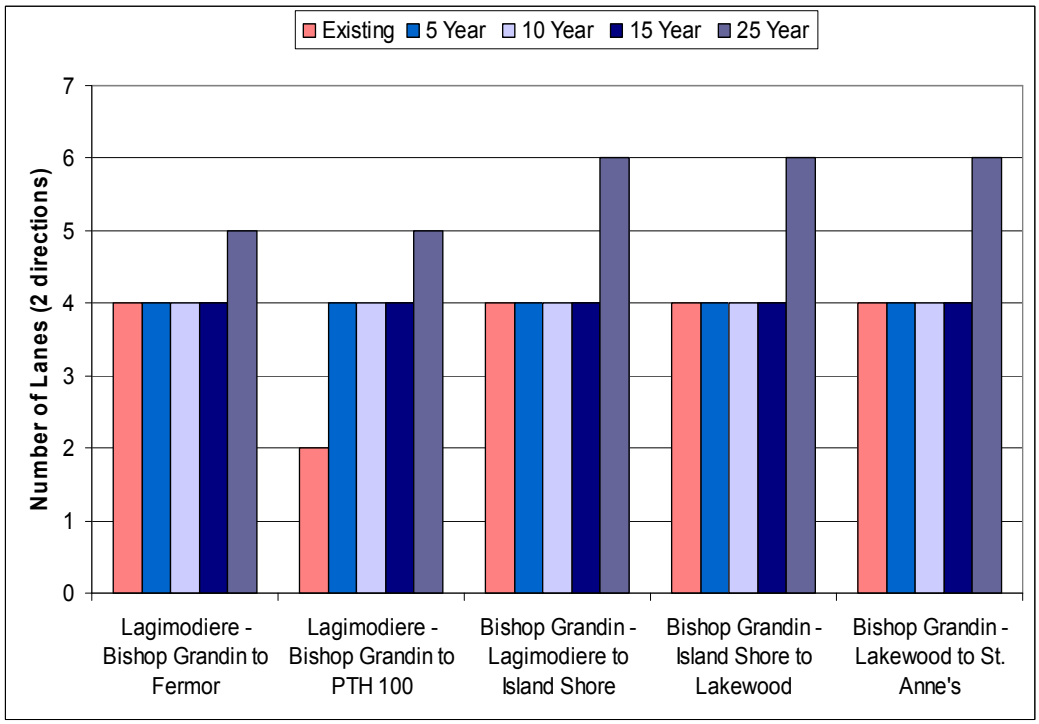
5.7 South St. Boniface Traffic Impact

Using 1,250 vehicles per hour per lane as a guideline, projected lane requirements on the adjacent street network were calculated for background traffic combined with the estimated development traffic at 5, 10, 15, and 25-year intervals. Both a.m. and p.m. peak hours were examined and the highest lane requirement used. Figure 5.9 illustrates the lane requirements for background traffic combined with the estimated development traffic.

Figure 5.9:
Forecasted Lane Requirements Background and Development Traffic Volumes



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Lagimodiere Boulevard

The two lane 1.3 kilometer roadway section from approximately Bishop Grandin Boulevard to one kilometer north of PTH100 will require an additional two lanes to accommodate background and South St. Boniface traffic at the 5 year interval. This will accommodate traffic volumes on Lagimodiere Boulevard until just before the 25 year interval. At just before the 25 year interval one additional lane is required for the roadway section from Bishop Grandin to the South St. Boniface development.

Bishop Grandin Boulevard

The existing supply of lanes on Bishop Grandin Boulevard is expected to be adequate for the next 15 years. Two additional lanes are required from Lagimodiere Boulevard to St. Anne's Road to accommodate background and South St. Boniface traffic volumes at the 25 year interval.

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This is Exhibit 34 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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Schedule 1 to By-law No. 158/2005

Winnipeg

South St. Boniface Area Structure Plan

Planning, Property and Development Department
Planning and Land Use Division

August 2005

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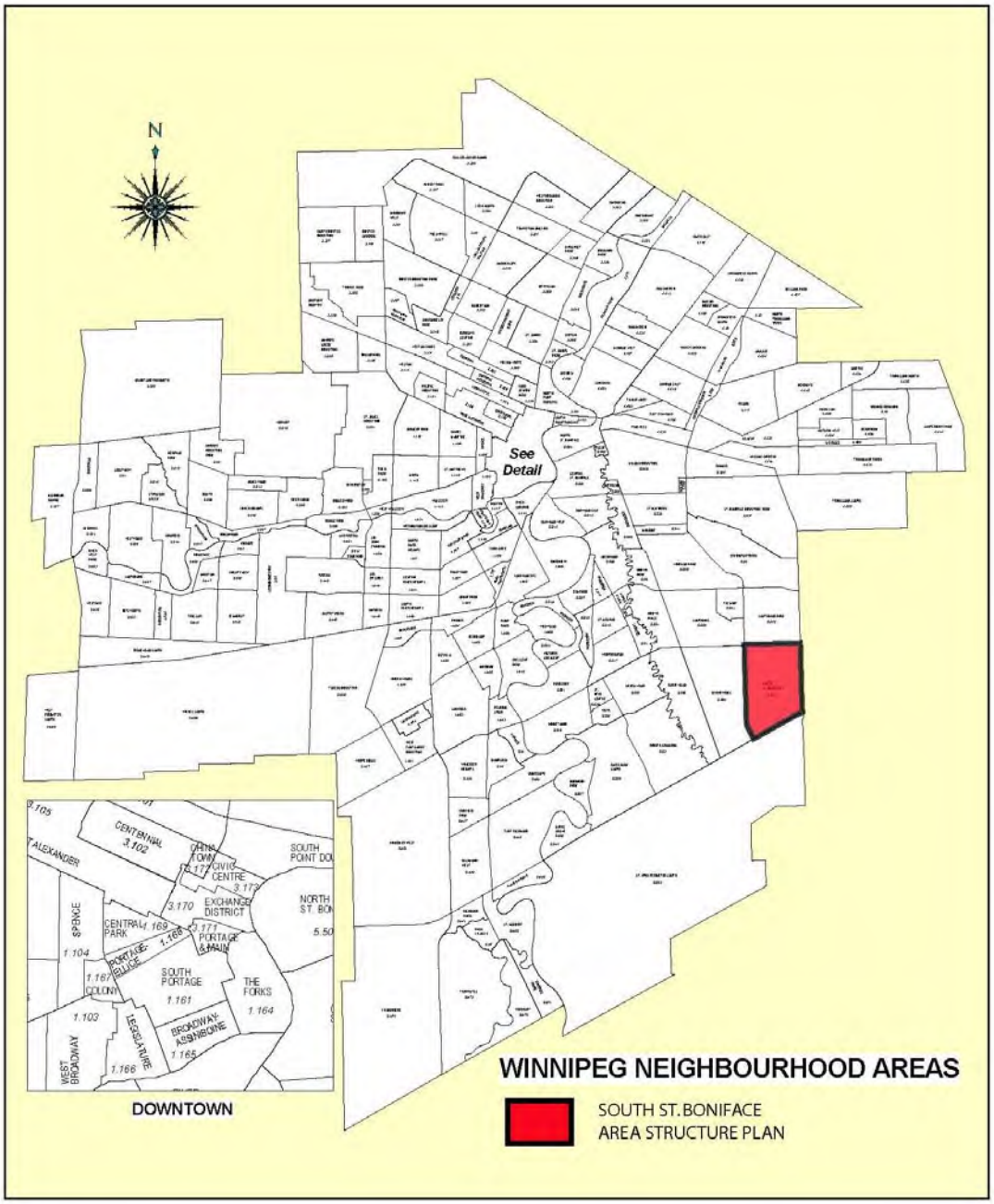
PREFACE

South St. Boniface is a community located in the southeast portion of the City of Winnipeg, comprising approximately 364 hectares (900 acres) of land. It is bounded by; Bishop Grandin Boulevard Extension to the north, Perimeter Highway to the south, Plessis Road (City of Winnipeg boundary) to the east and Lagimodiere Boulevard to the west.

All development applications submitted with respect to any lands within the plan area are to be reviewed pursuant to compliance with the policies of this plan identified as such and numbers in accordance with the relevant sections of the plan.



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1.0 INTRODUCTION

1.1 Purpose of the Plan

Community planning is the process of shaping the physical environment to achieve an orderly and compatible pattern of growth and to enhance the quality of life of a community's residents. The starting point for this process is an area structure plan. An area structure plan meets the intent of *Plan Winnipeg 2020 Vision* through the following:

> "3B-02 Guide the Development of New and Existing Residential Areas
>
> The City shall guide the development of new and existing residential areas designated as Neighbourhood on Policy Plate A by: . . .
>
> ii) preparing detailed secondary plans for future neighbourhoods in consultation with residents and business interests to ensure the coordination of local and regional services and the compatibility of land uses and other objectives; . . ."

The purpose of the area structure plan is twofold. Firstly, it refines and implements the City's broader planning objectives as contained in its strategic planning documents, e.g. *Plan Winnipeg 2020 Vision* by promoting community development that is logical, compatible and sustainable. Secondly, an area structure plan guides and directs specific land use, road and servicing infrastructures, subdivision, and development decisions that collectively determine the form a community will take.

To accomplish this purpose, an area structure plan must establish a broad framework for future development of a community. This framework consists of a future vision, a land use concept and a series of policy statements that work together to ensure that the plan is achieved. The framework should be concise yet flexible. It should provide clear direction on a variety of land use planning issues for both the public and private sector. At the same time, the framework should promote creativity and innovation and be responsive to the ever-changing demands on the marketplace. In summary, an area structure plan must be formulated with the understanding that planning requires a visionary, balanced and dynamic approach if it is to be successful.

1.2 Public Input Process

A public open house was held on August 9th, 2005, between 5 pm and 8 pm at the Southdale Community Centre. Approximately 40 members of the public attended. In general, the majority of the attendees, through conversation and the exit survey, indicated a positive response to the plan. Concerns were reflected in: downstream traffic impacts, size of commercial buildings, and how the small holdings within

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the plan area would be integrated into the plan. Substantive interest was displayed in the wetlands/ecological approach to stormwater management component of the plan.

1.3 Plan Goals

This Plan provides a "blueprint" for the future development of South St. Boniface, a community with a projected population of approximately 14,500 residents[1]. The foundation of the Plan consists of a series of goals that have been formulated through the planning process and form the basis of the policies in the document. These goals include:

- creating a viable and cohesive community,
- developing a vital core commercial centre,
- providing some local employment opportunities,
- fostering a sense of neighbourhood,
- accommodating a diversity of housing types,
- meeting active and passive recreational needs of residents,
- providing suitable sites for educational facilities,
- accommodating essential community services,
- creating an interconnected and efficient road network while facilitating alternative mode choices,
- promoting the use of public transit,
- encouraging walking and cycling, and
- supplying necessary utility infrastructure.

1.4 Authority of the Plan

The South St. Boniface Area Structure Plan (the "Plan") is a secondary plan legislated through the City of Winnipeg Charter Act:

Adoption of Secondary Plans

234(1) Council may by by-law adopt a secondary plan to provide such objectives and actions as council considers necessary or advisable to address, in a neighbourhood, district or area of the city, any matter

[1] Based on 2.3 persons per unit projected for 2011, and a maximum of 7 units per acre for 900 acres. *Source: City of Winnipeg Residential Land Supply Study (Draft), October 2004.*

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within a sphere of authority of the city, including, without limitation, any matter

(a) dealt with in Plan Winnipeg; or

(b) pertaining to economic development or the enhancement or special protection of heritage resources or sensitive lands.

1.5 Timeframe of the Plan

The plan is future oriented and depicts how South St. Boniface is to be developed over an extended time period through a series of public and private sector initiatives. No specific timeframe is applied to the Plan although most of the proposed development is expected within a 15 to 25 year horizon.

1.6 Interpretation of the Plan

1.6.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or roads and utility right-of-way.

1.6.2 Policy Interpretation

Where a purpose statement accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the purpose statement and a policy, the policy will take precedence.

Where “may” is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.

Where “shall” is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where “should” is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced instead.

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Where a policy requires compliance at the Development Application stage, that requirement may be deferred to the Subdivision Approval (Plan Registration) or Building Permit stage without requiring an amendment to the Plan.

Where a policy requires submission of studies, analysis or information, the exact requirements and timing of the studies, analysis or information shall be determined at the Development Application stage.

1.7 Amendments to the Plan By-Law

To make any change to the text or maps within the Plan, an amendment to the Plan that includes a public hearing of the Riel Community Committee shall be required in accordance with the City of Winnipeg Charter and the Development Procedures By-Law.

Where an amendment to the Plan is requested, the applicant shall submit supporting information necessary to evaluate and justify the amendment.

1.8 Monitoring of the Plan

The policies within the Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary, these policies shall be updated through the plan amendment process generally or in response to a specific issue.

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2.0 PLANNING AREA

2.1 Application of the Plan

The Area Structure Plan applies to those lands comprising South St. Boniface as shown on the Planning Area map. It comprises approximately 364 hectares (900 acres) of land and is bounded by Bishop Grandin Boulevard Extension (Navin Road) to the north, Lagimodiere Boulevard and the Island Lakes residential community to the west, Perimeter Highway to the south and Plessis Road to the east.

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3.0 VISION and GOALS

3.1 Vision

FAST FORWARD TWENTY-FIVE YEARS – A VISION

The Village Centre has become the central focus of the community. The retail shops and services are bustling with local residents preparing for the festival scheduled every year during the summer in order to celebrate the continuing success of the community. Banners are in place, kiosks are opening and the market square is filling up. Adjacent residences are meticulously maintained illustrating a sense of community pride. Other uses within the Village Centre – offices, civic facilities - have intensified over the years, thus emphasizing the diversity of the community's "heart".

Through the years, the City of Winnipeg has evolved into a diverse yet compact, cosmopolitan centre. In this part of the City, however, there remains a bit of "old town" - a place where neighbours have the opportunity to meet other residents; at the local stores, while walking along the many pathways and trails which are located along the naturalized wetponds, or simply converging at the many public places including schools, recreational and civic facilities.

The type of housing is varied throughout the community, ranging from apartments and townhouses, to distinctively fashioned single residences, thus providing the opportunity for residents to remain within the community as their lifestyle choices change. Walking has become a favourite pastime for many residents. Many residents are able to work, shop and recreate close by, thus reducing travel trips outside the area. Transit routes are at hand and they are well used.

It has been a quarter-century since the community's beginnings and it has matured into a vibrant place where people from many lifestyles are represented.

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3.2 Goals for the Community

In no order of significance, the following goals are expected to be achieved through the development of this community:

Strong Identity

To create a viable and cohesive community with a distinct identity.

Commercial Vitality

To provide for a vital and attractive commercial presence to meet the daily shopping needs of local residents.

Local Employment

To offer some local employment opportunities for people to work in close proximity to where they live and to foster a community focus.

Neighbourhood Focus

To encourage a sense of neighbourhood and provide a focal point for transit access and social interaction.

Housing Diversity

To accommodate a diversity of housing types to meet the needs of varying income groups and lifestyles.

Recreational Amenities

To satisfy the active and passive recreational needs of residents.

Educational Needs

To meet the community's educational needs through the provision of school sites.

Public Facilities

To accommodate public facilities to serve the recreational and spiritual needs of residents to enhance their quality of life.

Balanced Transportation

To create an interconnected and efficient road network that balances the needs of motorists, transit service, pedestrians and cyclists, and facilitates alternative routes and mode choices.

Pedestrian and Cyclist Circulation

To encourage walking and cycling as an alternative mode of travel within and between adjacent communities through the provision of convenient trail connections.

Transit Service

To promote the use of public transit through effective urban design, pedestrian facilities and efficient transit routing.

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Utility Infrastructure

To supply waterworks, sanitary sewer, and stormwater sewer services, and other infrastructure to meet the demands of suburban growth.

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4.0 LAND USE CONCEPT

4.1 Land Use Concept Map

The land use concept for South St. Boniface is shown on the Land Use Concept map. This concept consists of a series of areas and symbols that define a future land use pattern for the community.

4.2 Policy Direction

Section 5.0 of the Plan contains policies that apply to specific land use areas and symbols shown on the Land Use Concept map.

The remaining sections of the Plan provide for density, community development, parks / open space, transportation, and servicing, that will be applied to the South St. Boniface planning area as determined appropriate.

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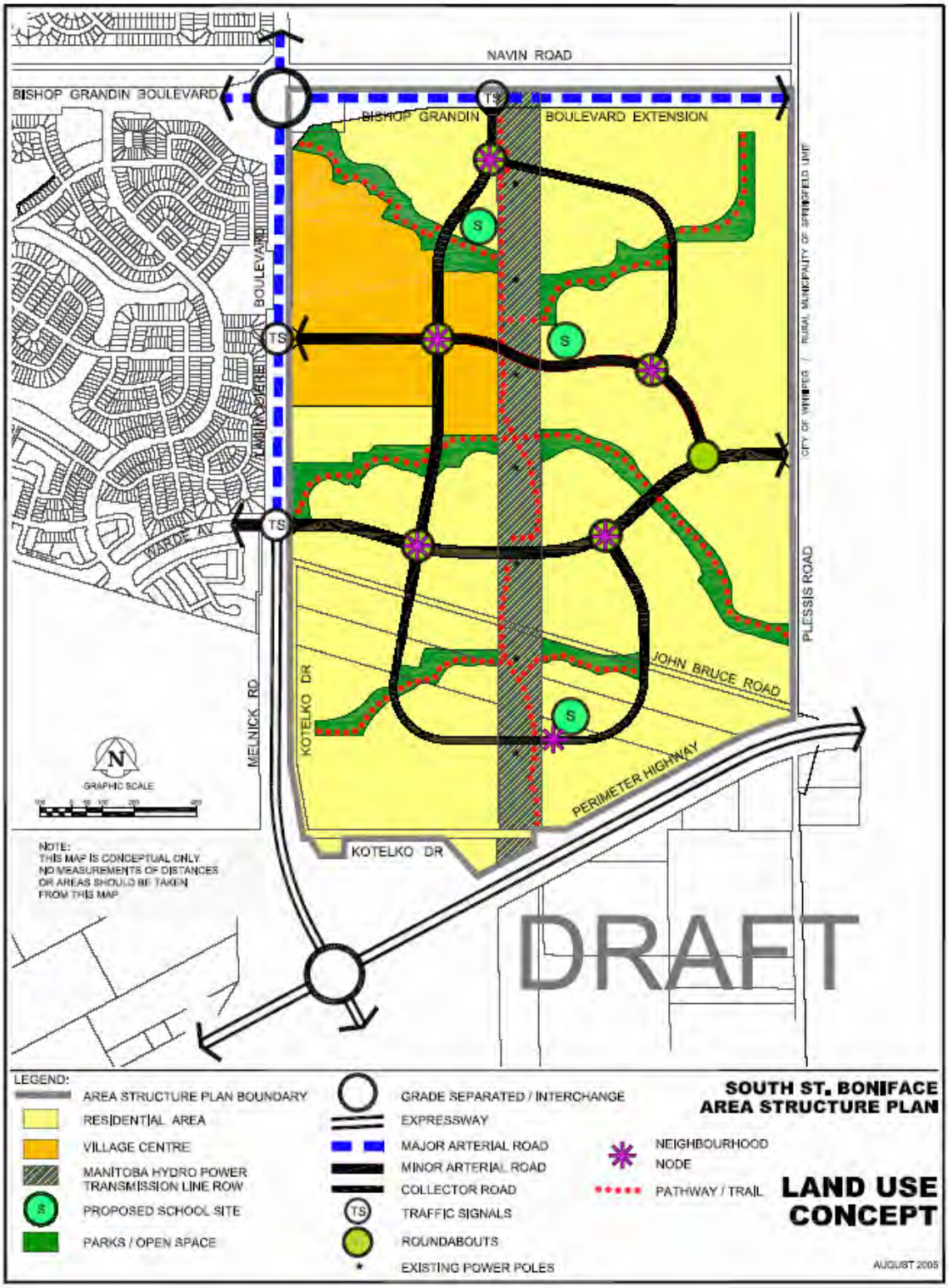

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5.0 LAND USE POLICY AREAS AND SYMBOLS

5.1 Residential Area

5.1.1 Purpose

The purpose of the Residential Area is to provide for a range of low to medium density residential development. In addition, compatible and complementary high-density residential, institutional, recreational, and local commercial uses will be allowed within this area. Public parks will be interspersed throughout the Residential Area as a complement to the linear open space system to serve the recreational needs of residents. The residential area comprises the majority of lands within the community. To encourage transit ridership, stops are provided throughout the community within a five-minute (400-metre) walking distance from most homes. The design of the residential area should present opportunities for all residents to identify with one or more distinct neighbourhoods within the community. The residential design will be determined through the Development Application process.

5.1.2 Policies

(1) Composition of Residential Area

(a) Subject to the policies of this Plan,

(i) single family and two family residential uses shall be the predominant use of land within the Residential Area

(ii) alternative housing forms, including multi-unit and special needs housing, institutional uses, recreational uses, public uses, and local commercial sites, and other similar and accessory uses to the above, may be allowed within the Residential Area where determined to be compatible and appropriate, and

(iii) open space shall be provided throughout the Residential Area to meet the active and passive recreational needs of residents.

(b) The general categories of uses identified under subsection 5.1.2(1) shall be refined through the zoning process as part of the Development Application.

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(2) Transit Service to the Residential Area

(a) The Residential Area shall

(i) be served by public transit, and

(ii) contain transit bus stops within a five-minute (400-metre) walking distance from most homes.

(3) Design of Residential Area

(a) The design of the Residential Area shall

(i) be determined through the Development Application process,

(ii) emphasize opportunities for distinct neighbourhoods that comprise unifying elements to create a cohesive community, and

(iii) provide for residents to access adjacent communities and the Village Centre area through roadway, walkway, pathway, and bikeway connections.

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5.2 Neighbourhood Node

5.2.1 Purpose

The purpose of Neighbourhood Nodes is to provide a transit focus and meeting place for the surrounding Residential Area. These nodes will contain a concentration of higher density housing as well as other suitable transit-supportive uses (such as Schools and Daycares).

Connectivity of the Neighbourhood Node to the surrounding neighbourhood will be achieved through the convergence of roads and pathways on the node. The design of the Neighbourhood Node will ensure a strong pedestrian orientation and emphasize the street as the focus to the neighbourhood activity.

5.2.2 Policies

(1) Composition of Neighbourhood Nodes

(a) Subject to the policies of this plan, a Neighbourhood Node

(i) shall contain

(A) one or more transit stops, and

(B) a concentration of housing which may include multi-unit residential,

and

(ii) where determined appropriate may contain,

(A) a park,

(B) a school, and/or

(C) institutional, recreational, community, local commercial, or other uses determined to be transit-supportive.

(b) The composition of the Neighbourhood Node shall be refined and addressed through the zoning applied to the site, as determined appropriate at the Development Application stage.

(2) Transit Service to Neighbourhood Nodes

(a) A Neighbourhood Node shall be served by public transit and contain

(i) transit bus stop(s).

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(3) Density of Neighbourhood Nodes

(a) A Neighbourhood Node shall contain a minimum of 1.6 net developable hectares (4.0 net developable acres) of residential land developed at a minimum density of 24.7 units per hectare (10 units per acre) located immediately adjacent to the transit stop(s).

(b) At the Development Application stage, detailed information shall be submitted addressing the boundaries and zoning of the residential development within the Neighbourhood Node.

(4) Design of Neighbourhood Nodes

A Neighbourhood Node should be complementary to the surrounding neighbourhood while maintaining a distinct and identifiable character.

(5) Connections to Neighbourhood Nodes

(a) The road pattern and pedestrian routes from the surrounding residential area should converge at the Neighbourhood Node providing multiple and convenient connections to the node from the surrounding residential area.

(b) A Neighbourhood Node should be located

(i) along a collector road system in the general vicinity of the area shown on the Land Use Concept map, and

(ii) in an appropriate location relative to the surrounding neighbourhood.

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5.3 Village Centre

5.3.1 Purpose

The purpose of this area is to create a community oriented mixed use development that is strategically located within the community. The core is considered integral to community development and should contain a cohesive grouping of retail and service commercial uses integrated with complementary uses such as a public open space, and predominantly multi-unit residential development. In addition the design should include strong and convenient vehicle and pedestrian connections within the site and to the surrounding area. The commercial component is required to contain a minimum gross floor area, however, the site design, size and composition of the commercial component will be determined through the Development Application process.

5.3.2 Policies

(1) Composition of the Village Centre

(a) Subject to the policies of this Plan,

(i) a significant use of land within the Village Centre shall be retail and service commercial uses located within a comprehensively planned Village Centre,

(ii) in order to create a cohesive shopping, living and leisure environment within the Village Centre

(A) institutional, office, recreational or public uses that complement and support the Village Centre may be allowed, and

(B) multi-unit residential shall be required and, subject to adequate demand, it is the intent to be the predominant residential housing form,

(iii) a site for a retail food store of no greater than 5,110 square metres (55,000 square feet) shall be allowed within the Village Centre.

(2) Transit Service in the Village Centre

(a) The Village Centre shall be served by public transit.

(b) Public transit service shall be centrally located adjacent to the arterial road.

(c) The Village Centre shall contain convenient and well-defined pedestrian connections to public transit service.

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(3) Size of the Village Centre

(a) The Village Centre as shown generally on the Land Use Concept map shall comprise a minimum of 20.2 net developable hectares (50 net developable acres) and a maximum of 36.4 net developable hectares (90 net developable acres).

(b) Subject to subsection (3)(a), the size of the commercial component shall be compatible with community-scale commercial.

(4) Design of the Village Centre

(a) The Village Centre shall contain as part of its design a well-defined pedestrian-oriented component. The Village Centre shall emphasize such elements as

(i) A highly visible and accessible location,

(ii) Internal pedestrian routes to buildings and amenities,

(iii) A pedestrian precinct that integrates mixed use buildings (commercial and residential) with adjacent related uses and includes walking, entertainment, and meeting areas,

(v) Strong and convenient pedestrian connections to other uses on the site

(b) In conjunction with the initial Development Application in the Village Centre, a design concept for the entire site shall be submitted showing the overall design in relation to subsection 4(a).

(5) Suggested Criteria for a Design Concept of the Village Centre

(a) The Village Centre Design Concept should

(i) Provide for the compatible interface treatment with adjacent development,

(ii) Minimize the intermixing of commercial and residential traffic on internal roads within an adjacent residential area,

(iii) Contain a visually appealing site design and landscape treatment particularly when visible from roads with higher volumes of traffic,

(iv) Be suitably integrated with any residential, institutional, recreational, and public uses within or adjacent to the site,

(v) Connect to local pedestrian trails, and be conveniently and directly accessible to pedestrians both within and adjacent to the site, and

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(vi) Ensure convenient and efficient road, pedestrian, and pathway connections that converge on the Village Centre from the surrounding residential areas are provided.

(vii) Contain parking areas that are designed to maximize direct access to adjacent uses while not to visually overwhelm the landscape. Methods by which this can be implemented include, but are not limited to the following:

(A) Appropriate landscaping through earth berms, tree/shrub planting, and/or fencing,
(B) On-street parking,
(C) Parking areas between buildings

(viii) Minimize building setbacks along major roadways in order to create an "urban setting" to encourage a strong pedestrian environment. The facades of these buildings should be made attractive through various methods including appropriate articulation, glazing, and use of a variety of building materials.

(ix) Illustrate and locate the various categories of uses within the Village Centre.

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5.4 School Sites

5.4.1 Purpose

The purpose of the School Sites is to provide locations for schools adjacent to dedicated sports fields and recreational areas. School Sites will be located throughout the community to maximize their school catchment area and the design of the sites will be determined at the Development Application stage. Joint use agreements between the City and the School Board on dedicated Public Reserve land adjacent to school sites should be encouraged.

5.4.2 Policies

(1) Size of School Sites

The size of School Sites should be determined pursuant to discussions with Riel School Division.

(2) Location of School Sites

(a) A School Site shall be suitably located in relation to its student catchment area and have frontage on a collector road or greater standard.

(b) In order to comply with subsection 5.4.2(2)(a), a School Site shown on the Land Use Concept map may be relocated to the opposite side of an adjacent collector road or minor arterial road within a Development Application without requiring an amendment to the map.

(c) School sites are proposed sites only and may not be developed for school purposes. School Sites shall initially be zoned residential in the event that the School Board does not require the site for school purposes.

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5.5 Parks and Open Space

5.5.1 Purpose

The purpose of the Parks and Open Space is to provide for the dedication of park land in order to meet the active and passive recreational needs of the community. Linear parkways are intended to complement the stormwater management system as well as to provide linkages between the community's varied recreational facilities. They are to be constructed using naturalized landscaping practices such as upland native grasses. The recreational use of land within the Manitoba Hydro Transmission Corridor should be encouraged as a way to create efficient utilization of space. The location, size and configuration of the parks and open space will be determined at the Development Application stage.

5.5.2 Policies

(1) Linear Parkway

(a) The linear parkway system shall contain a pathway alignment along at least one side of the stormwater management facilities.

(b) The linear parkway system shall consist of, but not be limited to, wetland vegetation and appropriate upland native grasses.

(c) Pathways shall be pervious within naturalized areas.

(2) Active Areas

(a) Active areas, which may include, but are not limited to, playfields / playground facilities, should be located adjacent to school sites, and / or within the Manitoba Hydro Transmission Corridor.

(b) A neighbourhood community centre and related recreational uses may be located within the plan area adjacent to or as part of a compatible use such as a school, neighbourhood node, or within the Village Centre.

(3) Passive Areas

(a) Passive areas, which may include, but are not limited to, linear parks, should be interspersed throughout the plan area and provide linkages within the community.

(4) Manitoba Hydro Transmission Corridor

(a) The Manitoba Hydro Power Area shall be retained in its current alignment.

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(b) Notwithstanding subsection 5.5.2(4)(a) the relocation of the power line(s) may be considered if and when it is economically feasible.

(c) It is understood that Manitoba Hydro consent will be required for the installation or establishment of facilities located within its right-of-way including, but not limited to; signs, fences, light standards, playing fields, grading, landscaping and roadways.

(d) Any recreational uses proposed within the Manitoba Hydro Transmission Corridor as a portion of the City's required parks and open space dedication shall be subject to long-term agreements with the City to be negotiated by the developer on behalf of the City.

(5) Dedication

Dedication of lands for parks and recreation purposes shall be in accordance with the Development Agreement Parameters or similar agreements adopted by Council.

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6.0 DENSITY POLICIES

6.1 Residential Density

6.1.1 Purpose

The purpose of these policies is to ensure that residential development in the community occurs within an acceptable density range in order to reduce land consumption and servicing costs and to promote transit use. Accordingly, the policies establish a target density range for South St. Boniface. Compliance with this target density range will be evaluated at the Development Application stage.

6.1.2 Policies

(1) Density Range

The required residential density to be achieved within the community shall be a minimum of 12.8 units per gross developable hectare (5.2 units per gross developable acre) and a maximum of 17.3 units per gross developable hectare (7.0 units per gross developable acre).

(2) Application of Density Range

(a) At the Development Application stage, the density requirements of subsection 6.1.2(1) shall apply to:

(i) Each ownership area in the community comprising no less than 35 acres, unless two or more land owners enter into a satisfactory arrangement that ensures the density requirements will be met through a transfer of units among the ownership areas; and

(ii) Each Development Application submission in the community unless a developer can demonstrate that any inconsistency with the density requirements can be addressed through a future Development Application submission in the community.

6.2 Density Flexibility

6.2.1 Purpose

The purpose of these policies is to allow for exceptions to the density range identified in section 6.1.2. The exceptions would be allowed in two circumstances: where the City grants a variance to the density range in accordance with established criteria, or where the City identifies lands as a "Special Density

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Area" and accordingly applies specific density requirements to those lands through policy statements within this Plan. Both exceptions are introduced in recognition that unique circumstances may arise that support a lower or high density on a site.

6.2.2 Policies

(1) Variance to Density Range

(a) The density range required in section 6.1.2(1) may be varied on a site specific basis in accordance with this Plan

(i) provided that the proposed density will not compromise the ability of other sites to achieve the density range required in section 6.1.2(1), and

(ii) provided that in the case of a density above 17.3 units per hectare (7.0 units per acre) the higher density

(A) can be accommodated by the transportation network and utility servicing system, and

(B) can be effectively served by schools and other essential services and amenities.

(2) Application of a "Special Density Area"

(a) Where determined appropriate, Council or an appropriately appointed committee thereof, may identify an area as a "Special Density Area" in the Plan.

(b) Where an area is identified as a "Special Density Area"

(i) the density requirements of section 6.1.2(1) shall not apply, and

(ii) new density policies shall be introduced that are determined appropriate and consistent with the planning objectives for the area through amendment to this Plan.

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7.0 TRANSPORTATION POLICIES

7.1. External Road Network

7.1.1 Purpose

The purpose of these policies is to provide for an external road network that is functional, safe and efficient. The road network bordering South St. Boniface consists of expressways, or major arterial roads and a rural road that carries traffic through the area and provides access to the community. It is the intention of the Province to remove the intersection of Plessis Road at the Perimeter. The general location of the regional roads is shown on the Land Use Concept map.

7.1.2 Policies

(1) External Road Network Alignment

(a) The external road rights-of-way, and the related interchange areas, shall be generally located as shown on the Land Use Concept map.

(b) Plessis Road, a boundary road between municipalities shall be upgraded to an urban standard in the future from Warde Avenue north to Bishop Grandin Boulevard. No access shall be granted to Plessis Road south of Warde Avenue.

(c) Residential development adjacent to major arterial roads shall incorporate appropriate sound attenuation measures as outlined in the Development Agreement Parameters.

(2) Dedication of Right-of-Way

The City shall have the opportunity to acquire additional right-of-way for Lagimodiere Boulevard, Bishop Grandin Boulevard and their intersection and interchange as land dedicated for boundary roads.

(3) No Direct Access to Expressways

Direct access to roads classified as Expressways shall not be permitted.

(4) Emergency Access

As required, emergency access to the developing portion of the community shall be identified at the Development Application stage, and maintained in a satisfactory manner.

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(5) Cost Sharing

Equitable sharing of boundary road costs, including land costs, shall be accomplished through the development of a transportation area charge for South St. Boniface.

7.2 Internal Road Network

7.2.1 Purpose

The purpose of these policies is to provide for an internal road network within the community that accommodates vehicular and pedestrian traffic in a safe, efficient and balanced manner. In this regard, the internal road network will need to meet design criteria that emphasize and accommodate transit use, pedestrian circulation and connectivity within the community. The detailed alignment of the road network within the community will be determined through the Development Application process.

7.2.2 Policies

(1) Preliminary Road Network

(a) The internal road network shown on the Land Use Concept map is preliminary only and shall be refined at the Development Application stage.

(b) As determined appropriate, the Land Use Concept map shall be amended to ensure conformity between the map and Development Application.

(2) Road Network Design

(a) The design of the internal road network should provide for the following:

(i) sensitivity to future stormwater management facilities;

(ii) convenient connections and multiple route choices to origin/destination points within the community;

(iii) walkway connections between streets, to meet transit coverage requirements;

(iv) residential streets shall be for the use of motorized vehicles, cyclists and pedestrians and shall not require sidewalks

(v) collector streets shall be for the use of motorized vehicles (including buses) and cyclists and shall require sidewalks on both sides

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(vi) minor arterial streets shall be for the use of motorized vehicles (including buses) and cyclists and shall require either a sidewalk, pathway, or trail on each side

(vii) interconnected pedestrian systems within the residential neighbourhood;

(viii) road connections that converge toward the neighbourhood nodes and the Village Centre; and

(ix) transit routes that are efficient.

(3) **Cost Sharing**

Equitable sharing of major internal road costs for roadways having pavements of over a total of 10 metres in width shall be accomplished through the development of a transportation area charge for South St. Boniface.

7.3 Pedestrian and Bicycle Circulation

7.3.1 Purpose

The purpose of these policies is to provide for direct and convenient pedestrian and bicycle circulation within the community by means of pathways, trails, pedestrian crossings, and other elements, including residential streets and walkway connections. Pathways, the predominant form in built-up areas, are intended to create connections through and between communities. Trails are comprised of crushed rock and located generally in natural areas. The network of pathways and trails is intended to create an interconnected system within communities that is pedestrian and transit-supportive.

7.3.2 Policies

(1) Pathways & Trails

(a) Pathways or trails should

(i) include those routes shown on the Land Use Concept map. Other trails or pathways should be determined at the Development Application stage.

(ii) wherever possible, be located within or integrated with a park or natural feature (including the linear parkway and stormwater management areas), and

(iii) promote walking and cycling throughout residential areas.

(iv) link origin/destination points within the community, and

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(v) connect to pathway systems beyond the community

(vi) support transit use,

(b) Where a pathway or trail cannot be located within or integrated with a park or natural feature, it may locate within a right-of-way in the form of a pathway constructed in place of a sidewalk.

(c) Safe and convenient regional pathway crossings should be provided across

(i) Lagimodiere Boulevard at Warde Avenue to the west; and

(ii) Bishop Grandin Boulevard extension at the north-south internal arterial located central to the plan area .

(iii) the Bishop Grandin Boulevard / Lagimodiere Boulevard intersection

7.4 Bus Transit Service

7.4.1 Purpose

The purpose of these policies is to provide for convenient and efficient access to bus transit service within the community. The community will be served by feeder bus transit routes that will extend throughout the area

7.4.2 Policies

(1) Transit Service Areas

(a) Transit service requirements should be achieved through the provision of

(i) convenient roadway connections between residential development and transit stops, or

(ii) walkways or transit stops that are situated to improve transit coverage.

(2) Transit Stops

(a) Transit stops should be located to:

(i) serve higher density residential development, activity nodes and commercial centres,

(ii) provide convenient transit service, and

(iii) achieve walking distance requirements.

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(3) Transit Routes

(a) The design of the road network should provide for efficient transit routes within the community.

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8.0 SERVICING POLICIES

8.1 Utility Infrastructure

8.1.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to serve urban development throughout the community. Any development within the area will need to be fully serviced with paved streets, piped municipal utilities (water, sanitary sewer, and stormwater) as well as shallow utilities (gas, electrical, telecommunications). Utilities will need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of utility services through the development. Utility alignments will be identified at the Development Agreement Stage and confirmed prior to or during construction drawing approval.

8.1.2 Policies

(1) Municipal Utilities

(a) Urban development within the planning area shall be serviced with paved streets, piped municipal water, sanitary sewer and stormwater utilities.

(b) The alignment and capacity of streets, water distribution mains, sanitary sewer trunks and stormwater sewers should be to the satisfaction of The City of Winnipeg, based upon utility servicing studies and analysis.

(c) Utility rights-of-way and easements shall be provided to accommodate municipal utilities as determined necessary.

(d) Utility rights-of-way and easements, public utility lots and road rights-of-way may be required to be pre-dedicated or registered across undeveloped land as determined necessary to facilitate orderly and sequential urban development.

(2) Shallow Utilities

(a) Urban development within the planning area shall be serviced with shallow utilities (i.e., gas, electricity, and telecommunications).

(b) The location of all shallow utilities and the provision of rights-of-way and easements and related line assignments should be

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addressed to the mutual satisfaction of The City, the landowner and the utility companies.

c) Utility rights-of-way and easements shall be provided to accommodate shallow utilities as determined necessary.

(3) Utility Alignments

(a) Utility rights-of-way and easements and public utility lots shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.

(b) Utility alignments will generally comply with the standard locations for placement of utilities adopted by the Underground Structures Committee.

(c) A developer may be required to provide, or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of municipal utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.

(d) A developer may be required to finance, or enter into an agreement to finance when required, the costs associated with the extension of municipal utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.

8.2 Water Distribution

8.2.1 Purpose

The purpose of these policies is to provide for a suitable water distribution system designed to serve the urban development needs throughout the development. The area will be serviced by two main water distribution feeds as follows: one feed will originate from the existing 600mm feeder main on Lagimodiere Boulevard; and the second feed will comprise of a connection along Warde Avenue to the existing 300mm water main on Boulevard De La Seigneurie. Both connections will be made as part of the initial servicing phase and water distribution lines servicing the area and will connect to these mains in response to the rate of development.

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8.2.2 Policies

(1) Design of Water Distribution System

The water distribution system for the proposed development will be designed to adequately and efficiently serve the ultimate development of the area.

(2) Analysis of Water Distribution System

As part of the initial Development Application, the developer will submit a water distribution analysis along with current development phasing plans to demonstrate that any future development sites can be serviced in accordance with the overall design of the water distribution system for the area.

8.3 Sanitary Sewer

8.3.1 Purpose

The purpose of these policies is to provide for a suitably designed sanitary sewer system to service the proposed development and the ultimate area. This area will ultimately be gravity serviced through sanitary sewers tied to the existing 1350mm sanitary sewer interceptor on Bishop Grandin Boulevard at Lagimodiere Boulevard and to a future sanitary sewer interceptor extension on Warde at Lagimodiere.

8.3.2 Policies

(1) Design of Sanitary Sewage System

The sanitary sewage system for the planning area shall be designed to adequately and efficiently serve the ultimate development of the area.

(2) Analysis of Sanitary Sewer System

As part of the initial Development Application, the developer will submit sanitary sewer servicing criteria to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.

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8.4 Stormwater Management

8.4.1 Purpose

The purpose of these policies is to provide for the design and development of a suitable and efficient stormwater management system to serve urban development within the planned subdivision. A Master Drainage Plan will be prepared for the area that provides for a network of stormwater facilities to manage drainage and direct it into the Seine River via piped connections across Lagimodiere Boulevard to the existing stormwater drainage system in the Island Lakes subdivision. Detailed studies will show that the receiving system has adequate capacity for this purpose. The concept will allow a complete gravity system to service the ultimate area as opposed to a pumped system originally proposed for this area.

Within the planned subdivision, the stormwater management system will be comprised of collection pipes discharging into retention basins interconnected to constructed wetlands and detention basins. These stormwater management systems will combine linear retention/detention naturalized and interconnected pond systems with parkway/wetland. Runoff collected by the stormwater management systems will discharge through control structures via a piped system to the Seine River via the existing Island Lakes subdivision lake system.

The developer will be required to construct the stormwater facilities in accordance with established policies, guidelines and standards in effect as well as the policies of this section. The location, size and configuration of the facilities will be determined at the Development Application stage.

8.4.2 Policies

(1) Design of Stormwater Management System

(a) The stormwater management system for the proposed subdivision shall be designed to adequately and efficiently serve the ultimate development of the area.

(b) As part of the initial Development Application, the developer shall submit a Stormwater Management Plan consistent with the Master Drainage Plan as approved by The City to demonstrate that the site can be serviced in accordance with the overall design of the stormwater management system for the area.

(c) Principles behind the design will be to manage stormwater peak flows within established norms and to minimize delivery of nutrients from this system into receiving waters. Emphasis will be to use suitable surface drainage methods where possible for reducing nutrient transportation.

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(2) Best Management Practices for Stormwater Management

(a) As part of the preparation of a Stormwater Management Plan, "Best Management Practices" and alternatives for stormwater quality and quantity enhancement shall be assessed with regard to the following:

i) developing stormwater facilities with a preference for source controls as opposed to end-of-pipe solutions; and

ii) introducing detention in basins employing naturalized methods, such as natural wetlands, to mitigate the effects of stormwater run-off into watercourses as opposed to basic pond and pipe system;

iii) detention areas will be vegetated with a mix of grasses appropriate to the flood frequency.

(b) The development of the system will be based on established drainage criteria, considering proposed land use, regional plans and hydraulic and environmental impact on surrounding lands and downstream reaches. Conveyance by gravity will be a prominent objective.

(c) The stormwater management system shall introduce mitigation measures where determined appropriate to reduce transference of nutrients, pesticides and other deleterious substances to receiving waters.

(d) Where appropriate, the stormwater management system shall be designed to:

i) operate on a gravity basis and utilize the existing systems in an environmentally compatible manner, and

ii) introduce mitigation measures to address the potential impact of water quality on existing systems and waterways including the Seine River.

(e) Land included for dedication as public reserve shall include public shoreline at normal water level adjacent to wetlands.

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9.0 PHASING POLICIES

9.1 Purpose

The purpose of these policies is to provide for certainty by the City that major infrastructure is appropriately budgeted as development within the plan area proceeds.

9.2 Policies

(1) A general phasing plan and traffic study shall be submitted at the time of the first Development Application.

(2) The traffic study and phasing plan shall be updated at every major phase of development.

(3) South St. Boniface transportation area charges shall be reviewed at every major phase of development.

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10.0 INTERPRETATION

10.1 General Definitions

The following general definitions shall apply:

(1) **Approving Authority** means the City of Winnipeg or the Municipal Board, as the case may be.

(2) **Community** means a logical, physical and social planning area, which is predominately residential in character, defined by significant natural or man-made features and containing an adequate population base to support schools, parks and community facilities necessary to serve the residents.

(3) **Community Committee** means the Riel Community Committee, a committee comprised of the City Councillors from the Riel Community.

(4) **Council** means the Council of the City of Winnipeg.

(5) **Community-Scale Commercial** means commercial which provides a wide variety of goods and services to an area beyond the immediate neighbourhoods and may include office and other non-commercial uses.

(6) **Expressways** accommodate large traffic volumes at high speeds and under relatively unimpeded flow conditions. Expressways are intended to serve longer trips including intra-urban travel and trips destined to major centers of activity. Expressways are full time truck routes. Direct access to adjacent lands is prohibited. Only arterial streets or higher classification intersect this type of facility. At a minimum, expressways feature a four-lane divided cross-section. Signalized intersections are widely spaced (a minimum of 800 metres between intersections). Traffic volumes are greater than 20,000 vehicles per day.

(7) **Gross Area** means the total area of land contained within the property lines of a site.

(8) **Gross Developable Area** (GDA) for the purpose of calculating density means the gross area of a site, excluding; expressways, interchange lands, commercial and private recreational sites greater than 2.4 hectares in size and any land purchased by the City of Winnipeg.

(9) **Institutional Use** means the use of land, buildings or structures for the purpose of religious, charitable, education, health, welfare or correctional activities and may include, but is not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, reformatory or correctional facilities, medical clinics, cemeteries, and daycare centres in accordance with the Land Use By-Law.

(10) **Local Commercial Use** means the use of land, buildings or structures for the purpose of providing retail goods and service on a limited scale to primarily employees or residents in the area and may include, but is not limited to, day cares, restaurants, convenience stores, and financial institutions in accordance with the Land Use By-Law.

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(11) **Major Arterials** carry large traffic volumes and connect large development areas including major residential areas, the central business district, regional shopping centres, large industrial and commercial areas and other major activity areas. Generally, major arterials are full time truck routes. Direct access to adjacent properties is normally controlled or limited. At a minimum, all major arterials feature a four-lane divided cross-section. Traffic signals are used to control intersections. Typical traffic volumes are greater than 20,000 vehicles per day.

(12) **Minor Arterials** carry slightly lower traffic volumes than major arterials and augment the major arterial system by connecting residential, employment, shopping and recreational areas. Minor arterials may be designated as full time or part time truck routes. Typically, minor arterials have a four-lane cross-section. Typical traffic volumes are up to 20,000 vehicles per day.

(13) **Multi-Unit Residential Use** means a residential building containing two or more dwelling units and includes a semi-detached dwelling, a duplex, a townhouse and an apartment in accordance with the Land Use By-Law.

(14) **Neighbourhood** means a portion of a community and is generally defined by a 400-metre radius or five-minute walk from a central bus stop located within a neighbourhood node.

(15) **Net Developable Area** means the gross developable area of a site excluding any public road rights-of-way, reserve land or public utility lots.

(16) **Office Use** means the use of land, buildings or structures for the purpose of conducting executive, professional, research, administrative or similar affairs of business including ancillary services for office workers, and may include, but is not limited to, administrative offices, consultations offices and research offices in accordance with the Land Use By-Law.

(17) **Public Reserve** means land used for public parks and open space.

(18) **Public Use** means the use of land, buildings or structures for the purpose of accommodating public or quasi-public services, utilities or facilities and may include, but is not limited to, essential public services, municipal utilities and public facilities in accordance with the Land Use By-Law.

(19) **Recreational Use** means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds in accordance with the Land Use By-Law.

(20) **Residential Use** means the use of land, buildings or structures for a residential purpose and may include, but is not limited to, single-detached dwellings, mobile homes, semi-detached dwellings, duplex dwellings,

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townhouses, apartments and secondary dwellings in accordance with the Land Use By-Law.

(21) **Retail Commercial Use** means the use of land, buildings or structures for the purpose of selling retail goods and services to the final consumer, and includes the storage of merchandise on or about the premises in quantities sufficient to supply the establishment and may include, but is not limited to grocery stores, department stores, restaurants, automotive repair centres, entertainment facilities, and financial institutions in accordance with the Land Use By-Law.

(22) **Service Commercial Use** means the use of land, buildings or structures for the purpose of providing goods and services to the traveling public on sites dependent upon exposure and efficient access from roads carrying higher volumes of traffic and may include, but is not limited to, hotels, motels, restaurants, service stations, and convenience grocery stores in accordance with the Land Use By-Law.

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This is Exhibit 35 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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THE CITY OF WINNIPEG
February 22, 2006

DEVELOPMENT AGREEMENT AG 51/05

RIEL COMMUNITY

SAGE CREEK DEVELOPMENT CORPORATION

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THIS AGREEMENT made in duplicate this 22ND day of February A.D. 2006

BETWEEN:

THE CITY OF WINNIPEG
(hereinafter called the "City")

OF THE FIRST PART,

- and -

SAGE CREEK DEVELOPMENT CORPORATION
(hereinafter called the "Developer")

OF THE SECOND PART.

WHEREAS:

a) The Developer represents that it is the owner or entitled to be the owner of certain lands located within the boundaries of the City of Winnipeg as described in Schedule "A" and shown outlined on a plan attached as Schedule "B" (hereinafter called the "Planned Area");

b) The Developer and the City wish to establish development conditions for the Planned Area; and

c) The Developer, subject to the approval of the City, proposes to install and construct utilities and other services to serve the Planned Area; and

d) The City has approved the registration of a plan of subdivision in the Land Titles Office subject to prior execution of this Agreement.

NOW THEREFORE, in consideration of those approvals and the sum of ONE DOLLAR ($1.00) paid by each party to the other, the receipt and sufficiency of which is hereby acknowledged, the City and the Developer covenant and agree as follows:

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1. Definitions

Unless the context otherwise requires, where used herein,

a) "Planned Area" means all the land outlined on the plan attached as Schedule "A" hereto;

b) "Director of "Public Works", "Director of Water and Waste", "Director of Planning, Property and Development" and "City Solicitor" mean the Director of Public Works, Director of Water and Waste, Director of Planning, Property and Development and City Solicitor of the City for the time being or such other persons designated by them;

c) "Developer Owned Land" means all the land within the Planned Area owned by the Developer or in which a beneficial interest is held by the Developer, its successors, assigns, purchasers or nominees at any time during the term of this Agreement;

d) "Standby Letter of Credit" means a Letter of Credit in the form shown as Schedule "D" hereto, issued by a bank licensed to carry on business in Canada, or, at the option of the City Solicitor, some other security which in the opinion of the City Solicitor provides equivalent immediate cash protection and which may include but is not limited to a Standing Letter of Credit by an institution other than a bank.

e) "Substantial Completion" means completion as certified by a professional engineer in accordance with the Builders' Liens Act.

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2. Contract Documents

This Agreement shall consist of the following:

a) This Agreement consisting of 19 pages;

b) Schedule "A" - A plan outlining the Planned Area;

c) Schedule "B" - Special clauses regulating installation of municipal services, open space dedication and payment of administration and engineering fees;

d) Schedule "C" - Construction and Maintenance Specifications;

e) Schedule "D" – Form of Standby Letter of Credit;

f) Schedule "E" - The plans, specifications and drawings including grading plans;

g) Any written variation, amendment or addition of or to this Agreement or any of the Schedules signed by the Developer and by or on behalf of the Director of Public Works or the Director of Water and Waste or the Director of Planning, Property and Development all of which are and shall be binding upon the parties hereto as fully and to the same extent as if set out herein.

3. Subdivision and Zoning

a) The Developer shall, at its own cost and expense take all proceedings required to prepare and secure approval and registration of any plan(s) of subdivision;

b) Nothing herein contained shall constitute the approval of the City to any plan(s) of subdivision, or any zoning change, variance or conditional use desired by the

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Developer.

4. General Instructions

a) No development including excavation shall take place within or to serve the Planned Area without application to the Director of Public Works and the Director of Water and Waste and their prior written approval.

b) Before commencing any work, the Developer shall familiarize itself with all the relevant City designs and specifications, and agrees that all materials and workmanship installed or carried out by the Developer shall conform to the requirements of this Agreement including the documents described in the Schedules to this Agreement. If there is any conflict between those requirements and the requirements of the Director of Public Works or the Director of Water and Waste under this Agreement, those Directors' requirements shall apply.

c) The Developer shall grant to the Director of Public Works and the Director of Water and Waste and their delegates free and uninterrupted access to any and all parts of the Planned Area for the purpose of making inspections and taking samples of materials used in the services being installed. If any material, design or installation does not conform to this Agreement or to the requirements of the Director of Public Works and the Director of Water and Waste those Directors may stop any further work and order the removal and replacement of unsatisfactory works.

5. Taxes

Prior to the release of the approved subdivision mylars, the Developer shall pay all municipal taxes including arrears, penalties and the commuted amount of all local improvement levies outstanding on all Developer-owned lands within the

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Planned Area.

6. Approvals for City Shared Services

The Developer shall, before doing any work or supplying any materials for which the City is required to pay, in whole or in part, obtain written authorization from the City and the City will authorize the work to proceed and the materials to be supplied, at prices agreed upon by the Director of Public Works and the Director of Water and Waste. The prices agreed upon shall apply to all work done by the Developer to be paid for by the City.

7. Controls over Installation of Municipal Services

a) The Developer shall not proceed with the installation of any of the improvements, municipal services to be constructed to serve the Planned Area until:

i) The relevant plan(s) of subdivision have been approved by the City and registered in the Land Titles Office unless the commencement of such installation prior to registration is approved by the Director of Planning, Property and Development and the Director of Water and Waste and a release and indemnity is provided by the Developer in form satisfactory to the City Solicitor;

ii) Detailed engineering plans and specifications of the municipal services and improvements to be constructed to serve the Planned Area have been approved by the City.

b) The Developer agrees that where in executing the improvements and municipal services and works provided for in this Agreement any of such improvements, services and works will be installed across lands owned by the Developer or

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private owners, the Developer shall, at its sole cost and expense, at the request of the City obtain and provide the City with easements in a form satisfactory to the City Solicitor, to enable the City to enter upon said lands and service, repair and otherwise deal with, as and when necessary, such municipal services, improvements or works as may be located on, through or under the said lands.

7. Planned and Orderly Development

In order to ensure an orderly development, the Developer agrees to proceed with the installation of the municipal services, works and improvements under the terms hereof as follows:

a) i) Land drainage sewers, waste water sewers and watermains, as required to service all lots within the Planned Area in an orderly sequence as directed by the Director of Water and Waste;

ii) Street pavements, sidewalks, signing and lighting as required to service all lots within the Planned Area in an orderly sequence as directed by the Director of Public Works.

b) Before applying for a Building Permit for a lot, the Developer shall complete, to the satisfaction of the Director of Water and Waste, the sewer and water connections from the street to the property line of such lot;

c) Until pavement is installed by the Developer under the terms of this Agreement, the Developer shall be responsible for gravelling and maintaining all streets within the Planned Area in a passable and usable condition when such street is required as an access road, or as a road upon which dwellings are being constructed, provided always that such installation, gravelling and maintenance shall be at the cost and expense of the Developer. The parties hereto covenant

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and agree that the Director of Public Works shall be the sole judge as to whether a street is in passable or usable condition provided that nothing contained in this subparagraph shall in any way affect the obligation of the Developer to pave all such roads as elsewhere provided in this Agreement and provided further that nothing shall obligate the City to provide snow clearance for any road which is being used as an access road and which is unpaved;

d) The Developer covenants and agrees not to permit occupancy of any building erected on any lot in the Planned Area until such building and lot has been serviced with waste water sewer, land drainage sewer, water and the street surfaced satisfactory to the Director of Public Works and the Director of Water and Waste.

e) Ornamental street lighting and permanent street signs shall be ordered by the Developer on each street for installation within three months after completion of the paved roads or upon occupancy of any building on such street, whichever shall occur first, provided however that if the Developer is unable to arrange for the installation of ornamental street lights within such period of time, no lot or house constructed thereon within the Planned Area shall be occupied until some form of proper lighting satisfactory to the Director of Public Works, has been installed on the street on which such lot fronts, and in addition, the Developer provides that Director of Public Works with some evidence in writing satisfactory to the City, that it has concluded arrangements for the installation of a permanent system of ornamental street lights for such lot(s);

f) The Developer shall proceed with the installation of landscaping improvements within road allowances after the Director of Public Works has approved specifications or released plans for construction.

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8. Insurance

The Developer shall employ contractors that are licensed by the City for construction of sewer, water, pavement, and landscaping on City streets and lanes, which contractors shall file with the City, a Contractor's Liability Insurance policy to provide coverage in an amount and form satisfactory to the City.

9. Letters of Credit

a) The Developer shall, and does hereby agree to, indemnify and save the City harmless from and against all loss, claims, costs (including court costs), expenses and professional fees paid or incurred by the City arising out of or related to any duty or obligation imposed on the City by the Builders' Liens Act in respect of any work carried out by or on behalf of the Developer pursuant to this Agreement, or any work carried out by or on behalf of the Developer and to serve the Planned Area.

b) The Developer shall provide to the City prior to commencement of any work under this Agreement an irrevocable Standby Letter of Credit in favour of the City in an amount equal to 7.5% of the value of the work, services and materials to be done, provided or supplied in performance of its obligations under this Agreement, as determined by the Director of Public Works and the Director of Water and Waste, in a form satisfactory to the City Solicitor, guaranteeing performance of the Developer's obligations under this paragraph.

c) In order to guarantee the installation of the municipal services, improvements and works described herein and the performance of all other covenants and commitments of the Developer herein, the Developer covenants and agrees to provide to the City prior to the commencement of any work under this Agreement an irrevocable Standby Letter(s) of Credit in favour of the City in an amount

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determined by the Director of Public Works and the Director of Water and Waste and in a form satisfactory to the City Solicitor.

d) If, upon a date 30 days or less prior to the date of expiry of the Letters of Credit referred to in sub-paragraphs b) and c) of this paragraph, there is an outstanding covenant or obligation of the Developer which, in the opinion of the Director of Public Works, the Director of Water and Waste or the Director of Planning, Property and Development is not completely carried out, the City may draw the full amount of that Standby Letter of Credit or any portion thereof and hold those monies in place of that Standby Letter of Credit unless the Developer earlier provides a replacement Standby Letter of Credit and the provisions of this paragraph shall apply to that replacement Standby Letter of Credit and all subsequent replacement Letters of Credit. For the avoidance of doubt it is understood and agreed that failure by the Developer to so provide a replacement Standby Letter of Credit shall constitute a default under this Agreement entitling the City to draw the full proceeds of the existing Standby Letter of Credit without notice under paragraph 19 and any such monies so held in place of a Standby Letter of Credit may be used as provided in this Agreement in the event of default.

e) In the event of default under or termination of this Agreement, for whatever cause, the City shall have the right to use the proceeds of any Letters of Credit or the amount of approved equivalent security provided by the Developer in such a manner as the City may deem most advisable for the orderly completion of all work or works still unconstructed or, if constructed, for maintenance and operation purposes, within and to serve the Planned Area and the City may, in its own discretion, complete, maintain and operate such work or repair any faulty works within and to serve the Planned Area and the City shall have the right to enter upon and use any lands within the Planned Area, and the Developer does hereby grant such rights irrevocably to the City for the purposes set out herein.

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The extent of the work to be done by the City under the terms hereof, and the time within which work shall be completed shall be in the sole discretion of the City.

10. Tidiness

Until development has been completed within the Planned Area, the Developer covenants and agrees to maintain at all times at its own expense to the satisfaction of the Director of Public Works and the Director of Water and Waste all unserviced Developer-owned areas in a manner so that they will not be unsightly. Such maintenance shall include levelling same to the grade of the surrounding area and the cutting of grass and weeds thereon, removal of any debris and litter, and providing proper drainage for any water that may accumulate so as to ensure public safety until servicing is commenced, in a manner not offensive to the public view.

11. Remedies Cumulative and not Alternative

Notwithstanding, and in addition to any other remedies provided by law, or in the within Agreement available to either party, the other party shall, in addition, and at its option, as a cumulative and not an alternative remedy, be entitled to restrain any such breach and enforce compliance with any term or condition by way of an injunction applied for in Court of Queen's Bench, in the Province of Manitoba. All of the remedies of each party hereto shall and are hereby deemed to be cumulative and not alternative, and either party hereto may exercise any one or all of the remedies available to it under the terms hereof, or available to it by law, at any time whatsoever.

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12. Maintenance and Indemnities

The Developer hereby further covenants, warrants, undertakes and agrees:

a) Subject to any other provision of this Agreement, or the Schedules attached thereto, all municipal services, works or improvements installed by the Developer pursuant to the terms of this Agreement will be maintained in good operating condition for a period of one year from the date of substantial completion or as may otherwise provided in Schedule "B" and any Standby Letter of Credit posted by the Developer shall provide for all such guarantees and warranties of maintenance.

b) During the term of this Agreement, to indemnify and save harmless the City from and against all public liability and property damage claims and personal damage claims arising in respect of the construction, installation or the manner or method of construction or installation of any City improvement, service or work to be constructed by the Developer, or in respect of any defect therein or caused thereby, together with all costs, charges and expenses arising by reason of or in connection with any such claims, and the Developer hereby agrees to procure and maintain at its own expense, or if the City consents, to cause any contractor installing any such improvement, work or service to procure and maintain at its own expense, a policy of public liability and property damage insurance in an amount satisfactory to the City, and to furnish to the City a copy of each policy, showing loss payable thereunder to the Developer, and/or the sub-contractor, and/or the City as their respective interests may appear.

13. General Indemnity by the Developer

Nothing in this Agreement shall be so construed as to make the Developer the agent of the City, it being distinctly understood and agreed that the Developer

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shall execute, carry out and implement the improvements, works and services referred to in this Agreement on its own behalf in a safe and prudent manner. Accordingly, the Developer hereby agrees to and does indemnify and save harmless the City from and against all claims, demands, actions, sums, liabilities, obligations, losses or suits of any nature or kind whatsoever, whether at law or equity arising at any time during the currency of this Agreement out of any matter or thing provided to be done by the Developer under the terms of this Agreement, provided that nothing shall extend this indemnity to any act or thing done by the City or omitted to be done by the City.

14. Performance by the City

All of the covenants and agreements of the City, and all of the acts and undertakings required to be performed by the City under this Agreement shall be required to be performed, done and undertaken only within the limits of the powers of the City from time to time, notwithstanding anything in this Agreement the City shall be under no higher obligation or duty than to exercise its best efforts to perform, do and undertake those covenants, agreements and undertakings within the limits of those powers and the City shall be under no liability to the Developer, or any other person, firm or corporation for the City's failure or inability to perform, do or undertake such covenant, agreement, act or undertaking, if such failure or inability is beyond the control of the City or is caused by the operation of law; and in such case, the City shall not be liable for any losses or damages suffered by the Developer as a result of that failure or inability of the City to perform, do or undertake such covenant, agreement, act or undertaking.

15. Extensions

Subject to paragraph 14, should the Developer be obstructed or delayed in the

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prosecution or completion of any of the works herein specified, by reason of the act, neglect, delay or default of the City, or any of its employees, servants or agents, or by reason of delays in obtaining materials by strikes, lockouts, or work stoppages or delays in transit, or for any delay by reason of acts of God, wars, revolutions, political disturbances, fire, floods, or other causes beyond the Developer's control, then in every such case the time fixed in this Agreement for the completion of work or performance of duties shall be extended for a period equal to the time lost to the Developer by reason of any or all of the causes aforesaid, provided that the Developer shall inform the City not later than the 31st day of December in each year, during the currency of this agreement of any extension or extensions of time claimed for that year.

16. Term of the Agreement

The term of this Agreement shall be from the date of its signing until each and every covenant of the Developer has been performed to the satisfaction of the City unless the Agreement is sooner terminated as provided herein.

17. Arbitration Procedure

Should a dispute arise between the Developer and the City, as to any of the terms, covenants, conditions or provisions contained herein, or contained in the Schedules attached hereto, or as to their interpretation or applicability, or as to any sums payable hereunder (with the exception of those matters as set out in the Agreement which are to be completed to the sole satisfaction of the Director of Public Works and the Director of Water and Waste or are to be decided solely by them) then the matter shall be referred to a single arbitrator, if the parties can mutually agree upon one, otherwise to a Board of three arbitrators, who shall be qualified Engineers. One arbitrator shall be appointed by the Developer, one arbitrator shall be appointed by the City, and the third arbitrator to be chosen by

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the first two arbitrators so appointed.

Should arbitration under this Agreement become necessary then such arbitration shall be conducted subject to the provisions of the Arbitration Act of Manitoba, as amended from time to time. In the event that the parties are unable to agree upon a sole arbitrator, and it becomes necessary to arbitrate with a Board of three arbitrators, if the first two named arbitrators are unable to agree on the third arbitrator, either may apply to any Judge of the Court of Queen's Bench in Manitoba, upon ten days notice in writing to the other arbitrator, and the said Judge shall then appoint a third arbitrator. In the event that one of the parties to this Agreement refuses or neglects to appoint its arbitrator within 30 days after the other of them has appointed its arbitrator, and serves written notice upon the other party requiring an appointment to be made under the terms hereof, then the arbitrator first appointed shall, after the expiry of the said 30 day period, at the request of the party appointing him, proceed to hear and determine the matter or question in difference as if he were a single arbitrator appointed by all parties for the purpose. The award or determination made by the said arbitrator, or the said Board of Arbitrators, or the majority of them (including the appointment and awarding of costs of the arbitration) shall be final and binding upon the parties hereto and their respective successors and assigns.

18. <u>Authority and Capacity to Contract</u>

a) This Agreement shall be of no force or effect whatsoever until, if required by the City Solicitor, the Developer has delivered to Counsel for the City, in form satisfactory to her such certified copies of Land Titles Office searches, or such other documents as may be necessary to satisfy the City Solicitor that the Developer does in fact own the lands to be developed within the Planned Area, or has a sufficient interest in them, or is otherwise in a position to effectively deal with same;

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b) The Developer hereby covenants and agrees for itself and its successors and assigns, that it will not, in any way, attempt to impeach the validity of this Agreement, or any part hereof, or in any way challenge or attempt to impeach the capacity of the City to enter into this Agreement, and all the provisions herein contained, provided that nothing herein shall prevent either party hereto from litigating their respective rights under this Agreement subject to the provisions in this paragraph. In the event that notwithstanding the provisions of this paragraph, any provision of this Agreement shall ever be found by a court of competent jurisdiction to be void, invalid or unenforceable it shall be severable from the rest of the Agreement, and the rest and remaining portion of the Agreement shall be valid and shall remain in full force and effect.

19. Default by the Developer

If the Developer should default under any provision of this Agreement, the City shall give the Developer notice of the particulars of such default.

If within ten days after the giving of such notice, the Developer fails to rectify such default as contained in the notice, to the satisfaction of the City, then the City shall be entitled to draw upon the performance security provided by the Developer and itself remedy the default in whole or in part and recover from the Developer any costs thereof in excess of that performance security or to specific performance to rectify such breach or default, or alternatively shall be entitled to seek an injunction to restrain such breach, or to enforce any term or condition of this Agreement or shall be entitled to seek a declaration terminating this Agreement for non-performance, or any and all such remedies, (which remedies are hereby acknowledged as being cumulative and not alternative), provided further that if the Agreement is so terminated, by virtue of the Developer's default, the parties hereto agree that the City shall not be liable for any loss or

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damage that may be suffered by the Developer as a result of such termination, and the parties hereto further covenant and agree that the City in any such event, shall not be liable for any loss or damage suffered by any other person, firm or corporation by virtue of such termination, and the Developer does hereby for itself and its successors and assigns indemnify and save harmless the City, and its successors and assigns, from any claim or demand from any person, firm or corporation which may suffer loss or damage by reason of the termination of this Agreement because of the Developer's failure or default as aforesaid.

20. General Provisions

a) This Agreement shall not be assignable by the Developer without the consent of the City first being had and obtained in writing; which consent is not to be unreasonably withheld.

b) Any party to this Agreement may waive the performance of any provisions required to be performed for its benefit by the other party, provided that waiver shall be in writing, and provided further that any such waiver shall extend only to the particular breach so waived or performance so excused and shall in no way be deemed to be a continuing waiver of such provision or any other term or provision of this Agreement.

c) The headings of the paragraphs contained in this Agreement are hereby stated to be inserted for convenience only, and shall in no way define, limit or restrict or describe the scope or intent of this Agreement nor affect in any way whatsoever its terms and provisions;

d) Any notice required to be given by either of the parties hereto, except where otherwise specifically provided, shall be deemed to have been legally delivered if:

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i) Delivered personally to the Developer at:

SAGE CREEK DEVELOPMENT CORPORATION
30 Speers Rd.
Winnipeg, Manitoba R2J 1L9

Attention: Eric Vogan

ii) Delivered personally to the City at:

The City of Winnipeg
Legal Services Division
3rd Floor, 185 King Street
Winnipeg, Manitoba R3B 1J1
Attention: City Solicitor

iii) Faxed or mailed by certified mail to the City Solicitor or to the Developer at the above-noted addresses, and if faxed or mailed notice shall be deemed to have been received as of the date of such fax transmission or mailing.

e) This Agreement may be executed in any number of counterparts, each of which shall be an original and all of which together shall constitute one and the same instrument.

f) Wherever the singular and masculine are used throughout this Agreement, the same means plural, feminine or neuter, where the context of the parties hereto so requires, the Developer's covenants shall be deemed to be several as well as joint, and time shall be of the essence of this Agreement and this Agreement shall be binding on the parties hereto and their respective successors and assigns.

21. <u>Payments</u>

Unless otherwise provided in this Agreement:

a) Where under this Agreement the Developer is required to make a payment to the City based upon a standard City rate if that rate is changed prior to payment by

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the Developer the payment shall be recalculated and payable at that new rate.

b) Where under this Agreement the Developer is required to make a payment to the City "on demand", if it is not paid within 14 days of that demand interest shall be payable to the City on the sum due calculated from expiry of that 14 days to the date of payment at a rate of interest equal to the average borrowing rate paid by the City over that period.

c) Where any payment due the City is not payable on demand or based on a standard City rate and is not paid during the year of execution of the Agreement it shall be recalculated by the Director of Public Works and the Director of Water and Waste and payable in an equivalent amount in then current dollars based on the then current Statistics Canada Cost of Living Index.

d) All payments stipulated in this Agreement are subject to the 7% Goods and Services Tax.

SIGNED, SEALED AND DELIVERED this 23rd day of November A.D. 2006

BY:

THE CITY OF WINNIPEG

Per: _____
for DIRECTOR of Planning, Property and Development

AND this 7th day of November A.D. 2006

BY:

SAGE CREEK DEVELOPMENT CORPORATION

Per: _____
Name: JOHN DANIELS
Title: SECRETARY
(affix corporate seal)

Per: _____
Name: ERIC VOGAN
Title: ASSISTANT SECRETARY

_____
Witness:
Name: _____
(please print)
Address: _____

_____

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CERTIFIED as to Engineering Details

Ernest Lapointe

Land Development Engineer
Planning, Property and Development Department

CERTIFIED as to Form

City Solicitor/Manager of Legal Services
Corporate Services Department

CERTIFIED as to Engineering Details

for Director, Water and Waste Department

CERTIFIED as to Engineering Details

2006-06-13

for Director, Public Works Department
Transportation Division

ELC/li

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SECTION I – INSTALLATION OF SERVICES

1. Wastewater Sewers

a) The Developer shall, at no expense to the City, construct wastewater sewers to serve the Planned Area and adjacent lands as determined by and to the satisfaction of the Director of Water and Waste. The City shall reimburse the Developer for any oversizing as determined by the Director of Water and Waste.

b) The Developer shall front-end the cost of extending the wastewater interceptor sewer as required by the Director of Water and Waste to serve the Planned Area and adjacent land. The Developer shall be reimbursed in accordance with the Development Agreement Parameters when capital funding is approved by Council.

2. Watermains

a) The Developer shall, at no expense to the City, install and construct all watermains, valves, hydrants and fittings to serve the Planned Area and adjacent lands as determined by and to the satisfaction of the Director of Water and Waste. The City shall reimburse the Developer for any oversizing as determined by the Director of Water and Waste.

b) The Developer shall, at no expense to the City, install and/or provide a second watermain feed to all streets within the Planned Area in all construction phases as determined by and to the satisfaction of the Director of Water and Waste.

FAX
COLIN CHOPP
986-5302
TED
18 DATE: JAN 8/07
Post-it Notes

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3. Retention Basins

a) The Developer shall construct and bridge-finance the cost of constructing stormwater management facilities within the Planned Area in accordance with the "Criteria for Stormwater Management" (adopted by City Council on April 25, 2001) to the satisfaction of the Director of Water and Waste. The Developer's share of the cost of the regional stormwater management facilities shall be as determined by the Director of Water and Waste. Upon registration of the approved plan of subdivision in the Land Titles Office, the Developer shall convey Public Reserves A and B to the City for stormwater impoundment and public open space purposes. It is hereby acknowledged that approximately 8.75 acres within Public Reserves A and B are required for stormwater impoundment purposes and the City shall purchase those 8.75 acres. The land shall be valued at $25,000.00 per acre for a total value of $218,750.00 (8.75 acres x $25,000.00/acre). This total value shall be credited against the Developer's share of the cost of the regional stormwater management facilities.

b) The City shall reimburse the Developer for the difference between the cost of constructing the regional land drainage facilities and the Developer's share of those costs, as determined by the Director of Water and Waste, within one year of the date of Substantial Completion of the facilities with interest added after that date according to the current Development Agreement Parameters and upon capital funding being approved for that payment by City Council

c) The Developer shall, prior to issuance of a Completion Certificate for the retention basins, offset stake and grade lot corners of a representative number of private lots abutting the basins to facilitate inspection for construction completion. The Developer shall provide at no cost to the City an appropriate legal survey complete with legal monuments offset from a representative number

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of private lot corners in the basins and a plan identifying horizontal and vertical extents of said monuments, which work is to be performed by a Manitoba Land Surveyor indicating the distances that the rear yard legal property limits of all private lots abutting the basins are from the retention basin normal water level, to the satisfaction of the Director of Water and Waste as a condition of issuance of a Final Acceptance Certificate.

d) The Developer shall enter into an easement agreement that shall caveat all private lots abutting the basins outlining the special conditions for the maintenance of the vegetated area at the rear of the private lots.

e) The Developer shall until final acceptance of retention basins advise the property owners of all lots abutting the basins (by annual distribution of notices/pamphlets no later than May 31 of each year) that the property owners are responsible for shoreline erosion protection on their own properties, in accordance with the policy adopted by Council on December 12, 2001.

f) The Developer shall make a capital cost contribution, equivalent to the present value of the additional maintenance costs for the wetlands type retention basin, if they are forecast to be higher than those for a standard retention basin, in accordance with Clause 5.3.2 of the Criteria for Stormwater Management, (adopted by Council on April 25, 2001).

g) ~~The Developer shall, at no expense to the City, construct a maintenance ramp on each basin to the satisfaction of the Director of Water and Waste.~~

SEE EMAIL 25-NOV'13 ←

h) The Developer shall, at no expense to the City, install chain link fencing, or alternate fencing approved by the Director of Water and Waste, to demarcate the public land component of the basin area from the private land component as

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determined by and to the satisfaction of the Director of Water and Waste.

i) Notwithstanding any other provision of this agreement regarding a warranty period, the Developer shall be responsible for maintenance of the basin area including appurtenances and landscaping for 5 years and until occupancy of 95% of the dwellings on lots immediately abutting the basin, as determined by and to the satisfaction of the City.

j) The Developer shall provide a separate Letter of Credit in the amount of 15% of the construction cost of the basins and associated appurtenances to the satisfaction of the Director of Water and Waste. This separate Letter of Credit will be released to the Developer upon issuance of the Final Acceptance Certificate.

k) The Developer shall, at no expense to the City, develop a performance specification for the naturalized stormwater retention basin, to the satisfaction of the Director of Public Works, that assesses the constructed wetlands vegetative condition. The Developer shall also carry out routine vegetation assessments over a five year period to determine whether the wetland vegetation is meeting the performance specification and if not, the Developer shall take appropriate remedial action as determined by the said Director.

l) As a condition of issuance of a Final Acceptance Certificate, the Developer shall, at no expense to the City, develop an operation manual for the naturalized stormwater retention basin that will insure the long-term viability of the wetland by maximizing ecological benefits and minimizing maintenance to the satisfaction of the Director of Public Works.

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4. Land Drainage Sewers

a) The Developer shall, at no expense to the City, construct and install all land drainage sewers complete with manholes, catchbasins and accessories thereto required to serve the Planned Area and adjacent properties as determined by and to the satisfaction of the Director of Water and Waste. The City shall reimburse the Developer for any oversizing as determined by the Director of Water and Waste.

b) The Developer shall construct all swales, catchbasins and leads on private property, in locations where rear lot drainage has to be provided prior to the issuance of Building Permits.

c) The Developer shall, at no expense to the City, provide all easements with respect to the installation, maintenance and replacements of catchbasins and leads for lot drainage upon registration of approved subdivision mylars in the Land Titles Office.

5. Lot Line Connections

a) The Developer shall, at no expense to the City, construct and install wastewater and water building connections from the main to the property line to all lots within the Planned Area, the internal diameter of which connections shall be as determined by the Director of Water and Waste.

b) The Developer hereby covenants and agrees to replace or repair any water or sewer service in which any defect occurs during a period of one year from the date the water is turned on for domestic use, and to pay the City any cost incurred by it arising out of any such defect.

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c) The Developer shall ensure that when lot line services are brought into lots (initially not beyond 5 metres) by it or by any housebuilder or other purchaser of a lot, that the sewer service is plugged and the plug shall not be removed to connect the dwelling until the foundation excavation has been backfilled and the roof of the dwelling has been sheathed and shall indemnify the City against all actions, claims, demands, damages, loss and costs, including legal and court costs suffered or incurred by the City arising out of any failure to do so prior to issuance of a Final Acceptance Certificate certifying completion of all work under this Agreement.

6. Lagimodiere Boulevard

a) The Developer shall construct the following works in Lagimodiere Boulevard between the existing terminus of the existing four-lane divided roadway immediately south of Bishop Grandin Boulevard to the start of the existing four-lane divided roadway immediately south of John Bruce Road;

i) an 8.0m in width by 200mm in thickness portland cement concrete pavement and all related works;

ii) street lighting in the west boulevard;

iii) landscaping in the west boulevard;

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

b) The City shall pay to the Developer the amounts collected by the City from the developer of the land on the west side of Lagimodiere Boulevard towards the improvements described in a) above upon completion of the works.

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c) The Developer shall on an area basis for the land bounded by the extension of Bishop Grandin Boulevard, Plessis Road, the Perimeter Highway and Lagimodiere Boulevard pay its share of the cost of the improvements described in a) above minus the monies paid under b) above as determined by the Director of Public Works.

d) The City shall reimburse the Developer for the difference between the cost of the improvements constructed under a) above and the Developer's share thereof as calculated under c) above, in accordance with the City's Development Agreement Parameters, no later than when the City collects from benefiting lands.

7. <u>Intersection of Lagimodiere Boulevard and Sage Creek Boulevard</u>

a) The Developer shall, at no expense to the City, construct the following improvements at and in the vicinity of the intersection of Sage Creek Boulevard and Lagimodiere Boulevard;

i) a southbound left turn storage lane, plus upstream transition and all related works;
ii) right-turn channelization in the southeast and northeast corners of the intersection and all related works;
iii) a northbound right turn storage lane, plus upstream transition and all related works;
iv) a northbound right turn acceleration lane, plus upstream transition and all related works;
v) a median opening on Lagimodiere Boulevard and all related works;
vi) a westbound left turn storage lane, plus upstream transition and all related works;

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

b) The Developer shall pay, upon demand by the City, the full cost of the installation of traffic control signals and all related works, at the intersection of Sage Creek Boulevard and Lagimodiere Boulevard including, but not necessarily limited to pedestrian and vehicle actuation, interconnection to adjacent traffic control signals and audible pedestrian signals, all as and when determined by the Director of Public Works.

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c) The Developer shall pay, the full cost of the installation of advance permanent street names signs on Lagimodiere Boulevard, north and south of Sage Creek Boulevard as determined by the Director of Public Works.

8. Pavement

a) The Developer shall, at no expense to the City, construct portland cement concrete pavement to widths of 7.5m, 6.0m, 8.0m and 10.0m and thicknesses of 150mm and 200mm in all streets within the Planned Area, and all related works, all as determined by and to the satisfaction of the Director of Public Works.

b) The Developer shall, at no expense to the City, construct portland cement concrete pavements to a width of 5.0m by 150mm in thickness within the proposed public lanes within the Planned Area, as determined by and to the satisfaction of the Director of Public Works.

c) The Developer shall, at no expense to the City, construct the proposed roundabouts at the intersections of Sage Creek Boulevard and boulevard des Hivernants and at Warde Avenue and boulevard des Hivernants and provide any property required for right-of was necessary to accommodate same, all as determined by and to the satisfaction of the Director of Public Works. It may be necessary to stage construction of the roundabout through several phases of the total Sage Creek development area, i.e. initially as single lane roundabouts, ultimately as two lane roundabouts.

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9. Warde Avenue

The Developer shall, at no expense to the City, pay its share of the future costs of the works required in Warde Avenue, abutting the Planned Area and of the works required at and in the vicinity of the intersection of Warde Avenue and Lagimodiere Boulevard including the installation of traffic control signals, when and as determined by the Director of Public Works.

10. Internal Traffic Improvements

a) The Developer shall, at no expense to the City, construct a westbound left turn storage lane, plus upstream transition and all related works at the intersection of Sage Creek Boulevard and Burning Glass Road, all as determined by and to the satisfaction of the Director of Public Works.

b) The Developer shall, at no expense to the City, construct a northbound left turn storage lane, plus upstream transition and all related works at the first intersection north of Warde Avenue on boulevard des Hivernants, all as determined by and to the satisfaction of the Director of Public Works.

c) The Developer shall pay, upon demand by the City, the full cost of the installation of traffic control signals and all related works, at the intersection of Sage Creek Boulevard and Burning Glass Road, including, but not necessarily limited to pedestrian and vehicle actuation, interconnection to adjacent traffic control signals and audible pedestrian signals, all as and when determined by the Director of Public Works.

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11. Sidewalks

The Developer shall, at no expense to the City, construct a portland cement concrete sidewalk to a width of 1.5m by 100mm in thickness on the both sides of all streets with a right-of-way width of 22.0m or greater as determined by and to the satisfaction of the Director of Public Works.

12. Boulevards and Islands

a) The Developer shall, at no expense to the City, sod boulevards and plant trees on all streets within the Planned Area all in accordance with plans and specifications to be prepared by the Developer and submitted to and approved by the Director of Public Works.

b) The Developer shall, at no expense to the City, install interlocking paving stones, and sod on all cul-de-sac islands, as determined by and to the satisfaction of the Director of Public Works.

c) The Developer shall, at no expense to the City, maintain the boulevard improvements for a period of one year in accordance with specifications approved by the Director of Public Works.

13. Street Name Signs

The Developer shall, at no expense to the City, cause to be installed standard reflectorized street name signs at all street intersections within the Planned Area, as determined by and to the satisfaction of the Director of Public Works.

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14. Ornamental Street Lighting

The Developer shall, at no expense to the City, cause to be installed ornamental street lights in all streets within the Planned Area to the satisfaction of the Director of Public Works.

15. Electrical and Telephone Services

a) The Developer shall, at no expense to the City, cause to be installed underground, all electrical and telephone services to serve the Planned Area to the satisfaction of the Director of Public Works.

b) The Developer shall pay all costs associated with the installation and/or relocation of street lights and other utilities made necessary as a result of or required to accommodate works which are to be constructed by the Developer to serve the Planned Area, as determined by the Director of Public Works.

16. Information Signs

The Developer shall install signs at the entrances to the Planned Area, upon which is displayed a plan of the subdivision showing thereon the locations of all proposed sidewalks, community mail boxes, park, school, storm water retention facilities, commercial and multiple family sites and collector and arterial streets, the Hydro Transmission Line and Lagimodiere Boulevard.

17. Dead-ended Streets

a) The Developer shall install, at no expense to the City, where streets dead-end whether due to the configuration of this subdivision or to phasing of

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development, barricades across the full right-of-way width immediately upon completion of street paving or when house construction has begun, whichever is sooner, to the satisfaction of the Director of Public Works.

b) The Developer shall, at no expense to the City, construct a cul-de-sac type vehicle turnaround at the terminus of each temporarily dead-ended street and provide any right-of-way or easements necessary to accommodate same, all as determined by and to the satisfaction of the Director of Public Works.

c) The Developer shall, ensure that two paved means of vehicular access are available at all times through all stages of development of the Planned Area to the satisfaction of the Director of Public works. This may require the construction of temporary roadways and the provision of easements or right-of-way therefore.

18. Litter Control and Clean-Up

The Developer shall be responsible to control and to initiate clean-up of the litter and refuse generated by the contractors and builders for this development, both on-site and off-site, during the installation of services and construction of buildings until substantial completion of all construction. The cleanup of litter and refuse shall be done on a regular basis as determined by the Director of Public Works. This shall include initiating action and assuming any costs in remedying the situation to the satisfaction of the Director of Public Works. The Developer shall, at no expense to the City, supply, place and maintain commercial refuse containers throughout the development during the installation of services and construction of buildings.

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19. Private Approaches

There are to be no private approaches serving single-family or two residential development off streets with a right-of-way width of 22.0m or greater. No private approaches serving residential development will be permitted off Lagimodiere Boulevard.

20. Fencing and Berms

a) The Developer shall, at no expense to the City, construct within the 10.0m Public Reserve C along Lagimodiere Boulevard abutting the proposed "R2" residential lots and within the rear 10.0m of those proposed lots, and extending a minimum of 20.0m to the south thereof into the proposed Public Reserve B, a continuous berm, centered on the proposed property line, and all related works, including but not necessarily limited to sodding and landscaping in accordance with plans approved by the Director of Public Works, all as determined by and to the satisfaction of the Director of Public Works.

b) The Developer shall, at no expense to the City, construct within the rear yards of all one and two family lots abutting Warde Avenue, a uniform noise attenuation fence 2.0m in height, to the satisfaction of the Director of Public Works. The Developer is to permit the City to file a caveat against the title of each of these proposed lots abutting Warde Avenue requiring the owner(s) to maintain and/or repair or replace the fence as originally constructed, to the satisfaction of the Director of Public Works.

Original Court Copy

21. Access Routes

a) The Developer shall, at no expense to the City, ensure that construction traffic uses routes as designated by the Director of Public Works.

b) The Developer shall exercise all of its powers in restricting all other construction traffic, including basement excavators, housebuilders, landscapers and any other vehicles related to the development of the Planned Area to the specified access route. The Developer shall be responsible to maintain the access route in a safe, dust free condition free of dropped and tracked-on mud until the completion of housebuilding including landscaping. Maintenance shall include scraping and sweeping on a regular basis as determined by the Director of Public Works.

c) Failure to comply with the designated access route shall make the Developer responsible for all corrective measures required to maintain and restore those roads used by the construction traffic. The corrective measures shall include, but not necessarily be limited to, scraping and sweeping of concrete roads, grading, regravelling and dust treating of gravel and oil surfaced roads, and restoration of the gravel and oil surfaced roads, all as determined by and to the satisfaction of the Director of Public Works. In addition, use of non-designated access roads may result in a shutdown of the project until corrective measures are undertaken.

22. Vehicular Access

The Developer shall ensure that two paved means of vehicular access are available at all times through all stages of development of the Planned Area to the satisfaction of the Director of Public Works. This may require the construction of temporary roadways and the provision of easements or right-of-way therefore.

Original Court Copy

FROM AG 12/09

3. Paragraph 23 as follows is added to Section I of Schedule "B" to Agreement AG 51/05:

23. Sidewalk to be Constructed Prior to Occupancy Permit Issuance

No occupancy permits for multi-family development under DASZ 12/09 shall be issued until at least one sidewalk has been constructed on Burning Glass Road between Sage Creek Boulevard and Dr. David Friesen Drive, including proper curb cuts and paraplegic ramps for the north-south crossing of Sage Creek Boulevard at Burning Glass Road, and, if necessary, proper curb cuts and paraplegic ramps for the east-west pedestrian crossing of Burning Glass Boulevard at Dr. David Friesen Drive.

5. Paragraph 24 as follows is added to Section I of Schedule "B" to Agreement AG 51/05:

24. Berm to be Constructed along Lagimodiere Boulevard

The Developer shall, at no expense to the City, construct a berm on the westernmost 10-15 m of the Planned Area for DASZ 12/09, consistent with the style and treatment of the existing berm fronting Lagimodiere Boulevard south of Sage Creek Boulevard, and landscape it to incorporate naturalized surfacing and plantings, the specifics of which shall be established and maintained to the satisfaction of the Director of Planning, Property & Development and the Director of Public Works.

Original Court Copy

SECTION II – LAND DEDICATION

1. Open Space Dedication

a) It is hereby acknowledged that approximately 5.8 acres within Public Reserves A and B are being dedicated to the City as public open space, the area of which described land within Public Reserves A and B is less than 8% of the land within the Planned Area excluding stormwater facilities and regional street rights-of-way. The deficiency shall be satisfied by the Developer, when future phases of the Sage Creek subdivision are developed, which may include a regular sized, asphalted outdoor hockey rink with heated rooms off the player boxes and proper outdoor lighting, a basketball court, a covered picnic area with tables and other amenities mutually agreed upon by the Director of Planning, Property and Development and the Developer.

b) The Developer shall, at no expense to the City construct a linear parkway within the 5.8 acres of dedicated public open space in accordance with plans and specifications approved by the Director of Planning, Property and Development and the Director of Public Works.

Original Court Copy

SECTION III – PAYMENT OF COSTS

1. By-laws and Plans

The Developer shall pay all of the costs and expenses of itself and the City relating to the preparation of the Zoning By-law(s), plan(s) of subdivision, the cost and expense of obtaining approval for registration of the above, including all Municipal Board, Land Titles Office and other fees and expenses, all survey costs, all engineering costs, all landscape architect consulting costs, advertising costs and expenses incidental to the preparation of this Agreement and the physical development of the Planned Area.

2. Engineering Fees

a) The Developer shall pay the full cost of preliminary engineering studies, design and preparation of engineering and grading/linear parkway layout, landscaping plans and specifications to be provided by the Consulting Engineer and Landscape Architect retained by the Developer, related to the design of municipal services, parkland, boulevard improvements and associated works required to serve the Planned Area;

b) The Developer shall pay the full cost of engineering and landscaping supervision provided by or on behalf of the City for field inspection, preparation of Progress Estimates and all other engineering and landscape architect consulting services related to the installation and acceptance of municipal services, boulevard and parkland improvements and associated works to serve the Planned Area including the provision of as-built drawings in a timely manner not exceeding 3 months beyond the date of substantial completion of the work.

Original Court Copy

3. Administration

The Developer shall pay the sum of $132,252.00 to defray the City's administration and related costs associated with the preparation and implementation of this Agreement which amount is calculated as follows:

i)	103 acres x $1,200.00/acre	$123,600.00
ii)	G.S.T. (7%) on i) above	8,652.00
		$132,252.00

The above amount of $132,252.00 shall be paid as follows:

- $32,252.00 prior to the issuance of building permits within Lot 3, Block 11 or within Block 1, and
- the balance proportionally prior to the release of approved subdivision mylars establishing lot lines as determined by the Director of Planning, Property and Development.

Original Court Copy

AG 51/05
DASZ 51/05

SCHEDULE "C"

CONSTRUCTION AND MAINTENANCE SPECIFICATIONS

The Developer acknowledges that it shall be its responsibility to obtain from the relevant Department of the City copies of the following documents before commencing construction and maintenance of relevant works and each of these documents is hereby incorporated in this Agreement as fully and to the same extent as if attached as schedules to this Agreement, namely:

MINIMUM STANDARDS FOR SEWERS AND WATERMAINS

The latest revision of the City of Winnipeg "Standard Construction Specifications" and the City's "Water and Sewer Standard Manual" shall apply to all materials supplied and all construction procedures related to the installation of sewers, watermains and appurtenances thereto.

MINIMUM STANDARDS FOR ROADS, PAVEMENTS AND SIDEWALKS

The latest revision of the City's "Standard Construction Specifications" shall apply to all material and installation procedures related to the construction of roads, pavements, sidewalks and appurtenances thereto.

STANDARDS FOR LANDSCAPING IMPROVEMENTS AND PARKLAND DEVELOPMENT

The latest revision of the Parks and Recreation Department's "CONSTRUCTION AND MAINTENANCE SPECIFICATIONS" shall apply to the construction and maintenance of landscaping improvements and parkland development within road allowances and City-owned properties.

Original Court Copy

SCHEDULE "D" REFERRED TO IN DEVELOPMENT AGREEMENT AG 51/05 DATED FEBRUARY 22, 2006 BETWEEN THE CITY OF WINNIPEG AND QUALICO DEVELOPMENTS (WINNIPEG) LTD.

THE BANK OF _____
WINNIPEG, MANITOBA

(Date)

Credit No. _____

Amount: Cdn. _____

Expiry Date: _____

Dear Sirs:

IRREVOCABLE LETTER OF CREDIT

At the request of _____ (the "Customer") _____ (the "Bank") for valuable consideration the receipt of which is hereby acknowledged, hereby establishes in your favour an irrevocable letter of credit (the "Credit") for a total amount of $_____ on which you may draw up to but not after _____ (the "Expiry Date").

This Credit is issued in connection with obligations incurred or to be incurred by QUALICO DEVELOPMENTS (WINNIPEG) LTD. (the "Developer") pursuant to the DEVELOPMENT AGREEMENT No. AG 51/05 dated FEBRUARY 22, 2006.

A drawing under this Credit shall be made on or before the Expiry Date by you presenting to the Bank at Winnipeg, Manitoba, this Credit and a demand in writing signed by a person who has been duly authorized to sign on your behalf.

The said demand shall refer to this Credit by the above number, shall state the amount demanded and shall certify that QUALICO DEVELOPMENTS (WINNIPEG) LTD. have failed to perform any one or more of its obligations, as stipulated under the said DEVELOPMENT AGREEMENT No. AG 51/05.

Upon receipt of the said documents on or before the Expiry Date, the Bank shall pay to you the amount stated in the said demand to be payable to you without enquiring whether you have a right to such amount as between yourself and the Developer, provided that such amount, together with other amounts paid to you under this Credit, if any, do not exceed in the aggregate the amount of the Credit.

This Credit is deemed automatically extended for _____ (minimum 60 days) from the present or any future expiry dates, unless we notify you in writing received by you not less than 30 days prior to any such date, that we elect not to renew it, such notice to be directed to The City of Winnipeg, Legal Services, 3rd floor – 185 King Street, Winnipeg, Manitoba, R3B 1J1, Attention: City Solicitor, Fax (204) 947-9155.

Yours truly,
(the "Bank")

_____ _____
Authorized Signature Authorized Signature

NOTE: The concluding clause does not prevent cancellation at any time with the City's consent.

Original Court Copy

METRIC

PLAN OF SUBDIVISION
OF PART OF
LOTS 183, 184, 212, 213 AND 214
ROMAN CATHOLIC MISSION PROPERTY

CITY OF WINNIPEG
MANITOBA

DETAIL at 'D'

DETAIL at 'E'

DETAIL at 'B'

DETAIL at 'C'

DETAIL at 'A'

LACHAMBERE BOULEVARD

POWER TRANSMISSION LINE

DETAIL at 'J'

DETAIL at 'H'

DETAIL at 'G'

DETAIL at 'F'

Original Court Copy

Schedule "E" to AG 51/05

Original Court Copy

This is Exhibit 36 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

Original Court Copy

AG 3/10 – Sage Creek Phase 1B
(Fifth Addendum to AG 51/05)
DASZ 3/10

Finance No. 512-10

ADDENDUM DEVELOPMENT AGREEMENT AG 3/10

**[Subdivision Agreement – long form -
The City of Winnipeg Charter, Sections 259(1) and 268(1)]**

BETWEEN:

THE CITY OF WINNIPEG

AND

SAGE CREEK DEVELOPMENT CORPORATION

Riel Community
Council Approval: April 28, 2010

to

DEVELOPMENT AGREEMENT AG 51/05

dated February 22, 2006

to create SAGE CREEK PHASE 1B

("Fire Hall")

THIS AGREEMENT made in duplicate effective the 28th day of April, 2010

BETWEEN:

THE CITY OF WINNIPEG

("City")

OF THE FIRST PART,

- and -

SAGE CREEK DEVELOPMENT CORPORATION

("Developer")

OF THE SECOND PART.

WHEREAS the City and the Developer entered into:

a) Development AG 51/05 dated February 22, 2006 ("AG 51/05") which provided for the development of Phase 1 lands of the Sage Creek Development;

Developer's Initials: _____

City's Initials: _____

Original Court Copy

b) an addendum to AG 51/05 dated September 26, 2007 ("Addendum AG 21/07") which provided for the development of the adjacent Phase 2 lands of the Sage Creek Development and re-defined the open-space-dedication calculations for Phases 1, 2 and 3 of the Sage Creek Development;

c) a second addendum to AG 51/05 dated November 21, 2007 ("Addendum AG 32/07") which provided for the development of the adjacent Phase 3 of the Sage Creek Development;

d) an addendum to Addendum AG 32/07 (a third addendum to AG 51/05) ("Addendum AG 17/08") which added a public lane to the land located within Phase 3 of the Sage Creek Development;

e) a second addendum to Addendum AG 32/07 (a fourth addendum to AG 51/05 and a first addendum to Addendum AG 21/07) ("Addendum AG 12/09") to add a single lot - Phase 3B - to the Sage Creek Development; and

f) Development Agreement dated February 24, 2010 ("AG 35/09") which provided for the development of the adjacent Phase 4 lands of the Sage Creek Development;

AND WHEREAS the City has approved the preparation for registration of a plan of subdivision (Deposit No. 1032/2010), referenced as DASZ 3/10, for land adjacent to Phase 1 of the Sage Creek Development, to be known as Phase 1B of the Sage Creek Development, for the construction of a fire hall, which proposed subdivision does not require the creation of any new public rights-of-way;

AND WHEREAS the City and the Developer have agreed to further amend AG 51/05, to add Phase 1B to the original Planned Area for Phase 1 of the Sage Creek Development;

Developer's Initials: _____

City's Initials: _____

Original Court Copy

NOW THEREFORE in consideration of the approval of DASZ 3/10, the City and the Developer agree to hereby amend AG 51/05 as follows:

1. In Paragraph 1 of AG 51/05, the following is added to the definition of "Planned Area":

   "Phase 1B of the Planned Area means Lot 1 outlined in the attached Plan (Schedule "A-5")."

2. The attached documents (Schedules "A-5" "and E-4") are added to AG 51/05 and identified under Paragraph 2 - Contract Documents as follows:

   "b.5) Plan of Subdivision (Deposit No. 1032/2010) prepared by James Edward Bailie, Manitoba Land Surveyor, of Pollock and Wright, as approved by the City under DASZ 3/10 as Schedule "A-5" to AG 51/05.

   f.3) Figure AG-FH02 prepared by Genivar, showing the conceptual servicing of the Planned Area under DASZ 3/10 (Phase 1B), as Schedule "E-4" to AG 51/05."

3. Paragraph 4 in Addendum AG 12/09 - and thereby Paragraph 4 in Addendum 21/07, Paragraph 4 in Addendum 32/07 and Paragraph 1 in Section II of Schedule B to AG 51/05 – is (are all) deleted and replaced with the following:

   4. Open Space Dedication – Sage Creek Development Phases 1, 3, 2, 3B, 4 and 1B

   a) The parties acknowledge that 5.94 acres within Public Reserves A and B, as shown in Schedule "A", were dedicated to the City in Phase 1 as public open space, and that this is less than 8% of the land within the Phase 1 Planned Area excluding stormwater facilities and regional street rights-of-way.

   The under-dedication for Phase 1 is calculated as follows:

Phase 1 Planned Area =	102.87 acres
Phase 1 Stormwater Impoundment Area =	7.62 acres
Phase 1 Regional Street Area (Warde Avenue plus Lagimodiere Blvd plus Lagimodiere Blvd buffer) =	7.68 acres
Net Phase 1 Area Subject to Dedication (102.87 – 7.62 – 7.68) =	87.57 acres

Developer's Initials: _____

City's Initials: _____

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Required Dedication (8% x 87.57 acres) =	7.01 acres
Phase 1 Actual Dedication =	5.94 acres
Under-dedication for Phase 1 (7.01 acres – 5.94 acres) =	1.07 acres

The parties also acknowledge that 5.14 acres of land within Public Reserve Areas A, B, and C, as shown in Schedule "A-1", were dedicated to the City in Phase 3 as public open space, and that this exceeds the dedication requirement for Phase 3 (8% of the land within the Phase 3 Planned Area, excluding stormwater facilities and regional street rights-of-way).

The over-dedication for Phase 3 is calculated as follows:

Phase 3 Planned Area =	31.96 acres
Phase 3 stormwater impoundment area x 1.25 =	8.63 acres
Phase 3 regional street area (Lagimodiere Blvd widening)	= 1.68 acres
Net Phase 3 area subject to dedication (31.96 – 8.63 – 1.68) =	21.65 acres
Required Dedication (8% x 21.65 acres) =	1.73 acres
Phase 3 Actual Dedication =	5.14 acres
Over-dedication for Phase 3 (5.14 acres – 1.73 acres) =	3.41 acres

The parties also acknowledge that 2.38 acres of land within the Public Reserve shown on Schedule "A-2" were dedicated to the City in Phase 2 as public open space, and that this is less than the dedication requirements for Phase 2 (8% of the land within the Phase 2 Planned Area, excluding stormwater facilities and regional street rights-of-way).

Developer's Initials: _____

City's Initials: _____

Original Court Copy

The under-dedication in Phase 2 is calculated as follows:

Phase 2 Planned Area =	79.32 acres
Phase 2 stormwater impoundment area =	3.63 acres
Phase 2 regional street area and area of streets in Hydro right-of-way =	8.74 acres
Net Phase 2 area subject to dedication (79.32– 3.63 – 8.74)=	66.95 acres
Required Dedication (8% x 66.95 acres) =	5.36 acres
Phase 2 Actual Dedication =	2.38 acres
Under-dedication for Phase 2 (5.36 acres – 2.38 acres) =	2.98 acres

The parties also acknowledge that there is no Public Reserve being dedicated to the City in Phase 3B as public open space, and that this is less than the dedication requirements for Phase 3B (8% of the land within the Phase 3B Planned Area).

The under-dedication in Phase 3B is calculated as follows:

Phase 3B Planned Area = Net Phase 3B area subject to dedication = area of Lot 1 =	10.04 acres
Required Dedication (8% x 10.04 acres) =	0.80 acres
Phase 3B Actual Dedication =	0.00 acres
Under-dedication for Phase 3B =	0.80 acres

The parties also acknowledge that there is no Public Reserve being dedicated to the City in Phase 4 as public open space, and that this is less than the dedication requirements for Phase 4 (8% of the land within the Phase 4 Planned Area, excluding regional street rights-of-way).

Developer's Initials: _____

City's Initials: _____

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The under-dedication in Phase 4 is calculated as follows:

Planned Area =	35.93 acres
Regional Streets (Plessis Road and Warde Avenue) area =	2.76 acres
Net area subject to dedication (35.93 – 2.76) =	33.17 acres
Required Dedication (8% x 33.17 acres) =	2.65 acres
Actual Dedication =	0.00 acres
Under-dedication for Phase 4 (2.65 acres – 0 acres) =	2.65 acres

The parties also acknowledge that there is no Public Reserve being dedicated to the City in Phase 1B as public open space, and that this is less than the dedication requirements for Phase 1B (8% of the land within the Phase 1B Planned Area).

The under-dedication in Phase 1B is calculated as follows:

Phase 1B Planned Area = Net Phase 1B area subject to dedication = area of Lot 1 =	1.23 acres
Required Dedication (8% x 1.23 acres) =	0.10 acres
Phase 1B Actual Dedication =	0.00 acres
Under-dedication for Phase 1B	0.10 acres

Net under-dedication for Phases 1, 3, 2, 3B, 4 and 1B (1.07 – 3.41 + 2.98 + 0.80 + 2.65 + 0.10) = 4.19 acres

The deficiency shall be satisfied by the Developer when future phases of Sage Creek are developed. This may include a regular sized, asphalted outdoor hockey rink with heated rooms off the player boxes and proper outdoor lighting, a basketball court, a covered picnic area with tables and other amenities mutually agreed upon by the Director of Planning, Property and Development and the Developer.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

b) The Developer shall at no expense to the City construct a linear parkway within the 13.46 acres of dedicated public open space in accordance with plans and specifications approved by the Director of Planning, Property and Development and the Director of Public Works.

4. Paragraph 25 is added to Section I of Schedule "B" to AG 51/05 as follows:

25. Access to Proposed Fire Hall Site

a) The Owner shall, at no expense to the City, construct, in accordance with the Private Access By-law and as negotiated to the satisfaction of the Owner, the City's Fire and Paramedic Chief and the Director of Public Works, all works necessary to provide appropriate access to the site of the proposed fire hall to be constructed on the Owner's Land, including median openings in and private approaches to Sage Creek Boulevard.

b) The Zoning Agreement for DASZ 3/10 shall:

i) restrict the use of the proposed westernmost Sage Creek Boulevard median opening and the westernmost fire hall site private approach to ingress and egress by emergency vehicles, the City's servants, agents, employees, successors, permitted assigns, or any other persons, firm or corporation duly authorized by the City; and

ii) permit use of the proposed easternmost Sage Creek Boulevard median opening and the easternmost fire hall site private approach for ingress and egress by emergency vehicles, the City's servants, agents, employees, successors, permitted assigns, or any other persons, firm or corporation duly authorized by the City, and the public at large.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

5. The following paragraph is added to Paragraph 3 in Section III of Schedule "B" to AG 51/05:

DASZ 3/10

The Developer shall pay to the City prior to the release of subdivision mylars for DASZ 3/10 for registration in the Land Titles Office, an administration fee to help defray the City's administration and related costs associated with the preparation and implementation of this Addendum calculated as follows:

i)	Minimum Administration Fee (2010 rate = $1,200.00 per acre, minimum $1,650.00)	$1,650.00
ii)	G.S.T. (5%)	82.50
	Total	**$1,732.50**

SIGNED, SEALED, AND DELIVERED this 30th day of November, 2010

BY: **THE CITY OF WINNIPEG**

Per: _____
for Director of Planning, Property and Development

AND this 24th day of November, 2010

BY: **SAGE CREEK DEVELOPMENT CORPORATION**

Per *(signature)*: _____
Name *(print)*: Eric Vogan
Title *(print)*: Assistant Secretary *(affix corporate seal)*

Witness *(signature)*: _____
Name *(print)*: _____
Address *(print)*: _____

Per *(signature)*: _____
Name *(print)*: John Daniels
Title *(print)*: Secretary

Developer's Initials: _____

City's Initials: _____

Original Court Copy

Administrative Certification

CERTIFIED as to engineering details:

Land Development Engineer

APPROVED as to form:

Nov 26, 2010

for Director of Legal Services and City Solicitor

CERTIFIED as to engineering details:

Water and Waste Department

CERTIFIED as to engineering details:

2010-08-18

Public Works Department
Transportation Division

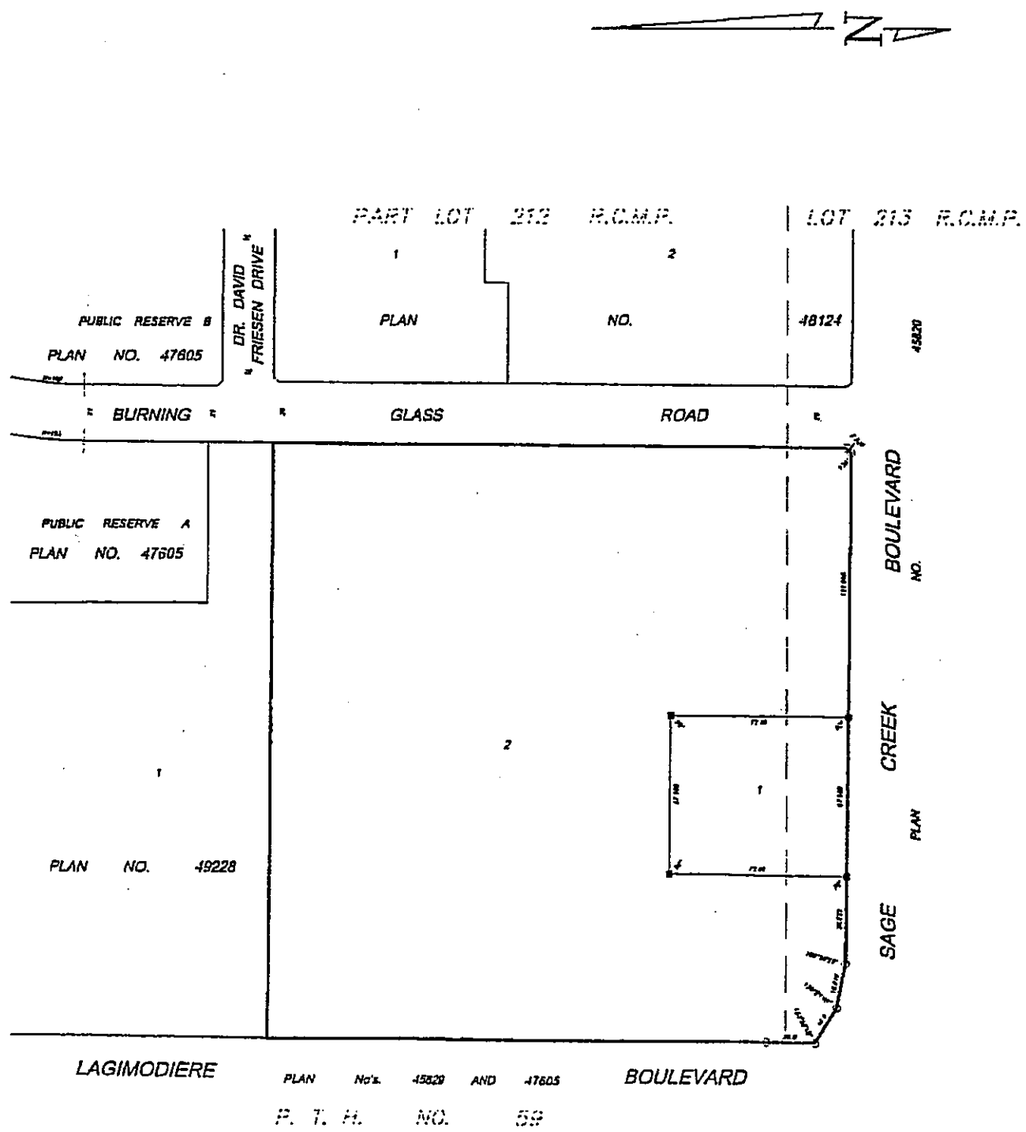
/sm

Developer's Initials:

City's Initials:

Original Court Copy

METRIC



DEPOSIT NO. 1032/2010

PLAN OF SUBDIVISION
OF PART OF
LOTS 212 AND 213,
ROMAN CATHOLIC MISSION PROPERTY
BEING LOT 2, PLAN NO. 49228

CITY OF WINNIPEG
MANITOBA

SCALE 1:1000 0 10 20 30 40 50 70 100

NOTES:

ALL DISTANCES ARE IN METRES AND MAY BE CONVERTED TO FEET BY MULTIPLYING BY 3.28084.
IRON POSTS 0.025 X 0.025 FOUND ON THE GROUND ARE SHOWN THUS ☐
IRON POSTS 0.025 X 0.025 X 0.914 MARKED M.L.S. ARE PLANTED AT ALL POINTS SHOWN THUS ■
ALL PLANS REFERRED TO ARE ON RECORD IN THE WINNIPEG LAND TITLES OFFICE
LAND AFFECTED BY THE REGISTRATION OF THIS PLAN IS SHOWN BORDERED THUS
LOT 2 IS PREPARED UNDER SECTION 126(3) OF THE REAL PROPERTY ACT.

AFFIDAVIT:

I, JAMES EDWARD BARLIE, OF THE CITY OF WINNIPEG, MANITOBA LAND SURVEYOR, MAKE OATH AND SAY THAT I DID PERSONALLY SUPERINTEND THE SURVEY REPRESENTED BY THIS PLAN, THAT THE SURVEY WAS MADE ON THE 28TH DAY AND THE 30TH DAY OF JULY A.D. 2010, AND THAT THE SURVEY AND PLAN ARE CORRECT AND TRUE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

James Barlie
MANITOBA LAND SURVEYOR

SWORN TO BEFORE ME AT THE CITY OF WINNIPEG
THIS 24TH DAY OF SEPTEMBER, A.D. 2010

A SURVEYOR AUTHORIZED TO PRACTISE
UNDER "THE LAND SURVEYORS ACT."

APPROVALS:

APPROVED BY THE CITY OF WINNIPEG
THIS 5th DAY OF October, 2010

THIS APPROVAL EXPIRES May 10th, 2011
UNLESS THE PLAN IS REGISTERED

THIS IS THE PLAN REFERRED TO IN BYLAW NO. 59/2010
OF THE CITY OF WINNIPEG

R. W. Shelp
DIRECTOR OF PLANNING, PROPERTY AND DEVELOPMENT

R CWS — GEOMATICS SERVICES
AD — LAND DEVELOPMENT

REGISTRATION:

ENTERED AND REGISTERED IN THE
WINNIPEG LAND TITLES OFFICE
THIS ____ DAY OF _____ 20__
AS PLAN NUMBER _____

FOR DISTRICT REGISTRAR

REGISTRATION NO. _____

Pollock & Wright
LAND SURVEYING • GEOMATICS
551 FORT STREET, WINNIPEG, MB R3C 1C8

OWNER:

THIS APPROVAL IS VALID FOR 60 DAYS UNLESS REGISTERED
APPROVED:
THIS ____ DAY OF _____ 20__

FOR REGISTRAR GENERAL

RE-APPROVED:
THIS ____ DAY OF _____ 20__

FOR REGISTRAR GENERAL

THIS APPROVAL IS VALID FOR 12 MONTHS UNLESS REGISTERED
APPROVED:
THIS ____ DAY OF _____ 20__

EXAMINER OF SURVEYS

RE-APPROVED:
THIS ____ DAY OF _____ 20__

EXAMINER OF SURVEYS

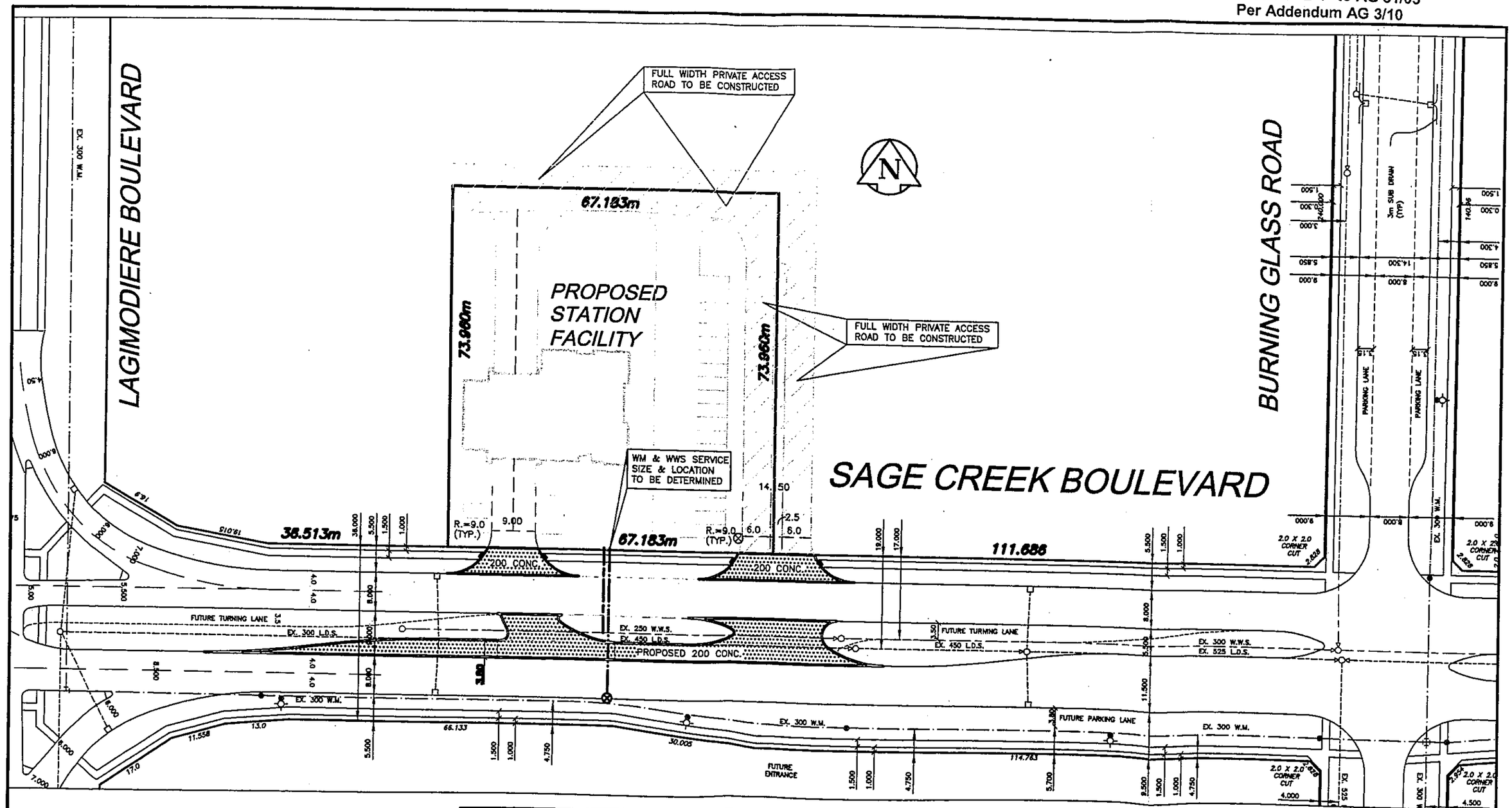
CITY OF WINNIPEG FILE NO. DASZ 3/10

Developer's Initials:

City's Initials:

Original Court Copy

Schedule "E-4" to AG 51/05
Per Addendum AG 3/10



PROVINCE OF MANITOBA
I. G. McKINNON
REGISTERED PROFESSIONAL ENGINEER

GENIVAR
10 PRAIRIE WAY WINNIPEG, MANITOBA R2J 3J8
PH: (204)-477-6650 FAX: (204)-474-2864

Winnipeg

THE CITY OF WINNIPEG

QUALICO

Developer's Initials:

SAGE CREEK SUBDIVISION
DASZ 3/2010 – AG 51/2005

City's Initials:

AGREEMENT DRAWING – CONCEPTUAL SITE LAYOUT

DATE:	SCALE:	REFERENCE JOB NO.	FIGURE NO.
AUGUST 24, 2010	1:750	43-913-00	AG-FH02

Original Court Copy

This is Exhibit 37 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

Original Court Copy

Addendum to AG 51/05
DASZ 21/07

Fin. No. 291-08
Phase 2 470-08

ADDENDUM NO. AG 21/07
[SUBDIVISION AGREEMENT - (long form)
The City of Winnipeg Charter - Sections 259(1) and 268(1)]

made in duplicate this 26th day of September, 2007

BETWEEN:

THE CITY OF WINNIPEG
(hereinafter called the "City")

OF THE FIRST PART,

and

SAGE CREEK DEVELOPMENT CORPORATION
(hereinafter called the "Developer")

OF THE SECOND PART.

WHEREAS:

a) The City and the Developer entered into an agreement dated the 22nd day of February, 2006 (hereinafter called "Agreement AG 51/05") which provided for the development of Phase 1 of the Sage Creek Development, and

b) The City and the Developer entered into an addendum to agreement AG 51/05 dated the 21st day of November, 2007(hereinafter called "Addendum AG 32/07") which provided for the development of Phase 3 of the Sage Creek Development, and

c) The City has approved the preparation for registration of a plan of subdivision referenced as DASZ 21/07 for land (Sage Creek Development Phase 2) located adjacent to Phases 1 and 3 of the Sage Creek Development, and

d) The City and the Developer have agreed to amend Agreement AG 51/05 as amended by Addendum AG 32/07 (hereinafter collectively called "the Agreement"),

Original Court Copy

NOW THEREFORE, in consideration of the approval of DASZ 21/07, the agreement to amend, and the covenants contained in this Agreement, the City and the Developer agree to and do hereby amend the Agreement as follows:

1.a) Definition a) in Paragraph 1 of the Agreement is deleted and replaced with the following:

"Planned Area" means, collectively, the Phase 1 Planned Area, the Phase 3 Planned Area, and the Phase 2 Planned Area.

b) The following definitions are added after Definition a) in Paragraph 1 of the Agreement:

"Phase 1 Planned Area" means all the land outlined on the plan attached hereto as Schedule "A";

"Phase 3 Planned Area" means all the land outlined on the plan attached hereto as Schedule "A-1"; and

"Phase 2 Planned Area" means all the land outlined on the plan attached hereto as "Schedule A-2".

2. In Paragraph 2 "Contract Documents":

a) Clause b) is amended by adding "Phase 1" before "Planned Area";
b) Clause b.1) is amended by adding "Planned Area" before "Phase 3";
c) Clause f.1) is amended by deleting "within the Planned Area";
d) the following documents, attached hereto, are:

b.2) Schedule "A-2" - Plan of Subdivision, prepared by James Edward Bailie, Manitoba Land Surveyor, of Pollock and Wright, as approved by the City under DASZ 21/07 (Phase 2 Planned Area); and

f.2) Schedule "E-2" - Drawing 043-083–AG01, prepared by Genivar, showing the proposed underground services, roadworks, and regional land drainage facilities.

3. Clause 3 a) in Schedule "B", Section I of the Agreement is deleted and replaced with the following:

a) The Developer shall construct and bridge-finance the cost of constructing stormwater management facilities within the Planned Area in accordance with

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the "Criteria for Stormwater Management" (adopted by City Council on April 25, 2001) to the satisfaction of the Director of Water and Waste. The Developer's share of the cost of the regional stormwater management facilities shall be as determined by the Director of Water and Waste. Upon registration of the approved plan of subdivision in the Land Titles Office, the Developer shall convey Public Reserves A and B, shown in Schedule "A" for Phase 1, Public Reserves A, B, and C, shown in Schedule "A-1" for Phase 3, and the Public Reserve shown in Schedule "A-2" for Phase 2, to the City for stormwater impoundment and public open space purposes. It is hereby acknowledged that 7.62 acres within Public Reserves A and B in Phase 1, 8.63 acres within Public Reserves A, B, and C in Phase 3, and 3.63 acres within the Public Reserve in Phase 2 are required for stormwater impoundment purposes, and the City shall purchase those (7.62 + 8.63 + 3.63 =) 19.88 acres. The land shall be valued at $25,000.00 per acre for Phase 1 for a Phase 1 value of $190,500.00 (7.62 acres x $25,000.00/acre), at $28,000.00 per acre for Phase 3 for a Phase 3 value of $241,640.00 (8.63 acres x $28,000.00/acre), and at $28,000.00 per acre for Phase 2 for a Phase 2 value of $101,640.00 (3.63 acres x $28,000.00/acre), for a total value for Phases 1, 3, and 2 of $533,780.00. This total value shall be credited against the Developer's share of the cost of the regional stormwater management facilities.

4. Clause 1 in Schedule "B", Section II of the Agreement is deleted and replaced with the following:

a) It is hereby acknowledged that 5.94 acres within Public Reserves A and B, as shown in Schedule "A", are being dedicated to the City in Phase 1 as public open space, and that this is less than 8% of the land within the Phase 1 Planned Area excluding stormwater facilities and regional street rights-of-way.

The under-dedication for Phase 1 is calculated as follows:

Phase 1 Planned Area =	102.87 acres
Phase 1 Stormwater Impoundment Area =	7.62 acres
Phase 1 Regional Street Area (Warde Avenue plus Lagimodiere Blvd plus Lagimodiere Blvd buffer) =	7.68 acres
Net Phase 1 Area Subject to Dedication (102.87 – 7.62 – 7.68) =	87.57 acres
Required Dedication (8% x 87.57 acres) =	7.01 acres
Phase 1 Actual Dedication =	5.94 acres
Under-dedication for Phase 1 (7.01 acres – 5.94 acres) =	1.07 acres

It is further acknowledged that 5.14 acres of land within Public Reserve Areas

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A, B, and C, as shown in Schedule "A-1", are being dedicated to the City in Phase 3 as public open space, and that this exceeds the dedication requirement for Phase 3 (8% of the land within the Phase 3 Planned Area, excluding stormwater facilities and regional street rights-of-way).

The over-dedication in Phase 3 is calculated as follows:

Phase 3 Planned Area =	31.96 acres
Phase 3 stormwater impoundment area =	8.63 acres
Phase 3 regional street area (Lagimodiere Blvd widening) =	1.68 acres
Net Phase 3 area subject to dedication (31.96 – 8.63 – 1.68) =	21.65 acres
Required Dedication (8% x 21.65 acres) =	1.73 acres
Phase 3 Actual Dedication =	5.14 acres
Over-dedication for Phase 3 (5.14 acres – 1.73 acres) =	3.41 acres

It is further acknowledged that 2.38 acres of land within the Public Reserve shown on Schedule "A-2" are being dedicated to the City in Phase 2 as public open space, and that this is less than the dedication requirements for Phase 2 (8% of the land within the Phase 2 Planned Area, excluding stormwater facilities and regional street rights-of-way).

The under-dedication in Phase 2 is calculated as follows:

Phase 2 Planned Area =	79.32 acres
Phase 2 stormwater impoundment area =	3.63 acres
Phase 2 regional street area and area of streets in Hydro right-of-way =	8.74 acres
Net Phase 2 area subject to dedication (79.32– 3.63 – 8.74) =	66.95 acres
Required Dedication (8% x 66.95 acres) =	5.36 acres
Phase 2 Actual Dedication =	2.38 acres
Under-dedication for Phase 2 (5.36 acres – 2.38 acres) =	2.98 acres
Net under-dedication for Phases 1, 3, and 2 (1.07 – 3.41 + 2.98) =	0.64 acres

The deficiency shall be satisfied by the Developer when future phases of Sage Creek are developed. This may include a regular sized, asphalted outdoor hockey rink with heated rooms off the player boxes and proper outdoor lighting, a basketball court, a covered picnic area with tables and other amenities mutually agreed upon by the Director of Planning, Property and Development and the Developer.

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b) The Developer shall, at no expense to the City, construct a linear parkway within the 5.94 + 5.14 + 2.38 = 13.46 acres of dedicated public open space, in accordance with plans and specifications approved by the Director of Planning, Property and Development and the Director of Public Works.

5. Clause 3 in Schedule "B", Section III of the Agreement is deleted and replaced with the following:

3. Phase 1

The Developer shall pay the sum of $132,285.08 to defray the City's administration and related costs associated with the preparation and implementation of this Agreement for Phase 1, which amount is calculated as follows:

i)	102.87 acres x $1,200.00/acre	$123,444.00
ii)	G.S.T. (7%) on i) above	8,641.08
		$132,085.08

The above amount of $132,085.08 shall be paid as follows:

- $32,252.00 prior to the issuance of building permits within Lot 3, Block 11 or within Block 1, and
- the balance proportionally prior to the release of approved subdivision mylars establishing lot lines in Phase 1 as determined by the Director of Planning, Property and Development.

Phase 3

The Developer shall, prior to the release of subdivision mylars for Phase 3, pay the sum of $40,269.60 to defray the City's administration and related costs associated with the preparation and implementation of this Agreement for Phase 3, which amount is calculated as follows:

i)	31.96 acres x $1,200.00/acre	$38,352.00
ii)	Plus 5% G.S.T.	1,917.60
		$40,269.60

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Phase 2

The Developer shall, prior to the release of subdivision mylars for Phase 2, pay the sum of $99,943.20 to defray the City's administration and related costs associated with the preparation and implementation of this Agreement for Phase 2, which amount is calculated as follows:

i)	79.32 acres x $1,200.00/acre	$95,184.00
ii)	Plus 5% G.S.T.	4,759.20
		$99,943.20

SIGNED, SEALED AND DELIVERED this 20th day of August, 2008

BY: **THE CITY OF WINNIPEG**

Per: _____
for DIRECTOR of Planning, Property and Development

AND this 18th day of August, 2008

BY: **SAGE CREEK DEVELOPMENT CORPORATION**

Per: _____
Name: Eric Vogan
Title: Assistant Secretary
(affix corporate seal)

Per: _____
Name: Randy Wiebe
Title: Treasurer

_____
Witness
Name: _____
(please print)
Address: _____

_____

Original Court Copy

CERTIFIED as to Engineering Details

Land Development Engineer

CERTIFIED as to Form

City Solicitor/Manager of Legal Services

CERTIFIED as to Engineering Details

Water and Waste Department

CERTIFIED as to Engineering Details

2008-07-19

Public Works Department
Transportation Division

SM/cm

Original Court Copy

METRIC

N

PART LOT 184 R.C.M.P.

PART LOT 177 R.C.M.P.

PART LOT 148 R.C.M.P.

PART LOT 147 R.C.M.P.

PART LOT 178 R.C.M.P.

PART LOT 183 R.C.M.P.

SAGE CREEK BOULEVARD

SAGE CREEK

BLOCK 16

PLAN NO. 45825

PUBLIC RESERVE A

LAFRANCE LINE

BLOCK 11

BLOCK 12

RANVILLE ROAD

BLOCK 14

BLOCK 13

BLOCK 10

BLOCK 9

BLOCK 8

BLOCK 15

PUBLIC RESERVE 'A'

BLOCK 6

BLOCK 7

BLOCK 3

BLOCK 2

BLOCK 1

BLOCK 5

BLUE SUN DRIVE

SOLSTICE LANE

CHARITY ROAD

CHARITY LANE

BOULEVARD

AVENUE

WILLOW LANE

RED LILY ROAD

RED LILY ROAD

WARDE AVENUE

TALLGRASS CRESCENT

TRANSMISSION POWER LINE

PLAN NO. 5986

PLAN NO. 45829

PLAN NO. 45829

PLAN NO. 45829

PLAN NO. 45829

BLOCK 15

PUBLIC WALK

PUBLIC RESERVE

BLOCK 6

DETAIL at 'A'
NOT TO SCALE

PLAN OF SUBDIV
OF PART OF
LOTS 147, 148,
ROMAN CATHOLIC
INCLUDING
PART OF PLAN NO. 85

CITY OF WINNIPE
MANITOBA

SCALE 1:1000

NOTES:

ALL DISTANCES ARE IN METRES AND
SURVEY MONUMENTS FOUND ON THE
IRON POSTS 0.025 X 0.025 X 0.914
ALL PLANS REFERRED TO ARE ON RE
LAND AFFECTED BY THE REGISTRATION

AFFIDAVIT:

I, JAMES EDWARD BAILIE, OF THE CI
DID PERSONALLY SUPERINTEND THE S
THE TH OF AND THE TH OF
TRUE TO THE BEST MY KNOWLEDGE A

SWORN TO BEFORE ME AT THE CITY
THIS DAY OF , A.D. 2

A SURVEYOR AUTHORIZED TO PRACTIS
UNDER "THE LAND SURVEYORS ACT."

APPROVALS:

APPROVED BY THE CITY OF WINNIPEG
THIS _____ DAY OF_____

DIRECTOR OF PLANNING, PROPERTY A

GEOMATICS SERVICES

REGISTRATION:

ENTERED AND REGISTERED IN THE
WINNIPEG LAND TITLES OFFICE
THIS ____ DAY OF_____
AS PLAN NUMBER_____

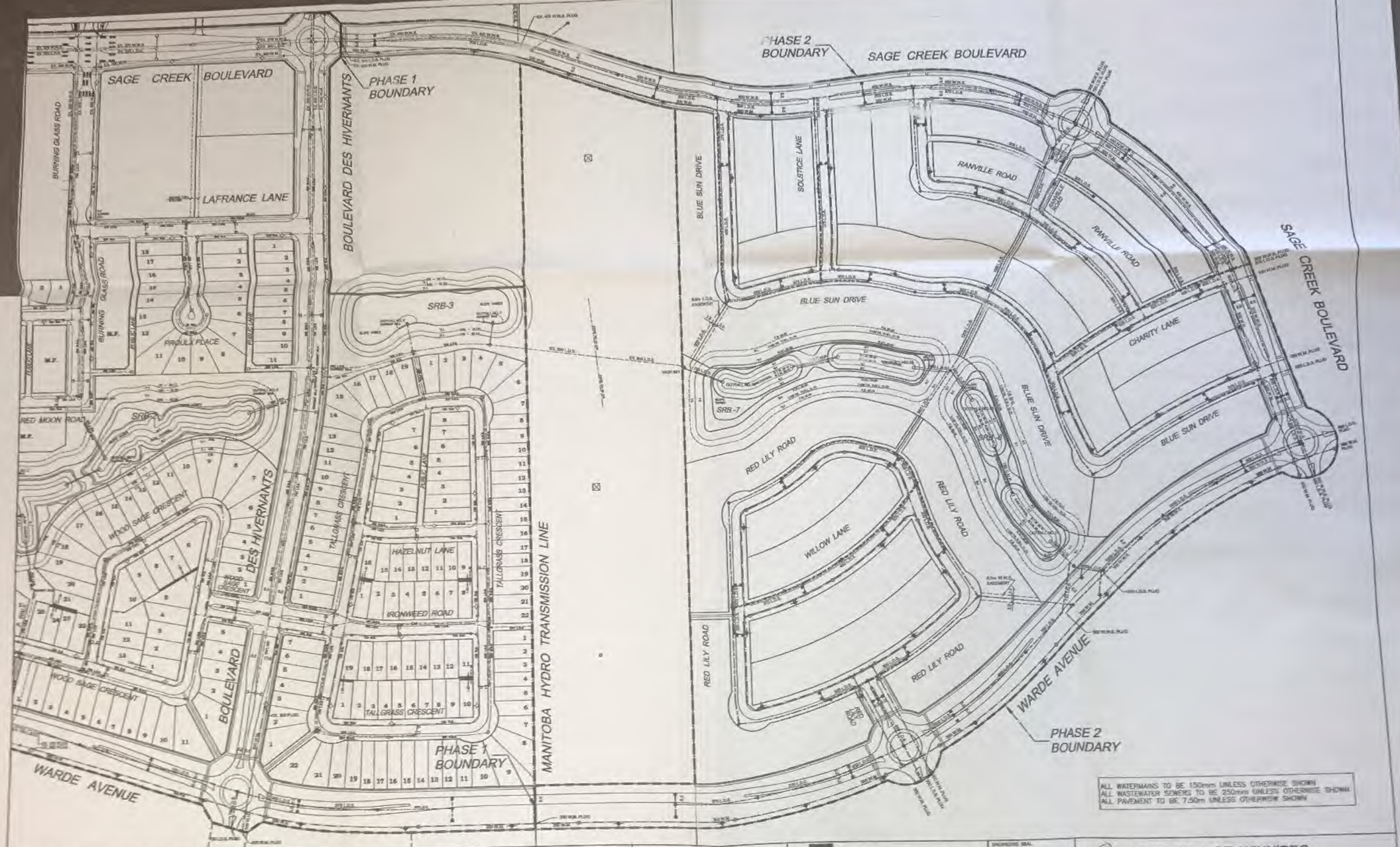
FOR DISTRICT REGISTRAR

REGISTRATION NO. _____

Pollock & Wright
LAND SURVEYING • GEO
111 FORT STREET, WINNIPEG, M

Schedule "A-2" of
AG 21/07

Original Court Copy



EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PROFILE	PROPOSED
	WATERMAIN			HYDRO			WATERMAIN	
	HYDRANT			M.T.S.			VALVE	
	VALVE			CONCRETE LIP CURB			LAND DRAINAGE SEWER	
	LAND DRAINAGE SEWER			PROPERTY LINE			WASTE WATER SEWER	
	WASTE WATER SEWER			SURVEY BAR			CENTERLINE	
	MANHOLE			CURB STOP			SOUTH & EAST GUTTER	
	CATCH BASIN			C.B. LEAD			NORTH & WEST GUTTER	
	CURB INLET			SIDEWALK				
	JUNCTIONS			SIDEWALK RAMP				
	CULVERT		93.55	ELEVATIONS	(93.555)			
	GAS							

LOCATION APPROVED
UNDERGROUND STRUCTURES

SUPL. UG STRUCTURES DATE
COMMITTEE

NOTE:

LOCATIONS OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE SHOWN LOCATIONS ARE CORRECT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL EXISTING MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CKBM 11-628
ELEV. 232.199

NO.	REVISIONS	DATE	BY

GENIVAR
300 SACHE AVENUE, WINNIPEG, MANITOBA R2H 1A7
PH: (204)-233-2113 FAX: (204)-233-2080

DESIGNED BY	G.D. \ B.H.	CHECKED BY	B.H.
DRAWN BY	G.D.	APPROVED BY	I.McK.
HOR. SCALE:	1:1500	RELEASED FOR CONSTRUCTION	
VERT. SCALE:			
DATE	JANUARY 2006	DATE	

ENGINEERS SEAL
PROVINCE OF MANITOBA
I. McKINNON
Feb/13/06
REGISTERED PROFESSIONAL ENGINEER

CONSULTANT DRAWING NO.
043-083 –AG01

Winnipeg
THE CITY OF WINNIPEG
QUALICO

SAGE CREEK SUBDIVISION – PHASE 2
AG 51/05
AGREEMENT DRAWING
UNDERGROUND SERVICES & ROADWORK

CITY DRAWING NO.
SHEET 1 OF 1

Original Court Copy

This is Exhibit 38 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

Original Court Copy

ADDENDUM made in duplicate this 21st day of November A.D. 2007

BETWEEN:

THE CITY OF WINNIPEG
(hereinafter called the "City")

OF THE FIRST PART,

AND

SAGE CREEK DEVELOPMENT CORPORATION
(hereinafter called the "Developer")

OF THE SECOND PART.

WHEREAS:

a) The City and Sage Creek Development Corporation entered into an Agreement dated the 22nd day of February A.D. 2006 (hereinafter called the "Agreement") which provided for the development of Phase 1 of the Sage Creek Development (the Planned Area), and

b) The City has approved the preparation for registration of a plan of subdivision referenced as DASZ 32/07 for land (Phase 3 Sage Creek Development) located adjacent to the Planned Area, and

c) The City and the Developer have agreed to amend the Agreement,

NOW THEREFORE, in consideration of the approval, the agreement to amend, and the covenants contained in this Agreement, the City and the Developer agree to and do hereby amend that agreement, with added provisions indicated in **bold type**, as follows:

1. Definition a) in Paragraph 1 is revised as follows: "Planned Area" **for Phase 1** means all the land outlined on the plan attached as Schedule "A" **and "Planned Area" for Phase 3 means all the land outlined on the plan attached as Schedule "A-1"** hereto.

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2. The following documents, attached hereto, are hereby added to the Agreement under Paragraph 2 - Contract Documents:

b.1) Schedule "A-1" - Plan of Subdivision, prepared by James Edward Bailie, Manitoba Land Surveyor, of Pollock and Wright, as approved by the City under DASZ 32/07 (Phase 3);

and

f.1) Schedule "E-1" - Drawing 043-084–AG01, prepared by Genivar, showing the proposed underground services, roadworks, and regional land drainage facilities within the Planned Area under DASZ 32/07 (Phase 3).

3. Clause 3 in Schedule "B", Section I, is revised as follows:

a) The Developer shall construct and bridge-finance the cost of constructing stormwater management facilities within the Planned Area in accordance with the "Criteria for Stormwater Management" (adopted by City Council on April 25, 2001) to the satisfaction of the Director of Water and Waste. The Developer's share of the cost of the regional stormwater management facilities shall be as determined by the Director of Water and Waste. Upon registration of the approved plan of subdivision in the Land Titles Office, the Developer shall convey Public Reserves A and B, **shown in Schedule A for Phase 1, and Public Reserves A, B, and C, shown in Schedule A-1 for Phase 3,** to the City for stormwater impoundment and public open space purposes. It is hereby acknowledged that approximately 8.75 acres within Public Reserves A and B **in Phase 1 and 9.25 acres within Public Reserves A, B, and C in Phase 3** are required for stormwater impoundment purposes, and the City shall purchase those (8.75 + **9.25** =) **18.00** acres. The land shall be valued at $25,000.00 per acre **for Phase 1** for a total **Phase 1** value of

Original Court Copy

$218,750.00 (8.75 acres x $25,000.00/acre) **and at $28,000.00 per acre for Phase 3 for a total Phase 3 value of $259,000.00 (9.25 acres x $28,000.00/acre), providing a total value for Phases 1 and 3 of $477,750.00.** This total value shall be credited against the Developer's share of the cost of the regional stormwater management facilities.

b) The City shall reimburse the Developer for the difference between the costs of constructing the regional land drainage facilities **within each of the development phases** and the Developer's share of those costs, as determined by the Director of Water and Waste, within one year of the date of Substantial Completion of the facilities **in each Phase,** with interest added after that date according to the current Development Agreement Parameters and upon capital funding being approved for that payment by City Council.

4. Clause 1 in Schedule "B", Section II, is revised as follows:

a) It is hereby acknowledged that approximately 5.8 acres within Public Reserves A and B, **as shown in Schedule "A",** are being dedicated to the City **in Phase 1** as public open space, the area of which described land within Public Reserves A and B is less than 8% of the land within **Phase 1 of** the Planned Area excluding stormwater facilities and regional street rights-of-way.

The under-dedication for Phase 1 is calculated as follows:

Phase 1 Planned Area = 103 acres

Phase 1 Stormwater Impoundment Area x 1.25 = 8.75 acres

Phase 1 Regional Street Area (Warde Avenue plus Lagimodiere Blvd plus Lagimodiere Blvd buffer) = 7.55 acres

Net Phase 1 Area Subject to Dedication = 103 – 8.75 – 7.55 = 86.70 acres

Required Dedication = 8% x 86.70 A = 6.94 acres

Phase 1 Actual Dedication = 5.8 acres

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Under-dedication for Phase 1 = 6.94 A – 5.8 A = 1.14 acres

It is further acknowledged that 4.49 acres of land within Public Reserve Areas A, B, and C, as shown in Schedule "A-1", are being dedicated to the City in Phase 3 as public open space, and that this exceeds the dedication requirement for Phase 3 (8% of the land within the Planned Area excluding stormwater facilities and regional street rights-of-way).

The over-dedication in Phase 3 is calculated as follows:

Phase 3 Planned Area = 31.74 acres

7.40

Phase 3 stormwater impoundment area x 1.25 = 9.25 acres

Phase 3 regional street area (Lagimodiere Blvd widening) = 1.49 acres

Net Phase 3 area subject to dedication = 31.74 – 9.25 – 1.49 = 21.0 acres

Required Dedication = 8% x 21.0 A = 1.68 acres

Phase 3 Actual Dedication = 4.49 acres

Over-dedication for Phase 3 = 4.49 – 1.68 = 2.81 acres

The net over-dedication for Phases 1 and 3 = 2.81 – 1.14 = 1.67 acres

The **Phase 3 over-dedication is deemed to satisfy the Phase 1** deficiency, **and the net over-dedication of 1.67 acres** shall be **credited toward additional open-space dedication and recreational requirements to be** satisfied by the Developer, when future phases of the Sage Creek subdivision are developed, which may **also** include a regular sized, asphalted outdoor hockey rink with heated rooms off the player boxes and proper outdoor lighting, a basketball court, a covered picnic area with tables and other amenities mutually agreed upon by the Director of Planning, Property and Development and the Developer.

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b) The Developer shall, at no expense to the City construct a linear parkway within the 5.8 + **4.49** = **10.29** acres of dedicated public open space in accordance with plans and specifications approved by the Director of Planning, Property and Development and the Director of Public Works.

5. Clause 3 in Schedule "B", Section III, is revised as follows:

Phase 1

The Developer shall pay the sum of $132,252.00 to defray the City's administration and related costs associated with the preparation and implementation of **Phase 1 of** this Agreement which amount is calculated as follows:

i)	103 acres x $1,200.00/acre	$123,600.00
ii)	G.S.T. (7%) on i) above	8,652.00
		$132,252.00

The above amount of $132,252.00 shall be paid as follows:

- $32,252.00 prior to the issuance of building permits within Lot 3, Block 11 or within Block 1, and
- the balance proportionally prior to the release of approved subdivision mylars establishing lot lines **in Phase 1** as determined by the Director of Planning, Property and Development.

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Phase 3

The Developer shall, prior to the release of subdivision mylars for Phase 3, pay the sum of $39.992.40 to defray the City's administration and related costs associated with the preparation and implementation of Phase 3 of this Agreement, which amount is calculated as follows:

i)	**31.74 acres x $1,200.00/acre**	**$38,088.00**
ii)	**Plus 5% G.S.T.**	**1,904.40**
		$39,992.40

SIGNED, SEALED AND DELIVERED

this day of A.D. 2008 THE CITY OF WINNIPEG

BY:

Per: _____
for DIRECTOR of Planning, Property and Development

AND

this day of A.D. 2008

BY: SAGE CREEK DEVELOPMENT CORPORATION

Per: _____
Name: ERIC VOGLAN *(affix corporate seal)*
Title: ASSISTANT-SECRETARY

_____
Witness
Name: _____
(please print)

Address: _____

_____

Per: _____
Name: JOHN DANIELS
Title: SECRETARY

Original Court Copy

CERTIFIED as to Engineering Details

Land Development Engineer

CERTIFIED as to Form

City Solicitor/Manager of Legal Services
Corporate Services Department

CERTIFIED as to Engineering Details

Water and Waste Department

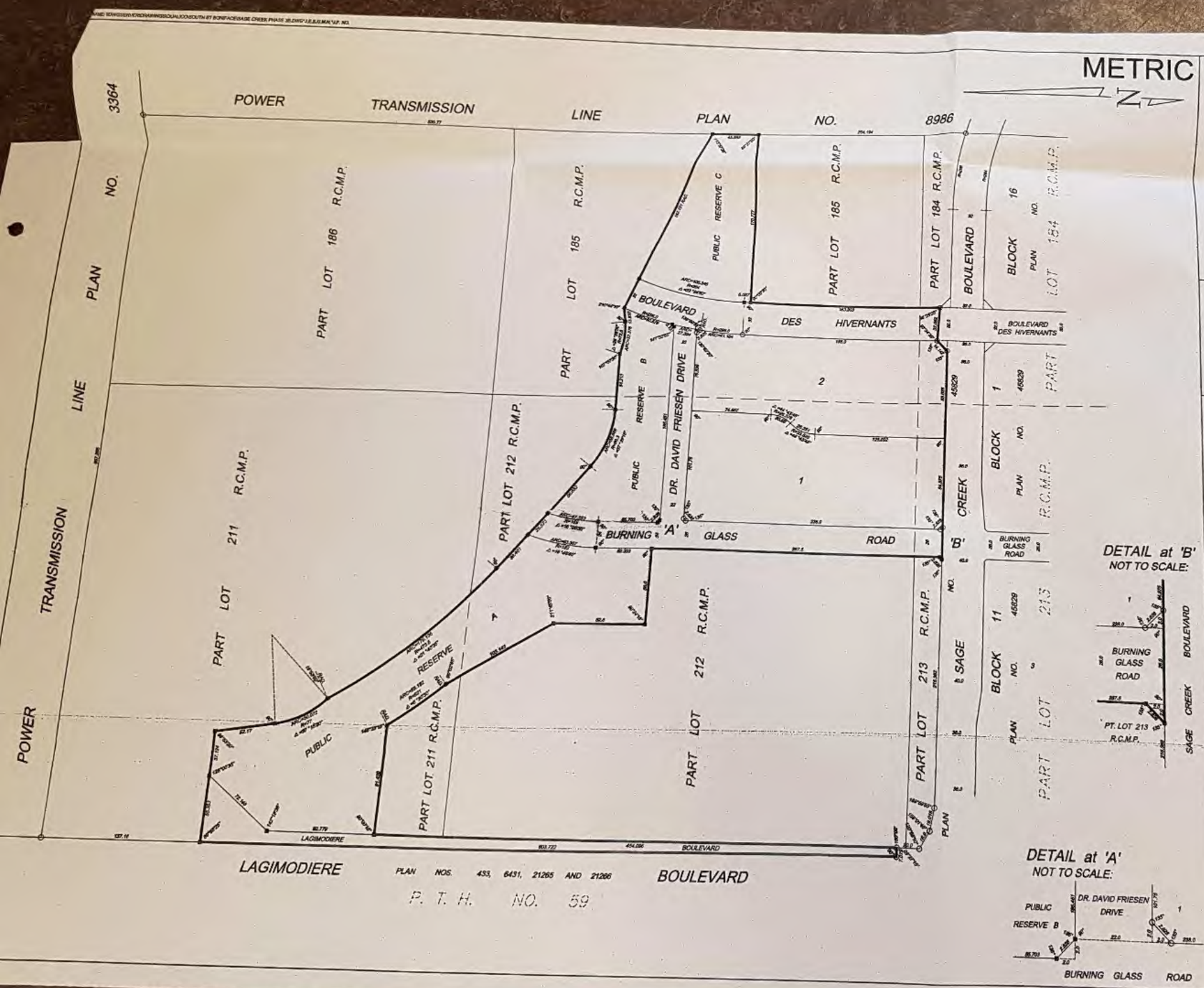
CERTIFIED as to Engineering Details

2008-02-12

Public Works Department
Transportation Division

/sm

Original Court Copy



DEPOSIT NO.

PLAN OF SUBDIVISION
OF PART OF
LOTS 184, 185, 211, 212 AND 213
ROMAN CATHOLIC MISSION PROPERTY
INCLUDING
LOT 1, PLAN NO.

CITY OF WINNIPEG
MANITOBA

SCALE 1:1500

NOTES:

ALL DISTANCES ARE IN METRES AND MAY BE CONVERTED TO FEET BY MULTIPLYING BY 3.28084.
IRON POSTS 0.025 X 0.025 FOUND ON THE GROUND ARE SHOWN THUS.....
IRON POSTS 0.025 X 0.025 X 0.914 MARKED M.L.S. ARE PLANTED AT ALL POINTS SHOWN THUS.....
ALL PLANS REFERRED TO ARE ON RECORD IN THE WINNIPEG LAND TITLES OFFICE
LAND AFFECTED BY THE REGISTRATION OF THIS PLAN IS SHOWN BORDERED THUS.....

AFFIDAVIT:

I, JAMES EDWARD BAILIE, OF THE CITY OF WINNIPEG, MANITOBA LAND SURVEYOR, MAKE OATH AND SAY THAT I DID PERSONALLY SUPERINTEND THE SURVEY REPRESENTED BY THIS PLAN, THAT THE SURVEY WAS MADE BETWEEN THE 9TH OF JULY AND THE 4TH OF DECEMBER A.D. 2007, AND THAT THE SURVEY AND PLAN ARE CORRECT AND TRUE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

SWORN TO BEFORE ME AT THE CITY OF WINNIPEG
THIS

MANITOBA LAND SURVEYOR

A SURVEYOR AUTHORIZED TO PRACTISE
UNDER "THE LAND SURVEYORS ACT."

APPROVALS:

APPROVED BY THE CITY OF WINNIPEG
THIS _____ DAY OF_____, 200__

DIRECTOR OF PLANNING, PROPERTY AND DEVELOPMENT

GEOMATICS SERVICES | LAND DEVELOPMENT

REGISTRATION:

ENTERED AND REGISTERED IN THE
WINNIPEG LAND TITLES OFFICE
THIS _____ DAY OF_____, 200__
AS PLAN NUMBER _____

FOR DISTRICT REGISTRAR

REGISTRATION NO. _____

Pollock & Wright
LAND SURVEYING • GEOMATICS
117 PORT STREET, WINNIPEG, MB R3C 1C4

OWNER: SAGE CREEK DEVELOPMENT CORPORATION

THIS APPROVAL IS VALID FOR 60 DAYS UNLESS REGISTERED
APPROVED:
THIS_____DAY OF_____, 200__

FOR REGISTRAR GENERAL

RE-APPROVED:
THIS_____DAY OF_____, 200__

FOR REGISTRAR GENERAL

THIS APPROVAL IS VALID FOR 12 MONTHS UNLESS REGISTERED
APPROVED:
THIS _____ DAY OF_____, 200__

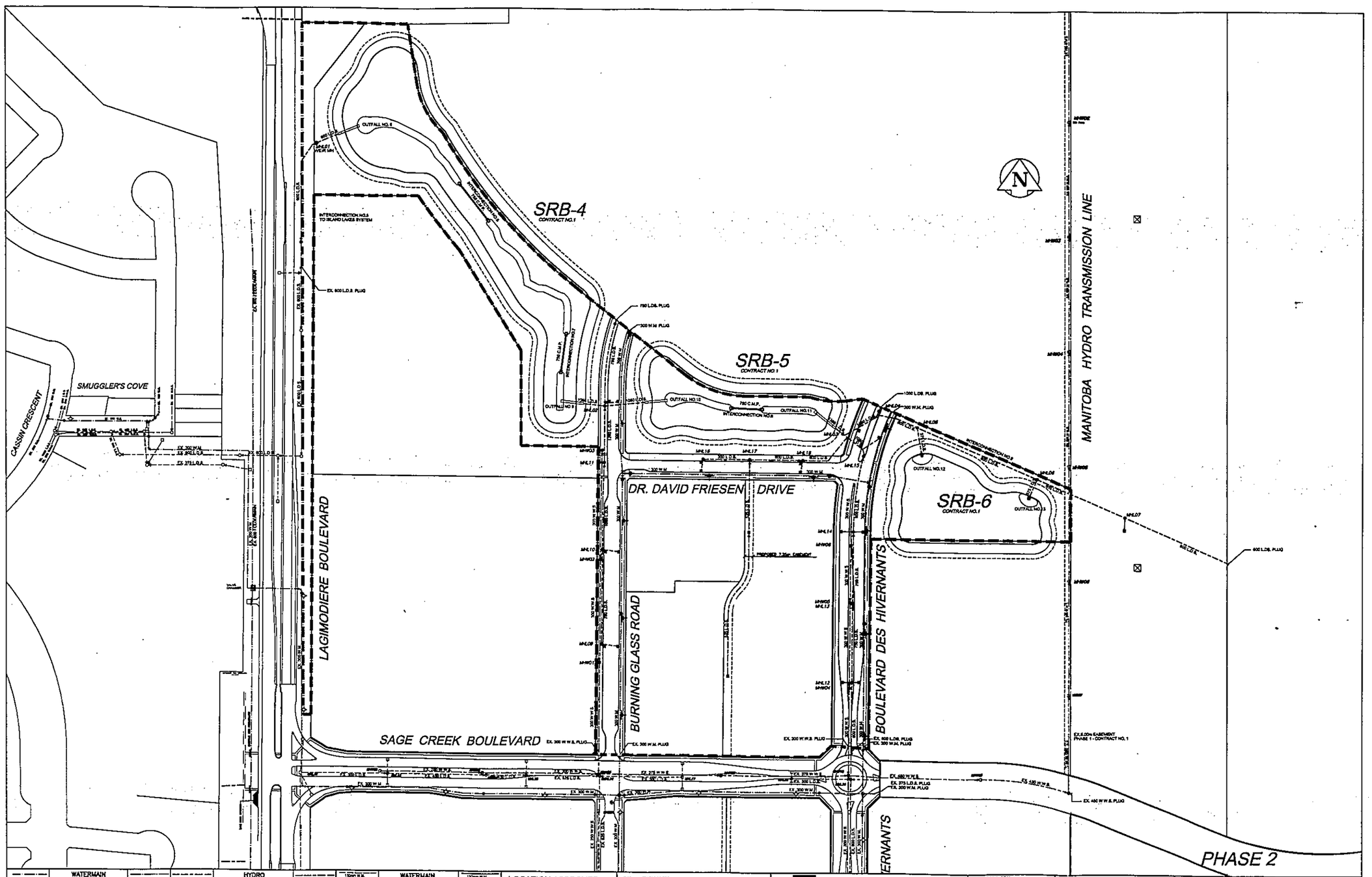
EXAMINER OF SURVEYS

RE-APPROVED:
THIS _____ DAY OF_____, 200__

EXAMINER OF SURVEYS

CITY OF WINNIPEG FILE NO. DASZ 32/07

Original Court Copy



EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PROFILE	PROPOSED
	WATERMAIN			HYDRO		150mm W.M.	WATERMAIN	150mm W.M.
	HYDRANT			M.T.S.			VALVE	
	VALVE			CONCRETE LIP CURB		300mm L.D.S.	LAND DRAINAGE SEWER	300mm L.D.S.
	LAND DRAINAGE SEWER			150mm MODIFIED BARRIER CURB		250mm W.W.S.	WASTE WATER SEWER	250mm W.W.S.
	WASTE WATER SEWER			PROPERTY LINE			CENTERLINE	
	MANHOLE			SURVEY BAR			SOUTH & EAST GUTTER	
	CATCH BASIN			CURB STOP			NORTH & WEST GUTTER	
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			SIDEWALK RAMP				
	GAS		32.55	ELEVATIONS	(32.550)			

LOCATION APPROVED
UNDERGROUND STRUCTURES

SUPV. UIG STRUCTURES DATE
COMMITTEE

NOTE:

LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT THE SHOWN LOCATIONS ARE EXACT OR THAT THE OWNER LISTED HAS BEEN ASSIGNED. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CVGM 11-006
ELEV. 233.189

NO	REVISIONS	DATE	BY

GENIVAR
300 TACHE AVENUE WINNIPEG, MANITOBA R2H 1A7
PH: (204)-233-2113 FAX: (204)-233-2089

DESIGNED BY	G.D. \ B.H.	CHECKED BY	B.H.
DRAWN BY	G.D.	APPROVED BY	L.McK.
HOR. SCALE:	1:1500	RELEASED FOR CONSTRUCTION	
VERT. SCALE:			
DATE	JANUARY 2006	DATE	

ENGINEERS SEAL
PROVINCE OF MANITOBA
L. McKINNON
REGISTERED PROFESSIONAL ENGINEER
Jan 9/06

CONSULTANT DRAWING NO.
043-084 –AG01

Winnipeg
THE CITY OF WINNIPEG
QUALICO

SAGE CREEK SUBDIVISION – PHASE 3
AG 51/05
AGREEMENT DRAWING
UNDERGROUND SERVICES & ROADWORK

CITY DRAWING NO.
SHEET 01 OF 01

"Schedule E-1" of DASZ 32/07
Addendum to AG 51/05

Original Court Copy

This is Exhibit 39 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

Original Court Copy

DEVELOPMENT AGREEMENT

**[Subdivision Agreement – long form -
The City of Winnipeg Charter, Sections 259(1) and 268(1)]**

made in duplicate *effective* this 16th day of July, 2008
as an

ADDENDUM

to

DEVELOPMENT AGREEMENT AG 32/07

dated November 21, 2007

which addended

DEVELOPMENT AGREEMENT AG 51/05

dated February 22, 2006

BETWEEN:

THE CITY OF WINNIPEG
(hereinafter called the "City")

OF THE FIRST PART,

AND

SAGE CREEK DEVELOPMENT CORPORATION
(hereinafter called the "Developer")

OF THE SECOND PART.

WHEREAS:

a) The City and Sage Creek Development Corporation entered into an Agreement dated February 22, 2006 (hereinafter called "Agreement AG 51/05") which provided for the development of Phase 1 of the Sage Creek Development, and

b) The City and Sage Creek Development Corporation entered into an Addendum to Agreement AG 51/05 dated September 26, 2007 (Agreement AG 21/07) which provided for the development of the adjacent Phase 2 of the Sage Creek Development, and

c) The City and Sage Creek Development Corporation entered into a further Addendum to Agreement AG 51/05 dated November 21, 2007 (hereinafter called "Addendum AG 32/07") which provided for the development of the adjacent Phase 3 of the Sage Creek Development (the Planned Area), and

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d) The City has approved the preparation for registration of a plan of subdivision (Deposit No. 798/2008) referenced as DAS 17/08 for land located within the Planned Area (Sage Creek Phase 3), and

e) The City and the Developer have agreed to amend Addendum AG 32/07,

NOW THEREFORE, in consideration of the approval of DAS 17/08, the City and the Developer agree to and do hereby amend Addendum AG 32/07, as follows:

1. The following documents, attached hereto, are hereby added to Addendum AG 32/07, and thereby to Agreement AG 51/05, under Paragraph 2 - Contract Documents:

   b.2) Plan of Subdivision (Deposit No. 798/2008), prepared by James Edward Bailie, Manitoba Land Surveyor, of Pollock and Wright, as approved by the City under DAS 17/08, as Schedule "A-3" to the Agreement; and

   f.2) Drawing 043-084–AG01, prepared by Genivar, showing the revised proposed underground services, roadworks, and regional land drainage facilities within the Planned Area under DASZ 32/07 (Phase 3), as Schedule "E-3" to the Agreement.

2. Clause 6 is added to Addendum AG 32/07, as follows:

   6. Clause 8 (b) in Schedule "B", Section I, of AG 51/05 is revised as follows: The Developer shall, at no expense to the City, construct portland cement concrete pavements to ~~a~~ widths of 5.0m **and 6.0m** by 150mm in thickness within the proposed public lanes within the Planned Area, as determined by, and to the satisfaction of, the Director of Public Works.

3. The following paragraph is added to Clause 5 of Addendum AG 32/07, and thereby to Clause 3 in Schedule "B", Section III of Agreement AG 51/05:

   <u>DAS 17/08</u>

   The Developer shall pay to the City, prior to the release, for registration in the Land Titles Office, of subdivision mylars for DAS 17/08, the sum of $1,732.50, to help defray the City's administration and related costs associated with the preparation and implementation of this Addendum, which amount is calculated as follows:

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i)	Administration Fee	$1,650.00
ii)	G.S.T. (5%)	82.50
	Total for DAS 17/08	$1,732.50

SIGNED, SEALED, AND DELIVERED

this 17th day of October, 2008

BY: THE CITY OF WINNIPEG

Per: _____
for Director of Planning, Property and Development

AND

this 14TH day of OCTOBER, 2008

BY: SAGE CREEK DEVELOPMENT CORPORATION

Per: _____
Name: ERIC VOGAN
Title: ASSISTANT SECRETARY
(affix corporate seal)

Per: _____
Name: JOHN DANIELS
Title: SECRETARY

_____
Witness:
Name: _____
(please print)
Address: _____

_____

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CERTIFIED as to engineering details

Land Development Engineer

CERTIFIED as to form

City Solicitor/Manager of Legal Services

CERTIFIED as to engineering details

Water & Waste Department

CERTIFIED as to engineering details

Aug. 22/08

Public Works Department
Transportation Division

/sm

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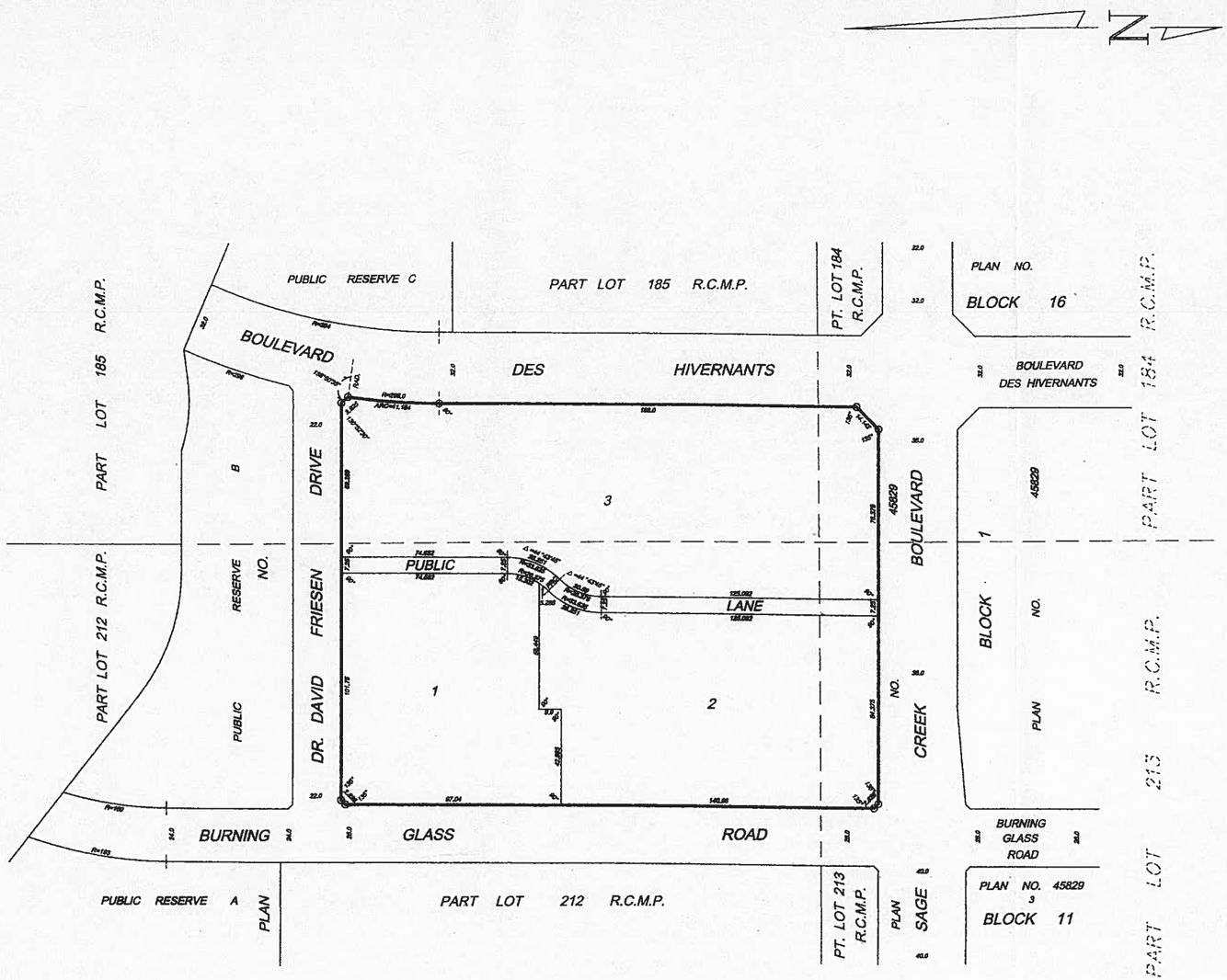
DRAWING NAME: SDWG:SERVER0/DRAWINGS/QUALICO/SOUTH ST BONIFACE/SAGE CREEK PHASE 3A.DWG" J.B.B.J.U.M.K "J.F. NO.

METRIC



DEPOSIT NO.

798/08

PLAN OF SUBDIVISION
OF PART OF
LOTS 184, 185, 212 AND 213
ROMAN CATHOLIC MISSION PROPERTY
BEING
ALL OF LOTS 1 AND 2
PLAN NO.

CITY OF WINNIPEG
MANITOBA

SCALE 1:1000 0 10 20 30 40 50 70 100

NOTES:

ALL DISTANCES ARE IN METRES AND MAY BE CONVERTED TO FEET BY MULTIPLYING BY 3.28084.
IRON POSTS 0.025 X 0.025 FOUND ON THE GROUND ARE SHOWN THUS.....○
ALL PLANS REFERRED TO ARE ON RECORD IN THE WINNIPEG LAND TITLES OFFICE
LAND AFFECTED BY THE REGISTRATION OF THIS PLAN IS SHOWN BORDERED THUS.....

AFFIDAVIT:

I, JAMES EDWARD BAILIE, OF THE CITY OF WINNIPEG, MANITOBA LAND SURVEYOR, MAKE OATH AND SAY THAT I DID PERSONALLY SUPERINTEND THE SURVEY REPRESENTED BY THIS PLAN, THAT THE SURVEY WAS MADE BETWEEN THE 9TH OF JULY AND THE 4TH OF DECEMBER, A.D. 2007, AND THAT THE SURVEY AND PLAN ARE CORRECT AND TRUE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

James Bailie
MANITOBA LAND SURVEYOR

SWORN TO BEFORE ME AT THE CITY OF WINNIPEG
THIS

A SURVEYOR AUTHORIZED TO PRACTISE
UNDER "THE LAND SURVEYORS ACT."

APPROVALS:

APPROVED BY THE CITY OF WINNIPEG
THIS _____ DAY OF_____, 200__

DIRECTOR OF PLANNING, PROPERTY AND DEVELOPMENT

GEOMATICS SERVICES | LAND DEVELOPMENT

REGISTRATION:

ENTERED AND REGISTERED IN THE
WINNIPEG LAND TITLES OFFICE
THIS _____ DAY OF_____, 200__
AS PLAN NUMBER _____

FOR DISTRICT REGISTRAR

REGISTRATION NO. _____

Pollock & Wright
LAND SURVEYING • GEOMATICS
117 FORT STREET, WINNIPEG, MB R3C 1C6

OWNER: SAGE CREEK DEVELOPMENT CORPORATION

THIS APPROVAL IS VALID FOR 60 DAYS UNLESS REGISTERED
APPROVED:
THIS_____DAY OF_____, 200__

FOR REGISTRAR GENERAL

RE-APPROVED:
THIS_____DAY OF_____, 200__

FOR REGISTRAR GENERAL

THIS APPROVAL IS VALID FOR 12 MONTHS UNLESS REGISTERED
APPROVED:
THIS _____ DAY OF_____, 200__

EXAMINER OF SURVEYS

RE-APPROVED:
THIS _____ DAY OF_____, 200__

EXAMINER OF SURVEYS

CITY OF WINNIPEG FILE NO. DASZ

June 23/08

Schedule "A – 3" of AG 17/08

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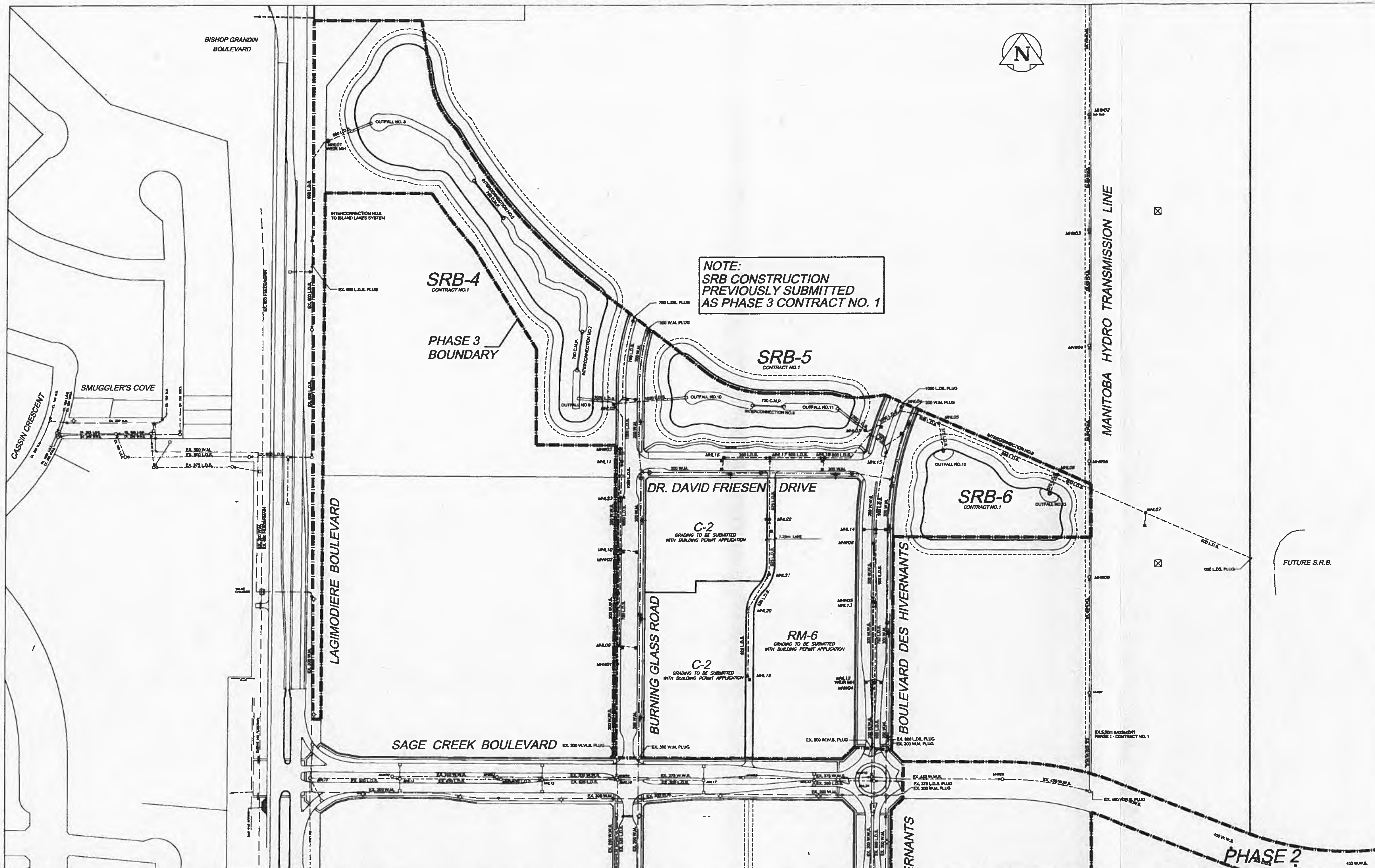
jserver0/wp/QUALICO/SOUTH ST BONIFACE/SAGE CREEK PHASE 3B.DWG, 05/06/2008 09:27:26 AM, J.M.K.



EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PROFILE	PROPOSED
	WATERMAIN			HYDRO			WATERMAIN	
	HYDRANT			M.T.S.			VALVE	
	VALVE			CONCRETE LIP CURB			LAND DRAINAGE SEWER	
	LAND DRAINAGE SEWER			180mm MODIFIED BARRIER CURB			WASTE WATER SEWER	
	WASTE WATER SEWER			PROPERTY LINE			CENTERLINE	
	MANHOLE			SURVEY BAR			SOUTH & EAST GUTTER	
	CATCH BASIN			CURB STOP			NORTH & WEST GUTTER	
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			SIDEWALK RAMP				
	GAS		32.55	ELEVATIONS	32.550			

LOCATION APPROVED
UNDERGROUND STRUCTURES

SUPV. U/G STRUCTURES COMMITTEE DATE

NOTE:
LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE GIVEN LOCATIONS ARE EXACT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CWBM 11-006
ELEV. 233.160

NO.	REVISIONS	DATE	BY
01	ADDED PUBLIC LANE BTWN BURNING GLASS ROAD & BLVD DES HIVERNANTS	AUG12-08	G.D.

SEG ENGINEERING

GENIVAR
200 TACHE AVENUE
WINNIPEG, MANITOBA
(204)-233-2113

DESIGNED BY	G.D. \ B.H.	CHECKED BY	B.H.
DRAWN BY	G.D.	APPROVED BY	I.McK.
HOR. SCALE:	1:1500	RELEASED FOR CONSTRUCTION	
VERT. SCALE:			
DATE	JANUARY 2008	DATE	

ENGINEERS SEAL
PROVINCE OF MANITOBA
I. G. McKINNON
REGISTERED PROFESSIONAL ENGINEER
Jan 9/08

CONSULTANT DRAWING NO. 043-084 –AG01

Winnipeg
THE CITY OF WINNIPEG
QUALICO

SAGE CREEK SUBDIVISION – PHASE 3

AC
UNDERGR

CITY DRAWING NO.
SHEET 01 OF 01

Schedule "E – 3" of
AG 17/08

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This is Exhibit 40 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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AG 12/09 – Sage Creek Phase 3B
(Addendum to AG 51/05)
DASZ 12/09

Finance No. 383-09

ADDENDUM DEVELOPMENT AGREEMENT AG 12/09

**[Subdivision Agreement – long form -
The City of Winnipeg Charter, Sections 259(1) and 268(1)]**

BETWEEN:

THE CITY OF WINNIPEG

AND

SAGE CREEK DEVELOPMENT CORPORATION

Riel Community

Council Approval: June 24, 2009

to

Development Agreement AG 32/07 dated November 21, 2007

and to

Development Agreement AG 21/07 dated September 26, 2007

both of which addended

Development Agreement AG 51/05 dated February 22, 2006

to create

SAGE CREEK PHASE 3B

THIS AGREEMENT made in duplicate effective this 24th day of June, 2009

BETWEEN:

THE CITY OF WINNIPEG
(hereinafter called the "City")

OF THE FIRST PART,

AND

SAGE CREEK DEVELOPMENT CORPORATION
(hereinafter called the "Developer")

OF THE SECOND PART.

WHEREAS:

a) The City and Sage Creek Development Corporation entered into an Agreement dated February 22, 2006 (hereinafter called "Agreement AG 51/05") which provided for the development of Phase 1 of the Sage Creek Development; and

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b) The City and Sage Creek Development Corporation entered into an Addendum to Agreement AG 51/05 dated September 26, 2007 (hereinafter called "Addendum AG 21/07") which provided for the development of the adjacent Phase 2 of the Sage Creek Development, and refined the open-space-dedication calculations for Phases 1, 2, and 3 of the Sage Creek Development; and

c) The City and Sage Creek Development Corporation entered into a further Addendum to Agreement AG 51/05 dated November 21, 2007 (hereinafter called "Addendum AG 32/07") which provided for the development of the adjacent Phase 3 of the Sage Creek Development; and

d) The City and Sage Creek Development entered into an addendum to Addendum AG 32/07 ("Addendum AG 17/08") which added a public lane to the land located within Phase 3 of the Sage Creek Development; and

e) The City has approved the preparation for registration of a plan of subdivision (Deposit No. 628/2009) referenced as DASZ 12/09 for land adjacent to Phase 3 of the Sage Creek Development, Lot 1 of which is to be known as Phase 3B of the Sage Creek Development; and

f) The City and the Developer have agreed to further amend Agreement AG 51/05 to add Phase 3B of the Sage Creek Development to the Planned Area;

NOW THEREFORE, in consideration of the approval of DASZ 12/09, the City and the Developer agree to and do hereby amend Agreement AG 51/05 as follows:

1. The following definition is added to Definition a) in Paragraph 1 of Agreement AG 51/05:

   "Phase 3B Planned Area" means Lot 1 outlined on the plan attached hereto as Schedule "A-4".

2. The following document, attached hereto, is added to Agreement AG 51/05 under Paragraph 2 - Contract Documents:

   b.4) Schedule "A-4" - Plan of Subdivision (Deposit No. 628/2009), prepared by James Edward Bailie, Manitoba Land Surveyor, of Pollock and Wright, as approved by the City under DASZ 12/09. Lot 2 is not

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within the Phase 3B Planned Area and is therefore not subject to the terms of this Agreement.

3. Paragraph 23 as follows is added to Section I of Schedule "B" to Agreement AG 51/05:

23. Sidewalk to be Constructed Prior to Occupancy Permit Issuance

No occupancy permits for multi-family development under DASZ 12/09 shall be issued until at least one sidewalk has been constructed on Burning Glass Road between Sage Creek Boulevard and Dr. David Friesen Drive, including proper curb cuts and paraplegic ramps for the north-south crossing of Sage Creek Boulevard at Burning Glass Road, and, if necessary, proper curb cuts and paraplegic ramps for the east-west pedestrian crossing of Burning Glass Boulevard at Dr. David Friesen Drive.

4. Paragraph 4 in Addendum AG 21/07 and Paragraph 4 in Addendum AG 32/07 (and thereby Paragraph 1 in Section II of Schedule "B" to Agreement AG 51/05) are all deleted and replaced with the following:

1. Open-Space Dedication – Sage Creek Development Phases 1, 3, 2, and 3B

a) It is hereby acknowledged that 5.94 acres within Public Reserves A and B, as shown in Schedule "A", were dedicated to the City in Phase 1 as public open space, and that this is less than 8% of the land within the Phase 1 Planned Area excluding stormwater facilities and regional street rights-of-way.

The under-dedication for Phase 1 is calculated as follows:

Phase 1 Planned Area =	102.87 acres
Phase 1 Stormwater Impoundment Area =	7.62 acres
Phase 1 Regional Street Area (Warde Avenue + Lagimodiere Blvd + Lagimodiere Blvd buffer) =	7.68 acres
Net Phase 1 Area Subject to Dedication (102.87 – 7.62 – 7.68) =	87.57 acres
Required Dedication (8% x 87.57 acres) =	7.01 acres
Phase 1 Actual Dedication =	5.94 acres
Under-dedication for Phase 1 (7.01 acres – 5.94 acres) =	1.07 acres

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It is further acknowledged that 5.14 acres of land within Public Reserve Areas A, B, and C, as shown in Schedule "A-1", were dedicated to the City in Phase 3 as public open space, and that this exceeds the dedication requirement for Phase 3 (8% of the land within the Phase 3 Planned Area, excluding stormwater facilities and regional street rights-of-way).

The over-dedication for Phase 3 is calculated as follows:

Phase 3 Planned Area =	31.96 acres
Phase 3 stormwater impoundment area x 1.25 =	8.63 acres
Phase 3 regional street area (Lagimodiere Blvd widening) =	1.68 acres
Net Phase 3 area subject to dedication (31.96 – 8.63 – 1.68) =	21.65 acres
Required Dedication (8% x 21.65 acres) =	1.73 acres
Phase 3 Actual Dedication =	5.14 acres
Over-dedication for Phase 3 (5.14 acres – 1.73 acres) =	3.41 acres

It is further acknowledged that 2.38 acres of land within the Public Reserve shown on Schedule "A-2" were dedicated to the City in Phase 2 as public open space, and that this is less than the dedication requirements for Phase 2 (8% of the land within the Phase 2 Planned Area, excluding stormwater facilities and regional street rights-of-way).

The under-dedication in Phase 2 is calculated as follows:

Phase 2 Planned Area =	79.32 acres
Phase 2 stormwater impoundment area =	3.63 acres
Phase 2 regional street area and area of streets in Hydro right-of-way =	8.74 acres
Net Phase 2 area subject to dedication (79.32– 3.63 – 8.74) =	66.95 acres
Required Dedication (8% x 66.95 acres) =	5.36 acres
Phase 2 Actual Dedication =	2.38 acres
Under-dedication for Phase 2 (5.36 acres – 2.38 acres) =	2.98 acres

It is further acknowledged that there is no Public Reserve being dedicated to the City in Phase 3B as public open space, and that this is less than the dedication requirements for Phase 3B (8% of the land within the Phase 3B Planned Area).

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The under-dedication in Phase 3B is calculated as follows:

Phase 3B Planned Area = Net Phase 3B area subject to dedication = area of Lot 1 =	10.04 acres
Required Dedication (8% x 10.04 acres) =	0.80 acres
Phase 3B Actual Dedication =	0.00 acres
Under-dedication for Phase 3B	0.80 acres
Net under-dedication for Phases 1, 3, 2, and 3B = (1.07 – 3.41 + 2.98 + 0.80) =	**1.44 acres**

The deficiency shall be satisfied by the Developer when future phases of Sage Creek are developed. This may include a regular sized, asphalted outdoor hockey rink with heated rooms off the player boxes and proper outdoor lighting, a basketball court, a covered picnic area with tables and other amenities mutually agreed upon by the Director of Planning, Property and Development and the Developer.

b) The Developer shall, at no expense to the City, construct a linear parkway within the 5.94 + 5.14 + 2.38 + 0.00 = 13.46 acres of dedicated public open space, in accordance with plans and specifications approved by the Director of Planning, Property and Development and the Director of Public Works.

5. Paragraph 24 as follows is added to Section I of Schedule "B" to Agreement AG 51/05:

24. <u>Berm to be Constructed along Lagimodiere Boulevard</u>

The Developer shall, at no expense to the City, construct a berm on the westernmost 10-15 m of the Planned Area for DASZ 12/09, consistent with the style and treatment of the existing berm fronting Lagimodiere Boulevard south of Sage Creek Boulevard, and landscape it to incorporate naturalized surfacing and plantings, the specifics of which shall be established and maintained to the satisfaction of the Director of Planning, Property & Development and the Director of Public Works.

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6. The following is added at the end of Paragraph 3 in Section III of Schedule "B" to Agreement AG 51/05:

Phase 3B (DASZ 12/09)

The Developer shall pay to the City, prior to the release, for registration in the Land Titles Office, of subdivision mylars for DASZ 12/09, an administration fee (2009 rate = $1,200 per acre), to help defray the City's administration and related costs associated with the preparation and implementation of this Addendum, as follows:

i)	10.04 acres x $1,200.00/acre	$12,048.00
ii)	G.S.T. (5%)	602.40
	Total	$12,650.40

SIGNED, SEALED, AND DELIVERED this 14th day of August, 2009

BY: THE CITY OF WINNIPEG

Per: _____
for Director of Planning, Property and Development

AND this 16th day of August, 2009

BY: SAGE CREEK DEVELOPMENT CORPORATION

Per *(signature)*: _____

Name *(print)*: Eric Vogan

Title *(print)*: Assistant Secretary *(affix corporate seal)*

WITNESS *(signature)*: _____

Name *(print)*: _____

Address *(print)*: _____

Per *(signature)*: _____

Name *(print)*: John Daniels

Title *(print)*: Secretary

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CERTIFIED as to engineering details

Land Development Engineer

APPROVED as to form

for Acting City Solicitor/Manager of Legal Services

CERTIFIED as to engineering details

Water & Waste Department

CERTIFIED as to engineering details

Public Works Department
Transportation Division

/sm

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DEPOSIT NO. 628/2009

METRIC

PLAN OF SUBDIVISION
OF PART OF
LOTS 211, 212 AND 213,
ROMAN CATHOLIC MISSION PROPERTY

CITY OF WINNIPEG
MANITOBA

SCALE 1:1000

NOTES:

AFFIDAVIT:

APPROVALS:

OWNER:

Pollock & Wright

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This is Exhibit 41 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

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Finance No. 318-10

DEVELOPMENT AGREEMENT AG 35/09

**[Subdivision Agreement – long form –
The City of Winnipeg Charter, Sections 259(1) and 268(1)]**

BETWEEN:

THE CITY OF WINNIPEG

AND

SAGE CREEK DEVELOPMENT CORPORATION

Riel Community

Council Approval: February 24, 2010

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AG 35/09
DASZ 35/09

Finance No. 318-10

THIS AGREEMENT made in duplicate effective February 24, 2010

BETWEEN:

THE CITY OF WINNIPEG
("City"),

OF THE FIRST PART,

- and -

SAGE CREEK DEVELOPMENT CORPORATION
("Developer"),

OF THE SECOND PART.

WHEREAS:

a) The Developer represents that it is the owner or entitled to be the owner of certain lands located within the boundaries of the City of Winnipeg as described in Schedule "A" and shown outlined on a plan attached as Schedule "B" (hereinafter called the "Planned Area"); and

b) The Developer and the City wish to establish development conditions for the Planned Area; and

c) The Developer, subject to the approval of the City, proposes to install and construct utilities and other services to serve the Planned Area; and

d) The City has approved a plan of subdivision (Schedule "B") subject to this Agreement being entered into;

NOW, THEREFORE, in consideration of those approvals and the sum of ONE DOLLAR ($1.00) paid by each party to the other, the receipt and sufficiency of which is hereby acknowledged, the City and the Developer covenant and agree as follows:

Developer's Initials: _____

City's Initials: _____

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1. Definitions

Unless the context otherwise requires, where used herein,

a) "Planned Area" means all the land described in Schedule "A" and outlined on the plan attached as Schedule "B" hereto;

b) "Director of Public Works", "Director of Water and Waste", "Director of Planning, Property and Development", and "City Solicitor" mean the Director of Public Works, Director of Water and Waste, Director of Planning, Property and Development, and City Solicitor of the City for the time being or such other persons designated by them;

c) "Developer-Owned Land" means all the land within the Planned Area owned by the Developer or in which a beneficial interest is held by the Developer, its successors, assigns, purchasers, or nominees at any time during the term of this Agreement;

d) "Letter of Credit" means a Letter of Credit in the form shown as Schedule "F" hereto, issued by a bank licensed to carry on business in Canada, or, at the option of the City Solicitor, some other security which, in the opinion of the City Solicitor, provides equivalent immediate cash protection and which may include but is not limited to a Letter of Credit by an institution other than a bank;

e) "Substantial Performance" means substantial performance as certified by a professional engineer having delivered a Certificate of Substantial Performance in accordance with The Builders' Liens Act (Manitoba).

2. Contract Documents

The Agreement comprises the following:

a) The main body, consisting of 17 pages;

b) Schedule "A" – Legal description of the Planned Area;

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c) Schedule "B" - Plan outlining the Planned Area;

d) Schedule "C" - Special terms regarding the installation of municipal services and fee payments;

e) Schedule "D" - Construction and Maintenance Specifications;

f) Schedule "E" – Servicing and site-grading drawings for the Planned Area;

g) Schedule "F" – Form of Letter of Credit; and

h) Any written variation of, or amendment or addition to, this Agreement or any of the Schedules, signed by the Developer and by or on behalf of the Director of Public Works or the Director of Water and Waste or the Director of Planning, Property and Development, all of which are and shall be binding upon the parties hereto as fully and to the same extent as if set out herein.

3. Subdivision and Zoning

a) The Developer shall, at its own cost and expense, prepare and secure approval and registration of any plan(s) of subdivision.

b) Nothing herein contained shall constitute the approval by the City of any plan(s) of subdivision, or any zoning change, variance, or conditional use desired by the Developer.

4. General Instructions

a) No development, including excavation and landscaping improvements, shall take place within or to serve the Planned Area without application to, and the approval of, the Director of Public Works and the Director of Water and Waste.

Developer's Initials: _____

City's Initials: _____

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b) Before commencing any work, the Developer shall familiarize itself with all the relevant City designs and specifications, and agrees that all materials and workmanship installed or carried out by the Developer shall conform to the requirements of this Agreement, including the documents described in the Schedules to this Agreement. If there is any conflict between those requirements and the requirements of the Director of Public Works or the Director of Water and Waste under this Agreement, those Directors' requirements shall apply.

c) The Developer shall grant to the Director of Public Works and the Director of Water and Waste and their delegates free and uninterrupted access to any and all parts of the Planned Area for the purpose of making inspections and taking samples of materials used in the services being installed. If any material, design, or installation does not conform to this Agreement or to the requirements of the Director of Public Works or the Director of Water and Waste, the applicable Director(s) may stop any further work and order the removal and replacement of unsatisfactory works.

5. <u>Taxes</u>

Prior to the release of the approved subdivision mylars, the Developer shall pay all municipal taxes, including arrears, penalties, and the commuted amount of all local-improvement levies outstanding, on all Developer-owned lands within the Planned Area.

6. <u>Controls over Installation of Municipal Services and Landscaping</u>

a) The Developer shall not proceed with the installation of any of the improvements, municipal services, or landscaping within or to serve the Planned Area until:

i) the relevant plan(s) of subdivision has/have been approved by the City and registered in the Land Titles Office, unless the commencement of such installation prior to registration is approved by the Director of Planning, Property and Development, the Director of Public Works, and the Director of

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Water and Waste, and a release and indemnity is provided by the Developer in a form satisfactory to the City Solicitor; and

ii) Detailed engineering drawings of and specifications for the municipal services and improvements to be constructed to serve the Planned Area have been approved by the City.

b) The Developer shall not proceed with the landscaping improvements within road allowances to serve the Planned Area until drawings of and specifications for the landscaping improvements have been released for construction or approved by the Director of Public Works.

c) The Developer agrees that where any of the improvements, municipal services, and/or works provided for in this Agreement will be installed across lands owned by the Developer or private owners, the Developer shall, at its sole cost and expense, at the request of the City, obtain and provide the City with easements, in a form satisfactory to the City Solicitor, to enable the City to access said lands to service, repair, and maintain such improvements, municipal services, or works.

7. <u>Planned and Orderly Development</u>

a) To ensure an orderly development, the Developer agrees to install the wastewater sewers, land drainage sewers, and watermains required to service the Planned Area in an orderly sequence, as directed by the Director of Water and Waste, and to install the street pavements, lane pavements, sidewalks, signage, and lighting required to service the Planned Area, following the installation of the sewers and watermains, in an orderly sequence, as directed by the Director of Public Works.

b) Before applying for a Building Permit for a lot, the Developer shall complete, to the satisfaction of the Director of Water and Waste, the sewer and water connections from the street to the property line of such lot.

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c) Until pavement is installed by the Developer under the terms of this Agreement, the Developer shall be responsible, at its own expense, for gravelling and maintaining each street within the Planned Area to be used as an access road, or upon which buildings are being constructed, in a passable and usable condition. The Director of Public Works shall be the sole judge as to whether a street is in passable or usable condition; nothing contained in this subparagraph shall affect the obligation of the Developer to pave the streets as provided in the Agreement; and nothing shall obligate the City to provide snow clearance for any unpaved road which is being used as an access road.

d) The Developer shall not permit occupancy of any building erected on any lot in the Planned Area until such building and lot have been serviced with wastewater sewer, land drainage sewer, and water, and the street surfaced, satisfactory to the Director of Public Works and the Director of Water and Waste.

e) Ornamental street lighting and permanent street signs shall be ordered by the Developer for installation within three months of completion of the pavement of, or upon occupancy of any building on, any street, whichever shall occur first. If the Developer is unable to arrange for the timely installation of ornamental street lights, no lot or building within the Planned Area shall be occupied until temporary lighting, satisfactory to the Director of Public Works, has been installed on the street on which it fronts, and until the Developer has provided the Director of Public Works with written evidence, satisfactory to the City, that it has concluded arrangements for the installation of a permanent system of ornamental street lights for that street.

Original Court Copy

8. Insurance

The Developer shall employ contractors licensed by the City for the construction of sewers, watermains, pavement, and landscaping on City streets and lanes, and each contractor shall file with the City a Contractor's Liability Insurance policy to provide evidence of coverage in amount and form satisfactory to the City.

9. Letters of Credit

a) The Developer shall indemnify and save the City harmless from and against all loss, claims, costs (including court costs), expenses, and professional fees paid or incurred by the City arising out of or related to any duty or obligation imposed on the City by The Builders' Liens Act (Manitoba) in respect of any work carried out by or on behalf of the Developer pursuant to this Agreement to serve the Planned Area.

b) The Developer shall provide to the City, prior to commencement of any work under this Agreement, an irrevocable Letter of Credit in favour of the City in an amount equal to 7.5% of the value of the work, services, and materials to be done, provided, or supplied in performance of its obligations under this Agreement, as determined by the Director of Public Works and the Director of Water and Waste, in a form satisfactory to the City Solicitor, to guarantee performance of the Developer's obligations under The Builders' Liens Act (Manitoba).

c) To guarantee the installation of the municipal services, improvements, and works and the performance of all other covenants and commitments of the Developer, including commitments to make payments "on demand", the Developer agrees to provide to the City, prior to the commencement of any work under this Agreement, (an) irrevocable Letter(s) of Credit, in favour of the City, in an amount determined by the Director of Public Works and the Director of Water and Waste, and in a form satisfactory to the City Solicitor.

Developer's Initials: _____

City's Initials: _____

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d) If, within 30 days of the date of expiry a Letter of Credit, there remains, in the opinion of the Director of Public Works, the Director of Water and Waste, or the Director of Planning, Property & Development, an outstanding covenant or obligation of the Developer, including the provision of approved as-built drawings, the City may draw the full amount of that Letter of Credit, or any portion thereof, unless the Developer earlier provides a replacement Letter of Credit, in which case the provisions of this paragraph shall apply to that replacement Letter of Credit and all subsequent replacement Letters of Credit. It is agreed that failure by the Developer to provide a replacement Letter of Credit shall constitute a default under this Agreement and entitle the City to draw the full proceeds of the existing Letter of Credit without notice under Paragraph 19, and any monies held in place of a Letter of Credit may be used as provided in this Agreement in the event of default.

e) In the event of any default under or termination of this Agreement, for whatever cause, the City may use the proceeds of any Letter of Credit, or the amount of approved equivalent security provided by the Developer, as it sees fit to ensure the orderly completion, repair, maintenance, or operation of the works, within and to serve the Planned Area; the City may, at its discretion, complete, repair, maintain, and/or operate such work for the purpose of completing, as far as possible, the development of the Planned Area as contemplated by this Agreement; and the City shall have the right to enter upon and use any lands within the Planned Area. The extent of the work to be done by the City and the time within which it shall be completed shall be at the sole discretion of the City.

10. <u>Tidiness</u>

Until development has been completed within the Planned Area, the Developer covenants and agrees to maintain, at all times, at its own expense, and to the satisfaction of the Director of Public Works and the

Developer's Initials: _____

City's Initials: _____

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Director of Water and Waste, all unserviced Developer-owned areas in a manner so that they will not be unsightly. Such maintenance shall include levelling same to the grade of the surrounding area and the cutting of grass and weeds thereon, removal of any debris and litter, and providing proper drainage for any water that may accumulate so as to ensure public safety until servicing or final landscaping is commenced, in a manner not offensive to the public view.

11. Remedies Cumulative and Not Alternative

Notwithstanding, and in addition to, any other remedies provided by law, or available to either party, in this Agreement, the other party shall, in addition, and at its option, as a cumulative and not an alternative remedy, be entitled to restrain any breach and enforce compliance with any term or condition by way of an injunction applied for in Court of Queen's Bench, in the Province of Manitoba. All of the remedies of each party hereto shall, and are hereby deemed to, be cumulative and not alternative, and either party hereto may exercise any one or all of the remedies available to it under the terms hereof, or available to it by law, at any time.

12. Maintenance and Indemnities

The Developer hereby further covenants, warrants, undertakes, and agrees:

a) That subject to any other provision of this Agreement, or the Schedules attached hereto, the Developer shall maintain all municipal services, works, or improvements installed by the Developer pursuant to the terms of this Agreement in good operating condition for a period of one year from the date of substantial performance or as may otherwise be provided in Schedule "C", and any Letter(s) of Credit posted by the Developer shall provide for all such guarantees and warranties of maintenance;

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b) During the term of this Agreement, to indemnify and save harmless the City from and against all public liability, property damage claims and personal damage claims arising in respect of the construction, installation, or manner or method of construction or installation of any improvement, service, or work to be constructed by the Developer, or in respect of any defect therein or caused thereby, together with all costs, charges, and expenses arising by reason of or in connection with any such claims; and the Developer hereby agrees to procure and maintain, at its own expense, or if the City consents, to cause any contractor installing any such improvement, work, or service to procure and maintain at its own expense, a policy of public liability and property damage insurance in an amount satisfactory to the City, and to furnish to the City a copy of such policy, showing loss payable thereunder to the Developer, the contractor, and the City, as their respective interests may appear.

13. General Indemnity by the Developer

Nothing in this Agreement shall make the Developer the agent of the City. The Developer shall execute and implement the improvements, works, and services referred to in this Agreement on its own behalf, in a safe and prudent manner. Accordingly, the Developer shall indemnify and save harmless the City from and against all claims, demands, actions, sums, liabilities, obligations, losses, or suits of any nature, whether at law or equity, arising at any time during the currency of this Agreement out of any matter or obligation of the Developer under the terms of this Agreement. Nothing shall extend this indemnity to any act or omission of the City.

14. Performance by the City

All of the covenants, agreements, acts, and obligations of the City under this Agreement shall be undertaken only within the limits of the powers of the City from time to time. Notwithstanding anything in this

Original Court Copy

Agreement, the City shall be under no higher obligation or duty than to exercise its best efforts to undertake those covenants, agreements, acts, and obligations within the limits of those powers. The City shall be under no liability to the Developer, or any other person, firm, or corporation, for the City's failure or inability to undertake such covenant, agreement, act, or obligation, if such failure or inability is beyond the control of the City or is caused by the operation of law; and the City shall not be liable for any losses or damages suffered by the Developer as a result of the failure or inability of the City to undertake such covenant, agreement, act, or obligation.

15. Extensions

Subject to Paragraph 14, should the Developer be obstructed or delayed in the prosecution or completion of any of the works herein specified by reason of the act, neglect, delay, or default of the City, or any of its employees or agents, or by reason of delays in obtaining materials due to strikes, lockouts, work stoppages, or delays in transit, or for any delay by reason of act of God, war, revolution, political disturbance, fire, flood, or other cause beyond the Developer's control, then the time fixed in this Agreement for the completion of work or performance of duties shall be extended for a period equal to the time lost to the Developer by reason of any or all of the causes aforesaid, provided that the Developer shall inform the City not later than the 31st day of December in each year, during the currency of this agreement, of any extension or extensions of time claimed for that year.

16. Term of the Agreement

The term of this Agreement shall be from the effective date of its signing until each and every covenant of the Developer has been performed to the satisfaction of the City, unless the Agreement is terminated as provided herein.

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17. Arbitration Procedure

Should a dispute arise between the Developer and the City as to any of the terms, covenants, conditions, or provisions contained herein, or contained in the Schedules attached hereto, or as to their interpretation or applicability, or as to any sums payable hereunder (with the exception of those matters as set out in the Agreement which are to be completed to the sole satisfaction of, or decided solely by, the Director of Public Works and/or the Director of Water and Waste), then the matter shall be referred to a single arbitrator, if the parties can mutually agree upon one, otherwise to a Board of three arbitrators, who shall be qualified engineers or, in the case of landscaping improvements and parkland development, landscape architects. One arbitrator shall be appointed by the Developer, one arbitrator shall be appointed by the City, and the third arbitrator shall be appointed by the first two appointed arbitrators.

Should arbitration under this Agreement become necessary, then such arbitration shall be conducted subject to the provisions of The Arbitration Act (Manitoba), as amended from time to time. In the event that the parties are unable to agree upon a sole arbitrator, if the first two named arbitrators are unable to agree on the third arbitrator, either may apply to any Judge of the Court of Queen's Bench in Manitoba, upon ten days' notice in writing to the other arbitrator, and said Judge shall appoint a third arbitrator. In the event that one of the parties to this Agreement refuses or neglects to appoint its arbitrator within 30 days of the appointment of the other's arbitrator and serves written notice upon the other party requiring an appointment to be made under the terms hereof, then the arbitrator first appointed shall, after the expiry of the said 30-day period, at the request of the appointing party, act as the sole arbitrator as if appointed by all parties for the purpose. The award or determination made by the arbitrator or majority of the arbitrators (including the appointment and awarding of costs of the arbitration) shall be final and binding upon the parties hereto and their respective successors and assigns.

Developer's Initials: _____

City's Initials: _____

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18. Authority and Capacity to Contract

a) This Agreement shall be of no force or effect until, if required by the City Solicitor, the Developer has delivered to, in a form satisfactory to the City Solicitor, such certified copies of Land Titles Office searches, or such other documents as may be necessary to satisfy the City Solicitor that the Developer owns the lands to be developed within the Planned Area, or has a sufficient interest in them, or is otherwise in a position to effectively deal with them.

b) The Developer agrees, for itself and its successors and assigns, that it will not, in any way, attempt to impeach the validity of this Agreement, or any part hereof, or challenge or attempt to impeach the capacity of the City to enter into this Agreement, and all the provisions herein contained, provided that nothing herein shall prevent either party hereto from litigating their respective rights under this Agreement subject to the provisions in this paragraph. In the event that, notwithstanding the provisions of this paragraph, any provision of this Agreement shall be found by a court of competent jurisdiction to be void, invalid, or unenforceable, it shall be severable from the rest of the Agreement, and the rest and remaining portion of the Agreement shall be valid and shall remain in full force and effect.

19. Default by the Developer

If the Developer should default under any provision of this Agreement, the City shall give the Developer notice of the particulars of the default.

If, within ten days following delivery of such notice, the Developer fails to rectify the default described in the notice to the satisfaction of the City, then the City shall be entitled to draw upon the performance security provided by the Developer, remedy the default in whole or in part, and recover from the Developer any costs thereof in excess of that performance security to rectify such breach or default. Alternatively, the City shall be entitled to seek an injunction to restrain any breach, to enforce any term or condition of this Agreement, or to seek a declaration terminating this Agreement for non-performance, or any and

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all such remedies (which remedies are hereby acknowledged as being cumulative and not alternative), provided that if the Agreement is terminated by virtue of the Developer's default, the parties hereto agree that the City shall not be liable for any loss or damage that may be suffered by the Developer as a result of such termination. The parties hereto further covenant and agree that the City, in any such event, shall not be liable for any loss or damage suffered by any other person, firm, or corporation by virtue of such termination, and the Developer does hereby, for itself and its successors and assigns, indemnify and save harmless the City and its successors and assigns from any claim or demand from any person, firm, or corporation which may suffer loss or damage by reason of the termination of this Agreement because of the Developer's failure or default.

20. General Provisions

a) This Agreement shall not be assignable by the Developer without the consent of the City first being obtained in writing, which consent shall not be unreasonably withheld.

b) Any party to this Agreement may waive the performance of any obligation to be performed for its benefit by the other party, provided that the waiver is in writing, and provided further that any such waiver shall extend only to the breach waived or performance excused, and shall in no way be deemed to be a continuing waiver of such provision or any other term or provision of this Agreement.

c) The headings of the paragraphs in this Agreement are inserted for convenience only, and shall in no way define, limit, restrict, or describe the scope or intent of this Agreement, or affect its terms and provisions.

Developer's Initials: _____

City's Initials: _____

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d) Any notice required to be given by either of the parties, except where otherwise specifically provided, shall be deemed to have been legally delivered if:

i) Delivered personally to the Developer at:

Sage Creek Development Corporation
One Dr. David Friesen Drive
Winnipeg, Manitoba
R3X 0G8

Delivered personally to the City at:

The City of Winnipeg
Legal Services Division
3rd Floor, 185 King Street
Winnipeg, Manitoba
R3B 1J1

Attention: Director of Legal Services and City Solicitor

ii) Faxed to the Developer or to the City at the following respective fax numbers:

Developer: 204 233 2965
City: 204 947 9155

iii) Sent by certified mail to the Developer or to the City at the above-noted addresses.

If personally delivered or faxed, notice will be deemed to have been received as of the date of such personal delivery or fax transmission.

If sent by certified mail, notice will be deemed to have been received on the fifth business day after the day of mailing.

e) This Agreement may be executed in any number of counterparts, each of which shall be an original, and all of which, together, shall constitute one and the same instrument.

Developer's Initials: _____

City's Initials: _____

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f) Wherever the singular and masculine are used throughout this Agreement, the same means plural, feminine, or neuter, where the context of the parties hereto so requires; the Developer's covenants shall be deemed to be several as well as joint; time shall be of the essence of this Agreement; and this Agreement shall be binding on the parties hereto and their respective successors and assigns.

21. Payments

Unless otherwise provided in this Agreement:

a) Where, under this Agreement, the Developer is required to make a payment to the City based upon a standard City rate, if that rate is changed prior to payment by the Developer, the payment shall be recalculated and payable at the new rate.

b) Where, under this Agreement, the Developer is required to make a payment to the City "on demand", if it is not paid within 14 days of that demand, interest shall be payable to the City, from expiry of the 14 days to the date of payment, at a rate of interest equal to the average borrowing rate paid by the City over that period.

c) Where any payment due to the City is not payable on demand or based on a standard City rate and is not paid during the year of execution of the Agreement, it shall be recalculated by the Director of Public Works and/or the Director of Water and Waste and payable in an equivalent amount in then current dollars based on the then current Statistics Canada Cost of Living Index.

Original Court Copy

d) All payments stipulated in this Agreement are subject to the 5% Goods and Services Tax.

SIGNED, SEALED, AND DELIVERED this 3rd day of August, 2010

BY: **THE CITY OF WINNIPEG**

Per: _____
for Director of Planning, Property and Development

AND this (1) day of (1), 2010

BY: **SAGE CREEK DEVELOPMENT CORPORATION**

Per *(signature)*: (2) _____

Name *(print)*: (3) ERIC VOGAN

Title *(print)*: (4) ASSISTANT SECRETARY (5) *(affix corporate seal)*

WITNESS *(signature)*: (6) _____

Name *(print)*: (7) _____

Address *(print)*: (8) _____

Per *(signature)*: (2) _____

Name *(print)*: (3) JOHN DANILER

Title *(print)*: (4) SECRETARY

Developer's Initials: _____

City's Initials: _____

Original Court Copy

23. Administrative Certification

CERTIFIED as to engineering details

Land Development Engineer

APPROVED as to form

July 30, 2010

for Acting City Solicitor/Manager of Legal Services

CERTIFIED as to engineering details

Water & Waste Department

CERTIFIED as to engineering details

2010-03-31

Public Works Department
Transportation Division

/sm

Owner's Initials: _____

City's Initials: _____

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AG 35/09
DASZ 35/09

SCHEDULE "A"

LEGAL DESCRIPTION

"Blocks 1 to 7, Lots 1 and 2 Block 8, Lots 1 and 2 Block 9, and all those portions of Edward Turner Drive, Dragonfly Court, Lacewing Lane, Moonbeam Way, Baptiste Tournond Road, Warde Avenue, Plessis Road, public lane, and public walk contained within the limits of the land shown outlined on a Plan of Subdivision (Deposit No. 278/2010) WLTO in Lots 147, 148, 149 and 177 Roman Catholic Mission Property, prepared by James Edward Bailie, Manitoba Land Surveyor, attached hereto and marked as Schedule "B" to this Agreement AG 35/09."

Developer's Initials: _____

City's Initials: _____

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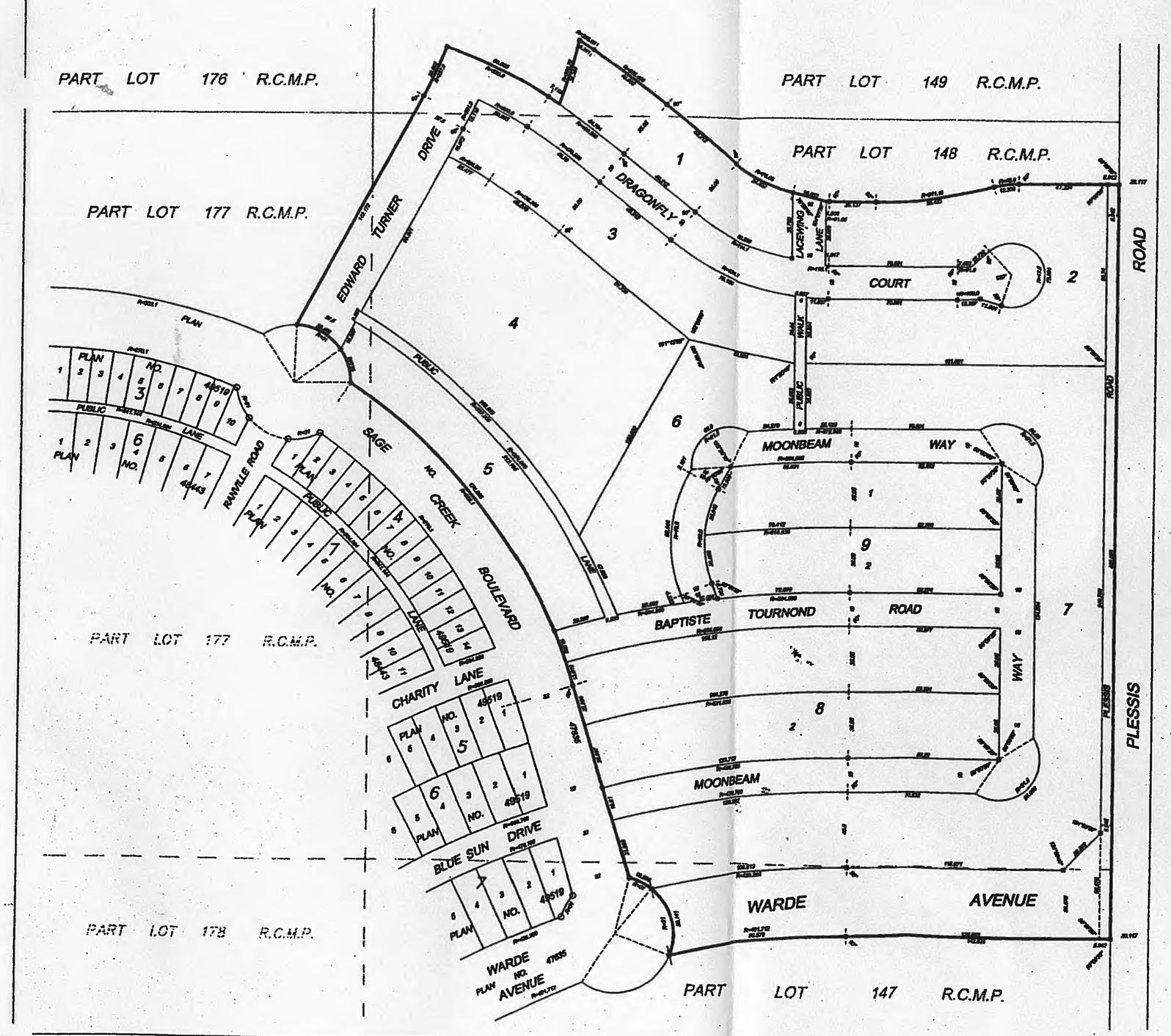
DRAWING NAME: IDINGSERVER/PLANS/PLANSHEET.DWG" I.E.B.J.M.R.

METRIC



DEPOSIT NO. 278/10

PLAN OF SUBDIVISION
OF PART OF
LOTS 147, 148, 149 AND 177,
ROMAN CATHOLIC MISSION PROPERTY

Schedule "B" of AG 35/09

CITY OF WINNIPEG
MANITOBA

SCALE 1:1000 (0 10 20 30 40 50 70 100)

NOTES:

ALL DISTANCES ARE IN METRES AND MAY BE CONVERTED TO FEET BY MULTIPLYING BY 3.28084.
SURVEY MONUMENTS FOUND ON THE GROUND ARE DESCRIBED AND SHOWN THUS.....
IRON POSTS 0.025 X 0.025 X 0.914 MARKED M.L.S. ARE PLANTED AT ALL POINTS SHOWN THUS.....
ALL PLANS REFERRED TO ARE ON RECORD IN THE WINNIPEG LAND TITLES OFFICE
LAND AFFECTED BY THE REGISTRATION OF THIS PLAN IS SHOWN BORDERED THUS.....

AFFIDAVIT:

I, JAMES EDWARD BAULIE, OF THE CITY OF WINNIPEG, MANITOBA LAND SURVEYOR, MAKE OATH AND SAY THAT I DID PERSONALLY SUPERINTEND THE SURVEY REPRESENTED BY THIS PLAN, THAT THE SURVEY WAS MADE BETWEEN THE 24TH OF SEPTEMBER, A.D. 2009 AND 5TH OF MARCH, A.D. 2010, AND THAT THE SURVEY AND PLAN ARE CORRECT AND TRUE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

MANITOBA LAND SURVEYOR

SWORN TO BEFORE ME AT THE CITY OF WINNIPEG
THIS

A SURVEYOR AUTHORIZED TO PRACTISE UNDER "THE LAND SURVEYORS ACT."

APPROVALS:

APPROVED BY THE CITY OF WINNIPEG
THIS _____ DAY OF _____, 20__

THIS APPROVAL EXPIRES _____, 20__
UNLESS THE PLAN IS REGISTERED

THIS IS THE PLAN REFERRED TO IN BYLAW NO. _____
OF THE CITY OF WINNIPEG

DIRECTOR OF PLANNING, PROPERTY AND DEVELOPMENT

GEOMATICS SERVICES | LAND DEVELOPMENT

OWNER:

THIS APPROVAL IS VALID FOR 60 DAYS UNLESS REGISTERED
APPROVED:
THIS_____DAY OF_____, 20__

FOR REGISTRAR GENERAL

RE-APPROVED:
THIS_____DAY OF_____, 20__

FOR REGISTRAR GENERAL

THIS APPROVAL IS VALID FOR 12 MONTHS UNLESS REGISTERED
APPROVED:
THIS _____ DAY OF_____, 20__

EXAMINER OF SURVEYS

RE-APPROVED:
THIS _____ DAY OF_____, 20__

EXAMINER OF SURVEYS

REGISTRATION:

ENTERED AND REGISTERED IN THE
WINNIPEG LAND TITLES OFFICE
THIS _____ DAY OF_____, 20__
AS PLAN NUMBER _____

FOR DISTRICT REGISTRAR

REGISTRATION NO. _____

Pollock & Wright
LAND SURVEYING · GEOMATICS
127 FORT STREET, WINNIPEG

Developer's Initials:

City's Initials:

Original Court Copy

AG 35/09
DASZ 35/09

SCHEDULE "C"

SPECIAL TERMS

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AG 35/09
DASZ 35/09

SCHEDULE "C"

SPECIAL TERMS

SECTION I – INSTALLATION OF SERVICES

1. Wastewater Sewers

The Developer shall, at no expense to the City, construct all wastewater sewers required to service the Planned Area, as determined by, and to the satisfaction of, the Director of Water & Waste.

2. Watermains

The Developer shall, at no expense to the City, construct all watermains required to service the Planned Area, as determined by, and to the satisfaction of, the Director of Water & Waste.

3. Lot Line Connections

a) The Developer shall, at no expense to the City, construct and install wastewater and water building services to service all lots within the Planned Area, as determined by, and to the satisfaction of, the Director of Water & Waste.

b) The Developer shall ensure that each sewer service remains plugged from installation until the foundation excavation has been backfilled and the roof of the dwelling has been sheathed, after which the house sewer may be connected. The Developer hereby indemnifies the City against all actions, claims, demands, damages, losses, and costs, including legal and court costs, suffered or incurred by the City arising out of any failure to do so prior to the issuance of a Final Acceptance Certificate certifying completion of all work under this Agreement.

c) The Developer shall replace or repair any water or sewer service found to be defective within one year following the date the water is turned on for domestic use, and shall pay the City any cost incurred by the City arising out of any such defect.

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

4. Land Drainage Sewers

The Developer shall, at no expense to the City, construct all land drainage sewers required to service the Planned Area, as determined by, and to the satisfaction of, the Director of Water & Waste.

5. Land Drainage Trunk Facilities

The Developer's share of the regional stormwater management facilities owing for the Planned Area under this agreement, as determined by the Director of Water & Waste, shall be deducted from any amounts owed to the Developer for facilities previously constructed by the Developer under Development Agreement AG
51/05 and Addendum Development Agreements AG 32/07 and AG 21/07.

6. Lot Grading

a) The Developer shall, at no expense to the City, provide a lot grading plan, prepared by a municipal engineer, for the Planned Area, and construct all drainage works necessitated by the approved design.

b) Prior to the issuance of building permits, the Developer shall, at no expense to the City, construct all swales, catchbasins, and leads required to provide lot drainage..

c) Upon registration of the approved subdivision mylars in the Land Titles Office, the Developer shall, at no expense to the City, provide all easements with respect to the installation, maintenance, and replacement of swales, catchbasins, and leads for lot drainage.

7. Pavement

a) The Developer shall, at no expense to the City, construct 150-millimetre-thick portland cement concrete pavements to widths of 7.5 metres, and 200-millimetre-thick portland cement concrete pavements to widths of 8.0 metres and 10.0 metres, and all related works, including street lighting, boulevard landscaping, and drainage facilities, in all streets within the Planned Area, all as determined by, and to the satisfaction of, the Director of Public Works.

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

b) The Developer shall, at no expense to the City, construct 150-millimetre-thick portland cement concrete pavements to widths of 5.0 metres, and all related works, including drainage facilities, within the proposed public lanes within the Planned Area, as determined by, and to the satisfaction of, the Director of Public Works.

8. Sidewalks

a) The Developer shall, at no expense to the City, construct 1.5-metre-wide by 100-millimetre-thick portland cement concrete sidewalks along both sides of all streets within the Planned Area with rights-of-way 22.0 metres or greater in width, except where frontage roads are constructed, as determined by, and to the satisfaction of, the Director of Public Works.

b) The City may file appropriate caveats in the Land Titles Office, notifying prospective homeowners of the proposed sidewalk locations.

9. Public Walkway

The Developer shall, at no expense to the City, construct within the proposed Public Walk, the following works:

(i) a 1.5-m-wide by 100-mm-thick portland cement concrete sidewalk;

(ii) fencing with appropriate sidewalk opening, at both street ends of the Public Walk;

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

10. Temporarily Dead-Ended Streets

a) The Developer shall, at no expense to the City, construct a cul-de-sac-style vehicle turnaround at the terminus of each temporarily dead-ended street in the Planned Area and provide any rights-of-way or easements necessary to accommodate same, all as determined by, and to the satisfaction of, the Director of Public Works.

b) The Developer shall, at no expense to the City, erect and maintain barricades and signage across the full width of any streets in the Planned area which are temporarily dead-ended due to phasing of development, immediately upon completion of the paving or when house construction has begun, whichever is sooner, as determined by and to the satisfaction of the Director of Public Works.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

SCHEDULE "C"

SPECIAL TERMS

11. Boulevards and Islands

a) The Developer shall, at no expense to the City, sod and plant trees on all boulevards within the Planned Area, all in accordance with drawings and specifications to be prepared by the Developer and submitted to, and approved by, the Director of Public Works.

b) The Developer shall, at no expense to the City, install interlocking paving stones and sod on all cul-de-sac islands, centre medians, and dividers between streets and frontage roads, as determined by, and to the satisfaction of, the Director of Public Works.

c) The Developer shall, at no expense to the City, maintain the improvements in a) and b) for a period of one year, in accordance with specifications approved by the Director of Public Works.

12. Vehicular Access

a) The Developer shall, at no expense to the City, ensure that two means of vehicular access are available at all times to the stages of development of the Planned Area being developed, to the satisfaction of the Director of Public Works. This may require the Developer to construct temporary roadways and to provide easements or rights-of-way.

b) The Developer shall, at no expense to the City, ensure that construction traffic uses access routes determined by the Director of Public Works; maintain those access routes, at no expense to the City, in a clean, dust-free condition, free of dropped and tracked-on mud; and undertake the regular cleaning of streets – all until building construction, including landscaping, is complete, and all as determined by, and to the satisfaction of, the Director of Public Works.

13. Street-Name Signs

The Developer shall, at no expense to the City, cause to be installed standard, reflectorized, permanent street-name signs at each new intersection within or adjacent to the Planned Area, as determined by the Director of Public Works.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

SPECIAL TERMS

14. Development Information Signs

Prior to construction, the Developer shall, at no expense to the City, obtain approval of and install, and subsequently maintain, at the entrances to the subdivision, development information signs containing no advertising and showing the Planned Area, zoning information, a north directional arrow, Plessis Road, and all proposed public streets, sidewalks, public walkways, stormwater retention facilities, and community mailbox sites - all with the approval of, and to the satisfaction of, the Director of Planning, Property & Development.

15. Utilities

a) The Developer shall, at no expense to the City, cause to be installed ornamental street lights in all streets within the Planned Area, to the satisfaction of the Director of Public Works.

b) The Developer shall, at no expense to the City, cause underground electrical and telephone services to be installed to serve the Planned Area, and any existing overhead services within the Planned Area to be converted to underground, to the satisfaction of the Director of Public Works.

c) The Developer shall pay all costs associated with the relocation of street lights and other utilities made necessary as a result of, or required to accommodate, the works to be constructed by the Developer to serve the Planned Area, as determined by, and to the satisfaction of, the Director of Public Works.

16. Future Warde Avenue and Warde Avenue/Lagimodiere Boulevard Improvements

The Developer shall, upon demand, pay its share of the future costs of the works required in Warde Avenue, abutting the Planned Area, and at and in the vicinity of the intersection of Warde Avenue and Lagimodiere Boulevard, including the installation of traffic-control signals, when and as determined by the Director of Public Works. In accordance with Section 7.2.2(3) of the South St. Boniface Area Structure Plan (By-law No. 158/2005), the City shall endeavour to recover, and reimburse the Developer, the costs expended by the Developer for all major roadway pavements which benefit others.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

SPECIAL TERMS

17. Private Approaches

a) There shall be no private approaches serving single- or two-family residential development off streets with right-of-way width 22.0 m or greater.

b) There shall be no private approaches serving single- or two-family residential development off Warde Avenue.

c) There shall be no private approaches serving residential development off Plessis Road.

18. Noise-Attenuation Fence

The Developer shall, at no expense to the City, construct a uniform 2.0-metre-high noise-attenuation fence within the rear yards of all single and two-family lots abutting Warde Avenue and Plessis Road, to the satisfaction of the Director of Public Works, and permit the City to file a caveat against the title of each such lot, requiring the owner(s) to maintain and/or repair and/or replace the fence as originally constructed, to the satisfaction of the Director of Public Works.

19. Litter and Refuse Control and Clean-Up

The Developer shall, at no expense to the City, initiate and control the regular cleanup of litter and refuse from the contractors and builders for this development, both on-site and off-site, during the installation of services and construction of buildings, until completion of all construction, as determined by, and to the satisfaction of, the Director of Public Works.

20. Survey Monuments

Following completion of all major construction works, the Developer shall, at its cost, have the locations of the survey monuments within the Planned Area verified and, where the survey monuments have been disturbed, moved, covered, mutilated, or destroyed, have them replaced by a Manitoba Land Surveyor, who shall provide the Director of Planning, Property & Development with a certificate that all survey monuments within the Planned Area have been verified and/or replaced.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

SPECIAL TERMS

21. Payment of Costs "On Demand"

Further to Paragraph 9 c) of the body of this Agreement, to guarantee the Developer's commitment(s) to make payments to the City on demand, the Developer agrees to provide to the City, prior to the commencement of any work under this Agreement, and in addition to any other Letters of Credit the Developer is required to provide under this Agreement, irrevocable Letters of Credit, in favour of the City, in amounts equal to at least 100% of the values of the "on demand" payments, as determined by the Director of Public Works and in form satisfactory to the City Solicitor.

SECTION II – LAND ACQUISITION AND DEDICATION

1. Open-Space Dedication

The parties acknowledge that none of the land in Phase 4 of the Sage Creek development, as shown in Schedule "B", is being dedicated to the City as public open space, and that this represents an under-dedication of 2.65 acres, calculated as follows:

Planned Area =	35.93 acres
Regional Streets (Plessis Road and Warde Avenue) area =	2.76 acres
Net area subject to dedication (35.93 – 2.76) =	33.17 acres
Required Dedication (8% x 33.17 acres) =	2.65 acres
Actual Dedication =	0.00 acres
Under-dedication (2.65 acres – 0 acres) =	2.65 acres

The parties further acknowledge that the net under-dedication for Phases 1, 3, 2, 3B, and 4 of the Sage Creek Development is (1.07 – 3.41 + 2.98 + 0.80 + 2.65) = 4.09 acres.

The parties acknowledge and agree that the Developer will satisfy this deficiency in its development of future phases of Sage Creek. This satisfaction may include provision by the Developer of a regular sized, asphalted outdoor hockey rink with suitable outdoor lighting and heated rooms off the player boxes, a basketball court, a covered picnic area with tables and other amenities mutually agreed upon by the Director of Planning, Property and Development and the Developer.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

SPECIAL TERMS

SECTION III – COSTS AND FEES

1. By-laws and Approvals

The Developer shall pay all of its and the City's costs, fees, and expenses associated with the preparation and attainment of approval for registration of the Zoning By-law(s) and plan(s) of subdivision, including all Municipal Board, Land Titles Office, and other fees and expenses, all survey, engineering, landscape architecture and advertising fees and costs, and all expenses incidental to the preparation of this Agreement and the physical development of the Planned Area.

2. Professional Fees

a) The Developer shall pay the full cost of all design services, including preliminary engineering studies, servicing reports, servicing criteria, construction drawings and specifications, and grading and landscaping plans and specifications, to be provided by Consulting Engineer(s) and Landscape Architect(s) approved by the City, for the design of the municipal services, parklands, parkways, and associated works required to serve the Planned Area;

b) The Developer shall pay the full cost of construction and landscaping supervision services provided by or on behalf of the City for field inspection, preparation of progress estimates, provision of as-built drawings by March 31 of the year following Substantial Performance, and all other engineering and landscape architectural consulting services related to the installation and acceptance of municipal services, the parkland improvement, and all associated works to serve the Planned Area.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

SCHEDULE "C"

SPECIAL TERMS

3. Administration Fees

Prior to the release of the subdivision mylars for registration in the Land Titles Office, the Developer shall pay to the City, to defray the City's administration and related costs associated with the preparation and implementation of the Development Agreement, an administration fee, calculated as follows:

i)	35.93 acres x $1,200/acre =	$43,116.00
ii)	G.S.T. (5%)	2,155.80
	Total	**$45,271.80**

Developer's Initials: _____

City's Initials: _____

Original Court Copy

AG 35/09
DASZ 35/09

SCHEDULE "D"

CONSTRUCTION AND MAINTENANCE SPECIFICATIONS

The Developer acknowledges that it shall be responsible to obtain from the relevant Departments of the City copies of the following documents before commencing construction and maintenance of relevant works, and that each of these documents is hereby incorporated in this Agreement as fully and to the same extent as if attached as a schedule to this Agreement.

MINIMUM STANDARDS FOR SEWERS AND WATERMAINS

The latest revision of the City of Winnipeg "Standard Construction Specifications" and the City's "Water and Sewer Standard Manual" shall apply to all materials supplied and all construction procedures related to the installation of sewers, watermains and appurtenances thereto.

MINIMUM STANDARDS FOR ROADS, PAVEMENTS AND SIDEWALKS

The latest revision of the City's "Standard Construction Specifications" shall apply to all materials and procedures related to the construction of roads, lanes, and sidewalks, and appurtenances thereto.

STANDARDS FOR LANDSCAPING IMPROVEMENTS

The latest revision of the Parks and Recreation Department's "Construction And Maintenance Specifications" shall apply to the construction and maintenance of landscaping improvements within road allowances.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

Schedule "E"
AG 35/09

APEGM
Certificate of Authorization
Genivar Consultants Limited Partnership
No. 4318 Expiry: April 30, 2010

ALL WATERMAINS TO BE 150mm UNLESS OTHERWISE SHOWN
ALL WASTEWATER SEWERS TO BE 250mm UNLESS OTHERWISE SHOWN
ALL PAVEMENT TO BE 7.50m UNLESS OTHERWISE SHOWN

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PROFILE	PROPOSED
	WATERMAIN			HYDRO			LOT ELEVATION	26.32
	HYDRANT			M.T.S.			HOUSE ELEVATION	35.47
	VALVE			CONCRETE LIP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			150mm MODIFIED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			SIDEWALK RAMP				
	GAS		32.55	ELEVATIONS	(32.550)			

LOCATION APPROVED
UNDERGROUND STRUCTURES

SURV. U/G STRUCTURES COMMITTEE DATE

NOTE:

NO.	REVISIONS	DATE	BY
01	CITY APPROVAL SUBMISSION	MAR.15/10	G.D.

B.M. CMEM 11-009
ELEV. 233.168

GENIVAR
10 PRAIRIE WAY WINNIPEG, MANITOBA R2J 3J8
PH: (204)-233-2113 FAX: (204)-233-2080

DESIGNED BY	G.D.	CHECKED BY	B.H.
DRAWN BY	G.D.	APPROVED BY	I.Mck.
HOR. SCALE:	1:1250	RELEASED FOR CONSTRUCTION	
VERT. SCALE:			
DATE	FEB. 8/10	DATE	

ENGINEERS SEAL
PROVINCE OF MANITOBA
I. G. McKINNON
REGISTERED PROFESSIONAL ENGINEER

CONSULTANT DRAWING NO.
043-084-01 --AG01

Winnipeg THE CITY OF WINNIPEG
QUALICO

SAGE CREEK SUBDIVISION–PHASE 4
DASZ 35/09
AG 51/05

CITY DRAWING NO.
SHEET 1 OF 2

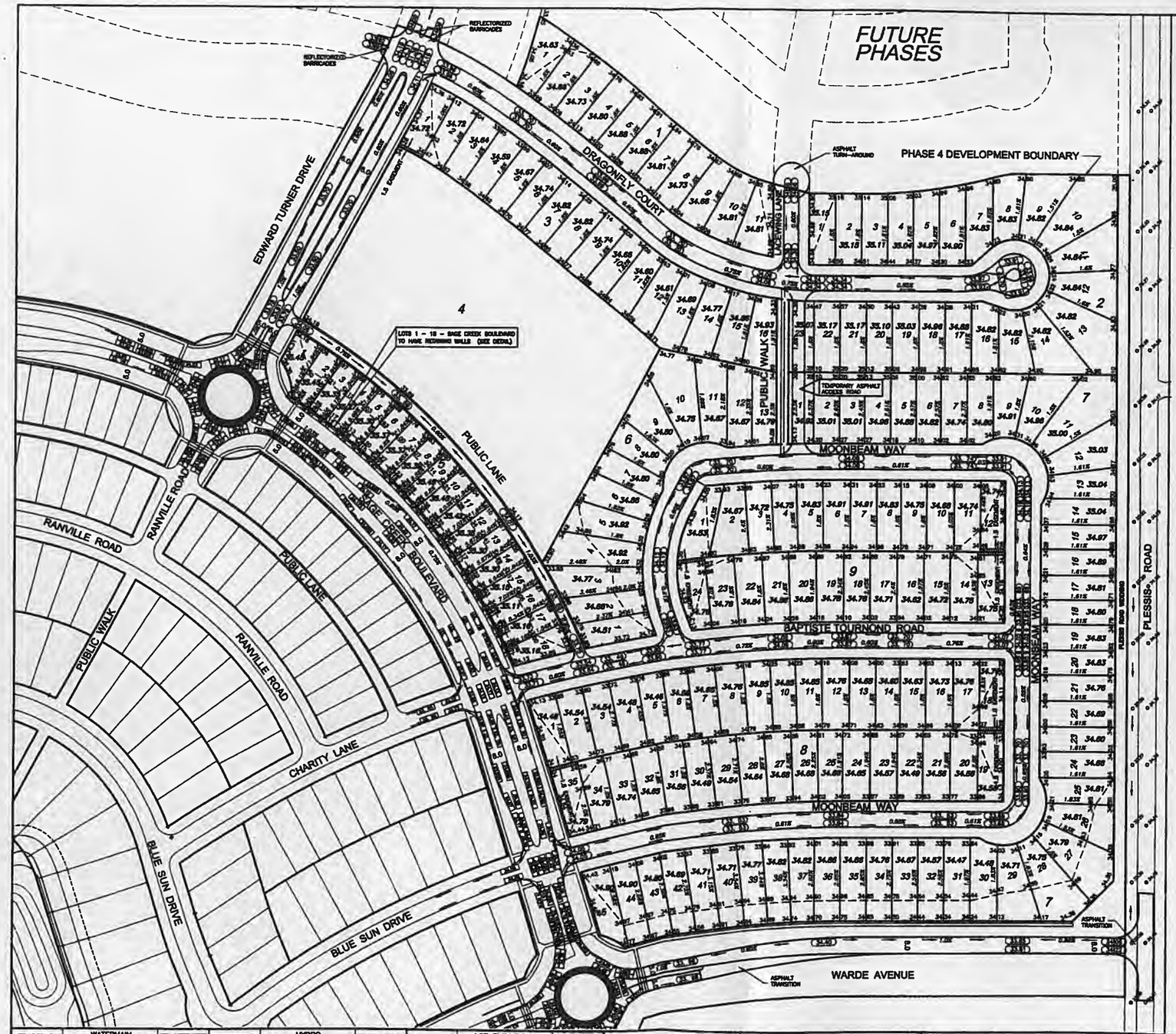
UNDER

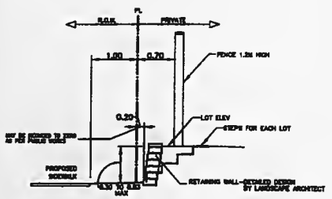
Developer's Initials:

City's Initials:

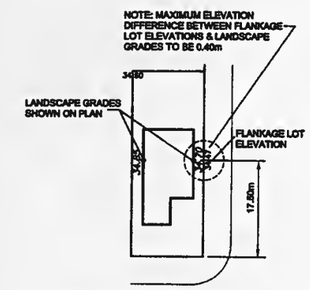
Original Court Copy

Schedule "E" of AG 35/09





PROPOSED RETAINING WALL CROSS SECTION
N.T.S.



TYPICAL FLANKAGE LOT – GRADING
N.T.S.

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PROFILE	PROPOSED
	WATERMAIN			HYDRO			LOT ELEVATION	35.32
	HYDRANT			M.T.S.			HOUSE ELEVATION	35.47
	VALVE			CONCRETE LIP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			150mm MODIFIED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			SIDEWALK RAMP				
	GAS		32.55	ELEVATIONS	(32.550)			

LOCATION APPROVED
UNDERGROUND STRUCTURES

SUPV. U/G STRUCTURES COMMITTEE — DATE

NOTE:
LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS MADE THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE SHOWN LOCATIONS ARE EXACT. CONTRACTOR IS RESPONSIBLE FOR ACCURATE LOCATION OF ALL UTILITIES. MUST BE CONFIRMED BY CONTACTING LOCAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CMBM 11-008
ELEV. 233.168

NO.	REVISIONS	DATE	BY
01	CITY APPROVAL SUBMISSION	MAR.12/10	G.D.

GENIVAR
10 PRAIRIE WAY WINNIPEG, MANITOBA R2J 3J8
PH: (204)-233-2113 FAX: (204)-233-2080

DESIGNED BY	G.D.	CHECKED BY	
DRAWN BY	G.D.	APPROVED BY	
HOR. SCALE:	1:1000	RELEASED FOR CONSTRUCTION	
VERT. SCALE:		DATE	

ENGINEERS SEAL
PROVINCE OF MANITOBA
G. D. McKINNON
REGISTERED PROFESSIONAL ENGINEER

CONSULTANT DRAWING NO. 043-084-01-AG02

Winnipeg — THE CITY OF WINNIPEG
QUALICO

SAGE CREEK SUBDIVISION–PHASE 4
DASZ 35/09
AG 51/05
AGREEMENT DRAWING
GRADING

CITY DRAWING NO.
SHEET 2 OF 2

APEGM
Certificate of Authorization
Genivar Consultants Limited Partnership
No. 4318 Expiry: April 30, 2010

Developer's Initials:
City's Initials:

Original Court Copy

AG 35/09
DASZ 35/09

SCHEDULE "F"

FORM OF LETTER OF CREDIT

THE BANK OF _____
WINNIPEG, MANITOBA
(Date)

TO: THE CITY OF WINNIPEG

Credit No. _____

Amount: ($Cdn.) _____

Expiry Date: _____

Dear Sirs:

IRREVOCABLE LETTER OF CREDIT

At the request of **SAGE CREEK DEVELOPMENT CORPORATION** (the "Customer"), _____ (the "Bank"), for valuable consideration, the receipt of which is hereby acknowledged, hereby establishes, in your favour, an irrevocable Letter of Credit (the "Credit") for a total amount of $_____ , on which you may draw up to but not after _____ (the "Expiry Date").

This Credit is issued in connection with obligations incurred or to be incurred by SAGE CREEK DEVELOPMENT CORPORATION (the "Developer") pursuant to Development Agreement No. AG 35/09 dated February 24, 2010.

A drawing under this Credit shall be made on or before the Expiry Date by you presenting to the Bank at Winnipeg, Manitoba, this Credit and a Demand in writing signed by a person who has been duly authorized to sign on your behalf.

The Demand shall refer to this Credit by the above number, shall state the amount demanded, and shall certify that SAGE CREEK DEVELOPMENT CORPORATION has failed to perform any one or more of its obligations, as stipulated under Development Agreement No. AG 35/09.

Upon receipt of the Credit and Demand on or before the Expiry Date, the Bank shall pay to you the amount stated in the Demand, without enquiring whether you have a right to such amount as between yourself and the Developer, provided that such amount, together with other amounts paid to you under this Credit, if any, do not exceed in the aggregate the amount of the Credit.

This Credit is deemed automatically extended for _____ (minimum 60 days) from the current or any future expiry date, unless we notify you in writing, at least 30 days prior to any such date, that we elect not to renew it, such notice to be directed to The City of Winnipeg, Legal Services, 3rd floor – 185 King Street, Winnipeg, Manitoba, R3B 1J1, Attention: City Solicitor, Fax (204) 947-9155.

Yours truly,
(the "Bank")

_____
Authorized Signature

_____
Authorized Signature

NOTE: The concluding clause does not prevent cancellation at any time with the City's consent.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

This is Exhibit 42 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

Original Court Copy

AG 13/11
DAS 13/11

~~Finance No.~~ DAS 13/2011
Finance No. 197-12

ADDENDUM DEVELOPMENT AGREEMENT AG 13/11
to Development Agreement AG 35/09 dated February 24, 2010
[Subdivision Agreement – long form - The City of Winnipeg Charter, Sections 259(1) and 268(1)]
Riel Community
Council Approval: July 20, 2011

THIS AGREEMENT made in duplicate effective this 20th day of July, 2011

BETWEEN:

THE CITY OF WINNIPEG
("City"),

OF THE FIRST PART,

- and -

SAGE CREEK DEVELOPMENT CORPORATION
("Developer"),

OF THE SECOND PART,

WHEREAS:

a) The City and Sage Creek Development Corporation entered into an Agreement dated February 24, 2010 ("Agreement AG 35/09") which provided for the development of certain lands located within the boundaries of the City of Winnipeg (the "Planned Area") as described in Schedule "A" to Agreement AG 35/09 and shown outlined on a plan attached as Schedule "B" to Agreement AG 35/09; and

Developer's Initials: _____

City's Initials: _____

Original Court Copy

b) The City has approved, subject to the amendment of Agreement AG 35/09, the preparation for registration of a Plan of Subdivision No. _____ (Deposit No. 1126/2011) WLTO which re-subdivides a portion of the Planned Area in Agreement AG 35/09;

NOW THEREFORE, in consideration of the approval of DAS 13/11, the City and the Developer agree to, and do hereby, amend Agreement AG 35/09 as follows:

1. Adding Plan of Subdivision for DAS 13/11

Plan _____ (Deposit No. 1126/2011) WLTO, as approved by the City under DAS 13/11, attached hereto, is added to Agreement AG 35/09 as Schedule "B-1".

2. Revising Schedule "A"

Schedule "A" to Agreement AG 35/09 is revised by:

(a) changing "Blocks 1 to 7," to "Blocks 1 to 3, Blocks 5 to 7"; and

(b) adding after "AG 35/09": "and Lots 1 to 23, and Grey Owl Place, contained within the limits of the land shown outlined on Plan _____ (Deposit No. 1126/2011) WLTO of part of Lots 148 and 177, Roman Catholic Mission being Block 4, Plan No. 50662 attached hereto and marked as Schedule "B-1" of this Agreement AG 35/09."

3. Adding Additional Servicing Drawings

Servicing and lot grading plans for the Planned Area under Agreement AG 13/11, attached hereto, shall be added to Agreement AG 35/09 as Schedule "E-1".

4. Adding Administration Fee for AG 13/11

The following Paragraph 4 is added to Agreement 35/09, Schedule C, Section III:

4. Administration Fees for Addendum AG 13/11

Prior to the release of the subdivision mylars for registration in the Land Titles Office, the Developer shall pay to the City, to help defray the City's administration and related

Developer's Initials: _____

City's Initials: _____

Original Court Copy

costs associated with the preparation and implementation of this Addendum Agreement as follows:

i)	Administration fee 4.14 acres x $1200/acre =	$4,968.00
ii)	G.S.T. (5%) =	248.40
	Total	**$5,216.40**

SIGNED, SEALED AND DELIVERED this 2 day of May, 2012

BY: **THE CITY OF WINNIPEG**

Per: _____
~~for~~ Director of Planning, Property and Development

AND this (1) 24 day of (1) APRIL, 2012

BY: **SAGE CREEK DEVELOPMENT CORPORATION**

Per *(signature)*: (1)_____

Name *(print)*: (2) ERIC VOGAN

Title *(print)*: (3) ASSISTANT SECRETARY (4) *(affix corporate seal)*

WITNESS (5)_____
(signature)

Name *(print)*: (6)_____

Address *(print)*: (7)_____

Per *(signature)*: (1)_____

Name *(print)*: (2) DAVID EGGERMAN

Title *(print)*: (3) TREASURER

I/We have authority to bind Sage Creek Development Corporation

Developer's Initials: _____

City's Initials: _____

Original Court Copy

AG 13/11
DAS 13/11

CERTIFIED as to engineering details

Land Development Engineer

APPROVED as to form

April 30, 2012

for Acting Director of Legal Services/City Solicitor

CERTIFIED as to engineering details

Water & Waste Department

CERTIFIED as to engineering details

2011-10-20

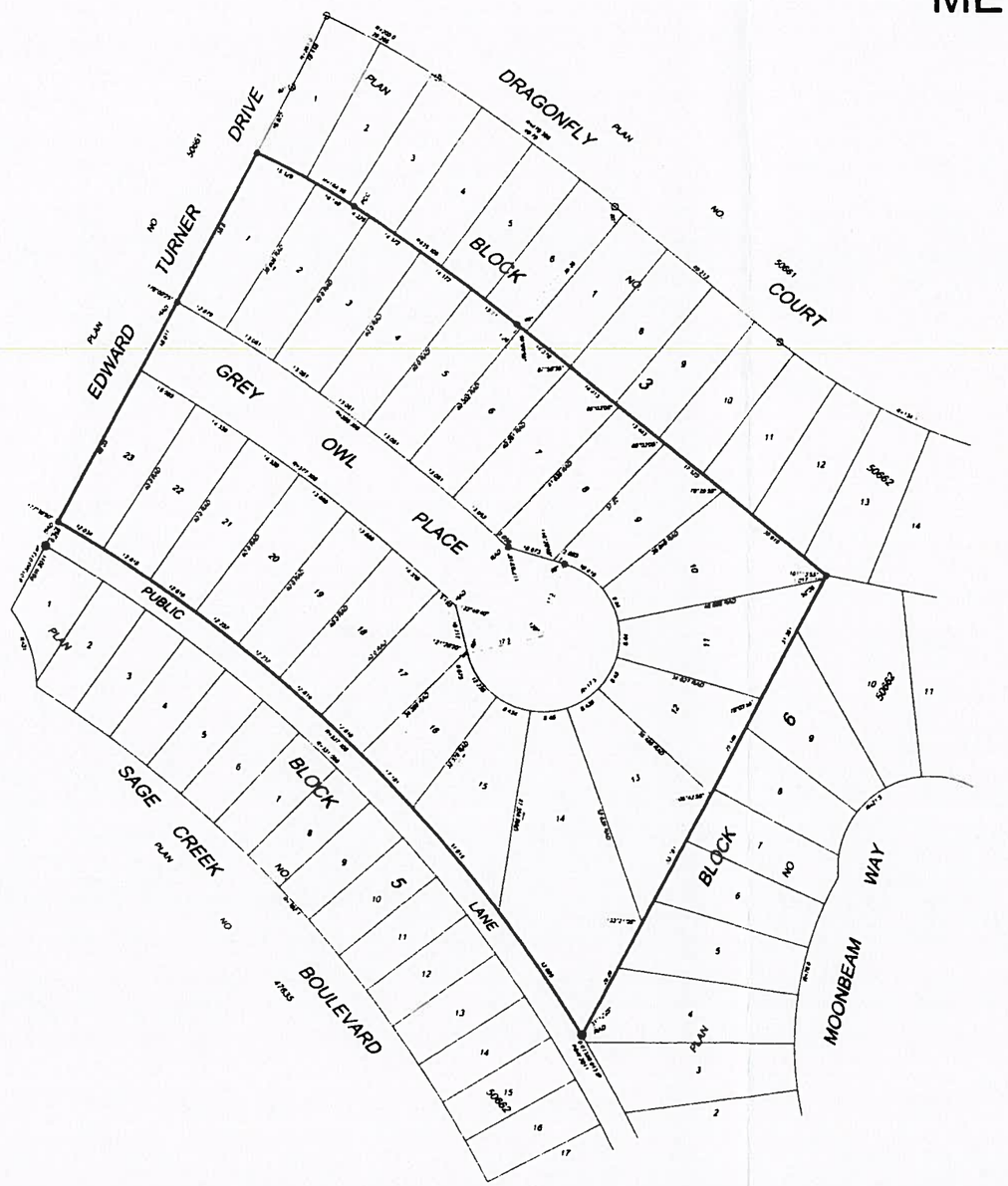
Public Works Department
Transportation Division

/js

Original Court Copy

SCHEDULE "B-1"
AG 13/11
DAS 13/2011

METRIC



DEPOSIT NO. 1126-2011
ORIGINAL

PLAN OF SUBDIVISION
OF PART OF
LOTS 148 AND 177,
ROMAN CATHOLIC MISSION PROPERTY
BEING
BLOCK 4, PLAN NO. 50662

CITY OF WINNIPEG
MANITOBA

SCALE 1:500 (0 5 10 15 20 25 35 50)

NOTES:

ALL DISTANCES ARE IN METRES AND MAY BE CONVERTED TO FEET BY MULTIPLYING BY 3.28084.
IRON POSTS 0.025 X 0.025 FOUND ON THE GROUND, UNLESS OTHERWISE DESCRIBED ARE SHOWN THUS
IRON POSTS 0.025 X 0.025 X 0.914 MARKED M.L.S. ARE PLACED AT ALL POINTS SHOWN THUS
ALL PLANS REFERRED TO ARE ON RECORD IN THE WINNIPEG LAND TITLES OFFICE
LAND AFFECTED BY THE REGISTRATION OF THIS PLAN IS SHOWN BORDERED THUS

AFFIDAVIT:

I, JAMES EDWARD BAILIE, OF THE CITY OF WINNIPEG, MANITOBA LAND SURVEYOR, MAKE OATH AND SAY THAT I DID PERSONALLY SUPERINTEND THE SURVEY REPRESENTED BY THIS PLAN, THAT THE SURVEY WAS MADE BETWEEN THE 5TH OF MARCH, A.D. 2010 AND THE 14TH OF SEPTEMBER, A.D. 2011, AND THAT THE SURVEY AND PLAN ARE CORRECT AND TRUE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

MANITOBA LAND SURVEYOR

SWORN TO BEFORE ME AT THE CITY OF WINNIPEG
THIS 13TH DAY OF MARCH, A.D. 2012

A SURVEYOR AUTHORIZED TO PRACTISE
UNDER "THE LAND SURVEYORS ACT."

APPROVALS:

APPROVED BY THE CITY OF WINNIPEG
THIS 15th DAY OF March, 2013

THIS APPROVAL EXPIRES September 28th, 2013
UNLESS THE PLAN IS REGISTERED

THIS IS THE PLAN REFERRED TO IN BYLAW NO. 107/2011
OF THE CITY OF WINNIPEG

DIRECTOR OF PLANNING, PROPERTY AND DEVELOPMENT

RWS
GEOMATICS SERVICES

LAND DEVELOPMENT

REGISTRATION:

ENTERED AND REGISTERED IN THE
WINNIPEG LAND TITLES OFFICE
THIS ____ DAY OF _____, 20__
AS PLAN NUMBER _____

FOR DISTRICT REGISTRAR

REGISTRATION NO. _____

Pollock & Wright
LAND SURVEYING · GEOMATICS
1177 FORT STREET WINNIPEG MB R3C 1C8

OWNER:

THIS APPROVAL IS VALID FOR 60 DAYS UNLESS REGISTERED
APPROVED:
THIS _____ DAY OF _____, 20__

FOR REGISTRAR GENERAL

RE-APPROVED:
THIS _____ DAY OF _____, 20__

FOR REGISTRAR GENERAL

THIS APPROVAL IS VALID FOR 12 MONTHS UNLESS REGISTERED
APPROVED:
THIS ____ DAY OF _____, 20__

EXAMINER OF SURVEYS

RE-APPROVED:
THIS ____ DAY OF _____, 20__

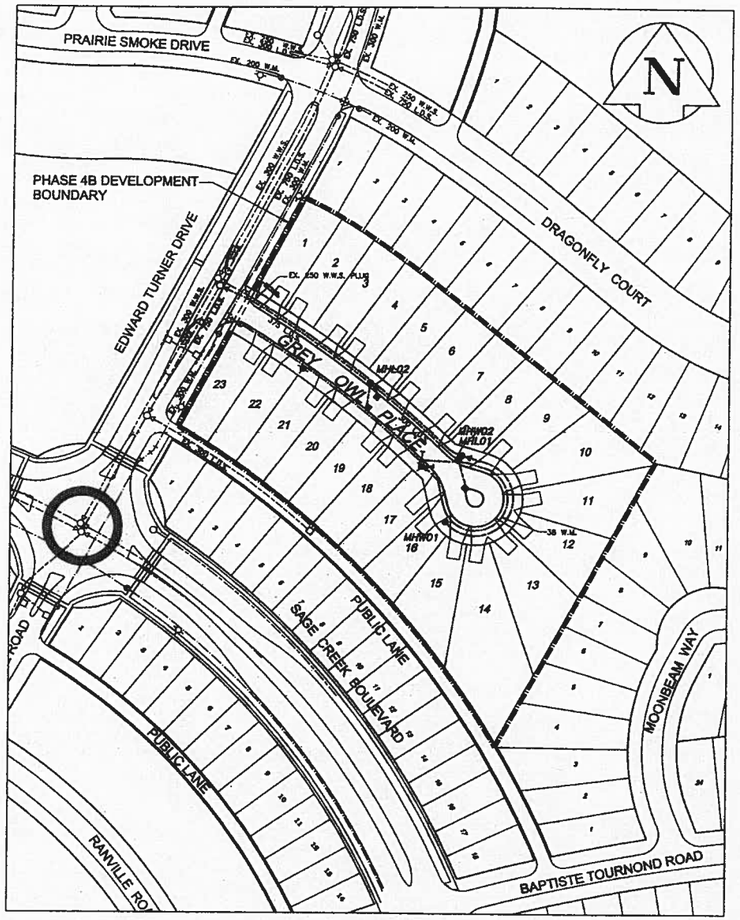
EXAMINER OF SURVEYS

CITY OF WINNIPEG FILE NO. DAS 13/2011

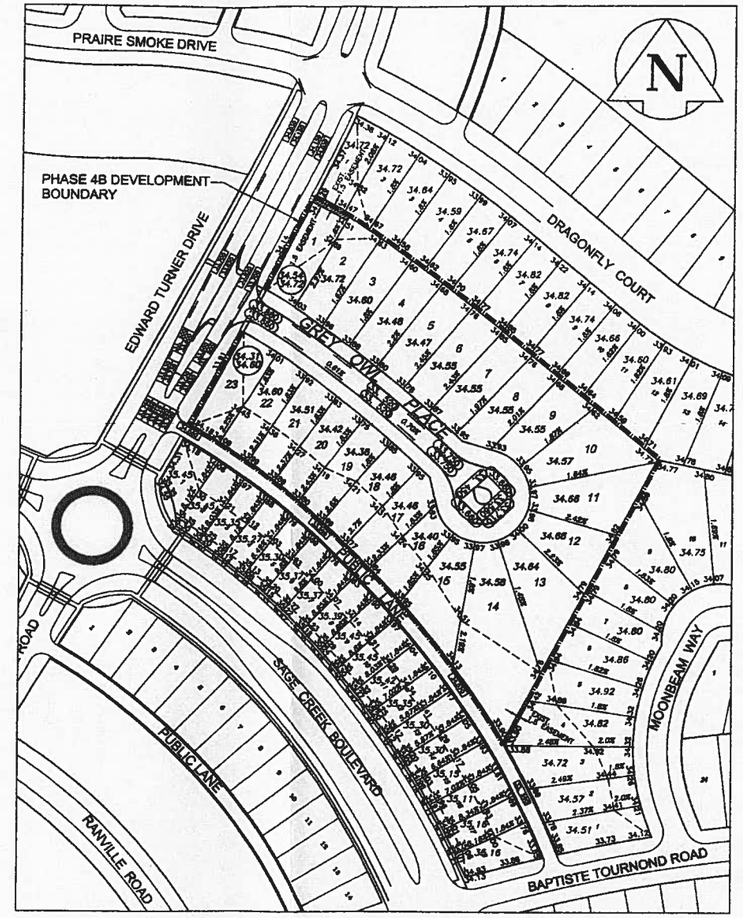
Developer's Initials:

City's Initials:

Original Court Copy



UNDERGROUND SERVICES & ROADWORK



LOT GRADING PLAN – 01

Schedule "E-1" to AG 13/11

Developer's Initials:

City's Initials:

APEGM
Certificate of Authorization
Genivar Inc.
No. 5079 Expiry: April 30, 2012

ALL WATERMAINS TO BE 150mm UNLESS OTHERWISE SHOWN
ALL WASTEWATER SEWERS TO BE 250mm UNLESS OTHERWISE SHOWN
ALL PAVEMENT TO BE 7.50m UNLESS OTHERWISE SHOWN

SERVICING IS CONCEPTUAL ONLY AND SUBJECT TO FINAL DESIGN AND REVIEW.

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED
	WATERMAIN			HYDRO			LOT ELEVATION	35.32
	HYDRANT			M.T.S.			HOUSE ELEVATION	35.47
	VALVE			CONCRETE LIP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			150mm MODIFIED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			CURB RAMP				
	GAS		32.55	ELEVATIONS	(32.550)			

LOCATION APPROVED
UNDERGROUND STRUCTURES

SUPV. U/G STRUCTURES DATE
COMMITTEE

NOTE:

LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE GIVEN LOCATIONS ARE EXACT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CMBM 61-008
ELEV. 233.168

NO.	REVISIONS	DATE	BY
1	CITY APPROVAL SUBMISSION	SEPT21/11	G.D.

GENIVAR
10 PRAIRIE WAY WINNIPEG, MANITOBA R2J 3J8
PH: (204)-477-6650 FAX: (204)-474-2864

DESIGNED BY	G.D.	CHECKED BY	B.H.
DRAWN BY	G.D.	APPROVED BY	I.McK.
HOR. SCALE:	1:1000	RELEASED FOR CONSTRUCTION	
VERT. SCALE:			
DATE	SEPT, 2011	DATE	

ENGINEERS SEAL
PROVINCE OF MANITOBA
I.G. McKINNON
REGISTERED PROFESSIONAL ENGINEER

CONSULTANT DRAWING NO.
071-12421-00-AG01

Winnipeg THE CITY OF WINNIPEG
QUALICO

SAGE CREEK PHASE 4B – GREY OWL PLACE
AG 13/11 – ADDENDUM TO AG 35/09
AGREEMENT DRAWING
UNDERGROUND SERVICES & ROADWORK
LOT GRADING

CITY DRAWING NO.
SHEET 1 OF 1

Original Court Copy

This is Exhibit 43 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

Original Court Copy

Finance No. 51-11

DEVELOPMENT AGREEMENT AG 12/10

[Subdivision Agreement – long form –
The City of Winnipeg Charter, Sections 259(1) and 268(1)]

BETWEEN:

THE CITY OF WINNIPEG

AND

SAGE CREEK DEVELOPMENT CORPORATION

SAGE CREEK PHASE 5

Riel Community

Council Approval: September 22, 2010

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AG 12/10
DASZ 12/10

Finance No. 51-11

THIS AGREEMENT made in duplicate effective September 22, 2010

BETWEEN:

THE CITY OF WINNIPEG
("City")

OF THE FIRST PART,

- and -

SAGE CREEK DEVELOPMENT CORPORATION
("Developer")

OF THE SECOND PART.

WHEREAS:

a) The City and the Developer entered into:

(i) a Development Agreement dated February 22, 2006 ("**AG 51/05**") which provided for the development of Phase 1 of the Sage Creek Development;

(ii) an Addendum to AG 51/05 dated September 26, 2007 ("**Addendum AG 21/07**") which provided for the development of Phase 2 of the Sage Creek Development;

(iii) a second Addendum to AG 51/05 dated November 21, 2007 ("**Addendum AG 32/07**") which provided for the development of Phase 3 of the Sage Creek Development;

(iv) an Addendum to AG 32/07 (the third addendum to AG 51/05) ("**Addendum AG 17/08**"), dated July 16, 2008, which added a public lane to the land located within Phase 3 of the Sage Creek Development;

(v) a second addendum to Addendum AG 32/07 (the fourth addendum to AG 51/05, and a second addendum to Addendum AG 21/07) ("**Addendum AG 12/09**"), dated June 24, 2009, to add a single lot as Phase 3B to the Sage Creek Development;

(vi) a Development Agreement dated February 24, 2010, ("**AG 35/09**"), which provided for the development of Phase 4 of the Sage Creek Development; and

(vii) a fifth addendum to AG 51/05 dated April 28, 2010, ("**Addendum AG 3/10**"), to add Phase 1B of the Sage Creek Development;

Developer's Initials: _____

City's Initials: _____

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b) The City and the Developer entered into an Agreement with The Manitoba Hydro-Electric Board, dated August 17, 2006 regarding the installation and maintenance of landscaping improvement projects ("**the improvements**") within approximately 52.0 acres of the hydro corridor lands within the Sage Creek Development, from Bishop Grandin Boulevard south to John Bruce Road, whereby the City agreed, inter alia, to provide a land dedication credit to the Developer for 9.05 acres for the improvements provided by the Developer;

c) The Developer represents that it is the owner or entitled to be the owner of certain lands (Sage Creek Phase 5) located within the boundaries of the City of Winnipeg as described in Schedule "A" attached hereto, and shown outlined on the plan attached as Schedule "B" hereto, (the "**Planned Area**"), which are adjacent to the aforementioned Phases 2 and 4 of the Sage Creek Development;

d) The Developer and the City wish to establish development conditions for the Planned Area;

e) The Developer, subject to the approval of the City, proposes to install and construct utilities and other services to serve the Planned Area;

f) The City has approved a plan of subdivision (Schedule "B") subject to this Agreement being entered into; and

g) It has been agreed that the Developer shall dedicate to the City, as public reserve, at least 8% of the land contained within the entire Sage Creek Development, in accordance with City policy, and that the dedication of public reserve for all phases of the development, under all applicable Development Agreements and Addenda, shall be accrued, with compensation tabulated, as necessary, within the final phase of development;

Developer's Initials: _____

City's Initials: _____

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NOW THEREFORE in consideration of those approvals and the sum of ONE DOLLAR ($1.00) paid by each party to the other, the receipt and sufficiency of which is hereby acknowledged, the City and the Developer covenant and agree as follows:

1. Definitions

Unless the context otherwise requires, where used herein:

a) "Planned Area" means all the land described in Schedule "A" and outlined on the plan attached as Schedule "B" hereto;

b) "Director of Public Works", "Director of Water and Waste", "Director of Planning, Property and Development", and "City Solicitor" mean the Director of Public Works, Director of Water and Waste, Director of Planning, Property and Development, and City Solicitor of the City for the time being or such other persons designated by them;

c) "Developer-owned Land" means all the land within the Planned Area owned by the Developer or in which a beneficial interest is held by the Developer, its successors, assigns, purchasers, or nominees at any time during the term of this Agreement;

d) "Letter of Credit" means a Letter of Credit in the form shown as Schedule "F" hereto, issued by a bank licensed to carry on business in Canada, or, at the option of the City Solicitor, some other security which, in the opinion of the City Solicitor, provides equivalent immediate cash protection and which may include but is not limited to a Letter of Credit issued by an institution other than a bank;

e) "Substantial Performance" means Substantial Performance as certified by a professional engineer having delivered a Certificate of Substantial Performance in accordance with The Builders' Liens Act (Manitoba).

Developer's Initials: _____

City's Initials: _____

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2. Contract Documents

The Agreement comprises the following:

a) The main body, consisting of 18 pages;

b) Schedule "A" – Legal description of the Planned Area;

c) Schedule "B" - Plan outlining the Planned Area;

d) Schedule "C" - Special terms regarding the installation of municipal services and fee payments;

e) Schedule "D" - Construction and Maintenance Specifications;

f) Schedules "E-1" and "E-2" – Servicing and site-grading drawings for the Planned Area;

g) Schedule "F" – Form of Letter of Credit; and

h) Any written variation of, or amendment or addition to, this Agreement or any of the Schedules, signed by the Developer and by or on behalf of the Director of Public Works or the Director of Water and Waste or the Director of Planning, Property and Development, all of which are and shall be binding upon the parties hereto as fully and to the same extent as if set out herein.

3. Subdivision and Zoning

a) The Developer shall, at its own cost and expense, prepare and secure approval and registration of any plan(s) of subdivision.

b) Nothing herein contained shall constitute the approval by the City of any plan(s) of subdivision, or any zoning change, variance or conditional use desired by the Developer.

Developer's Initials: _____

City's Initials: _____

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4. General Instructions

a) No development, including excavation, landscaping improvements and parkland development, shall take place within or to serve the Planned Area without application to and the approval of the Director of Public Works, and the Director of Water and Waste, and the Director of Planning, Property and Development.

b) Before commencing any work, the Developer shall familiarize itself with all the relevant City designs and specifications, and agrees that all materials and workmanship installed or carried out by the Developer shall conform to the requirements of this Agreement, including the documents described in the Schedules to this Agreement. If there is any conflict between those requirements and the requirements of the Director of Public Works, the Director of Water and Waste, or the Director of Planning, Property and Development under this Agreement, those Directors' requirements shall apply.

c) The Developer shall grant to the Director of Public Works and the Director of Water and Waste and their delegates free and uninterrupted access to any and all parts of the Planned Area for the purpose of making inspections and taking samples of materials used in the services being installed. If any material, design or installation does not conform to this Agreement or to the requirements of the Director of Public Works, the Director of Water and Waste, or the Director of Planning, Property and Development, the applicable Director(s) may stop any further work and order the removal and replacement of unsatisfactory works.

5. Taxes

Prior to the release of the approved subdivision mylars, the Developer shall pay all municipal taxes including arrears, penalties and the commuted amount of all local-improvement levies outstanding on all Developer-owned lands within the Planned Area.

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6. Controls over Installation of Municipal Services and Landscaping

a) The Developer shall not proceed with the installation of any of the improvements, municipal services or landscaping within or to serve the Planned Area until:

i) the relevant plan(s) of subdivision has/have been approved by the City and registered in the Land Titles Office, unless the commencement of such installation prior to registration is approved by the Director of Planning, Property and Development, the Director of Public Works, and the Director of Water and Waste, and a release and indemnity is provided by the Developer in a form satisfactory to the City Solicitor; and

ii) Detailed engineering drawings of and specifications for the municipal services and improvements to be constructed to serve the Planned Area have been approved by the City.

b) The Developer shall not proceed with the landscaping improvements within road allowances to serve the Planned Area until drawings of and specifications for the landscaping improvements have been released for construction or approved by the Director of Public Works.

c) The Developer agrees that where any of the improvements, municipal services and/or works provided for in this Agreement will be installed across lands owned by the Developer or private owners, the Developer shall, at its sole cost and expense, at the request of the City, obtain and provide the City with easements, in a form satisfactory to the City Solicitor, to enable the City to access said lands to service, repair and maintain such improvements, municipal services or works.

7. Planned and Orderly Development

a) To ensure an orderly development, the Developer agrees to install the wastewater sewers, land drainage sewers and watermains required to service the Planned Area in an orderly sequence, as directed by the Director of Water and Waste, and to install the street pavements, lane pavements, sidewalks, signage and lighting required to service the Planned Area, following the installation of the sewers and watermains, in an orderly sequence, as directed by the Director of Public Works.

Developer's Initials: _____

City's Initials: _____

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b) Before applying for a building permit for a single-family or two-family lot, the Developer shall complete to the satisfaction of the Director of Water and Waste, the sewer and water connections from the street to the property line of such lot.

c) Until pavement is installed by the Developer under the terms of this Agreement, the Developer shall be responsible, at its own expense, for gravelling and maintaining each street within the Planned Area to be used as an access road or upon which buildings are being constructed, in a passable and usable condition. The Director of Public Works shall be the sole judge as to whether a street is in passable or usable condition. Nothing contained in this subparagraph shall affect the obligation of the Developer to pave the streets as provided in the Agreement, and nothing shall obligate the City to provide snow clearance for any unpaved road which is being used as an access road.

d) The Developer shall not permit occupancy of any building erected on any lot in the Planned Area until such building and lot have been serviced with wastewater sewer, land drainage sewer, and water, and the street is surfaced, satisfactory to the Director of Public Works and the Director of Water and Waste.

e) Ornamental street lighting and permanent street signs shall be ordered by the Developer for installation within three months of completion of the pavement of, or upon occupancy of any building on, any street, whichever shall first occur. If the Developer is unable to arrange for the timely installation of ornamental street lights, no lot or building within the Planned Area shall be occupied until temporary lighting, satisfactory to the Director of Public Works, has been installed on the street on which it fronts and until the Developer has provided the Director of Public Works with written evidence, satisfactory to the City, that it has concluded arrangements for the installation of a permanent system of ornamental street lights for that street.

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8. Insurance

The Developer shall employ contractors licensed by the City for the construction of sewers, watermains, pavement, and landscaping on City streets and lanes, and each contractor shall file with the City a Contractor's Liability Insurance policy to provide evidence of coverage in an amount and form satisfactory to the City.

9. Letters of Credit

a) The Developer shall indemnify and save the City harmless from and against all loss, claims, costs (including court costs), expenses and professional fees paid or incurred by the City arising out of or related to any duty or obligation imposed on the City by The Builders' Liens Act (Manitoba) in respect of any work carried out by or on behalf of the Developer pursuant to this Agreement.

b) The Developer shall provide to the City, prior to commencement of any work under this Agreement, an irrevocable Letter of Credit in favour of the City in an amount equal to 7.5% of the value of the work, services and materials to be done, provided or supplied in performance of its obligations under this Agreement, as determined by the Director of Public Works and the Director of Water and Waste, in a form satisfactory to the City Solicitor, to guarantee performance of the Developer's obligations under The Builders' Liens Act (Manitoba).

c) To guarantee the installation of the municipal services, improvements, and works and the performance of all other covenants and commitments of the Developer, including commitments to make payments "on demand", the Developer agrees to provide to the City, prior to the commencement of any work under this Agreement, (an) irrevocable Letter(s) of Credit in favour of the City, in an amount determined by the Director of Public Works and the Director of Water and Waste, and in a form satisfactory to the City Solicitor.

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d) If, within 30 days of the date of expiry a Letter of Credit, there remains, in the opinion of the Director of Public Works, the Director of Water and Waste, or the Director of Planning, Property and Development, an outstanding covenant or obligation of the Developer, including the provision of approved as-built drawings, the City may draw the full amount of that Letter of Credit, or any portion thereof, unless the Developer earlier provides a replacement Letter of Credit, in which case the provisions of this paragraph shall apply to that replacement Letter of Credit and all subsequent replacement Letters of Credit. It is agreed that failure by the Developer to provide a replacement Letter of Credit shall constitute a default under this Agreement and shall entitle the City to draw the full proceeds of the existing Letter of Credit without notice under Paragraph 19, and any monies held in place of a Letter of Credit may be used as provided in this Agreement in the event of default.

e) In the event of any default under or termination of this Agreement for whatever cause, the City may use the proceeds of any Letter of Credit or the amount of approved equivalent security provided by the Developer, as it sees fit to ensure the orderly completion, repair, maintenance or operation of the works, within and to serve the Planned Area. The City may, at its discretion, complete, repair, maintain and/or operate such works for the purpose of completing, as far as possible, the development of the Planned Area as contemplated by this Agreement and the City shall have the right to enter upon and use any lands within the Planned Area. The extent of the work to be done by the City and the time within which it shall be completed shall be at the sole discretion of the City.

10. <u>Tidiness</u>

Until development has been completed within the Planned Area, the Developer covenants and agrees to maintain at all times, at its own expense, and to the satisfaction of the Director of Public Works and the Director of Water and Waste, all unserviced Developer-owned areas in a manner so that they will not be unsightly. Such maintenance shall include levelling same to the grade of the surrounding area and the cutting of grass and weeds thereon, removal of any debris and litter,

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and providing proper drainage for any water that may accumulate so as to ensure public safety until servicing or final landscaping is completed, in a manner not offensive to the public view.

11. Remedies Cumulative and Not Alternative

Notwithstanding and in addition to any other remedies provided by law, or available to either party in this Agreement, the other party shall, in addition and at its option as a cumulative and not an alternative remedy, be entitled to restrain any breach and enforce compliance with any term or condition by way of an injunction applied for in the Court of Queen's Bench, in the Province of Manitoba. All of the remedies of each party hereto shall, and are hereby deemed to be cumulative and not alternative, and either party hereto may exercise any one or all of the remedies available to it under the terms hereof, or available to it by law, at any time.

12. Maintenance and Indemnities

The Developer hereby further covenants, warrants, undertakes and agrees:

a) that subject to any other provision of this Agreement or the Schedules attached hereto, the Developer shall maintain all municipal services, works or improvements installed by the Developer pursuant to the terms of this Agreement, in good operating condition for a period of one year from the date of Substantial Performance or as may otherwise be provided in Schedule "C", and any Letter(s) of Credit posted by the Developer shall provide for all such guarantees and warranties of maintenance;

b) during the term of this Agreement, to indemnify and save harmless the City from and against all public liability, property damage claims and personal damage claims arising in respect of the construction, installation or manner or method of construction or installation of any improvement, service or work to be constructed by the Developer, or in respect of any defect therein or caused thereby, together with all costs, charges and expenses arising by reason of or in connection with any such claims, and the Developer hereby agrees to procure and maintain,

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at its own expense, or if the City consents, to cause any contractor installing any such improvement, work or service, to procure and maintain at its own expense, a policy of public liability and property damage insurance in an amount satisfactory to the City, and to furnish to the City a copy of such policy, showing loss payable thereunder to the Developer, the contractor and the City, as their respective interests may appear.

1. General Indemnity by the Developer

Nothing in this Agreement shall make the Developer the agent of the City. The Developer shall execute and implement the improvements, works and services referred to in this Agreement on its own behalf, in a safe and prudent manner. Accordingly, the Developer shall indemnify and save harmless the City from and against all claims, demands, actions, sums, liabilities, obligations, losses or suits of any nature, whether at law or equity, arising at any time during the currency of this Agreement out of any matter or obligation of the Developer under the terms of this Agreement. Nothing shall extend this indemnity to any act or omission of the City.

2. Performance by the City

All of the covenants, agreements, acts and obligations of the City under this Agreement shall be undertaken only within the limits of the powers of the City from time to time. Notwithstanding anything in this Agreement, the City shall be under no higher obligation or duty than to exercise its best efforts to undertake those covenants, agreements, acts and obligations within the limits of those powers. The City shall be under no liability to the Developer or any other person, firm or corporation, for the City's failure or inability to undertake such covenant, agreement, act or obligation, if such failure or inability is beyond the control of the City or is caused by the operation of law, and the City shall not be liable for any losses or damages suffered by the Developer as a result of the failure or inability of the City to undertake such covenant, agreement, act or obligation.

Developer's Initials: _____

City's Initials: _____

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15. Extensions

Subject to Paragraph 14, should the Developer be obstructed or delayed in the prosecution or completion of any of the works herein specified by reason of the act, neglect, delay or default of the City or any of its employees or agents, or by reason of delays in obtaining materials due to strikes, lockouts, work stoppages or delays in transit, or for any delay by reason of act of God, war, revolution, political disturbance, fire, flood or other cause beyond the Developer's control, then the time fixed in this Agreement for the completion of work or performance of duties shall be extended for a period equal to the time lost to the Developer by reason of any or all of the causes aforesaid, provided that the Developer shall inform the City not later than the 31st day of December in each year during the currency of this Agreement, of any extension or extensions of time claimed for that year.

16. Term of the Agreement

The term of this Agreement shall be from the effective date of its signing until each and every covenant of the Developer has been performed to the satisfaction of the City, unless the Agreement is terminated as provided herein.

17. Arbitration Procedure

Should a dispute arise between the Developer and the City as to any of the terms, covenants, conditions or provisions contained herein or contained in the Schedules attached hereto, or as to their interpretation or applicability, or as to any sums payable hereunder (with the exception of those matters as set out in the Agreement which are to be completed to the sole satisfaction of, or decided solely by the Director of Public Works and/or the Director of Water and Waste), then the matter shall be referred to a single arbitrator if the parties can mutually agree upon one, otherwise to a board of three arbitrators, who shall be qualified engineers, or in the case of landscaping improvements and parkland development, landscape architects. One arbitrator shall be appointed by the Developer, one arbitrator shall be appointed by the City and the third arbitrator shall be appointed by the first two appointed arbitrators.

Developer's Initials: _____

City's Initials: _____

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Should arbitration under this Agreement become necessary, then such arbitration shall be conducted subject to the provisions of The Arbitration Act (Manitoba), as amended from time to time. In the event that the parties are unable to agree upon a sole arbitrator, if the first two named arbitrators are unable to agree on the third arbitrator, either may apply to any judge of the Court of Queen's Bench in Manitoba, upon ten days' notice in writing to the other arbitrator, and said judge shall appoint a third arbitrator. In the event that one of the parties to this Agreement refuses or neglects to appoint its arbitrator within 30 days of the appointment of the other's arbitrator and serves written notice upon the other party requiring an appointment to be made under the terms hereof, then the arbitrator first appointed shall, after the expiry of the said 30-day period, at the request of the appointing party, act as the sole arbitrator as if appointed by all parties for the purpose. The award or determination made by the arbitrator or majority of the arbitrators (including the appointment and awarding of costs of the arbitration) shall be final and binding upon the parties hereto and their respective successors and assigns.

18. Authority and Capacity to Contract

a) This Agreement shall be of no force or effect until, if required by the City Solicitor, the Developer has delivered to the City Solicitor, in a form satisfactory to the City Solicitor, such certified copies of Land Titles Office searches or such other documents as may be necessary to satisfy the City Solicitor that the Developer owns the lands to be developed within the Planned Area or has a sufficient interest in them or is otherwise in a position to effectively deal with them.

b) The Developer agrees for itself and its successors and assigns, that it will not in any way attempt to impeach the validity of this Agreement or any part hereof, or challenge or attempt to impeach the capacity of the City to enter into this Agreement and all the provisions herein contained, provided that nothing herein shall prevent either party hereto from litigating their respective rights under this Agreement subject to the provisions in this paragraph. In the event that notwithstanding the provisions of this paragraph, any provision of this Agreement shall be

Developer's Initials: _____

City's Initials: _____

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found by a court of competent jurisdiction to be void, invalid or unenforceable, it shall be severable from the rest of this Agreement and the rest and remaining portion of this Agreement shall be valid and shall remain in full force and effect.

19. Default by the Developer

If the Developer should default under any provision of this Agreement, the City shall give the Developer notice of the particulars of the default.

If, within ten days following delivery of such notice, the Developer fails to rectify the default described in the notice to the satisfaction of the City, then the City shall be entitled to draw upon the performance security provided by the Developer, remedy the default in whole or in part, and recover from the Developer any costs thereof in excess of that performance security to rectify such breach or default. Alternatively, the City shall be entitled to seek an injunction to restrain any breach, to enforce any term or condition of this Agreement, or to seek a declaration terminating this Agreement for non-performance, or any and all such remedies (which remedies are hereby acknowledged as being cumulative and not alternative), provided that if the Agreement is terminated by virtue of the Developer's default, the parties hereto agree that the City shall not be liable for any loss or damage that may be suffered by the Developer as a result of such termination. The parties hereto further covenant and agree that the City, in any such event, shall not be liable for any loss or damage suffered by any other person, firm or corporation by virtue of such termination, and the Developer does hereby for itself and its successors and assigns, indemnify and save harmless the City and its successors and assigns from any claim or demand from any person, firm or corporation which may suffer loss or damage by reason of the termination of this Agreement because of the Developer's failure or default.

20. General Provisions

a) This Agreement shall not be assignable by the Developer without the consent of the City first being obtained in writing, which consent shall not be unreasonably withheld.

Developer's Initials: _____

City's Initials: _____

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b) Any party to this Agreement may waive the performance of any obligation to be performed for its benefit by the other party, provided that the waiver is in writing, and provided further that any such waiver shall extend only to the breach waived or performance excused, and shall in no way be deemed to be a continuing waiver of such provision or any other term or provision of this Agreement.

c) The headings of the paragraphs in this Agreement are inserted for convenience only, and shall in no way define, limit, restrict or describe the scope or intent of this Agreement, or affect its terms and provisions.

d) Any notice required to be given by either of the parties, except where otherwise specifically provided, shall be deemed to have been legally delivered if:

i) Delivered personally to the Developer at:

Sage Creek Development Corporation
One Dr. David Friesen Drive
Winnipeg, Manitoba
R3X 0G8

Attention: Land Development Manager

Delivered personally to the City at:

The City of Winnipeg
Legal Services Department
3rd Floor, 185 King Street
Winnipeg, Manitoba
R3B 1J1

Attention: Director of Legal Services and City Solicitor

ii) Faxed to the Developer or to the City at the following respective fax numbers:

Developer: 204 233 2965
City: 204 947 9155

iii) Sent by certified mail to the Developer or to the City at the above-noted addresses.

If personally delivered or faxed, notice will be deemed to have been received as of the date of such personal delivery or fax transmission.

If sent by certified mail, notice will be deemed to have been received on the fifth business day after the day of mailing.

Developer's Initials: _____

City's Initials: _____

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e) This Agreement may be executed in any number of counterparts, each of which shall be an original, and all of which, together, shall constitute one and the same instrument.

f) Reference to the Developer shall be read with such changes in gender as may be appropriate, depending upon whether the Developer is a male or female person or a firm or corporation.

g) If the Developer is more than one person or entity, the covenants of the Developer shall be deemed joint and several.

h) Time shall be of the essence of this Agreement.

i) This Agreement and everything herein contained shall enure to the benefit of and be binding upon the successors and assigns of the City and the heirs, executors and administrators and the permitted successors and assigns of the Developer.

21. Payments

Unless otherwise provided in this Agreement:

a) Where, under this Agreement, the Developer is required to make a payment to the City based upon a standard City rate, if that rate is changed prior to payment by the Developer, the payment shall be recalculated and payable at the new rate.

b) Where, under this Agreement, the Developer is required to make a payment to the City "on demand", if it is not paid within 14 days of that demand, interest shall be payable to the City, from expiry of the 14 days to the date of payment, at a rate of interest equal to the average borrowing rate paid by the City over that period.

c) Where any payment due to the City is not payable on demand or based on a standard City rate and is not paid during the year of execution of this Agreement, it shall be recalculated by the Director of Public Works and/or the Director of Water and Waste and payable in an equivalent amount in then current dollars based on the then current Statistics Canada Cost of Living Index.

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d) All payments stipulated in this Agreement are subject to the 5% Goods and Services Tax.

SIGNED, SEALED, AND DELIVERED this 23rd day of February, 2011

BY: **THE CITY OF WINNIPEG**

Per: _____
for Director of Planning, Property and Development

AND this (1) 11th day of (1) February, 2011

BY: **SAGE CREEK DEVELOPMENT CORPORATION**

Per *(signature)*: (1) _____

Name *(print)*: (2) ERIC VOGAN

Title *(print)*: (3) ASSISTANT SECRETARY (4) *(affix corporate seal)*

WITNESS *(signature)*: (5) _____

Name *(print)*: (6) _____

Address *(print)*: (7) _____

Per *(signature)*: (1) _____

Name *(print)*: (2) JOHN DANIELS

Title *(print)*: (3) SECRETARY

Developer's Initials: _____

City's Initials: _____

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CERTIFIED as to engineering details

Land Development Engineer

APPROVED as to form

Feb 17, 2011

for Director of Legal Services and City Solicitor

CERTIFIED as to engineering details

Water and Waste Department

CERTIFIED as to engineering details

2010-10-21

Public Works Department
Transportation Division

CERTIFIED as to parks details

Planning, Property and Development Department
Parks, Riverbank Community Initiatives

/sm

Developer's Initials: _____

City's Initials: _____

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AG 12/10
DASZ 12/10

SCHEDULE "A"

LEGAL DESCRIPTION

LOTS 1 AND 2 BLOCK 1, LOTS 1, 2 AND 3 BLOCK 2, BLOCKS 3 TO 12, AND LOTS 1 AND 2 BLOCK 13, PUBLIC RESERVES "A", "B" AND "C", BOULEVARD DES HIVERNANTS, EDWARD TURNER DRIVE, PRAIRIE SMOKE DRIVE, WATER LILY LANE, PALISADE COVE, WILD IRIS WALK, VIREO LANE, SILVER SAGE CRESCENT, PUBLIC LANES AND PUBLIC WALK PLAN _____ (DEPOSIT NO. 1449/2010) WLTO IN LOTS 148, 149, 175, 176, 177, 185 AND 186 ROMAN CATHOLIC MISSION PROPERTY ATTACHED HERETO AS SCHEDULE "B".

Developer's Initials: _____

City's Initials: _____

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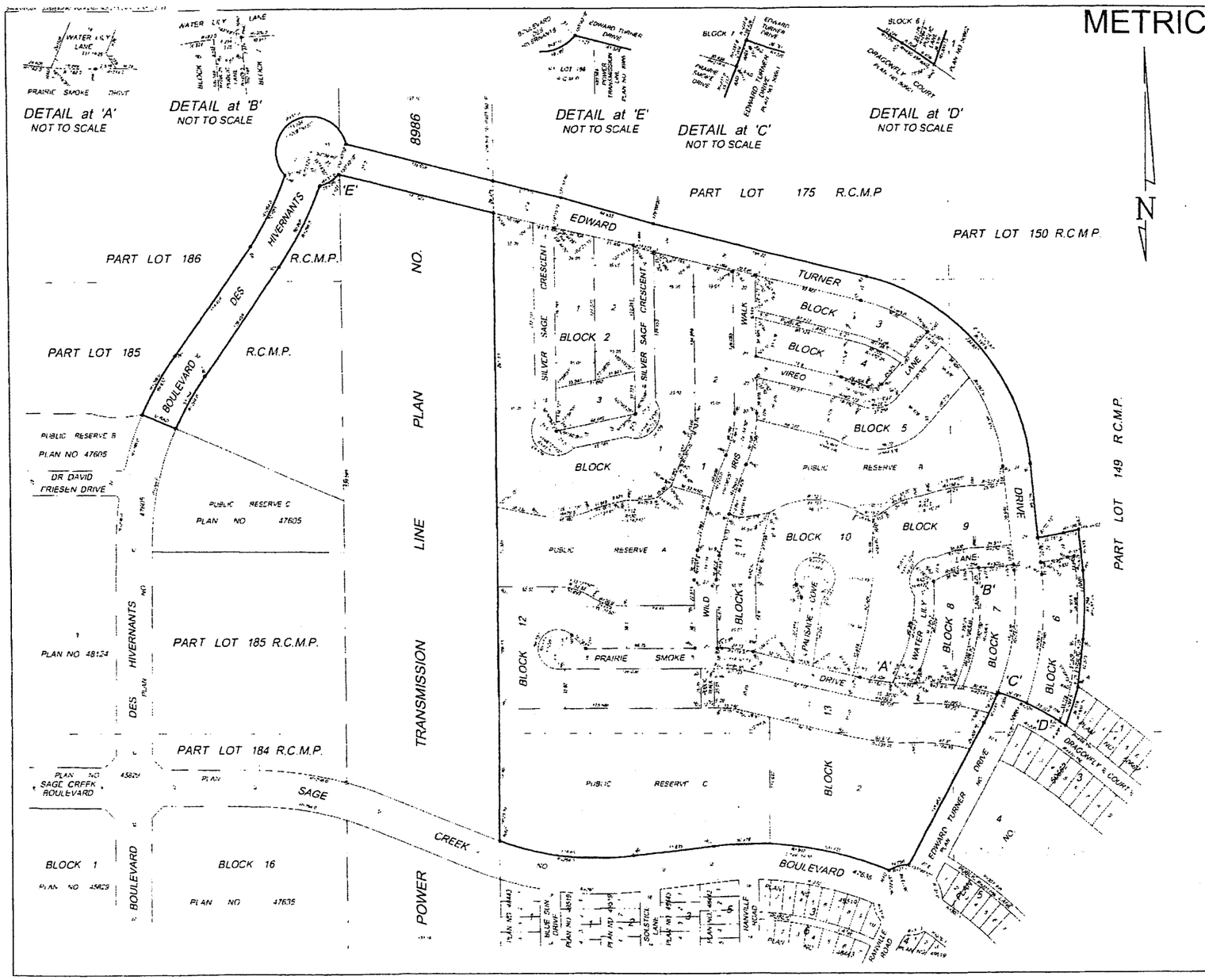

DEPOSIT NO. 1449/2010

PLAN OF SUBDIVISION
OF PART OF
LOTS 148, 149, 175, 176, 177, 185 AND 186, ROMAN CATHOLIC MISSION PROPERTY
INCLUDING
PART OF PLAN NO. 8986

CITY OF WINNIPEG
MANITOBA

SCALE 1:1500 — 0 10 20 30 40 50 75 100 125 150

NOTES:

ALL DISTANCES ARE IN METRES AND MAY BE CONVERTED TO FEET BY MULTIPLYING BY 3.28084
IRON POSTS 0.025 x 0.025 FOUND ON THE GROUND ARE SHOWN THUS .....
IRON POSTS 0.025 x 0.025 x 0.914 MARKED M.L.S. ARE PLANTED AT ALL POINTS SHOWN THUS .....
ALL PLANS REFERRED TO ARE ON RECORD IN THE WINNIPEG LAND TITLES OFFICE
LAND AFFECTED BY THE REGISTRATION OF THIS PLAN IS SHOWN BORDERED THUS .....

AFFIDAVIT:

I, JAMES EDWARD BAILIE, OF THE CITY OF WINNIPEG, MANITOBA LAND SURVEYOR, MAKE OATH AND SAY THAT I DID PERSONALLY SUPERINTEND THE SURVEY REPRESENTED BY THIS PLAN, THAT THE SURVEY WAS MADE BETWEEN THE 5TH OF MARCH AND THE 18TH OF OCTOBER, A.D. 2010, AND THAT THE SURVEY AND PLAN ARE CORRECT AND TRUE TO THE BEST MY KNOWLEDGE AND BELIEF

MANITOBA LAND SURVEYOR

SWORN TO BEFORE ME AT THE CITY OF WINNIPEG
THIS 20TH DAY OF JANUARY, A.D. 2011

A SURVEYOR AUTHORIZED TO PRACTISE UNDER "THE LAND SURVEYORS ACT"

APPROVALS:

APPROVED BY THE CITY OF WINNIPEG
THIS 26th DAY OF January, 20__
THIS APPROVAL EXPIRES September 26th, 2012
UNLESS THE PLAN IS REGISTERED
THIS IS THE PLAN REFERRED TO IN BYLAW NO ____
OF THE CITY OF WINNIPEG

R.W. Shelby
DIRECTOR OF PLANNING, PROPERTY AND DEVELOPMENT

RWS — GEOMATICS SERVICES
LAND DEVELOPMENT

REGISTRATION:

ENTERED AND REGISTERED IN THE WINNIPEG LAND TITLES OFFICE
THIS DAY OF ____ 20__
AS PLAN NUMBER ____

FOR DISTRICT REGISTRAR

REGISTRATION NO. ____

Pollock & Wright — LAND SURVEYING - GEOMATICS

OWNER: SAGE CREEK DEVELOPMENT CORPORATION

THIS APPROVAL IS VALID FOR 60 DAYS UNLESS REGISTERED
APPROVED:
THIS ____ DAY OF ____ 20__

FOR REGISTRAR GENERAL

RE-APPROVED:
THIS ____ DAY OF ____ 20__

FOR REGISTRAR GENERAL

THIS APPROVAL IS VALID FOR 12 MONTHS UNLESS REGISTERED
APPROVED:
THIS ____ DAY OF ____ 20__

EXAMINER OF SURVEYS

RE-APPROVED:
THIS ____ DAY OF ____ 20__

EXAMINER OF SURVEYS

CITY OF WINNIPEG FILE NO. DASZ 12/10

Developer's Initials: ____

City's Initials: ____

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SCHEDULE "C"

SPECIAL TERMS

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Developer's Initials: _____

City's Initials: _____

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SCHEDULE "C"

SPECIAL TERMS

SECTION I – SERVICING

1. Wastewater Sewers

The Developer shall, at no expense to the City, construct all wastewater sewers required to service the Planned Area, as determined by, and to the satisfaction of, the Director of Water and Waste.

2. Watermains

The Developer shall, at no expense to the City, construct all watermains required to service the Planned Area, as determined by, and to the satisfaction of, the Director of Water and Waste.

3. Lot Line Connections

a) The Developer shall, at no expense to the City, construct and install wastewater and water building services from the wastewater sewer and watermain, to service all single-family and two-family lots within the Planned Area, as determined by, and to the satisfaction of, the Director of Water and Waste.

b) The Developer shall ensure that each sewer service remains plugged from installation until the foundation excavation has been backfilled and the roof of the dwelling has been sheathed, after which the house sewer may be connected. The Developer hereby indemnifies the City against all actions, claims, demands, damages, losses, and costs, including legal and court costs, suffered or incurred by the City arising out of any failure to do so.

c) The Developer shall replace or repair any water or sewer service found to be defective within one year following the date the water is turned on for domestic use, and shall pay the City any cost incurred by the City arising out of any such defect.

Developer's Initials: _____

City's Initials: _____

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4. Stormwater Retention Facilities

a) The Developer shall construct and bridge-finance the cost of constructing stormwater management facilities within the Planned Area, in accordance with the "Criteria for Stormwater Management" (adopted by City Council on April 25, 2001), as determined by, and to the satisfaction of, the Director of Water and Waste.

b) The Developer's share of the cost of the regional stormwater management facilities shall be as determined by the Director of Water and Waste and shall be deducted from any amounts owed to the Developer for the facilities to be constructed and previously constructed by the Developer.

c) The Developer shall provide, prior to construction, a separate Letter of Credit in the amount of 15% of the construction cost of the basins and associated appurtenances, to the satisfaction of the Director of Water and Waste, which separate Letter of Credit will be released to the Developer upon issuance of the Final Acceptance Certificate.

d) The Developer shall, at no expense to the City, construct a maintenance equipment ramp on each basin, to the satisfaction of the Director of Water and Waste.

e) The Developer shall, at no expense to the City, install all services in Edward Turner Drive and Wild Iris Walk adjacent to Public Reserves A and B (the public land component of the stormwater retention basin area).

f) The Developer shall, at no expense to the City, install, on private property, chain link fencing (or alternate treatment) approved by the Director of Water and Waste, to demarcate the public land component of each retention basin from the private land component, as determined by, and to the satisfaction of, the Director of Water and Waste.

Developer's Initials: _____

City's Initials: _____

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g) The Developer shall, until Final Acceptance of the retention basins, advise the property owners of all lots abutting the basins (by annual distribution of notices/pamphlets no later than May 31 of each year) that the property owners are responsible for shoreline erosion protection on their own properties, in accordance with the policy adopted by Council on December 12, 2001.

h) The Developer shall, prior to issuance of a Completion Certificate for the retention basins, offset stake and grade the corners of a representative number of private lots abutting the basins to facilitate construction completion inspection.

i) The Developer shall, prior to the issuance of a Final Acceptance Certificate, provide, at no cost to the City, an appropriate legal survey, complete with legal monuments offset from a representative number of private lot corners in each basin, and a plan identifying the horizontal and vertical extents of those monuments, and the distances of the rear lot lines of all private lots abutting the basins from the retention basins' normal water levels, all prepared by a Manitoba Land Surveyor, to the satisfaction of the Director of Water and Waste.

j) The Developer shall enter into an easement agreement that shall caveat all private lots abutting the basins outlining the special conditions for the maintenance of the vegetated area at the rear of the private lots.

k) The Developer shall make a capital cost contribution, equivalent to the present value of the additional maintenance costs for the wetlands type retention basin, if they are forecast to be higher than those for a standard retention basin, in accordance with Clause 5.3.2 of the Criteria for Stormwater Management, (adopted by Council on April 25, 2001).

l) Notwithstanding any other provision of this agreement regarding a warranty period, the Developer shall be responsible for maintenance of the basin area including appurtenances and landscaping for 5

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years and until occupancy of 95% of the dwellings on lots immediately abutting the basin, as determined by and to the satisfaction of the City.

m) The Developer shall, at no expense to the City, develop a performance specification for the naturalized stormwater retention basin, to the satisfaction of the Director of Public Works, that assesses the constructed wetlands vegetative condition. The Developer shall also carry out routine vegetation assessments over a five year period to determine whether the wetland vegetation is meeting the performance specification and if not, the Developer shall take appropriate remedial action as determined by the said Director.

n) As a condition of issuance of a Final Acceptance Certificate, the Developer shall, at no expense to the City, develop an operation manual for the naturalized stormwater retention basin that will ensure the long-term viability of the wetland by maximizing ecological benefits and minimizing maintenance to the satisfaction of the Director of Public Works.

5. ~~1.~~ Land Drainage Sewers

The Developer shall, at no expense to the City, construct all land drainage sewers required to service the Planned Area and adjacent lands, as determined by, and to the satisfaction of, the Director of Water and Waste.

6. ~~2.~~ Lot Grading

a) The Developer shall, at no expense to the City, provide a lot grading plan, prepared by a municipal engineer, for the Planned Area, and construct all drainage works necessitated by the approved design.

b) Prior to the issuance of building permits, the Developer shall, at no expense to the City, construct all swales, catchbasins, and leads required to provide lot drainage.

Developer's Initials: _____

City's Initials: _____

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c) Upon registration of the approved subdivision mylars in the Land Titles Office, the Developer shall, at no expense to the City, provide all easements with respect to the installation, maintenance, and replacement of swales, catchbasins, and leads for lot drainage.

7. Pavement

a) The Developer shall, at no expense to the City, construct 150-mm-thick portland cement concrete pavements to widths of 7.5 m, and 200-mm-thick portland cement concrete pavements to widths of 8.0 m and 10.0 m, and all related works, including drainage facilities, in all streets within the Planned Area, all as determined by, and to the satisfaction of, the Director of Public Works.

b) The Developer shall, at no expense to the City, construct 150-millimetre-thick portland cement concrete pavements to widths of 5.0 metres, and all related works, including drainage facilities, within the proposed public lanes within the Planned Area, as determined by, and to the satisfaction of, the Director of Public Works.

8. Warde Avenue and Warde Avenue/Lagimodiere Boulevard Intersection Improvements

The Developer shall pay to the City, on demand, its share of the future costs of the works required:

a) in Warde Avenue, abutting the Planned Area; and

b) in the vicinity of the intersection of Warde Avenue and Lagimodiere Boulevard, including the installation of traffic control signals

all as and when determined by the Director of Public Works.

Developer's Initials: _____

City's Initials: _____

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9. Sidewalks

a) The Developer shall, at no expense to the City, construct 1.5-m-wide by 100-mm-thick portland cement concrete sidewalks along both sides of all streets within the Planned Area with rights-of-way 22.0 m or greater in width, all as determined by, and to the satisfaction of, the Director of Public Works.

b) The City may file appropriate caveats in the Land Titles Office, notifying prospective homeowners of the proposed sidewalk locations.

10. Boulevards and Islands

a) The Developer shall, at no expense to the City, sod and plant trees on all boulevards within the Planned Area, all to the satisfaction of the Director of Public Works.

b) The Developer shall, at no expense to the City, install interlocking paving stones and sod in the proposed cul-de-sac islands, as determined by, and to the satisfaction of, the Director of Public Works.

c) The Developer shall, at no expense to the City, maintain the boulevard improvements and island treatments for a period of one year, in accordance with specifications approved by the Director of Public Works.

11. Temporarily Dead-Ended Streets

a) The Developer shall, at no expense to the City, construct a cul-de-sac-style vehicle turnaround at the terminus of each temporarily dead-ended street within the Planned Area, and provide any rights-of-way or easements necessary to accommodate same, all as determined by, and to the satisfaction of, the Director of Public Works.

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b) The Developer shall, at no expense to the City, erect and maintain barricades and signage, across the full width of any streets which are temporarily dead-ended due to phasing of development, immediately upon completion of the paving or when house construction has begun, whichever is sooner, as determined by, and to the satisfaction of, the Director of Public Works.

12. Vehicular Access

a) The Developer shall, at no expense to the City, ensure that two paved means of vehicular access are available at all times to each stage of development of the Planned Area, to the satisfaction of the Director of Public Works. This may require the Developer to construct temporary roadways and to provide easements or rights-of-way.

b) The Developer shall, at no expense to the City:

i) ensure that construction traffic uses access routes determined by the Director of Public Works;

ii) maintain those access routes in a clean, dust-free condition, free of dropped and tracked-on mud; and

iii) undertake the regular cleaning, including, but not limited to, scraping and sweeping, of those access routes and all streets within the Planned Area;

until building construction, including landscaping, is complete, and all as determined by, and to the satisfaction of, the Director of Public Works.

13. Private Approaches

There shall be no private approaches:

a) serving single-family residential development off residential collector streets (i.e., rights-of-way 22.0 m or wider), except where frontage roads are provided; or

b) serving single-family or two-family residential development off Boulevard des Hivernants.

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14. Street Name Signs

The Developer shall, at no expense to the City, cause to be installed standard, reflectorized, permanent street-name signs at each new intersection within or adjacent to the Planned Area, as determined by the Director of Public Works.

15. Development Information Signs

The Developer shall, at no expense to the City, obtain approval of and install, and subsequently maintain, at the entrances to the community, development information signs, containing no advertising, and showing the Planned Area, zoning information, a north directional arrow, all proposed arterial and collector streets, public lanes, sidewalks, and active transportation facilities, the proposed stormwater retention basins, all natural tree stands, the proposed school site, all proposed parks, and all proposed community mail-box sites - all with the approval of, and to the satisfaction of, the Director of Planning, Property and Development.

16. Utilities

a) The Developer shall, at no expense to the City, cause to be installed ornamental street lights in all streets within the Planned Area, to the satisfaction of the Director of Public Works.

b) The Developer shall cause underground electrical and telephone services to be installed to serve the Planned Area, at no expense to the City, and to the satisfaction of the Director of Public Works.

c) The Developer shall pay all costs associated with the relocation of street lights and other utilities made necessary as a result of, or required to accommodate, the works to be constructed by the Developer to serve the Planned Area, as determined by, and to the satisfaction of, the Director of Public Works.

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17. Litter and Refuse Control and Clean-Up

The Developer shall, at no expense to the City, initiate and control the regular cleanup of litter and refuse from the contractors and builders for this development, both on-site and off-site, during the installation of services and construction of buildings, until completion of all construction, as determined by, and to the satisfaction of, the Director of Public Works.

18. Public Open Space

a) The Developer shall dedicate to the City, as public reserve, at least 8% of the land contained within the entire Sage Creek Development, and pay its share of the cost of services in streets abutting the dedicated land - all in accordance with City policy, and as determined by, and to the satisfaction of, the Directors of Public Works and Planning, Property, and Development. The dedication of public reserve for the Planned Area (Phase 5) shall be accrued with the dedication of public reserve for all other phases of the development, with compensation tabulated, as necessary, within the final phase of development.

b) The Developer shall, at no expense to the City, landscape the public open space to a standard consistent with the level of development established in previous phases of Sage Creek development, all in accordance with plans and specifications provided by the Developer and approved, prior to the commencement of construction, by the Director of Planning, Property and Development. Where the Developer is providing naturalized landscaping in lieu of traditional sodding, the scope of landscaping shall include pathway development, naturalized areas, and a site drainage proposal that minimizes runoff across the path system.

Developer's Initials: _____

City's Initials: _____

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c) The Developer shall assume responsibility for the maintenance of all park sites until they are developed, as-built drawings have been provided, and they are turned over to the City for maintenance.

d) The Developer shall, at no expense to the City, maintain the public open space improvements for a period of two years in accordance with specifications approved by the Director of Public Works. The City also reserves the right to impose longer maintenance terms for amenities and features, such as naturalized areas, that the Director of Public Works deems to be beyond their standard scope of development.

e) The parties acknowledge an Agreement, dated August 17, 2006, among The Manitoba Hydro-Electric Board, The City of Winnipeg, and Sage Creek Development Corporation, regarding the installation and maintenance of landscaping improvement projects within the Hydro Corridor lands within the Sage Creek Development, from Bishop Grandin Boulevard south to John Bruce Road, and the City agrees to provide a credit in the form of 9.05 acres for the improvements undertaken and installed by Sage Creek Development Corporation that provided, in partnership, public access to and use of approximately 52.0 acres within the Hydro Corridor located in the Sage Creek Development in lieu of land dedication.

f) The Developer acknowledges that the City will not compensate the Developer for the Developer's provision of serviced street frontages of Public Reserves A and B which are in excess of the standard 100 feet per acre.

19. Survey Monuments

Following completion of all major construction works, the Developer shall at its cost have the locations of the survey monuments within the Planned Area verified and, where the survey monuments have been disturbed, moved, covered, mutilated or destroyed, shall have them replaced by a Manitoba Land Surveyor. The Developer shall ensure

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that the Manitoba Land Surveyor provides the Director of Planning, Property and Development with a certificate stating that all survey monuments within the Planned Area have been verified and/or replaced, as the case may be.

20. Payment of Costs "On Demand"

Further to Paragraph 9 c) of the body of this Agreement, to guarantee the Developer's commitment(s) to make payments to the City on demand, the Developer agrees to provide to the City, prior to the commencement of any work under this Agreement, and in addition to any other Letters of Credit the Developer is required to provide under this Agreement, irrevocable Letters of Credit, in favour of the City, in amounts equal to at least 100% of the values of the "on demand" payments, as determined by the Director of Public Works and in form satisfactory to the City Solicitor.

SECTION II – LAND ACQUISITION AND DEDICATION

1. Stormwater Impoundment Lands

The Developer shall, upon registration of the approved plans of subdivision in the Land Titles Office, convey to the City Stormwater Retention Basins 9 (in Public Reserve A) and 10 (in Public Reserve B) for stormwater impoundment purposes.

It is hereby acknowledged that Stormwater Retention Basins 9 and 10 comprise 2.30 + 2.13 = 4.43 acres.

2. Open Space Dedication and Landscaping – Sage Creek Development Phases 1, 3, 2, 3B, 4, 1B, and 5, and the Manitoba Hydro Corridor

The parties agree that:

a) 5.94 acres of land were dedicated to the City and landscaped in Phase 1 of the Sage Creek Development as public open

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space, and this represents an under-dedication for Phase 1 of 1.07 acres;

b) 5.14 acres of land were dedicated to the City and landscaped in Phase 3 of the Sage Creek Development as public open space, and this represents an over-dedication for Phase 3 of 3.41 acres;

c) 2.38 acres of land were dedicated to the City and landscaped in Phase 2 of the Sage Creek Development as public open space, and this represents an under-dedication for Phase 2 of 2.98 acres;

d) No land was dedicated to the City in Phase 3B of the Sage Creek Development as public open space, and this represents an under-dedication for Phase 3B of 0.80 acres;

e) No land was dedicated to the City in Phase 4 of the Sage Creek Development as public open space, and this represents an under-dedication for Phase 4 of 2.65 acres;

f) No land was dedicated to the City in Phase 1B of the Sage Creek Development as public open space, and this represents an under-dedication for Phase 1B of 0.10 acres;

g) 10.30 acres of land are being dedicated to the City and landscaped in Phase 5 of the Sage Creek Development as public open space, and this represents an over-dedication for Phase 5 of 5.14 acres, calculated as follows:

Planned Area (subject to dedication) =	64.51 acres
Required Dedication (8% x 64.51 acres) =	5.16 acres
Actual Dedication =	10.30 acres
Over-dedication (10.30 – 5.16 acres) =	5.14 acres

h) A land dedication credit of 9.05 acres and a landscaping credit of 9.05 acres be provided to the Developer for the overall Sage Creek Development for the improvements completed within approximately 52.0 acres of the Hydro Corridor lands within the

Developer's Initials: _____

City's Initials: _____

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Sage Creek Development, in accordance with an Agreement dated August 17, 2006 among the City, the Developer, and Manitoba Hydro;

and acknowledge that the net over-dedication and landscaping for Phases 1, 3, 2, 3B, 4, 1B, and 5 of, and the Manitoba Hydro Corridor within, the Sage Creek Development is (-1.07 + 3.41 - 2.98 - 0.80 - 2.65 - 0.10 + 5.14 + 9.05) = 10.00 acres.

Net over-dedication and landscaping for Sage Creek Development Phases 1, 3, 2, 3B, 4, 1B and 5, and the Manitoba Hydro Corridor = 10.00 acres.

SECTION III – COSTS AND FEES

1. By-laws and Approvals

The Developer shall pay all of its and the City's costs, fees, and expenses associated with the preparation and attainment of approval for registration of the Zoning By-law(s) and plan(s) of subdivision, including all Municipal Board, Land Titles Office, and other fees and expenses, all survey, engineering, landscape architecture, and advertising fees and costs, and all expenses incidental to the preparation of this Agreement and the physical development of the Planned Area.

2. Professional Fees

a) The Developer shall pay the full cost of all design services, including preliminary engineering studies, servicing reports, servicing criteria, construction drawings and specifications, and grading and landscaping plans and specifications, to be provided by Consulting Engineer(s) and Landscape Architect(s) approved by the City, for the design of the municipal services, parklands, parkways, and associated works required to serve the Planned Area;

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b) The Developer shall pay the full cost of construction and landscaping supervision services provided by or on behalf of the City for field inspection, preparation of progress estimates, provision of as-built drawings by March 31 of the year following substantial performance of the work, and all other engineering and landscape architectural consulting services related to the installation and acceptance of municipal services, the parkland improvement, and all associated works to serve the Planned Area.

3. Administration Fees

Prior to the release of the subdivision mylars for registration in the Land Titles Office, the Developer shall pay to the City, to defray the City's administration and related costs associated with the preparation and implementation of this Development Agreement, an administration fee, calculated as follows:

i)	64.51 acres x $1,200/acre =	$77,412.00
ii)	G.S.T. (5%) =	3,870.60
	Total ...	**$81,282.60**

Developer's Initials: _____

City's Initials: _____

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SCHEDULE "D"

CONSTRUCTION and MAINTENANCE SPECIFICATIONS

The Developer acknowledges that it shall be responsible to obtain from the relevant Departments of the City copies of the following documents before commencing construction and maintenance of relevant works, and that each of these documents is hereby incorporated in this Agreement as fully and to the same extent as if attached as a schedule to this Agreement.

MINIMUM STANDARDS FOR SEWERS AND WATERMAINS

The latest revision of the City of Winnipeg "Standard Construction Specifications" and the City's "Water and Sewer Standard Manual" shall apply to all materials supplied and all construction procedures related to the installation of sewers, watermains and appurtenances thereto.

MINIMUM STANDARDS FOR ROADS, PAVEMENTS AND SIDEWALKS

The latest revision of the City's "Standard Construction Specifications" shall apply to all materials and procedures related to the construction of roads, lanes, and sidewalks, and appurtenances thereto.

STANDARDS FOR LANDSCAPING IMPROVEMENTS

The latest revision of the Parks and Recreation Department's "Construction and Maintenance Specifications" shall apply to the construction and maintenance of landscaping improvements within road allowances.

Developer's Initials: _____

City's Initials: _____

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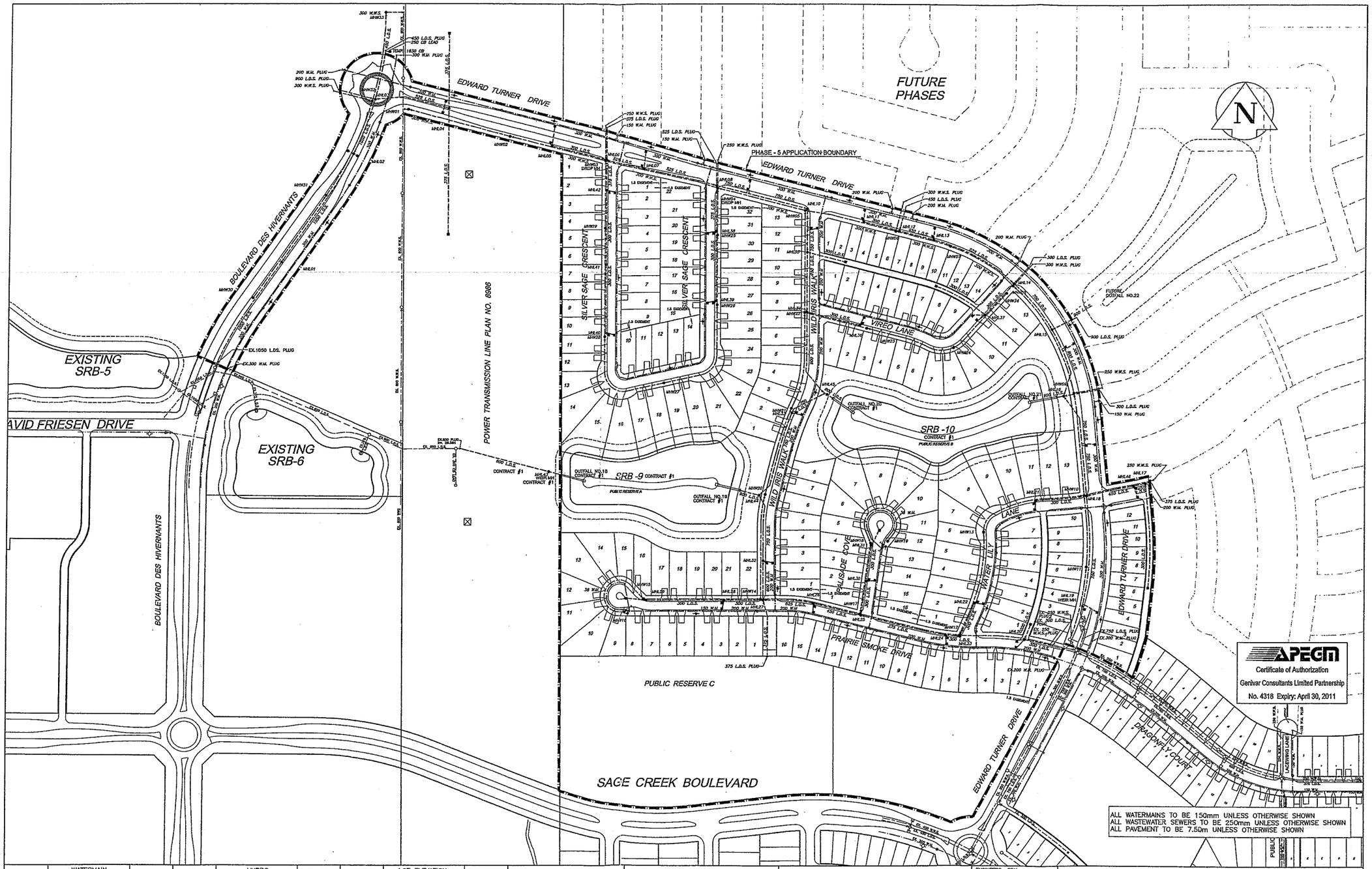

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED
	WATERMAIN			HYDRO			LOT ELEVATION	35.32
	HYDRANT			M.T.S.			HOUSE ELEVATION	35.47
	VALVE			CONCRETE LIP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			180mm MODIFIED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			CURB RAMP				
	GAS		32.55	ELEVATIONS	(32.550)			

LOCATION APPROVED
UNDERGROUND STRUCTURES

SUPV. U/G STRUCTURES COMMITTEE _____ DATE _____

NOTE:
LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT THE GIVEN LOCATIONS ARE SHOWN OR THAT THE GIVEN LOCATIONS ARE CORRECT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CWBM 61-008
ELEV. 233.169

NO.	REVISIONS	DATE	BY

GENIVAR
10 PRAIRIE WAY WINNIPEG, MANITOBA R2J 3J8
PH: (204)-477-6650 FAX: (204)-474-2864

DESIGNED BY	G.D.	CHECKED BY	B.H.
DRAWN BY	G.D.	APPROVED BY	I.Mck.
HOR. SCALE:	1:1500	RELEASED FOR CONSTRUCTION	
VERT. SCALE:			
DATE	JULY, 2010	DATE	

ENGINEERS SEAL
PROVINCE OF MANITOBA
I. McKINNON
REGISTERED PROFESSIONAL ENGINEER
Oct 12/10

CONSULTANT DRAWING NO. 043-089 -AG01

Winnipeg THE CITY OF WINNIPEG
QUALICO Developer's Initials:

SAGE CREEK SUBDIVISION–PHASE 5
DASZ 12/10
AG 51/05

AGREEMENT DRAWING
UNDERGROUND SERVICING & ROADWORK

CITY DRAWING NO.
SHEET 1 OF 2

City's Initials:

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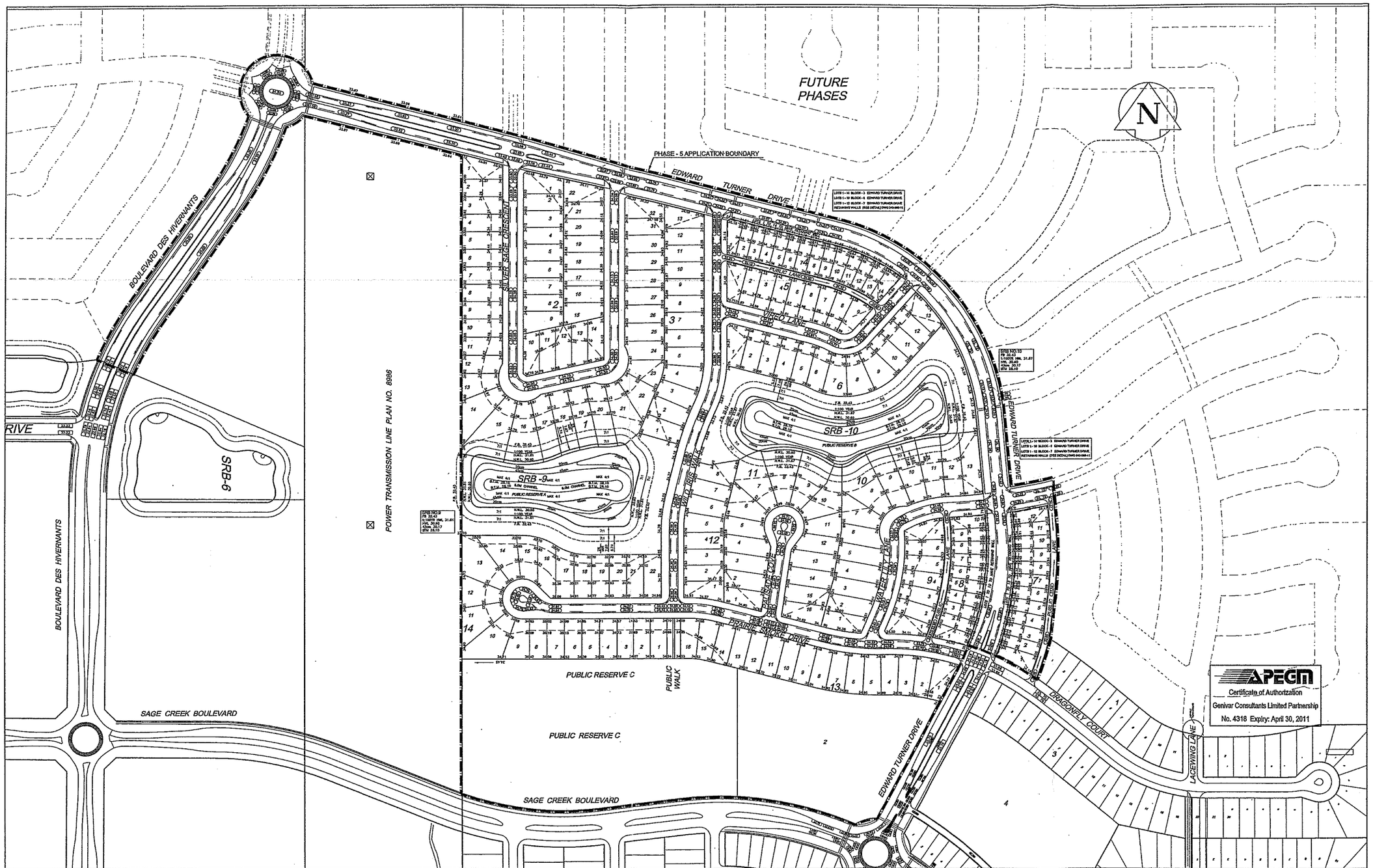

	WATERMAIN			HYDRO			LOT ELEVATION	35.32
	HYDRANT			M.T.S.			HOUSE ELEVATION	35.47
	VALVE			CONCRETE LIP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			180mm MODIFIED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			CURB RAMP				
	GAS		32.55	ELEVATIONS		32.550		
EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED

LOCATION APPROVED
UNDERGROUND STRUCTURES

SUPV. U/G STRUCTURES COMMITTEE DATE

NOTE:

LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE GIVEN LOCATIONS ARE EXACT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CWBM 61–008
ELEV. 233.169

NO.	REVISIONS	DATE	BY

GENIVAR
10 PRAIRIE WAY WINNIPEG, MANITOBA R2J 3J8
PH: (204)–477–6650 FAX: (204)–474–2864

DESIGNED BY G.O.	CHECKED BY
DRAWN BY G.O.	APPROVED BY
HOR. SCALE: 1:1500	RELEASED FOR CONSTRUCTION
VERT. SCALE:	
DATE JULY, 2010	DATE

ENGINEERS SEAL
PROVINCE OF MANITOBA
M. V. G. McKINNON
REGISTERED PROFESSIONAL ENGINEER

CONSULTANT DRAWING NO. 043–089 –AG02

Winnipeg
THE CITY OF WINNIPEG
QUALICO

SAGE CREEK SUBDIVISION–PHASE 5
DASZ 12/10
AG 51/05

AGREEMENT DRAWING
GENERAL GRADING

CITY DRAWING NO.

SHEET 2 OF 2

Developer's Initials:

Original Court Copy
City's Initials:

AG 12/10
DASZ 12/10

SCHEDULE "F"

FORM OF LETTER OF CREDIT

THE BANK OF _____
WINNIPEG, MANITOBA

(Date)

TO: The City of Winnipeg

Credit No. _____

Amount: ($Cdn.) _____

Expiry Date: _____

Dear Sirs:

IRREVOCABLE LETTER OF CREDIT

At the request of **SAGE CREEK DEVELOPMENT CORPORATION** (the "Customer"), _____ (the "Bank"), for valuable consideration, the receipt of which is hereby acknowledged, hereby establishes in your favour, an irrevocable Letter of Credit (the "Credit") for a total amount of $_____ , on which you may draw up to but not after _____ (the "Expiry Date").

This Credit is issued in connection with obligations incurred or to be incurred by SAGE CREEK DEVELOPMENT CORPORATION (the "Developer") pursuant to Development Agreement No. AG 12/10 dated September 22, 2010.

A drawing under this Credit shall be made on or before the Expiry Date by you presenting to the Bank at Winnipeg, Manitoba, this Credit and a Demand in writing signed by a person who has been duly authorized to sign on your behalf.

The Demand shall refer to this Credit by the above number, shall state the amount demanded, and shall certify that the Developer has failed to perform any one or more of its obligations, as stipulated under Development Agreement No. AG 12/10.

Upon receipt of the Credit and Demand on or before the Expiry Date, the Bank shall pay to you the amount stated in the Demand, without enquiring whether you have a right to such amount as between yourself and the Developer, provided that such amount, together with other amounts paid to you under this Credit, if any, do not exceed in the aggregate the amount of the Credit.

This Credit is deemed automatically extended for _____ (minimum 60 days) from the current or any future Expiry Date, unless we notify you in writing at least 30 days prior to any such date, that we elect not to renew it, such notice to be directed to The City of Winnipeg, Legal Services, 3rd floor – 185 King Street, Winnipeg, Manitoba, R3B 1J1, Attention: Director of Legal Services and City Solicitor, Fax (204) 947-9155.

Yours truly,
(the "Bank")

_____
Authorized Signature

_____
Authorized Signature

NOTE: The concluding clause does not prevent cancellation at any time with the City's consent.

Developer's Initials: _____

City's Initials: _____

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This is Exhibit 44 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

Original Court Copy

AG 36/12
DASZ 36/2012 (DASZ 12/2010)

ADDENDUM DEVELOPMENT AGREEMENT AG 36/12
to Development Agreement AG 12/10 dated September 22, 2010
[Subdivision Agreement – long form - The City of Winnipeg Charter, Sections 259(1) and 268(1)]
Riel Community
Council Approval: January 30, 2013

THIS AGREEMENT made in duplicate effective this 30th day of January 2013,

BETWEEN:

THE CITY OF WINNIPEG
("City")

OF THE FIRST PART,

- and -

SAGE CREEK DEVELOPMENT CORPORATION
duly registered to carry on business in Manitoba
("Developer")

OF THE SECOND PART.

WHEREAS:

a) The City and the Developer entered into an Agreement dated September 22, 2010, ("Agreement AG 12/10") which provided for the development of certain lands located within the boundaries of the City of Winnipeg (the "Planned Area") as described in Schedule "A" to Agreement AG 12/10 and shown outlined on a plan attached as Schedule "B" to Agreement AG 12/10; and

b) The City has approved, subject to the amendment of Agreement AG 12/10, the preparation for registration of a Plan of Subdivision (Deposit No. 189/2013) which:

subdivides land legally described as:

Public Reserve "C" Plan 51374 WLTO
In Lots 148, 149, 175, 176, 177, 185 and 186
Roman Catholic Mission Property,

Developer's Initials: _____

City's Initials: _____

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and consolidates an easterly portion of that Public Reserve "C" with land lying east of and adjoining Public Reserve "C" legally described as:

Lot 2 Block 13 Plan 51374 WLTO
In Lots 148, 149, 175, 176, 177, 185 and 186
Roman Catholic Mission Property

to create a lot legally described as:

Lot 1 Plan _____ (Deposit No. 189/2013)
In Lots 148, 176 and 177,
Roman Catholic Mission Property

NOW THEREFORE, in consideration of the approval of DASZ 36/2012, the City and the Developer agree, to, and do hereby, amend Agreement AG 12/10 as follows:

1. Adding Plan of Subdivision for DASZ 36/2012

Plan _____ (Deposit No. 189/2013) WLTO, as approved by the City under DASZ 36/2012, a true copy of which is attached hereto and marked as Schedule "B-1", is added to Agreement AG 12/10 as Schedule "B-1".

2. Revising Schedule "A" to Agreement AG 12/10

Schedule "A" to Agreement AG 12/10 is revised by deleting the legal description set out in Schedule "A" to Agreement AG 12/10 and substituting the following:

Firstly: Lots 1 and 2 Block 1, Lots 1, 2 and 3 Block 2, Blocks 3 to 12, and Lot 1 Block 13, Public Reserves "A", "B" and "C", Boulevard Des Hivernants, Edward Turner Drive, Prairie Smoke Drive, Water Lily Lane, Palisade Cove, Wild Iris Walk, Vireo Lane, Silver Sage Crescent, Public Lanes and Public Walk Plan 53174 WLTO
Exc out of Public Reserve "C" Plan _____ (Deposit No. 189/2013)
In Lots 148, 149, 175, 176, 177, 185 and 186 Roman Catholic Mission Property

and the land shown outlined on Schedule "B-1" which is legally described as

Secondly: Lot 1 Plan _____ (Deposit No. 189/2013)
In Lots 148, 176 and 177 Roman Catholic Mission Property

Developer's Initials: _____

City's Initials: _____

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3. Clause Amendments to Agreement AG 12/10

(a) In Agreement AG 12/10, Paragraph 2 of Schedule "C", Section II is deleted in its entirety and replaced with the following;

2. Public Reserve Dedication and Landscaping – Sage Creek Development Phases 1, 3, 2, 3B, 4, 1B, and 5 (revised), and the Manitoba Hydro Corridor

The parties acknowledge and agree that:

a) 5.94 acres of land were dedicated to the City and landscaped in Phase 1 (DASZ 51/05) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 1 of 1.07 acres;

b) 5.14 acres of land were dedicated to the City and landscaped in Phase 3 (DASZ 32/07) of the Sage Creek Development as Public Reserve, and this represents an over-dedication for Phase 3 of 3.41 acres;

c) 2.38 acres of land were dedicated to the City and landscaped in Phase 2 (DASZ 21/07) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 2 of 2.98 acres;

d) No land was dedicated to the City in Phase 3B (DASZ 12/09) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 3B of 0.80 acres;

e) No land was dedicated to the City in Phase 4 (DASZ 35/09) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 4 of 2.65 acres;

f) No land was dedicated to the City in Phase 1B (DASZ 3/10) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 1B of 0.10 acres;

Developer's Initials: _____

City's Initials: _____

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g) 8.87 acres of land are being dedicated to the City and landscaped in Phase 5 (DASZ 12/10 - revised by DASZ 36/12 Public Reserve reductions of 1.44 acres) of the Sage Creek Development as Public Reserve, and this represents an over-dedication for Phase 5 of 4.14 acres, calculated as follows:

Planned Area =	64.51 acres
Phase 5 stormwater impoundment area =	(4.43 acres)
Phase 5 area of street in Hydro right-of-way =	(0.97 acres)
Net Phase 5 area subject to dedication =	59.11 acres
Required Dedication (8% x 59.11 acres) =	4.73 acres
Actual Dedication =	8.87 acres
Over-dedication (8.87 – 4.73 acres) =	4.14 acres

h) A land dedication credit of 9.05 acres and a landscaping credit of 9.05 acres be provided to the Developer for the overall Sage Creek Development for the improvements completed within approximately 52.0 acres of the Hydro Corridor lands within the Sage Creek Development, in accordance with an Agreement dated August 17, 2006 among the City, the Developer, and Manitoba Hydro;

and acknowledge that the net over-dedication and landscaping for Phases 1, 3, 2, 3B, 4, 1B, and 5 (revised by DASZ 36/12) of, and the Manitoba Hydro Corridor within, the Sage Creek Development is (-1.07 + 3.41 - 2.98 - 0.80 - 2.65 - 0.10 + 4.14 + 9.05) = 9.00 acres.

Net over-dedication and landscaping for Sage Creek Development Phases 1, 3, 2, 3B, 4, 1B and 5 (revised), and the Manitoba Hydro Corridor = 9.00 acres.

Developer's Initials: _____

City's Initials: _____

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(b) In Agreement AG 12/10, the following Paragraph 3 is added to Schedule "C", Section II:

3. Public Reserve Dedication – Sage Creek Development Cumulative Summary

Further to Paragraph 2 above, it is recognized by both parties that further phases of development have occurred and will occur in the future. The following cumulative dedication summary and further dedication requirements are noteworthy;

a) Under Phase 3D (DASZ 5/12) no land was dedicated to the City as Public Reserve and this represents an under-dedication for Phase 3D of 0.44 acres; calculated as follows;

Planned Area (Phase 3D) =	5.48 acres
Required Dedication (8% x 5.48 acres) =	0.44 acres
Actual Dedication =	0.00 acres
Under-dedication (0.44 – 0.00 acres) =	0.44 acres

b) Under Phase 6 (DASZ 3/11 - pursuant to AG 3/11), 3.5 acres of land was dedicated to the City and landscaped as Public Reserve, and this represents an under-dedication for Phase 6 of 1.68 acres.

Cumulative Dedication Summary:

In consideration of Paragraph 2 above including additional phases of development (Phases 6 and 3D) as noted in Paragraph 3 a) and b) above; the net over-dedication and landscaping for Phases 1, 3, 2, 3B, 4, 1B, 5 (revised), 6 and 3D and the Manitoba Hydro Corridor within the Sage Creek Development is (-1.07 + 3.41 - 2.98 - 0.80 - 2.65 - 0.10 + 4.14 - 0.44 - 1.68 + 9.05) = 6.88 acres.

c) Notwithstanding the current over-dedication credit as summarized above, the Developer shall in consideration of the elimination of 1.44 acres of Public Reserve under DASZ 36/12 provide an equivalent 1.44 acres of land and landscaping in a subsequent phase of the Sage Creek Development as determined by and to the satisfaction of the Directors of Public Works and Planning, Property and Development.

Developer's Initials: _____

City's Initials: _____

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(c) In Agreement AG 12/10, the following Paragraph 3.1 is added to Schedule "C", Section III:

3.1 Administration Fees – DASZ 36/12

The Developer shall, prior to release of subdivision mylars under DASZ 36/12, pay the City's administration and related costs associated with the preparation and implementation of Addendum Development Agreement AG 36/12 as follows:

i)	11.44 acres x $1,200.acres =	$13,728.00
ii)	G.S.T. (5%)	686.40
	Total.....	**$14,414.40**

SIGNED, SEALED AND DELIVERED this 3rd day of June, 2013

BY: **THE CITY OF WINNIPEG**

Per: _____
for Director of Planning, Property and Development

AND this (1) 28 day of (1) MAY, 2013

BY: **SAGE CREEK DEVELOPMENT CORPORATION**

Per *(signature)*: (2) _____

Name *(print)*: (3) ERIC VOGTAN

Title *(print)*: (4) ASSISTANT SECRETARY

(5) affix corporate seal)

WITNESS *(signature)*: (6) _____

Name *(print)*: (7) _____

Address *(print)*: (8) _____

Per *(signature)*: (2) _____

Name *(print)*: (3) DAVID EGGERMAN

Title *(print)*: (4) TREASURER

I/We have authority to bind Sage Creek Development Corporation

Developer's Initials: _____

City's Initials: JC

Original Court Copy

CERTIFIED as to engineering details

Land Development Branch

APPROVED as to legal form

May 29, 2013

for Director of Legal Services and City Solicitor

CERTIFIED as to parks details

Planning, Property and Development Department
Urban Design Division

RD/js

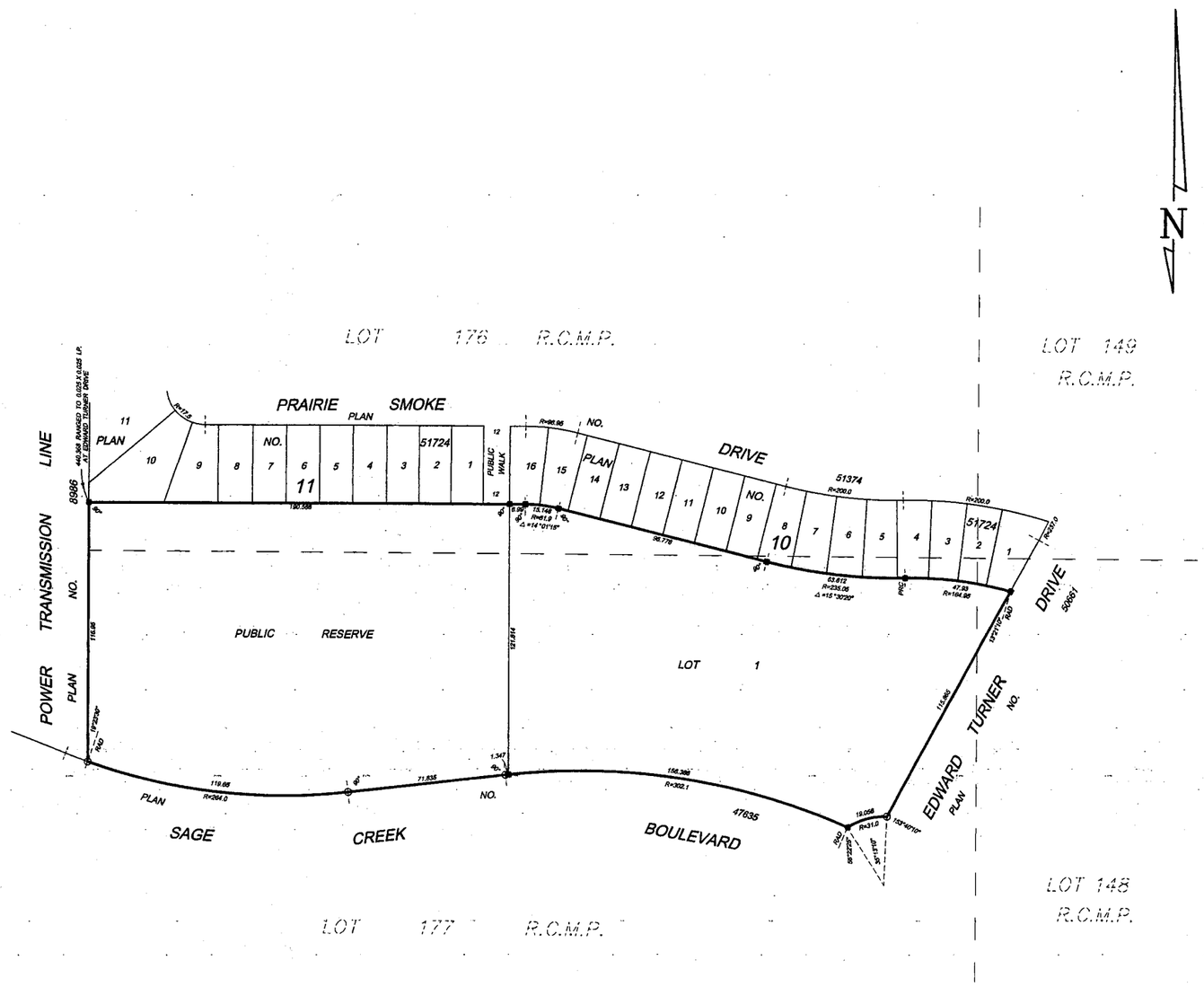
JC

Original Court Copy

F.B. NO. 1754-P2/19
DRAWING NAME: \\DWGSERVER\PLANS\PL47636.DWG\J.E.B.\J.M.N.*\J.F. NO.1109117

Schedule "B-1"

METRIC



DEPOSIT NO. 189-2013

PLAN OF SUBDIVISION
OF PART OF
LOTS 148, 176 AND 177
ROMAN CATHOLIC MISSION PROPERTY
BEING
LOT 2, BLOCK 13 AND PUBLIC RESERVE C
PLAN NO. 51374

CITY OF WINNIPEG
MANITOBA

SCALE 1:1000 0 10 20 30 40 50 70 100

NOTES:

ALL DISTANCES ARE IN METRES AND MAY BE CONVERTED TO FEET BY MULTIPLYING BY 3.28084.
IRON POSTS 0.025 X 0.025 FOUND ON THE GROUND ARE SHOWN THUS .....○
IRON POSTS 0.025 X 0.025 X 0.300 MARKED M.L.S. ARE PLACED AT ALL POINTS SHOWN THUS .....■
ALL PLANS REFERRED TO ARE ON RECORD IN THE WINNIPEG LAND TITLES OFFICE.
LAND AFFECTED BY THE REGISTRATION OF THIS PLAN IS SHOWN BORDERED THUS .....

AFFIDAVIT:

I, JAMES EDWARD BAILIE, OF THE CITY OF WINNIPEG, MANITOBA LAND SURVEYOR, MAKE OATH AND SAY THAT I DID PERSONALLY SUPERINTEND THE SURVEY REPRESENTED BY THIS PLAN, THAT THE SURVEY WAS MADE BETWEEN THE 23RD OF OCTOBER, A.D. 2012 AND THE 8TH OF FEBRUARY, A.D. 2013, AND THAT THE SURVEY AND PLAN ARE CORRECT AND TRUE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

James Bailie
MANITOBA LAND SURVEYOR

SWORN TO BEFORE ME AT THE CITY OF WINNIPEG
THIS 26TH DAY OF APRIL, A.D. 2013

A SURVEYOR AUTHORIZED TO PRACTISE
UNDER "THE LAND SURVEYORS ACT."

APPROVALS:

APPROVED BY THE CITY OF WINNIPEG
THIS 30th DAY OF April, 2013

THIS APPROVAL EXPIRES February 27th, 2014
UNLESS THE PLAN IS REGISTERD

THIS IS THE PLAN REFERRED TO IN BYLAW NO. 37/2013
OF THE CITY OF WINNIPEG

R.W. Sherby
R. DIRECTOR OF PLANNING, PROPERTY AND DEVELOPMENT

RWS
GEOMATICS SERVICES

LAND DEVELOPMENT

OWNER:

OWNER: THE CITY OF WINNIPEG

R.W. Sherby
R. W. SHERBY, M.L.S
AS AUTHORIZED SIGNING OFFICER
AS APPROVED BY THE DIRECTOR
OF THE PLANNING, PROPERTY AND
DEVELOPMENT DEPARTMENT

THIS APPROVAL IS VALID FOR 60 DAYS UNLESS REGISTERED

APPROVED:
THIS _____ DAY OF _____, 20___

FOR REGISTRAR GENERAL

RE-APPROVED:
THIS _____ DAY OF _____, 20___

FOR REGISTRAR GENERAL

THIS APPROVAL IS VALID FOR 12 MONTHS UNLESS REGISTERED

APPROVED:
THIS _____ DAY OF _____, 20___

EXAMINER OF SURVEYS

RE-APPROVED:
THIS _____ DAY OF _____, 20___

EXAMINER OF SURVEYS

REGISTRATION:

ENTERED AND REGISTERED IN THE
WINNIPEG LAND TITLES OFFICE
THIS _____ DAY OF _____, 20___
AS PLAN NUMBER _____

FOR DISTRICT REGISTRAR

REGISTRATION NO. _____

Pollock & Wright
LAND SURVEYING · GEOMATICS
117 FORT STREET, WINNIPEG, MB R3C 1C6

CITY OF WINNIPEG FILE NO. DASZ 36/2012

Developer's Initials:

City's Initials:

Original Court Copy

This is Exhibit 45 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

Original Court Copy

Finance No. 164-12

DEVELOPMENT AGREEMENT AG 3/11

[Subdivision Agreement (long form)
The City of Winnipeg Charter, Sections 259(1) and 268(1)]
Riel Community
Council Approval: June 22, 2011

BETWEEN:

THE CITY OF WINNIPEG

- and -

SAGE CREEK DEVELOPMENT CORPORATION

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AG 3/11
DASZ 3/11

Finance No. 104-12

THIS AGREEMENT made in duplicate effective June 22, 2011

BETWEEN:

THE CITY OF WINNIPEG
("City"),

OF THE FIRST PART,

- and -

SAGE CREEK DEVELOPMENT CORPORATION
("Developer"),

OF THE SECOND PART.

WHEREAS:

a) The Developer represents that it is the owner or entitled to be the owner of certain lands located within the boundaries of the City of Winnipeg as described in Schedule "A" and shown outlined on a plan of subdivision attached as Schedule "B" (hereinafter called the "Planned Area");

b) The Developer and the City wish to establish development conditions for the Planned Area; and

c) The City has approved a plan of subdivision (Schedule "B") subject to this Agreement being entered into;

NOW THEREFORE in consideration of those approvals and the sum of ONE DOLLAR ($1.00) paid by each party to the other, the receipt and sufficiency of which is hereby acknowledged, the City and the Developer covenant and agree as follows:

1. Definitions

Unless the context otherwise requires, where used herein:

a) "Developer-Owned Land" means all the land within the Planned Area owned by the Developer or in which a beneficial interest is held by the Developer, its successors, assigns, purchasers, or nominees at any time during the term of this Agreement;

b) "Director of Public Works", "Director of Water and Waste", "Director of Planning, Property and Development", and "City Solicitor" mean the Director of Public Works, Director of Water and Waste, Director of Planning, Property and Development, and City Solicitor of the City for the time being or such other persons designated by them;

c) "Letter of Credit" means a Letter of Credit in the form shown as Schedule "F" hereto, issued by a bank licensed to carry on business in Canada, or, at the option of the City Solicitor, some other security which, in the opinion of the City Solicitor, provides equivalent immediate cash protection and which may include but is not limited to a Letter of Credit by an institution other than a bank;

Developer's Initials: _____

City's Initials: _____

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d) "Planned Area" means all the land described in Schedule "A" and outlined on the plan of subdivision attached as Schedule "B" hereto;

e) "Privately Owned Land" means all the land other than City- or Developer-Owned Land benefiting from services installed to serve the Planned Area; and

f) "Substantial Performance" means Substantial Performance as certified by a professional engineer having delivered a Certificate of Substantial Performance in accordance with The Builders' Liens Act (Manitoba).

2. Contract Documents

The Agreement comprises the following:

a) The main body (template), consisting of 17 pages;

b) Schedule "A" – Legal description of the Planned Area;

c) Schedule "B" - Plan of subdivision outlining the Planned Area;

d) Schedule "C" - Special terms regarding the installation of municipal services and fee payments;

e) Schedule "D" - Construction and Maintenance Specifications;

f) Schedules "E-1" and "E-2" – Servicing and site-grading drawings for the Planned Area;

g) Schedule "F" – Form of Letter of Credit; and

h) Any written variation of, or amendment or addition to, this Agreement or any of the Schedules, signed by the Developer and by or on behalf of the Director of Public Works or the Director of Water and Waste or the Director of Planning, Property and Development, all of which are and shall be binding upon the parties hereto as fully and to the same extent as if set out herein.

3. Subdivision and Zoning

a) The Developer shall, at its own cost and expense, prepare and secure approval and registration of any plan(s) of subdivision.

b) Nothing herein contained shall constitute the approval by the City of any plan(s) of subdivision, or any zoning change, variance or conditional use desired by the Developer.

4. General Instructions

a) No development, including excavation, landscaping improvements and parkland development, shall take place within or to serve the Planned Area without application to and the approval of the Director of Public Works and the Director of Water and Waste and the Director of Planning, Property and Development.

b) Before commencing any work, the Developer shall familiarize itself with all the relevant City designs and specifications, and agrees that all materials and workmanship installed or carried out by the Developer shall conform to the requirements of this Agreement, including the documents described in the Schedules to this Agreement. If there is any conflict between those requirements and the requirements of the Director of

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Public Works, the Director of Water and Waste, or the Director of Planning, Property and Development under this Agreement, those Directors' requirements shall apply.

c) The Developer shall grant to the Director of Public Works and the Director of Water and Waste and their delegates free and uninterrupted access to any and all parts of the Planned Area for the purpose of making inspections and taking samples of materials used in the services being installed. If any material, design or installation does not conform to this Agreement or to the requirements of the Director of Public Works, the Director of Water and Waste, or the Director of Planning, Property and Development, the applicable Director(s) may stop any further work and order the removal and replacement of unsatisfactory works.

5. Taxes

Prior to the release of the approved plan of subdivision mylars, the Developer shall pay all municipal taxes including arrears, penalties and the commuted amount of all local improvement levies outstanding, on all Developer-owned lands within the Planned Area.

6. Approvals for City-Shared Services

The Developer shall, before doing any work or supplying any materials for which the City is required to pay, in whole or in part, obtain written authorization from the City, and the City will authorize the work to proceed and the materials to be supplied, at prices agreed upon by the Director of Public Works and/or the Director of Water and Waste. The prices agreed upon shall apply to all work to be done by the Developer and paid for by the City.

7. Controls Over Installation of Municipal Services and Landscaping

a) The Developer shall not proceed with the installation of any of the improvements, municipal services or landscaping within or to serve the Planned Area until:

i) the relevant plan(s) of subdivision has/have been approved by the City and registered in the Land Titles Office, unless the commencement of such installation prior to registration is approved by the Director of Planning, Property and Development, the Director of Public Works, and the Director of Water and Waste;

ii) a release and indemnity is provided by the Developer in a form satisfactory to the City Solicitor; and

ii) detailed engineering drawings of and specifications for the municipal services and improvements to be constructed to serve the Planned Area have been approved by the City.

b) The Developer shall not proceed with the landscaping improvements within road allowances to serve the Planned Area until drawings of and specifications for the landscaping improvements have been released for construction or approved of by the Director of Public Works.

c) The Developer agrees that where any of the improvements, municipal services and/or works provided for in this Agreement will be installed across lands owned by the Developer or private owners, the Developer shall, at its sole cost and expense, at the request of the City, obtain and provide the City with easements in a form satisfactory to the City Solicitor, to enable the City to access said lands to service, repair and maintain such improvements, municipal services or works.

Developer's Initials: _____

City's Initials: _____

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8. Privately Owned Lands

a) Where privately owned lands benefit from any improvement(s) to be provided by the Developer, the City agrees to, upon written request by the Developer, endeavour to pass (a) Local Improvement By-law(s) in respect of those lands for said improvement.

b) If the City passes (a) Local Improvement By-law(s) to levy taxes against the privately owned lands described in a) above, then, upon completion of the improvement(s) or within a reasonable time following Council's approval of capital funds for the improvement(s), the City shall pay the Developer the lesser of the cost to the Developer of improving privately owned lands and the amount calculated on the basis of the City's Local Improvement rate prevailing upon construction completion.

c) Where the Council does not pass (a) Local Improvement By-law(s), the Developer agrees, notwithstanding any petition(s) against the proposed By-law(s), to install the improvement at its cost, and the City agrees to endeavour, within its powers, not to allow the owner of the privately owned lands to utilize the improvement unless and until the owner has paid its proportionate share of the cost of any such improvement, which the City further agrees to pay to the Developer.

d) The Developer agrees not to petition against, or sign or support any petition against, any local improvement to be installed under the provisions of this Agreement.

e) The Developer acknowledges that in voting on any Local Improvement By-law, each Councillor must vote as he or she sees fit and that the City cannot assure the Developer that City Council will pass a Local Improvement By-law.

9. Planned and Orderly Development

a) To ensure an orderly development, the Developer agrees to install the wastewater sewers, land drainage sewers, and watermains required to service the Planned Area in an orderly sequence as directed by the Director of Water and Waste, and to install the street pavements, lane pavements, sidewalks, signage, and lighting required to service the Planned Area following the installation of the sewers and watermains, in an orderly sequence as directed by the Director of Public Works.

b) Before applying for a building permit for a single-family or a two-family lot, the Developer shall complete to the satisfaction of the Director of Water and Waste, the sewer and water connections from the street to the property line of such lot.

c) Until pavement is installed by the Developer under the terms of this Agreement, the Developer shall be responsible, at its own expense, for gravelling and maintaining each street within the Planned Area to be used as an access road, or upon which buildings are being constructed, in a passable and usable condition. The Director of Public Works shall be the sole judge as to whether a street is in passable or usable condition. Nothing contained in this subparagraph shall affect the obligation of the Developer to pave the streets as provided in this Agreement and nothing shall obligate the City to provide snow clearance for any unpaved road which is being used as an access road.

d) The Developer shall not permit occupancy of any building erected on any lot in the Planned Area until such building and lot have been serviced with wastewater sewer, land drainage sewer, and water, and the street is

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surfaced satisfactory to the Director of Public Works and the Director of Water and Waste.

e) Ornamental street lighting and permanent street signs shall be ordered by the Developer for installation within three months of completion of the pavement of, or upon occupancy of any building on, any street, whichever shall occur first. If the Developer is unable to arrange for the timely installation of ornamental street lights, no lot or building within the Planned Area shall be occupied until temporary lighting satisfactory to the Director of Public Works, has been installed on the street on which it fronts, and until the Developer has provided the Director of Public Works with written evidence satisfactory to the City, that it has concluded arrangements for the installation of a permanent system of ornamental street lights for that street.

10. Insurance

The Developer shall employ contractors licensed by the City for the construction of sewers, watermains, pavement and landscaping on City streets and lanes, and each contractor shall file with the City a Contractor's Liability Insurance policy to provide evidence of coverage in amount and form satisfactory to the City.

11. Letters of Credit

a) The Developer shall indemnify and save the City harmless from and against all loss, claims, costs (including court costs), expenses and professional fees paid or incurred by the City arising out of or related to any duty or obligation imposed on the City by The Builders' Liens Act (Manitoba) in respect of any work carried out by or on behalf of the Developer pursuant to this Agreement to serve the Planned Area.

b) The Developer shall provide to the City, prior to commencement of any work under this Agreement, an irrevocable Letter of Credit in favour of the City in an amount equal to 7.5% of the value of the work, services and materials to be done, provided or supplied in performance of its obligations under this Agreement as determined by the Director of Public Works, the Director of Water and Waste and the Director of Planning, Property and Development, in a form satisfactory to the City Solicitor, to guarantee performance of the Developer's obligations under The Builders' Liens Act (Manitoba).

c) To guarantee the installation of the municipal services, improvements and works and the performance of all other covenants and commitments of the Developer, including commitments to make payments "on demand", the Developer agrees to provide to the City, prior to the commencement of any work under this Agreement, (an) irrevocable Letter(s) of Credit, in favour of the City, in (an) amount(s) determined by the Director of Public Works, the Director of Water and Waste and the Director of Planning, Property and Development, and in a form satisfactory to the City Solicitor.

d) If, within 30 days of the date of expiry of a Letter of Credit, there remains, in the opinion of the Director of Public Works, the Director of Water and Waste, and/or the Director of Planning, Property and Development, an outstanding covenant or obligation of the Developer, including the provision of approved as-built drawings, the City may draw the full amount of that Letter of Credit or any portion thereof, unless the Developer earlier provides a replacement Letter of Credit, in which case the provisions of this paragraph shall apply to that replacement Letter of Credit and all subsequent replacement Letters of Credit. It is agreed that

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failure by the Developer to provide a replacement Letter of Credit shall constitute a default under this Agreement and entitle the City to draw the full proceeds of the existing Letter of Credit without notice under Paragraph 21, and any monies held in place of a Letter of Credit may be used as provided in this Agreement in the event of default.

e) In the event of any default under or termination of this Agreement for whatever cause, the City may use the proceeds of any Letter of Credit or the amount of approved equivalent security provided by the Developer, as it sees fit to ensure the orderly completion, repair, maintenance or operation of the works within and to serve the Planned Area. The City may, at its discretion, complete, repair, maintain and/or operate such works for the purpose of completing as far as possible, the development of the Planned Area as contemplated by this Agreement, and the City shall have the right to enter upon and use any lands within the Planned Area. The extent of the work to be done by the City and the time within which it shall be completed shall be at the sole discretion of the City.

12. Tidiness

Until development has been completed within the Planned Area, the Developer covenants and agrees to maintain, at all times, at its own expense, and to the satisfaction of the Director of Public Works and the Director of Water and Waste, all unserviced Developer-owned areas in a manner so that they will not be unsightly. Such maintenance shall include leveling same to the grade of the surrounding area and the cutting of grass and weeds thereon, removal of any debris and litter, and providing proper drainage for any water that may accumulate so as to ensure public safety until servicing or final landscaping is completed, in a manner not offensive to the public view.

13. Remedies Cumulative and Not Alternative

Notwithstanding and in addition to any other remedies provided by law or available to either party in this Agreement, the other party shall, in addition and at its option, as a cumulative and not an alternative remedy, be entitled to restrain any breach and enforce compliance with any term or condition by way of an injunction applied for in the Court of Queen's Bench, in the Province of Manitoba. All of the remedies of each party hereto shall, and are hereby deemed to be cumulative and not alternative, and either party hereto may exercise any one or all of the remedies available to it under the terms hereof, or available to it by law, at any time.

14. Maintenance and Indemnities

The Developer hereby further covenants, warrants, undertakes, and agrees:

a) that subject to any other provision of this Agreement or the Schedules attached hereto, the Developer shall maintain all municipal services, works or improvements installed by the Developer pursuant to the terms of this Agreement in good operating condition for a period of one year from the date of Substantial Performance or as may otherwise be provided in Schedule "C", and any Letter(s) of Credit posted by the Developer shall provide for all such guarantees and warranties of maintenance;

b) during the term of this Agreement, to indemnify and save harmless the City from and against all public liability, property damage claims and personal damage claims arising in respect of the construction, installation, or manner or method of construction or installation of any improvement, service or work to be constructed by the Developer, or in respect of any defect therein or caused thereby, together with all costs,

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charges and expenses arising by reason of or in connection with any such claims. The Developer hereby agrees to procure and maintain, at its own expense, or if the City consents, to cause any contractor installing any such improvement, work or service, to procure and maintain at its own expense, a policy of public liability and property damage insurance in an amount satisfactory to the City, and to furnish to the City a copy of such policy, showing loss payable thereunder to the Developer, the contractor and the City, as their respective interests may appear.

15. General Indemnity by the Developer

Nothing in this Agreement shall make the Developer the agent of the City. The Developer shall execute and implement the improvements, works and services referred to in this Agreement on its own behalf, in a safe and prudent manner. Accordingly, the Developer indemnifies and saves harmless the City from and against all claims, demands, actions, sums, liabilities, obligations, losses, or suits of any nature, whether at law or equity, arising at any time during the currency of this Agreement out of any matter or obligation of the Developer under the terms of this Agreement. Nothing shall extend this indemnity to any act or omission of the City.

16. Performance by the City

All of the covenants, agreements, acts and obligations of the City under this Agreement shall be undertaken only within the limits of the powers of the City from time to time. Notwithstanding anything in this Agreement, the City shall be under no higher obligation or duty than to exercise its best efforts to undertake those covenants, agreements, acts and obligations within the limits of those powers. The City shall be under no liability to the Developer, or any other person, firm or corporation, for the City's failure or inability to undertake such covenant, agreement, act or obligation, if such failure or inability is beyond the control of the City or is caused by the operation of law, and the City shall not be liable for any losses or damages suffered by the Developer as a result of the failure or inability of the City to undertake such covenant, agreement, act or obligation.

17. Extensions

Subject to Paragraph 16, should the Developer be obstructed or delayed in the prosecution or completion of any of the works herein specified by reason of the act, neglect, delay or default of the City or any of its employees or agents, or by reason of delays in obtaining materials due to strikes, lockouts, work stoppages, or delays in transit, or for any delay by reason of act of God, war, revolution, political disturbance, fire, flood or other cause beyond the Developer's control,then the time fixed in this Agreement for the completion of work or performance of duties shall be extended for a period equal to the time lost to the Developer by reason of any or all of the causes aforesaid, provided that the Developer shall inform the City not later than the 31st day of December in each year during the currency of this agreement, of any extension or extensions of time claimed for that year.

18. Term of the Agreement

The term of this Agreement shall be from the effective date of its signing until each and every covenant of the Developer has been performed to the satisfaction of the City, unless the Agreement is terminated as provided herein.

19. Arbitration Procedure

Should a dispute arise between the Developer and the City as to any of the terms, covenants, conditions or provisions contained herein or contained in the

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Schedules attached hereto, or as to their interpretation or applicability, or as to any sums payable hereunder (with the exception of those matters as set out in the Agreement which are to be completed to the sole satisfaction of or decided solely by the Director of Public Works and/or the Director of Water and Waste), then the matter shall be referred to a single arbitrator, if the parties can mutually agree upon one, otherwise to a board of three arbitrators, who shall be qualified engineers or, in the case of landscaping improvements and parkland development, landscape architects. One arbitrator shall be appointed by the Developer, one arbitrator shall be appointed by the City, and the third arbitrator shall be appointed by the first two appointed arbitrators.

Should arbitration under this Agreement become necessary, then such arbitration shall be conducted subject to the provisions of The Arbitration Act (Manitoba), as amended from time to time. In the event that the parties are unable to agree upon a sole arbitrator, if the first two named arbitrators are unable to agree on the third arbitrator, either may apply to any Judge of the Court of Queen's Bench in Manitoba, upon ten days' notice in writing to the other arbitrator, and said Judge shall appoint a third arbitrator. In the event that one of the parties to this Agreement refuses or neglects to appoint its arbitrator within 30 days of the appointment of the other's arbitrator and serves written notice upon the other party requiring an appointment to be made under the terms hereof, then the arbitrator first appointed shall, after the expiry of the said 30-day period, at the request of the appointing party, act as the sole arbitrator as if appointed by all parties for the purpose. The award or determination made by the arbitrator or majority of the arbitrators (including the appointment and awarding of costs of the arbitration) shall be final and binding upon the parties hereto and their respective successors and assigns.

20. Authority and Capacity to Contract

a) This Agreement shall be of no force or effect until, if required by the City Solicitor, the Developer has delivered to the City Solicitor, in a form satisfactory to the City Solicitor, such certified copies of Land Titles Office searches or such other documents as may be necessary to satisfy the City Solicitor that the Developer owns the lands to be developed within the Planned Area or has a sufficient interest in them or is otherwise in a position to effectively deal with them.

b) The Developer agrees for itself and its successors and assigns, that it will not, in any way, attempt to impeach the validity of this Agreement or any part hereof, or challenge or attempt to impeach the capacity of the City to enter into this Agreement and all the provisions herein contained, provided that nothing herein shall prevent either party hereto from litigating their respective rights under this Agreement subject to the provisions in this paragraph. In the event that, notwithstanding the provisions of this paragraph, any provision of this Agreement shall be found by a court of competent jurisdiction to be void, invalid or unenforceable, it shall be severable from the rest of the Agreement and the rest and remaining portion of the Agreement shall be valid and shall remain in full force and effect.

21. Default by the Developer

If the Developer should default under any provision of this Agreement, the City shall give the Developer notice of the particulars of the default.

If, within ten days following delivery of such notice, the Developer fails to rectify the default described in the notice to the satisfaction of the City, then the City shall be entitled to draw upon the performance security provided by the Developer, remedy the default in whole or in part, and recover from the Developer any costs thereof in excess of that performance security to rectify such breach or default. Alternatively, the City shall be entitled to seek an

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injunction to restrain any breach, to enforce any term or condition of this Agreement, or to seek a declaration terminating this Agreement for non-performance, or any and all such remedies (which remedies are hereby acknowledged as being cumulative and not alternative), provided that if the Agreement is terminated by virtue of the Developer's default, the parties hereto agree that the City shall not be liable for any loss or damage that may be suffered by the Developer as a result of such termination. The parties hereto further covenant and agree that the City, in any such event, shall not be liable for any loss or damage suffered by any other person, firm or corporation by virtue of such termination, and the Developer, for itself and its successors and assigns, indemnifies and saves harmless the City and its successors and assigns from any claim or demand from any person, firm or corporation which may suffer loss or damage by reason of the termination of this Agreement because of the Developer's failure or default.

22. General Provisions

a) This Agreement shall not be assignable by the Developer without the consent of the City first being obtained in writing, which consent shall not be unreasonably withheld.

b) Any party to this Agreement may waive the performance of any obligation to be performed for its benefit by the other party, provided that the waiver is in writing, and provided further that any such waiver shall extend only to the breach waived or performance excused, and shall in no way be deemed to be a continuing waiver of such provision or any other term or provision of this Agreement.

c) The headings of the paragraphs in this Agreement are inserted for convenience only, and shall in no way define, limit, restrict or describe the scope or intent of this Agreement, or affect its terms and provisions.

d) Any notice required to be given by either of the parties, except where otherwise specifically provided, shall be deemed to have been legally delivered if:

i) Delivered personally to the Developer at:

SAGE CREEK DEVELOPMENT CORPORATION
One Dr. David Friesen Drive
Winnipeg MB R3X 0G8

Delivered personally to the City at:

The City of Winnipeg
Legal Services Department
3rd Floor, 185 King Street
Winnipeg MB R3B 1J1

Attention: Director of Legal Services and City Solicitor
or

ii) Faxed to the Developer or to the City at the following respective fax numbers:

65!

Developer: 204 233 2956
City: 204 947 9155

Developer's Initials: _____

City's Initials: _____

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or

iii) Sent by registered mail to the Developer or to the City at the above-noted addresses.

If personally delivered or faxed, notice will be deemed to have been received as of the date of such personal delivery or fax transmission.

If sent by registered mail, notice will be deemed to have been received on the fifth business day after the day of mailing.

e) The necessary grammatical changes required to make the provisions of this Agreement apply in the plural sense where the Developer comprises more than one entity and to corporations, associations, partnerships or individuals, males or females, in all cases will be assumed as though in each case fully expressed.

f) If the Developer is more than one person or entity, the covenants of the Developer shall be deemed joint and several.

g) This Agreement shall be interpreted under and is governed by the laws of the Province of Manitoba and of Canada as applicable, and except where provision for arbitration is specifically p[provided for in this Agreement, is subject to the exclusive jurisdiction of the courts of the Province of Manitoba.

h) Every provision of this Agreement by which the Developer is obligated in any way shall be deemed to include the words "at the expense of the Developer and at no expense to the City" unless the context otherwise requires.

i) References in this Agreement to any statute or any provision thereof include such statute or provision thereof as amended, revised, re-enacted and/or consolidated from time to time and any successor statute thereto.

j) This Agreement, and the Schedules annexed to and forming a part of this Agreement, set forth all of the covenants, promises, agreements, conditions and understandings between the Developer and the City, and there are no covenants, promises, agreements, conditions or understandings, either oral or written, between them other than as set forth in this Agreement. Except as otherwise provided in this Agreement, no subsequent alteration, amendment, change or addition to this Agreement shall be binding upon the Developer or the City unless reduced to writing and signed by both of them. It is further understood and agreed that all of the agreements and provisions contained in this Agreement are to be construed as covenants on the part of the party so agreeing to them.

k) This Agreement may be executed in any number of counterparts, each of which shall be an original, and all of which, together, shall constitute one and the same instrument.

l) This Agreement and everything herein contained shall enure to the benefit of and be binding upon the successors and assigns of the City and the permitted successors and assigns of the Developer

m) Time shall be of the essence of this Agreement.

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23. Payments

Unless otherwise provided in this Agreement:

a) Where, under this Agreement, the Developer is required to make a payment to the City based upon a standard City rate, if that rate is changed prior to payment by the Developer, the payment shall be recalculated and payable at the new rate.

b) Where, under this Agreement, the Developer is required to make a payment to the City "on demand", if it is not paid within 14 days of that demand, interest shall be payable to the City, from expiry of the 14 days to the date of payment, at a rate of interest equal to the average borrowing rate paid by the City over that period.

c) Where any payment due to the City is not payable on demand or based on a standard City rate and is not paid during the year of execution of the Agreement, it shall be recalculated by the Director of Public Works and/or the Director of Water and Waste and payable in an equivalent amount in then current dollars based on the then current Statistics Canada Cost of Living Index.

d) All payments required by this Agreement are subject to Goods and Services Tax (5%).

SIGNED, SEALED AND DELIVERED this 13th day of March, 2012

BY: **THE CITY OF WINNIPEG**

Per: _____
for Director of Planning, Property and Development

AND this (1) 7th day of (1) March, 2012

BY: **SAGE CREEK DEVELOPMENT CORPORATION**

Per *(signature)*: (2) _____
(5) *(affix corporate seal)*
Name *(print)*: (3) ERIC UOGAN
Title *(print)*: (4) ASSISTANT SECRETARY

(6) _____
WITNESS *(signature)*
Name *(print)*: (7) _____
Address *(print)*: (8) _____
_____

Per *(signature)*: (2) _____
Name *(print)*: (3) JOHN DANIELS
Title *(print)*: (4) SECRETARY

I/We have authority to bind Sage Creek Development Crop.

Developer's Initials: _____

City's Initials: _____

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CERTIFIED as to engineering details

Planning, Property and Development Department
Land Development Branch

APPROVED as to form

March 9/2012

for Director of Legal Services and City Solicitor

CERTIFIED as to engineering details

Water and Waste Department

CERTIFIED as to engineering details

2011-11-09

Public Works Department
Transportation Division

CERTIFIED as to parks details

Planning, Property and Development Department
Parks, Riverbank Community Initiatives

SM/js

Developer's Initials: _____

City's Initials: _____

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AG 3/11
DASZ 3/11

SCHEDULE "A"

LEGAL DESCRIPTION

The land shown outlined on Schedule "B" attached to AG 3/11, which is legally described as:

BLOCK 1, LOTS 1 AND 2 IN BLOCK 2, LOTS 1 AND 2 IN BLOCK 3, BLOCKS 4 TO 6, LOTS 1 AND 2 IN BLOCK 7, BLOCKS 8 TO 11, LOTS 1 AND 2 IN BLOCK 12, BLOCKS 13 TO 16, PUBLIC RESERVES A AND B, AND ALL THE STREETS AND PUBLIC LANES SHOWN WITHIN THE BOUNDARIES ON PLAN _____ (DEPOSIT NO. 1510/2011) WLTO IN PART OF LOTS 146, 147, 178 AND 179, ROMAN CATHOLIC MISSION PROPERTY, INCLUDING PART OF PLAN 42137 WLTO.

Developer's Initials: _____

City's Initials: _____

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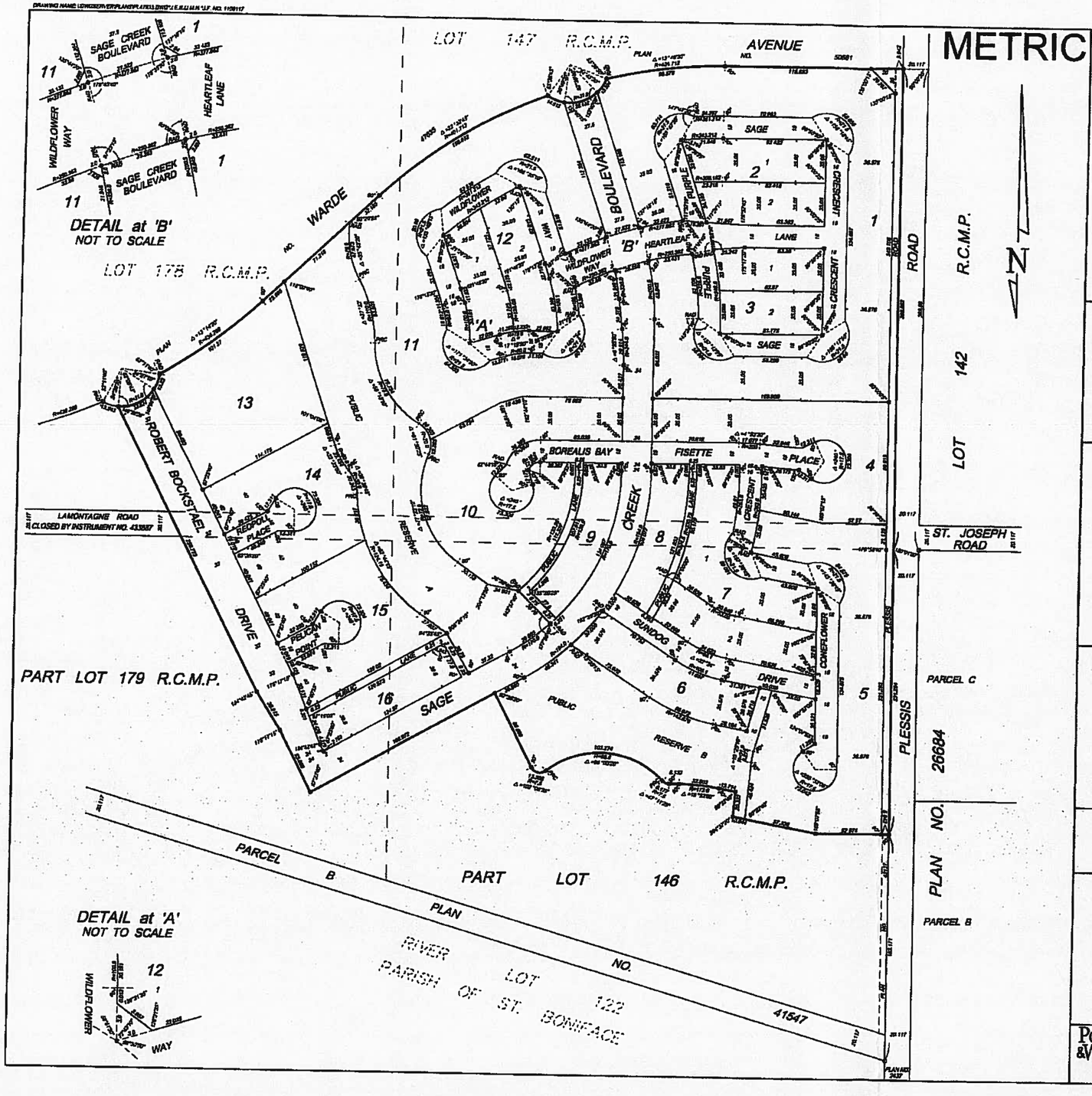
DRAWING NAME: L:\PROJECTS\PLANS\PLAT 11\3.DWG* | E.B.J | M.N | S.F. NO. 11/09117

METRIC



DEPOSIT NO. 1510-2011

Schedule "B" to AG 3/11

PLAN OF SUBDIVISION
OF PART OF
LOTS 146, 147, 178 AND 179,
ROMAN CATHOLIC MISSION PROPERTY
INCLUDING
PART PLAN NO. 42137

CITY OF WINNIPEG
MANITOBA

SCALE 1:1500 0 10 20 30 40 50 75 100 125 150

NOTES:

ALL DISTANCES ARE IN METRES AND MAY BE CONVERTED TO FEET BY MULTIPLYING BY 3.28084.
IRON POSTS 0.025 X 0.025 FOUND ON THE GROUND ARE SHOWN THUS .....
IRON POSTS 0.025 X 0.025 X 0.914 MARKED M.L.S. ARE PLANTED AT ALL POINTS SHOWN THUS .....
ALL PLANS REFERRED TO ARE ON RECORD IN THE WINNIPEG LAND TITLES OFFICE.
LAND AFFECTED BY THE REGISTRATION OF THIS PLAN IS SHOWN BORDERED THUS .....

AFFIDAVIT:

I, JAMES EDWARD BAILIE, OF THE CITY OF WINNIPEG, MANITOBA LAND SURVEYOR, MAKE OATH AND SAY THAT I DID PERSONALLY SUPERINTEND THE SURVEY REPRESENTED BY THIS PLAN, THAT THE SURVEY WAS MADE BETWEEN THE 13TH OF JANUARY, A.D. 2011 AND THE 27TH JANUARY, A.D. 2012, AND THAT THE SURVEY AND PLAN ARE CORRECT AND TRUE TO THE BEST MY KNOWLEDGE AND BELIEF.

SWORN TO BEFORE ME AT THE CITY OF WINNIPEG
THIS 31ST DAY OF JANUARY, A.D. 2012

MANITOBA LAND SURVEYOR

A SURVEYOR AUTHORIZED TO PRACTISE
UNDER "THE LAND SURVEYORS ACT."

APPROVALS:

APPROVED BY THE CITY OF WINNIPEG
THIS 8th DAY OF February, 2012
THIS APPROVAL EXPIRES July 20th, 2012
UNLESS THE PLAN IS REGISTERED
THIS IS THE PLAN REFERRED TO IN BYLAW NO. 94/2011
OF THE CITY OF WINNIPEG

Dir DIRECTOR OF PLANNING, PROPERTY AND DEVELOPMENT

RWS
GEOMATICS SERVICES

LAND DEVELOPMENT

REGISTRATION:

ENTERED AND REGISTERED IN THE
WINNIPEG LAND TITLES OFFICE
THIS ____ DAY OF _____, 20__
AS PLAN NUMBER _____

FOR DISTRICT REGISTRAR

REGISTRATION NO. _____

Pollock & Wright
LAND SURVEYING - GEOMATICS
317 FORT STREET, WINNIPEG, MB R3C 1C8

OWNER: SAGE CREEK DEVELOPMENT CORPORATION

THIS APPROVAL IS VALID FOR 60 DAYS UNLESS REGISTERED
APPROVED:
THIS ____ DAY OF _____, 20__

FOR REGISTRAR GENERAL

RE-APPROVED:
THIS ____ DAY OF _____, 20__

FOR REGISTRAR GENERAL

THIS APPROVAL IS VALID FOR 12 MONTHS UNLESS REGISTERED
APPROVED:
THIS ____ DAY OF _____, 20__

EXAMINER OF SURVEYS

RE-APPROVED:
THIS ____ DAY OF _____, 20__

EXAMINER OF SURVEYS

CITY OF WINNIPEG FILE NO. DASZ 3/11

Developer's Initials:

City's Initials:

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AG 3/11
DASZ 3/11

SCHEDULE "C"
SPECIAL TERMS

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SECTION I – SERVICING

1. Wastewater Sewers

The Developer shall, at no expense to the City, construct all wastewater sewers required to service the Planned Area and adjacent lands as determined by and to the satisfaction of the Director of Water and Waste.

2. Watermains

The Developer shall, at no expense to the City, construct all watermains required to service the Planned Area and adjacent lands as determined by and to the satisfaction of the Director of Water and Waste. The watermain shall either be looped or partially twinned to meet the requirement that there be no more than 20 service connections on a dead-ended watermain.

3. Lot Line Connections

a) The Developer shall, at no expense to the City, construct and install wastewater and water building services from the wastewater sewer and watermain to service all single-family and two-family lots within the Planned Area, as determined by and to the satisfaction of the Director of Water and Waste.

b) The Developer shall ensure that each sewer service remains plugged from installation until the foundation excavation has been backfilled and the roof of the dwelling has been sheathed, after which the house sewer may be connected. The Developer will indemnify the City against all actions, claims, demands, damages, losses and costs, including legal and court costs, suffered or incurred by the City arising out of any failure to do so.

c) The Developer shall replace or repair any water or sewer service found to be defective within one year following the date the water is turned on for domestic use, and shall pay the City any cost incurred by the City arising out of any such defect.

4. Land Drainage Sewers

The Developer shall, at no expense to the City, construct all land drainage sewers required to service the Planned Area and adjacent lands as determined by and to the satisfaction of the Director of Water and Waste.

5. Stormwater Retention Facilities

a) The Developer shall construct and bridge-finance the cost of constructing stormwater management facilities within the Planned Area, in accordance with the "Criteria for Stormwater Management" (adopted by City Council on April 25, 2001), as determined by, and to the satisfaction of, the Director of Water and Waste.

b) The Developer's share of the cost of the regional stormwater management facilities within the Planned Area shall be as determined by the Director of Water and Waste and shall be deducted from any amounts owed to the Developer for the facilities to be constructed and previously constructed by the Developer.

c) The Developer shall provide, prior to construction, a separate Letter of Credit in the amount of 15% of the construction cost of the basins and

Developer's Initials: _____

City's Initials: _____

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associated appurtenances, to the satisfaction of the Director of Water and Waste, which separate Letter of Credit will be released to the Developer upon issuance of the Final Acceptance Certificate.

d) The Developer shall, at no expense to the City, construct a maintenance equipment ramp on each basin, to the satisfaction of the Director of Water and Waste.

e) The Developer shall, at no expense to the City, install all services in Sage Creek Boulevard adjacent to Public Reserves A and B (the public land component of the stormwater retention basin area).

f) The Developer shall, at no expense to the City, install, on private property, chain link fencing (or alternate treatment) approved by the Director of Water and Waste, to demarcate the public land component of each retention basin from the private land component, as determined by, and to the satisfaction of, the Director of Water and Waste.

g) The Developer shall, until Final Acceptance of the retention basins, advise the property owners of all lots abutting the basins (by annual distribution of notices/pamphlets no later than May 31 of each year) that the property owners are responsible for shoreline erosion protection on their own properties, in accordance with the policy adopted by Council on December 12, 2001.

h) The Developer shall, prior to issuance of a Completion Certificate for the retention basins, offset stake and grade the corners of a representative number of private lots abutting the basins to facilitate construction completion inspection.

i) The Developer shall, prior to the issuance of a Final Acceptance Certificate, provide, at no cost to the City, an appropriate legal survey, complete with legal monuments offset from a representative number of private lot corners in each basin, and a plan of subdivision identifying the horizontal and vertical extents of those monuments, and the distances of the rear lot lines of all private lots abutting the basins from the retention basins' normal water levels, all prepared by a Manitoba Land Surveyor, to the satisfaction of the Director of Water and Waste.

j) The Developer shall enter into an easement agreement that shall caveat all private lots abutting the basins outlining the special conditions for the maintenance of the vegetated area at the rear of the private lots.

k) The Developer shall make a capital cost contribution, equivalent to the present value of the additional maintenance costs for the wetlands type retention basin, if they are forecast to be higher than those for a standard retention basin, in accordance with Clause 5.3.2 of the Criteria for Stormwater Management, adopted by Council on April 25, 2001.

l) Notwithstanding any other provision of this agreement regarding a warranty period, the Developer shall be responsible for maintenance of the basin area including appurtenances and landscaping for 5 years and until occupancy of 95% of the dwellings on lots immediately abutting the basin, as determined by and to the satisfaction of the City.

m) The Developer shall, at no expense to the City, develop a performance specification for the naturalized stormwater retention basin, to the satisfaction of the Director of Public Works, that assesses the constructed wetlands vegetative condition. The Developer shall also carry out routine vegetation assessments over a five year period to determine whether the wetland vegetation is meeting the performance specification

Developer's Initials: _____

City's Initials: _____

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and if not, the Developer shall take appropriate remedial action as determined by the said Director.

n) As a condition of issuance of a Final Acceptance Certificate, the Developer shall, at no expense to the City, develop an operation manual for the naturalized stormwater retention basin that will ensure the long-term viability of the wetland by maximizing ecological benefits and minimizing maintenance to the satisfaction of the Director of Public Works.

6. Lot Grading

a) The Developer shall, at no expense to the City, provide a lot grading plan for the Planned Area, prepared by a municipal engineer to be approved by the City and shall thereafter construct all drainage works necessitated by the approved lot grading plan.

b) Prior to the issuance of building permits, the Developer shall, at no expense to the City, construct all swales, catchbasins and leads required to provide lot drainage to the satisfaction of the Director of Water and Waste.

c) Upon registration of the approved subdivision mylars in the Land Titles Office, the Developer shall, at no expense to the City, provide all easements with respect to the installation, maintenance and replacement of swales, catchbasins and leads for lot drainage.

7. Pavement

The Developer shall, at no expense to the City, construct 200-mm-thick and 150-mm-thick portland cement concrete pavements to widths of 10.0 m, 8.0 m and 7.5 m, and all related works, including but not limited to, drainage facilities, in all streets within the Planned Area, all as determined by and to the satisfaction of the Director of Public Works.

8. Lane Pavement

The Developer shall, at no expense to the City, construct, within the proposed public lanes within the Planned Area, 5.0-m-wide by 150-mm-thick Portland cement concrete pavements, as determined by, and to the satisfaction of, the Director of Public Works.

9. Sidewalk

a) The Developer shall, at no expense to the City, construct 1.5-m-wide by 100-mm-thick Portland cement concrete sidewalks along both sides of all streets within the Planned Area with rights-of-way 22.0 m or greater in width, as determined by, and to the satisfaction of, the Director of Public Works.

b) The City may file appropriate caveats in the Land Titles Office, notifying prospective homeowners of the sidewalk locations.

10. Warde Avenue and Warde Avenue/Lagimodiere Boulevard Intersection Improvements

The Developer shall pay to the City, on demand, its share of the future costs of the works required:

a) in Warde Avenue, abutting the Planned Area; and
b) in the vicinity of the intersection of Warde Avenue and Lagimodiere

Developer's Initials: _____

City's Initials: _____

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Boulevard, including the installation of traffic control signals,

all as and when determined by the Director of Public Works.

11. Temporarily Dead-Ended Streets

a) The Developer shall, at no expense to the City, construct a paved cul-de-sac-style vehicle turnaround at the terminus of each temporarily dead-ended street within the Planned Area, and provide any rights-of-way or easements necessary to accommodate same, all as determined by and to the satisfaction of the Director of Public Works.

b) The Developer shall, at no expense to the City, erect and maintain barricades and signage, across the full width of any streets which are temporarily dead-ended due to phasing of development, immediately upon completion of the paving or when house construction has begun, whichever is sooner, as determined by and to the satisfaction of the Director of Public Works.

12. Boulevards

a) The Developer shall, at no expense to the City, sod boulevards and plant trees on all boulevards within the Planned Area, all in accordance with drawings and specifications to be prepared by the Developer and submitted to and approved by the Director of Public Works.

b) The Developer shall, at no expense to the City, maintain the boulevard improvements for a period of one year, in accordance with specifications approved by the Director of Public Works.

13. Private Approaches

There shall be no private approaches:

a) serving single-family or multi-family residential development off of residential collector streets (i.e. rights-of-way 22.0 m or wider), except where frontage roads are provided;

b) serving single or multi-family residential development off of Warde Avenue; or

c) serving residential development off of Plessis Road.

14. Noise Attenuation

a) The Developer shall, at no expense to the City, construct, within the rear yards of all single-family and multiple-family lots abutting Warde Avenue or Plessis Road, a uniform, 2.0-m-high noise-attenuation fence, as determined by, and to the satisfaction of, the Director of Public Works, and permit the City to file a caveat against the title of each such lot, requiring the owner(s) to maintain and/or repair and/or replace the fence as originally constructed, to the satisfaction of the Director of Public Works.

15. Two Means of Vehicular Access

The Developer shall, at no expense to the City, ensure that two means of paved vehicular access are available at all times to each stage of development of the Planned Area, to the satisfaction of the Director of Public Works. This may require the construction of temporary paved roadways and the provision of easements or rights-of-way.

Developer's Initials: _____

City's Initials: _____

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16. Construction-Traffic Access

The Developer shall, at no expense to the City:

a) ensure that construction traffic uses access routes determined by the Director of Public Works;

b) maintain those access routes in a clean, dust-free condition, free of dropped and tracked-on mud; and

c) undertake the regular cleaning, including but not limited to scraping and sweeping, of those access routes and all streets within the Planned Area,

until building construction, including landscaping, is complete, and all as determined by and to the satisfaction of the Director of Public Works.

17. Street Name Signs

The Developer shall, at no expense to the City, cause to be installed standard, reflectorized, permanent street name signs at each new intersection within or adjacent to the Planned Area, as determined by and to the satisfaction of the Director of Public Works.

18. Development Information Signs

Prior to construction, the Developer shall, at no expense to the City, obtain approval of and install, and subsequently maintain, at the entrances to the Planned Area, development information signs, containing no advertising, and showing the Planned Area, zoning information, a north directional arrow, Plessis Road, Warde Avenue, all proposed public streets, sidewalks, public walks, active transportation facilities, all proposed parks, and all proposed community mail-box sites - all with the approval of and to the satisfaction of the Director of Planning, Property and Development.

19. Utilities

a) The Developer shall, at no expense to the City, cause to be installed ornamental street lights in all streets within the Planned Area, to the satisfaction of the Director of Public Works.

b) The Developer shall cause underground electrical and telephone services to be installed to serve the Planned Area, at no expense to the City, and to the satisfaction of the Director of Public Works.

c) The Developer shall pay all costs associated with the relocation of street lights and other utilities made necessary as a result of, or required to accommodate, the works to be constructed by the Developer to serve the Planned Area, as determined by and to the satisfaction of the Director of Public Works.

20. Litter and Refuse Control and Clean-Up

The Developer shall, at no expense to the City, and of its own volition, initiate and control the regular cleanup of litter and refuse from the contractors and builders for this development, both on-site and off-site, during the installation of services and construction of buildings, until completion of all construction, as determined by and to the satisfaction of the Director of Public Works.

Developer's Initials: _____

City's Initials: _____

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21. Survey Monuments

Following completion of all major construction works, the Developer shall at its cost have the locations of the survey monuments within the Planned Area verified and, where the survey monuments have been disturbed, moved, covered, mutilated or destroyed, shall have them replaced by a Manitoba Land Surveyor. The Developer shall ensure that the Manitoba Land Surveyor provides the Director of Planning, Property and Development with a certificate stating that all survey monuments within the Planned Area have been verified and/or replaced, as the case may be.

22. Payment of Costs "On Demand"

Further to Paragraph 11 c) of the body of this Agreement, to guarantee the Developer's commitment(s) to make payments to the City on demand, the Developer agrees to provide to the City, prior to the commencement of any work under this Agreement, and in addition to any other Letters of Credit the Developer is required to provide under this Agreement, irrevocable Letters of Credit, in favour of the City, in amounts equal to at least 100% of the values of the "on demand" payments, as determined by the Director of Public Works and in form satisfactory to the City Solicitor.

SECTION II – LAND ACQUISITION AND DEDICATION

1. Public Open Space

a) The Developer shall dedicate to the City, as public reserve, at least 8% of the land contained within the entire Sage Creek Development, and pay its share of the cost of services in streets abutting the dedicated land - all in accordance with City policy, and as determined by, and to the satisfaction of, the Directors of Public Works and Planning, Property, and Development. The dedication of public reserve for the Planned Area (Phase 6) shall be accrued with the dedication of public reserve for all other phases of the development, including the credit provided for improvements installed by the Developer within the hydro Corridor as detailed in AG 12/10, with compensation tabulated, as necessary, within the final phase of development.

b) The Developer shall, at no expense to the City, landscape the public open space to a standard consistent with the level of development established in previous phases of Sage Creek development, all in accordance with plans and specifications provided by the Developer and approved, prior to the commencement of construction, by the Director of Planning, Property and Development. Where the Developer is providing naturalized landscaping in lieu of traditional sodding, the scope of landscaping shall include pathway development, naturalized areas, and a site drainage proposal that minimizes runoff across the path system.

c) The Developer shall assume responsibility for the maintenance of all park sites until they are developed, as-built drawings have been provided, and they are turned over to the City for maintenance.

d) The Developer shall, at no expense to the City, maintain the public open space improvements for a period of two years in accordance with specifications approved by the Director of Public Works. The City also reserves the right to impose longer maintenance terms for amenities and features, such as naturalized areas, that the Director of Public Works deems to be beyond their standard scope of development.

e) The parties acknowledge an Agreement, dated August 17, 2006, among The Manitoba Hydro-Electric Board, The City of Winnipeg, and Sage

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Creek Development Corporation, regarding the installation and maintenance of landscaping improvement projects within the Hydro Corridor lands within the Sage Creek Development, from Bishop Grandin Boulevard south to John Bruce Road, and the City agrees to provide a credit in the form of 9.05 acres for the improvements undertaken and installed by Sage Creek Development Corporation that provided, in partnership, public access to and use of approximately 52.0 acres within the Hydro Corridor located in the Sage Creek Development in lieu of land dedication.

2. Open Space Dedication and Landscaping – Sage Creek Development Phases 1, 3, 2, 3B, 4, 1B, 5 and 6, and the Manitoba Hydro Corridor

The parties agree that:

a) 5.94 acres of land were dedicated to the City and landscaped in Phase 1 of the Sage Creek Development as public open space, and this represents an under-dedication for Phase 1 of 1.07 acres;

b) 5.14 acres of land were dedicated to the City and landscaped in Phase 3 of the Sage Creek Development as public open space, and this represents an over-dedication for Phase 3 of 3.41 acres;

c) 2.38 acres of land were dedicated to the City and landscaped in Phase 2 of the Sage Creek Development as public open space, and this represents an under-dedication for Phase 2 of 2.98 acres;

d) No land was dedicated to the City in Phase 3B of the Sage Creek Development as public open space, and this represents an under-dedication for Phase 3B of 0.80 acres;

e) No land was dedicated to the City in Phase 4 of the Sage Creek Development as public open space, and this represents an under-dedication for Phase 4 of 2.65 acres;

f) No land was dedicated to the City in Phase 1B of the Sage Creek Development as public open space, and this represents an under-dedication for Phase 1B of 0.10 acres;

g) 10.30 acres of land are being dedicated to the City and landscaped in Phase 5 of the Sage Creek Development as public open space, and this represents an over-dedication for Phase 5 of 5.14 acres;

h) 3.50 acres of land are being dedicated to the City and landscaped in Phase 6 of the Sage Creek Development as public open space, and this represents an under-dedication for Phase 6 of 1.68 acres, calculated as follows:

Planned Area = 70.82 acres
Regional Streets (Plessis Road) area = 0.96 acres
Net Stormwater Retention area = 5.08 acres
Net area subject to dedication (70.82 – 6.04) = 64.78 acres
Required Dedication (8% x 64.78 acres) = 5.18 acres
Actual Dedication = 3.50 acres
Under-dedication (5.18 – 3.50 acres) = 1.68 acres

i) A land dedication credit of 9.05 acres and a landscaping credit of 9.05 acres be provided to the Developer for the overall Sage Creek Development for the improvements completed within approximately 52.0 acres of the Hydro Corridor lands within the Sage Creek Development, in accordance with an Agreement dated August 17, 2006 among the City,

Developer's Initials: _____

City's Initials: _____

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the Developer, and Manitoba Hydro, and acknowledge that the net over-dedication and landscaping for Phases 1, 3, 2, 3B, 4, 1B, 5 and 6 of, and the Manitoba Hydro Corridor within, the Sage Creek Development is (-1.07 + 3.41 - 2.98 - 0.80 - 2.65 - 0.10 + 5.14 – 1.68 + 9.05) = 8.32 acres.

Net over-dedication and landscaping for Sage Creek Development Phases 1, 3, 2, 3B, 4, 1B, 5 and 6, and the Manitoba Hydro Corridor = 8.32 acres.

SECTION III – COSTS AND FEES

1. By-laws and Approvals

The Developer shall pay all of its and the City's costs, fees, and expenses associated with the preparation and attainment of approval for registration of the Zoning By-law(s) and plan(s) of subdivision, including all Municipal Board, Land Titles Office and other fees and expenses, all survey, engineering and advertising fees and costs, and all expenses incidental to the preparation of this Agreement and the physical development of the Planned Area.

2. Professional Fees

a) The Developer shall pay the full cost of all design services, including preliminary engineering studies, servicing reports, servicing criteria, construction drawings and specifications, and grading and landscaping plans and specifications, to be provided by Consulting Engineer(s) approved by the City, for the design of the municipal services, parklands, parkways and associated works required to serve the Planned Area;

b) The Developer shall pay the full cost of construction and landscaping supervision services and engineering services provided by or on behalf of the City for field inspection, preparation of progress estimates, provision of as-built drawings by March 31 of the year following substantial performance of the work, and all other engineering consulting services related to the installation and acceptance of municipal services, and all associated works to serve the Planned Area.

3. Administration Fees

Prior to the release of the subdivision mylars for registration in the Land Titles Office, the Developer shall pay to the City, to help defray the City's administration and related costs associated with the preparation and implementation of the Development Agreement, an administration fee, calculated as follows:

a)	70.82 acres x $1,200/acre =	$84,984.00	
b)	G.S.T. (5%) =		4,249.20
		Total	**$89,233.20**

Developer's Initials: _____

City's Initials: _____

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AG 3/11
DASZ 3/11

SCHEDULE "D"

CONSTRUCTION AND MAINTENANCE SPECIFICATIONS

The Developer acknowledges that it shall be responsible to obtain from the relevant Departments of the City copies of the following documents before commencing construction and maintenance of relevant works, and that each of these documents is hereby incorporated in this Agreement as fully and to the same extent as if attached as a schedule to this Agreement.

MINIMUM STANDARDS FOR SEWERS AND WATERMAINS

The latest revision of the City of Winnipeg "Standard Construction Specifications" and the City's "Water and Sewer Standard Manual" shall apply to all materials supplied and all construction procedures related to the installation of sewers, watermains and appurtenances thereto.

MINIMUM STANDARDS FOR ROADS, PAVEMENTS AND SIDEWALKS

The latest revision of the City's "Standard Construction Specifications" shall apply to all materials and procedures related to the construction of roads, lanes, and sidewalks, and appurtenances thereto.

STANDARDS FOR LANDSCAPING IMPROVEMENTS

The latest revision of the Parks and Recreation Department's "Construction And Maintenance Specifications" shall apply to the construction and maintenance of landscaping improvements within road allowances.

Developer's Initials: _____

City's Initials: _____

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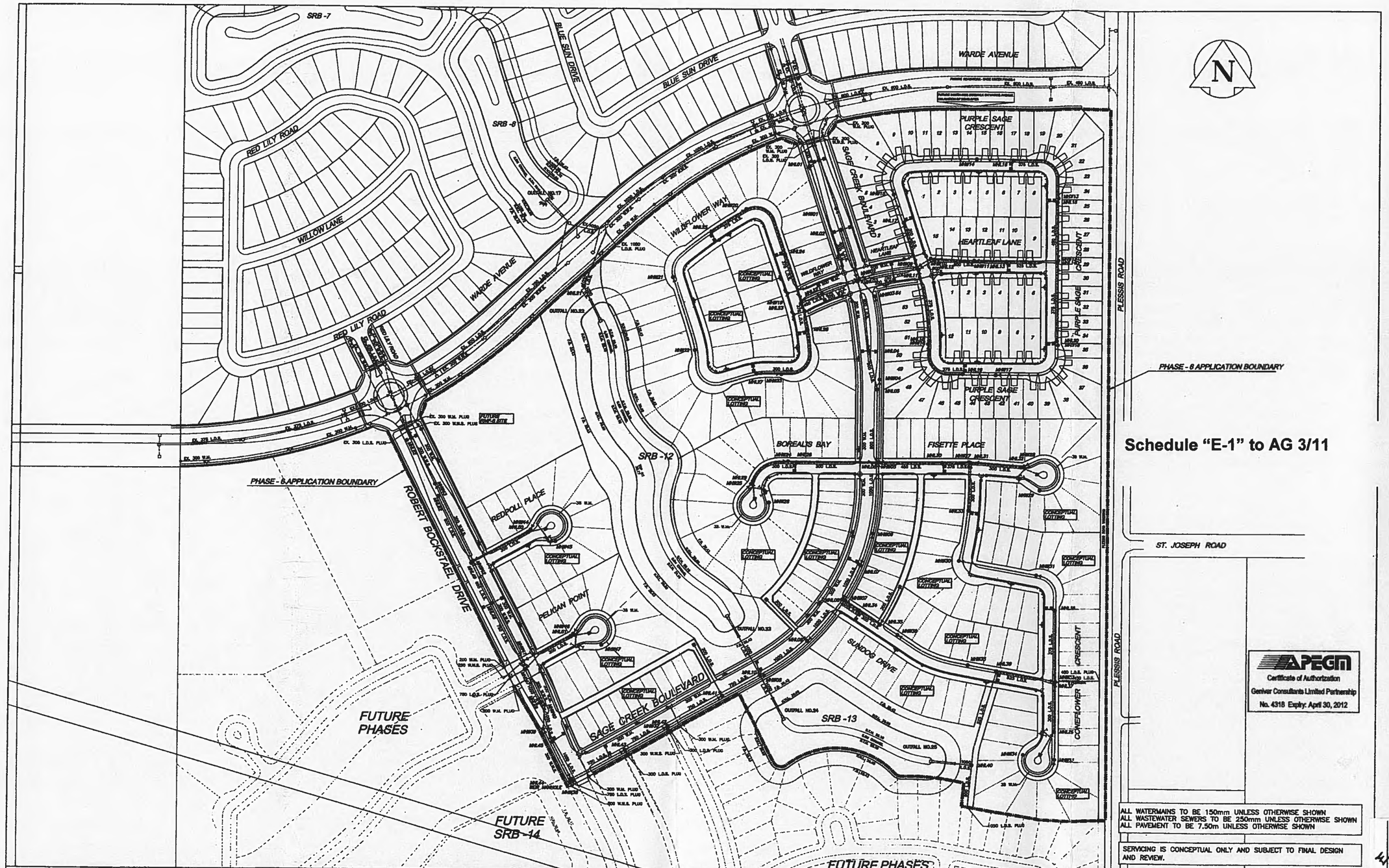


Schedule "E-1" to AG 3/11

APEGM
Certificate of Authorization
Genivar Consultants Limited Partnership
No. 4318 Expiry: April 30, 2012

ALL WATERMAINS TO BE 150mm UNLESS OTHERWISE SHOWN
ALL WASTEWATER SEWERS TO BE 250mm UNLESS OTHERWISE SHOWN
ALL PAVEMENT TO BE 7.50m UNLESS OTHERWISE SHOWN

SERVICING IS CONCEPTUAL ONLY AND SUBJECT TO FINAL DESIGN AND REVIEW.

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED
	WATERMAIN			HYDRO			LOT ELEVATION	33.32
	HYDRANT			M.T.S.			HOUSE ELEVATION	35.47
	VALVE			CONCRETE LIP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			150mm MODIFIED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			CURB RAMP				
	GAS		32.55	ELEVATIONS	(32.550)			

LOCATION APPROVED
UNDERGROUND STRUCTURES

SUPV. U/G STRUCTURES DATE
COMMITTEE

NOTE:

LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE DURING DRAWING PREPARATION. THAT ALL EXISTING UNDERGROUND STRUCTURES MAY NOT BE SHOWN OR THAT THE SHOWN LOCATIONS ARE EXACT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CNSM 81-008
ELEV. 233.165

NO.	REVISIONS	DATE	BY
1	CITY SUBMISSION	JUL 21/11	G.D.

GENIVAR
10 PRAIRIE WAY, WINNIPEG, MANITOBA R2J 3J8
PH: (204)-477-6650 FAX: (204)-474-2884

DESIGNED BY	G.D.	CHECKED BY	B.H.
DRAWN BY	G.D.	APPROVED BY	I.McK.
HOR. SCALE:	1:1500	RELEASED FOR CONSTRUCTION	
VERT. SCALE:			
DATE	JULY, 2011	DATE	

ENGINEERS SEAL
PROVINCE OF MANITOBA
I. McKINNON
REGISTERED PROFESSIONAL ENGINEER

CONSULTANT DRAWING NO.
111-18832-00 -AG01

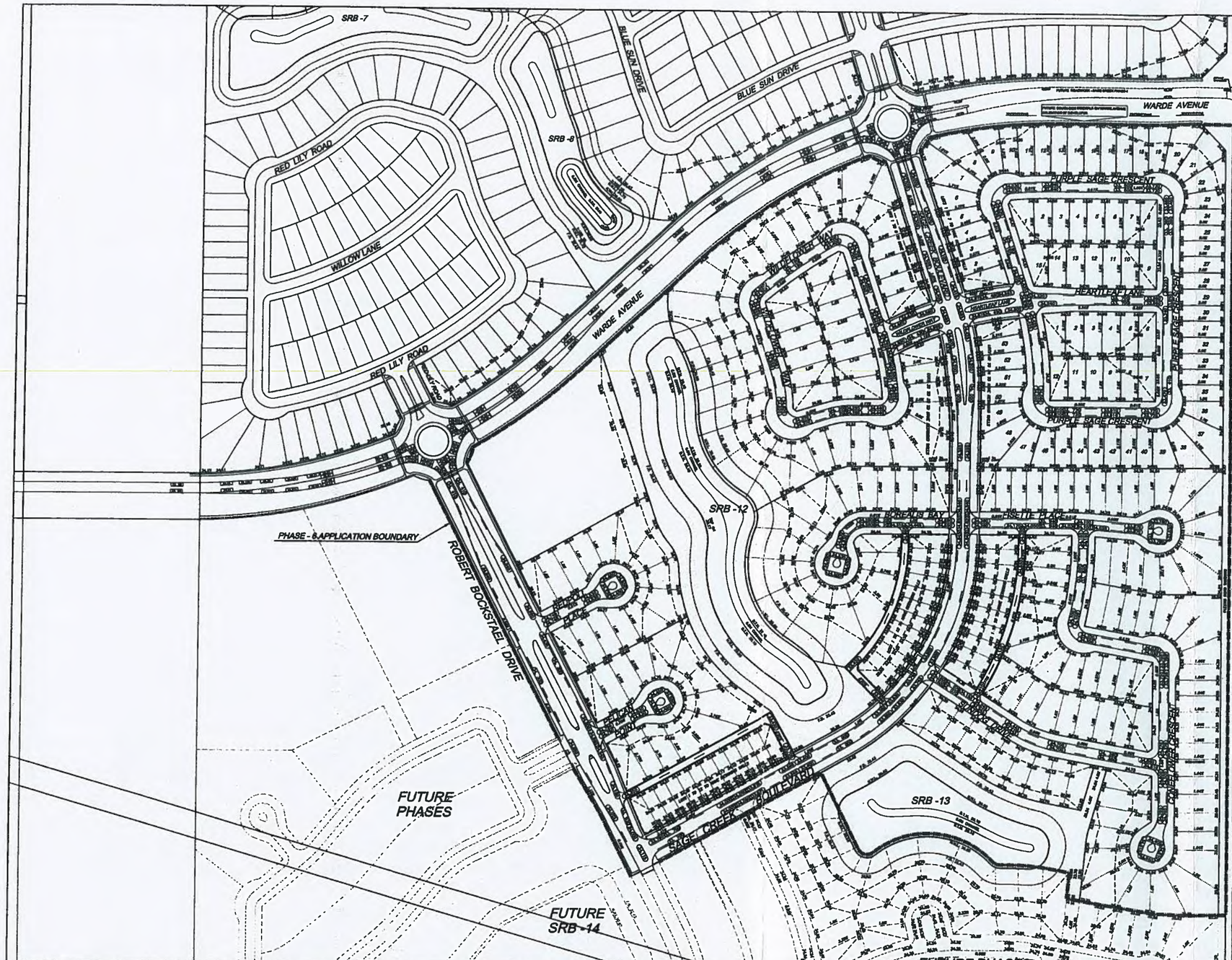
Winnipeg THE CITY OF WINNIPEG
QUALICO

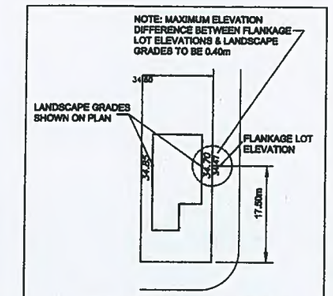
SAGE CREEK SUBDIVISION–PHASE 6
DASZ 3/11
AG 51/05
AGREEMENT DRAWING
UNDERGROUND SERVICING & ROADWORK

CITY DRAWING NO.
SHEET 1 of 2

Developer's Initials:

Original Court Copy





TYPICAL FLANKAGE LOT – GRADING

PHASE - 6 APPLICATION BOUNDARY

- WALKOUT BASEMENT MINIMUM BASEMENT FLOOR ELEVATION – 33.05
- WALKOUT BASEMENT WITH RETAINING WALL (MAY BE REQ'D) MINIMUM BASEMENT FLOOR ELEVATION – 33.05
- DAYLIGHT LOTS (1/2 WALKOUTS)
- DAYLIGHT LOTS (1/2 WALKOUTS) WITH RETAINING WALL (MAY BE REQ'D)
- POSSIBLE RETAINING WALL LOCATION
- THE ACTUAL LOCATION OF REAR SPLIT LINE MAY VARY WITH BUILDING FOOTPRINT

(1) NOTE: FOR ALL LOTS FLANKING ADJACENT STREET, LANE OR PUBLIC WALKWAY, SUMP PUMP DISCHARGE OUTLET FROM HOUSE MUST BE ON THE OPPOSITE SIDE OF THE HOUSE.

ST. JOSEPH ROAD

APEGM
Certificate of Authorization
Genivar Consultants Limited Partnership
No. 4318 Expiry: April 30, 2012

Schedule "E-2" to AG 3/11

ALL WATERMAINS TO BE 150mm UNLESS OTHERWISE SHOWN
ALL WASTEWATER SEWERS TO BE 250mm UNLESS OTHERWISE SHOWN
ALL PAVEMENT TO BE 7.50m UNLESS OTHERWISE SHOWN

SERVICING IS CONCEPTUAL ONLY AND SUBJECT TO FINAL DESIGN AND REVIEW.

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED
	WATERMAIN			HYDRO			LOT ELEVATION	35.32
	HYDRANT			M.T.S.			HOUSE ELEVATION	35.47
	VALVE			CONCRETE LIP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			150mm MODIFIED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			CURB RAMP				
	GAS		32.55	ELEVATIONS	(32.550)			

LOCATION APPROVED
UNDERGROUND STRUCTURES

SUPV. U/G STRUCTURES COMMITTEE — DATE

NOTE:

LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE SHOWN LOCATIONS ARE EXACT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE REGIONAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CVGM 81-008
ELEV. 233.169

NO.	REVISIONS	DATE	BY
1	CITY SUBMISSION	JUL 21/11	G.D.

GENIVAR
10 PRAIRIE WAY WINNIPEG, MANITOBA R2J 3J8
PH: (204)-477-6650 FAX: (204)-474-2864

DESIGNED BY	G.D.	CHECKED BY	B.H.
DRAWN BY	G.D.	APPROVED BY	I.McK.
HOR. SCALE:	1:1500	RELEASED FOR CONSTRUCTION	
VERT. SCALE:			
DATE	JUNE, 2011	DATE	

ENGINEERS SEAL
PROVINCE OF MANITOBA
I. McKINNON
REGISTERED PROFESSIONAL ENGINEER
July 21/11

CONSULTANT DRAWING NO.
111-18832-00 –AG02

Winnipeg — THE CITY OF WINNIPEG
QUALICO

SAGE CREEK SUBDIVISION–PHASE 6
DASZ 3/11
AG 51/05

AGREEMENT DRAWING
GENERAL GRADING

CITY DRAWING NO.
SHEET 2 OF 2

Developer's Initials:

Original Court Copy

AG 3/11
DASZ 3/11

SCHEDULE "F"

FORM OF LETTER OF CREDIT

THE BANK OF _____
WINNIPEG, MANITOBA
(Date) _____

TO: THE CITY OF WINNIPEG

Credit No. _____

Amount: ($Cdn.) _____

Expiry Date: _____

Dear Sirs:

IRREVOCABLE LETTER OF CREDIT

_____ (the "Bank"), for valuable consideration, the receipt of which is hereby acknowledged, hereby establishes, in your favour, an irrevocable Letter of Credit (the "Credit") for a total amount of $_____, on which you may draw up to but not after _____ (the "Expiry Date").

This Credit is issued in connection with obligations incurred or to be incurred by Sage Creek Development Corporation (the "Developer") pursuant to Development Agreement No. AG 3/11 dated June 22, 2011.

A drawing under this Credit shall be made on or before the Expiry Date by you presenting to the Bank at Winnipeg, Manitoba, this Credit and a Demand in writing signed by a person who has been duly authorized to sign on your behalf.

The Demand shall refer to this Credit by the above number, shall state the amount demanded, and shall certify that the Developer has failed to perform any one or more of its obligations, as stipulated under Development Agreement No. AG 3/11.

Upon receipt of the Credit and Demand on or before the Expiry Date, the Bank shall pay to you the amount stated in the Demand, without enquiring whether you have a right to such amount as between yourself and the Developer, provided that such amount, together with other amounts paid to you under this Credit, if any, do not exceed in the aggregate the amount of the Credit.

This Credit is deemed automatically extended for _____ (minimum 60 days) from the current or any future expiry date, unless we notify you in writing, at least 30 days prior to any such date, that we elect not to renew it, such notice to be directed to The City of Winnipeg, Legal Services, 3rd Floor – 185 King Street, Winnipeg, Manitoba, R3B 1J1, Attention: City Solicitor, Fax (204) 947-9155.

Yours truly,
(the "Bank")

_____
Authorized Signature

_____
Authorized Signature

NOTE: The concluding clause does not prevent cancellation at any time with the City's consent.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

This is Exhibit 46 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

Original Court Copy

Finance No. 385-13

DEVELOPMENT AGREEMENT AG 30/12 (PHASE 7, PART A)
[The City of Winnipeg Charter, Sections 259(1) and 268(1)]
Riel Community
Council Approval: January 30, 2013

BETWEEN:

THE CITY OF WINNIPEG

- and -

SAGE CREEK DEVELOPMENT CORPORATION

Contents

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	Schedules A through F	

dc

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AG 30/12 (Phase 7, Part A)
DASZ 30/2012

Finance No. 385-13

THIS AGREEMENT made in duplicate effective January 30, 2013

BETWEEN:

THE CITY OF WINNIPEG
("City")

OF THE FIRST PART,

- and -

SAGE CREEK DEVELOPMENT CORPORATION
duly registered to carry on business in Manitoba
("Developer")

OF THE SECOND PART.

WHEREAS:

a) It is acknowledged that DASZ 30/2012, being Phase 7 of the Sage Creek development as shown outlined on a sketch attached as Schedule "B-1", will be developed in further Phases (and Parts within Phases) as provided for under By-law No. 51/2013 amendment to By-law No. 40/2013.

b) The Developer represents that it is the owner or entitled to be the owner of certain lands located within the boundaries of the City of Winnipeg as described in Schedule "A" and shown outlined on a plan of subdivision (Part A of Phase 7) attached as Schedule "B" (hereinafter called the "Planned Area"); `

c) The Developer and the City wish to establish development conditions for the Planned Area; and

d) The City has approved a plan of subdivision (Schedule "B") subject to this Agreement being entered into.

NOW THEREFORE, in consideration of those approvals and the sum of ONE DOLLAR ($1.00) paid by each party to the other, the receipt and sufficiency of which is hereby acknowledged, the City and the Developer covenant and agree as follows:

Developer's Initials: _____

City's Initials: _____

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1. Definitions

Unless the context otherwise requires, where used herein:

a) "Developer-Owned Land" means all the land within the Planned Area owned by the Developer or in which a beneficial interest is held by the Developer, its successors, assigns, purchasers, or nominees at any time during the term of this Agreement;

b) "Director of Public Works", "Director of Water and Waste", "Director of Planning, Property and Development", and "City Solicitor" mean the Director of Public Works, Director of Water and Waste, Director of Planning, Property and Development, and City Solicitor of the City for the time being or such other persons designated by them;

c) "Letter of Credit" means a Letter of Credit in the form shown as Schedule "F" hereto, issued by a bank licensed to carry on business in Canada, or, at the option of the City Solicitor, some other security which, in the opinion of the City Solicitor, provides equivalent immediate cash protection and which may include but is not limited to a Letter of Credit by an institution other than a bank;

d) "Planned Area" means all the land described in Schedule "A" and outlined on the plan of subdivision attached as Schedule "B" hereto;

e) "Privately Owned Land" means all the land other than City-Owned or Developer-Owned land benefiting from services installed to serve the Planned Area; and

f) "Substantial Performance" means Substantial Performance as certified by a professional engineer having delivered a Certificate of Substantial Performance in accordance with The Builders' Liens Act (Manitoba).

2. Contract Documents

The Agreement comprises the following:

a) The main body consisting of 14 pages;

b) Schedule "A" – legal description of the Planned Area;

c) Schedule "B" – plan of subdivision outlining Phase 7, Part A; being a portion of the entire Planned Area under DASZ 30/2012;

Schedule "B-1" – plan of subdivision sketch showing the entire Planned Area under DASZ 30/2012;

d) Schedule "C" - special terms regarding the installation of municipal services and fee payments;

Developer's Initials: _____

City's Initials: _____

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e) Schedule "D" – construction, installation and maintenance specifications;

f) Schedule "E-1" and "E-2"–conceptual servicing drawings for the Planned Area;

g) Schedule "F" – form of Letter of Credit; and

h) Any written variation of, or amendment or addition to, this Agreement or any of the Schedules, signed by the Developer and by or on behalf of the Director of Public Works or the Director of Water and Waste or the Director of Planning, Property and Development, all of which are and shall be binding upon the parties hereto as fully and to the same extent as if set out herein.

3. Subdivision and Zoning

a) The Developer shall, at its own cost and expense, prepare and secure approval and registration of any plan(s) of subdivision.

b) Nothing herein contained shall constitute the approval by the City of any plan(s) of subdivision, or any zoning change, variance or conditional use desired by the Developer.

4. General Instructions

a) No development, including excavation, landscaping improvements and parkland development, shall take place within or to serve the Planned Area without application to and the approval of the Director of Public Works and the Director of Water and Waste and the Director of Planning, Property and Development.

b) Before commencing any work, the Developer shall familiarize itself with all the relevant City designs and specifications, and agrees that all materials and workmanship installed or carried out by the Developer shall conform to the requirements of this Agreement, including the documents described in the Schedules to this Agreement. If there is any conflict between those requirements and the requirements of the Director of Public Works, the Director of Water and Waste, or the Director of Planning, Property and Development under this Agreement, those Directors' requirements shall apply.

c) The Developer shall grant to the Director of Public Works and the Director of Water and Waste and their delegates free and uninterrupted access to any and all parts of the Planned Area for the purpose of making inspections and taking samples of materials used in the services being installed. If any material, design or installation does not conform to this Agreement or to the requirements of the Director of Public Works, the Director of Water and Waste, or the Director of Planning, Property and

Developer's Initials: _____

City's Initials: _____

Original Court Copy

Development, the applicable Director(s) may stop any further work and order the removal and replacement of unsatisfactory works.

5. Taxes

Prior to the release of the approved plan of subdivision mylars, the Developer shall pay all municipal taxes including arrears, penalties and the commuted amount of all local improvement levies outstanding, on all Developer-owned lands within the Planned Area.

6. Approvals for City-Shared Services

The Developer shall, before doing any work or supplying any materials for which the City is required to pay, in whole or in part, obtain written authorization from the City, and the City will authorize the work to proceed and the materials to be supplied, at prices agreed upon by the Director of Public Works and/or the Director of Water and Waste. The prices agreed upon shall apply to all work to be done by the Developer and paid for by the City.

7. Controls Over Installation of Municipal Services and Landscaping

a) The Developer shall not proceed with the installation of any of the improvements, municipal services or landscaping within or to serve the Planned Area until:

   i) the relevant plan(s) of subdivision has/have been approved by the City and registered in the Land Titles Office, unless the commencement of such installation prior to registration is approved by the Director of Planning, Property and Development, the Director of Public Works, and the Director of Water and Waste, and a release and indemnity is provided by the Developer in a form satisfactory to the City Solicitor; and

   ii) detailed engineering drawings of and specifications for the municipal services and improvements to be constructed to serve the Planned Area have been approved by the City.

b) The Developer shall not proceed with the landscaping improvements within road allowances to serve the Planned Area until drawings of and specifications for the landscaping improvements have been released for construction or approved of by the Director of Public Works.

c) The Developer agrees that where any of the improvements, municipal services and/or works provided for in this Agreement will be installed across lands owned by

Developer's Initials: _____

City's Initials: _____

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the Developer or private owners, the Developer shall, at its sole cost and expense, at the request of the City, obtain and provide the City with easements in a form satisfactory to the City Solicitor, to enable the City to access said lands to service, repair and maintain such improvements, municipal services or works.

8. Privately Owned Lands

a) Where privately owned lands benefit from any improvement(s) to be provided by the Developer, the City agrees to, upon written request by the Developer, endeavour to pass (a) local improvement by-law(s) in respect of those lands for said improvement.

b) If the City passes (a) local improvement by-law(s) to levy taxes against the privately owned lands described in a) above, then, upon completion of the improvement(s) or within a reasonable time following Council's approval of capital funds for the improvement(s), the City shall pay the Developer the lesser of the cost to the Developer of improving privately owned lands and the amount calculated on the basis of the City's local improvement rate prevailing upon construction completion.

c) Where the Council does not pass (a) local improvement by-law(s), the Developer agrees, notwithstanding any petition(s) against the proposed by-law(s), to install the improvement at its cost, and the City agrees to endeavour, within its powers, not to allow the owner of the privately owned lands to utilize the improvement unless and until the owner has paid its proportionate share of the cost of any such improvement, which the City further agrees to pay to the Developer.

d) The Developer agrees not to petition against, or sign or support any petition against, any local improvement to be installed under the provisions of this Agreement.

e) The Developer acknowledges that in voting on any local improvement by-law, each Councillor must vote as he or she sees fit and that the City cannot assure the Developer that City Council will pass a Local Improvement By-law.

9. Planned and Orderly Development

a) In order to ensure an orderly development, the Developer agrees:

i) to install wastewater sewers, land drainage sewers, and watermains required to service the Planned Area, in an orderly sequence as directed by the Director of Water and Waste; and

ii) after installing the wastewater sewers, land drainage sewers and watermains, to install the street pavements, lane pavements, sidewalks, signage and lighting

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required to service the Planned Area, in an orderly sequence as directed by the Director of Public Works.

b) Before applying for a building permit for a single-family or two-family lot, the Developer shall complete the sewer and water connections from the street to the property line of such lot to the satisfaction of the Director of Water and Waste.

c) Until the Developer has installed pavement in accordance with this Agreement, the Developer shall be responsible, at its own expense, for gravelling and maintaining in a passable and usable condition each street within the Planned Area to be used as an access road or upon which buildings are being constructed. The Director of Public Works shall be the sole judge as to whether a street is in passable or usable condition. Nothing contained in this subparagraph shall affect the obligation of the Developer to pave the streets as provided in this Agreement, and nothing shall obligate the City to provide snow clearance for any unpaved street being used as an access road.

d) The Developer shall not permit occupancy of any building erected on any lot in the Planned Area until:

   i) such building and lot have been serviced with wastewater sewer, land drainage sewer, and water, to the satisfaction of the Director of Water and Waste; and

   ii) the street on which such lot is located has been surfaced, to the satisfaction of the Director of Public Works.

e) Ornamental street lighting and permanent street signs shall be ordered by the Developer for installation within three months of completion of the pavement of, or occupancy of any building on, any street, which ever shall occur first. If the Developer is unable to arrange for the timely installation of ornamental street lights, no lot or building within the Planned Area shall be occupied until temporary lighting satisfactory to the Director of Public Works, has been installed on the street on which it fronts, and until the Developer has provided the Director of Public Works with written evidence satisfactory to the City, that it has concluded arrangements for the installation of a permanent system of ornamental street lights for that street.

10. <u>Insurance</u>

The Developer shall employ contractors licensed by the City for the construction of sewers, watermains, pavement and landscaping on City streets and lanes, and each contractor shall file with the City a Contractor's Liability Insurance policy to provide evidence of coverage in amount and form satisfactory to the City.

Developer's Initials: _____

City's Initials: _____

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11. Letters of Credit

a) The Developer shall indemnify and save the City harmless from and against all loss, claims, costs (including court costs), expenses and professional fees paid or incurred by the City arising out of or related to any duty or obligation imposed on the City by The Builders' Liens Act (Manitoba) in respect of any work carried out by or on behalf of the Developer pursuant to this Agreement to serve the Planned Area.

b) The Developer shall provide to the City, prior to commencement of any work under this Agreement, an irrevocable Letter of Credit in favour of the City in an amount equal to 7.5% of the value of the work, services and materials to be done, provided or supplied in performance of its obligations under this Agreement as determined by the Director of Public Works and the Director of Water and Waste, in a form satisfactory to the City Solicitor, to guarantee performance of the Developer's obligations under The Builders' Liens Act (Manitoba).

c) To guarantee the installation of the municipal services, improvements and works and the performance of all other covenants and commitments of the Developer, including commitments to make payments "on demand", the Developer agrees to provide to the City, prior to the commencement of any work under this Agreement, (an) irrevocable Letter(s) of Credit, in favour of the City, in an amount determined by the Director of Public Works and the Director of Water and Waste, and in a form satisfactory to the City Solicitor.

d) If, within 30 days of the date of expiry of a Letter of Credit, there remains, in the opinion of the Director of Public Works, the Director of Water and Waste, or the Director of Planning, Property and Development, an outstanding covenant or obligation of the Developer, including the provision of approved as-built drawings, the City may draw the full amount of that Letter of Credit or any portion thereof, unless the Developer earlier provides a replacement Letter of Credit, in which case the provisions of this paragraph shall apply to that replacement Letter of Credit and all subsequent replacement Letters of Credit. It is agreed that failure by the Developer to provide a replacement Letter of Credit shall constitute a default under this Agreement and entitle the City to draw the full proceeds of the existing Letter of Credit without notice under Paragraph 21, and any monies held in place of a Letter of Credit may be used as provided in this Agreement in the event of default.

e) In the event of any default under or termination of this Agreement for whatever cause, the City may use the proceeds of any Letter of Credit or the amount of approved equivalent security provided by the Developer, as it sees fit to ensure the orderly completion, repair, maintenance or operation of the works within and to serve the Planned Area. The City may, at its discretion, complete, repair, maintain and/or

Developer's Initials: _____

City's Initials: _____

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operate such works for the purpose of completing as far as possible, the development of the Planned Area as contemplated by this Agreement, and the City shall have the right to enter upon and use any lands within the Planned Area. The extent of the work to be done by the City and the time within which it shall be completed shall be at the sole discretion of the City.

12. Tidiness

Until development has been completed within the Planned Area, the Developer covenants and agrees to maintain, at all times, at its own expense, and to the satisfaction of the Director of Public Works and the Director of Water and Waste, all unserviced Developer-owned areas in a manner so that they will not be unsightly. Such maintenance shall include leveling same to the grade of the surrounding area and the cutting of grass and weeds thereon, removal of any debris and litter, and providing proper drainage for any water that may accumulate so as to ensure public safety until servicing or final landscaping is completed, in a manner not offensive to the public view.

13. Remedies Cumulative and Not Alternative

Notwithstanding and in addition to any other remedies provided by law or available to either party in this Agreement, the other party shall, in addition and at its option, as a cumulative and not an alternative remedy, be entitled to restrain any breach and enforce compliance with any term or condition by way of an injunction applied for in the Court of Queen's Bench, in the Province of Manitoba. All of the remedies of each party hereto shall, and are hereby deemed to be cumulative and not alternative, and either party hereto may exercise any one or all of the remedies available to it under the terms hereof, or available to it by law, at any time.

14. Maintenance and Indemnities

The Developer hereby further covenants, warrants, undertakes, and agrees:

a) that subject to any other provision of this Agreement or the Schedules attached hereto, the Developer shall maintain all municipal services, works or improvements installed by the Developer pursuant to the terms of this Agreement in good operating condition for a period of one year from the date of Substantial Performance or as may otherwise be provided in Schedule "C", and any Letter(s) of Credit posted by the Developer shall provide for all such guarantees and warranties of maintenance;

b) during the term of this Agreement, to indemnify and save harmless the City from and against all public liability, property damage claims and personal damage claims

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arising in respect of the construction, installation, or manner or method of construction or installation of any improvement, service or work to be constructed by the Developer, or in respect of any defect therein or caused thereby, together with all costs, charges and expenses arising by reason of or in connection with any such claims. The Developer hereby agrees to procure and maintain, at its own expense, or if the City consents, to cause any contractor installing any such improvement, work or service, to procure and maintain at its own expense, a policy of public liability and property damage insurance in an amount satisfactory to the City, and to furnish to the City a copy of such policy, showing loss payable thereunder to the Developer, the contractor and the City, as their respective interests may appear.

15. General Indemnity by the Developer

Nothing in this Agreement shall make the Developer the agent of the City. The Developer shall execute and implement the improvements, works and services referred to in this Agreement on its own behalf, in a safe and prudent manner. Accordingly, the Developer indemnifies and saves harmless the City from and against all claims, demands, actions, sums, liabilities, obligations, losses, or suits of any nature, whether at law or equity, arising at any time during the currency of this Agreement out of any matter or obligation of the Developer under the terms of this Agreement. Nothing shall extend this indemnity to any act or omission of the City.

16. Performance by the City

All of the covenants, agreements, acts and obligations of the City under this Agreement shall be undertaken only within the limits of the powers of the City from time to time. Notwithstanding anything in this Agreement, the City shall be under no higher obligation or duty than to exercise its best efforts to undertake those covenants, agreements, acts and obligations within the limits of those powers. The City shall be under no liability to the Developer, or any other person, firm or corporation, for the City's failure or inability to undertake such covenant, agreement, act or obligation, if such failure or inability is beyond the control of the City or is caused by the operation of law, and the City shall not be liable for any losses or damages suffered by the Developer as a result of the failure or inability of the City to undertake such covenant, agreement, act or obligation.

17. Extensions

Subject to Paragraph 16, should the Developer be obstructed or delayed in the prosecution or completion of any of the works herein specified by reason of the act, neglect, delay or default of the City or any of its employees or agents, or by reason of delays in obtaining materials due to strikes, lockouts, work stoppages, or delays

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in transit, or for any delay by reason of act of God, war, revolution, political disturbance, fire, flood or other cause beyond the Developer's control, then the time fixed in this Agreement for the completion of work or performance of duties shall be extended for a period equal to the time lost to the Developer by reason of any or all of the causes aforesaid, provided that the Developer shall inform the City not later than the 31st day of December in each year during the currency of this agreement, of any extension or extensions of time claimed for that year.

18. Term of the Agreement

The term of this Agreement shall be from the effective date of its signing until each and every covenant of the Developer has been performed to the satisfaction of the City, unless the Agreement is terminated as provided herein.

19. Arbitration Procedure

Should a dispute arise between the Developer and the City as to any of the terms, covenants, conditions or provisions contained herein or contained in the Schedules attached hereto, or as to their interpretation or applicability, or as to any sums payable hereunder (with the exception of those matters as set out in the Agreement which are to be completed to the sole satisfaction of or decided solely by the Director of Public Works and/or the Director of Water and Waste), then the matter shall be referred to a single arbitrator, if the parties can mutually agree upon one, otherwise to a board of three arbitrators, who shall be qualified engineers or, in the case of landscaping improvements and parkland development, landscape architects. One arbitrator shall be appointed by the Developer, one arbitrator shall be appointed by the City, and the third arbitrator shall be appointed by the first two appointed arbitrators.

Should arbitration under this Agreement become necessary, then such arbitration shall be conducted subject to the provisions of The Arbitration Act (Manitoba), as amended from time to time. In the event that the parties are unable to agree upon a sole arbitrator, if the first two named arbitrators are unable to agree on the third arbitrator, either may apply to any judge of the Court of Queen's Bench in Manitoba, upon ten days' notice in writing to the other arbitrator, and said judge shall appoint a third arbitrator. In the event that one of the parties to this Agreement refuses or neglects to appoint its arbitrator within 30 days of the appointment of the other's arbitrator and serves written notice upon the other party requiring an appointment to be made under the terms hereof, then the arbitrator first appointed shall, after the expiry of the said 30 day period, at the request of the appointing party, act as the sole arbitrator as if appointed by all parties for the purpose. The award or determination made by the arbitrator or majority of the arbitrators (including the

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appointment and awarding of costs of the arbitration) shall be final and binding upon the parties hereto and their respective successors and assigns.

20. Authority and Capacity to Contract

a) This Agreement shall be of no force or effect until, if required by the City Solicitor, the Developer has delivered to the City Solicitor, in a form satisfactory to the City Solicitor, such certified copies of Land Titles Office searches or such other documents as may be necessary to satisfy the City Solicitor that the Developer owns the lands to be developed within the Planned Area or has a sufficient interest in them or is otherwise in a position to effectively deal with them.

b) The Developer agrees for itself and its successors and assigns, that it will not in any way, attempt to impeach the validity of this Agreement or any part hereof, or challenge or attempt to impeach the capacity of the City to enter into this Agreement and all the provisions herein contained, provided that nothing herein shall prevent either party hereto from litigating their respective rights under this Agreement subject to the provisions in this paragraph. In the event that, notwithstanding the provisions of this paragraph, any provision of this Agreement shall be found by a court of competent jurisdiction to be void, invalid or unenforceable, it shall be severable from the rest of the Agreement, and the rest and remaining portion of the Agreement shall be valid and shall remain in full force and effect.

21. Default by the Developer

If the Developer should default under any provision of this Agreement, the City shall give the Developer notice of the particulars of the default.

If, within ten days following delivery of such notice, the Developer fails to rectify the default described in the notice to the satisfaction of the City, then the City shall be entitled to draw upon the performance security provided by the Developer, remedy the default in whole or in part, and recover from the Developer any costs thereof in excess of that performance security to rectify such breach or default. Alternatively, the City shall be entitled to seek an injunction to restrain any breach, to enforce any term or condition of this Agreement, or to seek a declaration terminating this Agreement for non-performance, or any and all such remedies (which remedies are hereby acknowledged as being cumulative and not alternative), provided that if the Agreement is terminated by virtue of the Developer's default, the parties hereto agree that the City shall not be liable for any loss or damage that may be suffered by the Developer as a result of such termination. The parties hereto further covenant and agree that the City, in any such event, shall not be liable for any loss or damage suffered by any other person, firm or corporation by virtue of such termination, and

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the Developer for itself and its successors and assigns, indemnifies and saves harmless the City and its successors and assigns from any claim or demand from any person, firm or corporation which may suffer loss or damage by reason of the termination of this Agreement because of the Developer's failure or default.

22. General Provisions

a) This Agreement shall not be assignable by the Developer without the consent of the City first being obtained in writing, which consent shall not be unreasonably withheld.

b) Any party to this Agreement may waive the performance of any obligation to be performed for its benefit by the other party, provided that the waiver is in writing, and provided further that any such waiver shall extend only to the breach waived or performance excused, and shall in no way be deemed to be a continuing waiver of such provision or any other term or provision of this Agreement.

c) The headings of the paragraphs in this Agreement are inserted for convenience only, and shall in no way define, limit, restrict or describe the scope or intent of this Agreement, or affect its terms and provisions.

d) Any notice required to be given by either of the parties, except where otherwise specifically provided, shall be deemed to have been legally delivered if:

i) Delivered personally to the City at:

The City of Winnipeg
Legal Services Department
3rd Floor, 185 King Street
Winnipeg, Manitoba
R3B 1J1

Attention: Director of Legal Services and City Solicitor

Developer's Initials: _____

City's Initials: _____

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Delivered personally to the Developer at:

Sage Creek Development Corporation
One Dr. David Friesen Drive
Winnipeg, Manitoba
R3X 0G8

Attention: Comptroller, Financial Management

OR

ii) Faxed to the City or to the Developer at the following respective fax numbers:

City: 204 947 9155
Developer: 204 233 2965

OR

iii) Sent by registered mail to the City or to the Developer at the above-noted addresses.

If personally delivered or faxed, notice will be deemed to have been received as of the date of such personal delivery or fax transmission.

If sent by registered mail, notice will be deemed to have been received on the fifth business day after the day of mailing.

e) This Agreement shall be read with such changes of number or gender as the context may require.

f) If the Developer is more than one person or entity, the covenants of the Developer shall be deemed joint and several.

g) This Agreement shall be interpreted under and is governed by the laws of the Province of Manitoba and of Canada as applicable, and except where provision for arbitration is specifically provided for in this Agreement, is subject to the exclusive jurisdiction of the courts of the Province of Manitoba.

h) Every provision of this Agreement by which the Developer is obligated in any way shall be deemed to include the words "at the expense of the Developer and at no expense to the City" unless the context otherwise requires.

Developer's Initials: _____

City's Initials: _____

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i) References in this Agreement to any statute or any provision thereof include such statute or provision thereof as amended, revised, re-enacted and/or consolidated from time to time and any successor statute thereto.

j) This Agreement and the Schedules annexed to and forming a part of this Agreement, set forth all of the covenants, promises, agreements, conditions and understandings between the Developer and the City, and there are no covenants, promises, agreements, conditions or understandings, either oral or written, between them other than as set forth in this Agreement. Except as otherwise provided in this Agreement, no subsequent alteration, amendment, change or addition to this Agreement shall be binding upon the Developer or the City unless reduced to writing and signed by both of them. It is further understood and agreed that all of the agreements and provisions contained in this Agreement are to be construed as covenants on the part of the party so agreeing to them.

k) This Agreement may be executed in any number of counterparts, each of which shall be an original, and all of which, together, shall constitute one and the same instrument.

l) This Agreement and everything herein contained shall ensure to the benefit of and be binding upon the successors and assigns of the City and the heirs, executors, administrators, successors and assigns of the Developer.

m) Time shall be of the essence of this Agreement.

23. <u>Payments</u>

Unless otherwise provided in this Agreement:

a) Where, under this Agreement, the Developer is required to make a payment to the City based upon a standard City rate, if that rate is changed prior to payment by the Developer, the payment shall be recalculated and payable at the new rate.

b) Where, under this Agreement, the Developer is required to make a payment to the City "on demand", if it is not paid within 14 days of that demand, interest shall be payable to the City, from expiry of the 14 days to the date of payment, at a rate of interest equal to the average borrowing rate paid by the City over that period.

c) Where any payment due to the City is not payable on demand or based on a standard City rate and is not paid during the year of execution of the Agreement, it shall be recalculated by the Director of Public Works and/or the Director of Water

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and Waste and payable in an equivalent amount in then current dollars based on the then current Statistics Canada Cost of Living Index.

d) All payments required by this Agreement are subject to Goods and Services Tax (5%).

SIGNED, SEALED AND DELIVERED this 24th day of October, 2013

BY: **THE CITY OF WINNIPEG**

Per: _____
for Director of Planning, Property and Development

AND this 15 day of OCTOBER, 2013

BY: **SAGE CREEK DEVELOPMENT CORPORATION**

Per *(signature)*: (1) _____

Name *(print)*: (2) ERIC VOGAN

Title *(print)*: (3) ASSISTANT SECRETARY *(affix corporate seal)*

(5) _____
WITNESS *(signature)*:

(6) JEFF PRATTE
Name *(print)*:

(7) 1 OR DAVID FRIESEN DRIVE
Address *(print)*:
WINNIPEG, MB

Per *(signature)*: (1) _____

Name *(print)*: (2) DAVID EGGERMAN

Title *(print)*: (3) TREASURER

I/We have authority to bind Sage Creek Development Corporation

Developer's Initials: _____

City's Initials: _____

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CERTIFIED as to engineering details

Land Development Branch

APPROVED as to legal form:

October 18, 2013

for Director of Legal Services and City Solicitor

CERTIFIED as to engineering details

Water and Waste Department

CERTIFIED as to engineering details

C1Desjardins 2013-07-18

Public Works Department
Transportation Division

CERTIFIED as to parks details

13-10-22

Planning, Property and Development Department
Urban Design Division

RD/st

Developer's Initials:

City's Initials:

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AG 30/12 (Phase 7, Part A)
DASZ 30/2012

SCHEDULE "A"

LEGAL DESCRIPTION

The land shown outlined on Schedule "B" attached to AG 30/12 (Phase 7, Part A), which is legally described as:

BLOCK 1, LOTS 1 AND 2 BLOCK 2, LOTS 1 AND 2 BLOCK 3, BLOCKS 4 AND 5, LOTS 1 AND 2 BLOCK 6, LOTS 1 AND 2 BLOCK 7, LOTS 1 AND 2 BLOCK 8, PUBLIC RESERVE, AND ALL STREETS AND PUBLIC WALKS, PLAN _____ (DEPOSIT NO. 322/2013) WLTO IN LOTS 148, 149 AND 150 ROMAN CATHOLIC MISSION PROPERTY.

NOTE:

- DASZ 30/2012 is Phase 7 of the Sage Creek development.
- This Agreement deals with Part A of Phase 7.
- The Planned Area outlined on Schedule "B" is Part A of Phase 7.
- Subsequent development agreements between the parties will be needed to deal with the rest of Phase 7.
- The rest of Phase 7 is shown hatched on Schedule "B-1".

Developer's Initials: _____

City's Initials: _____

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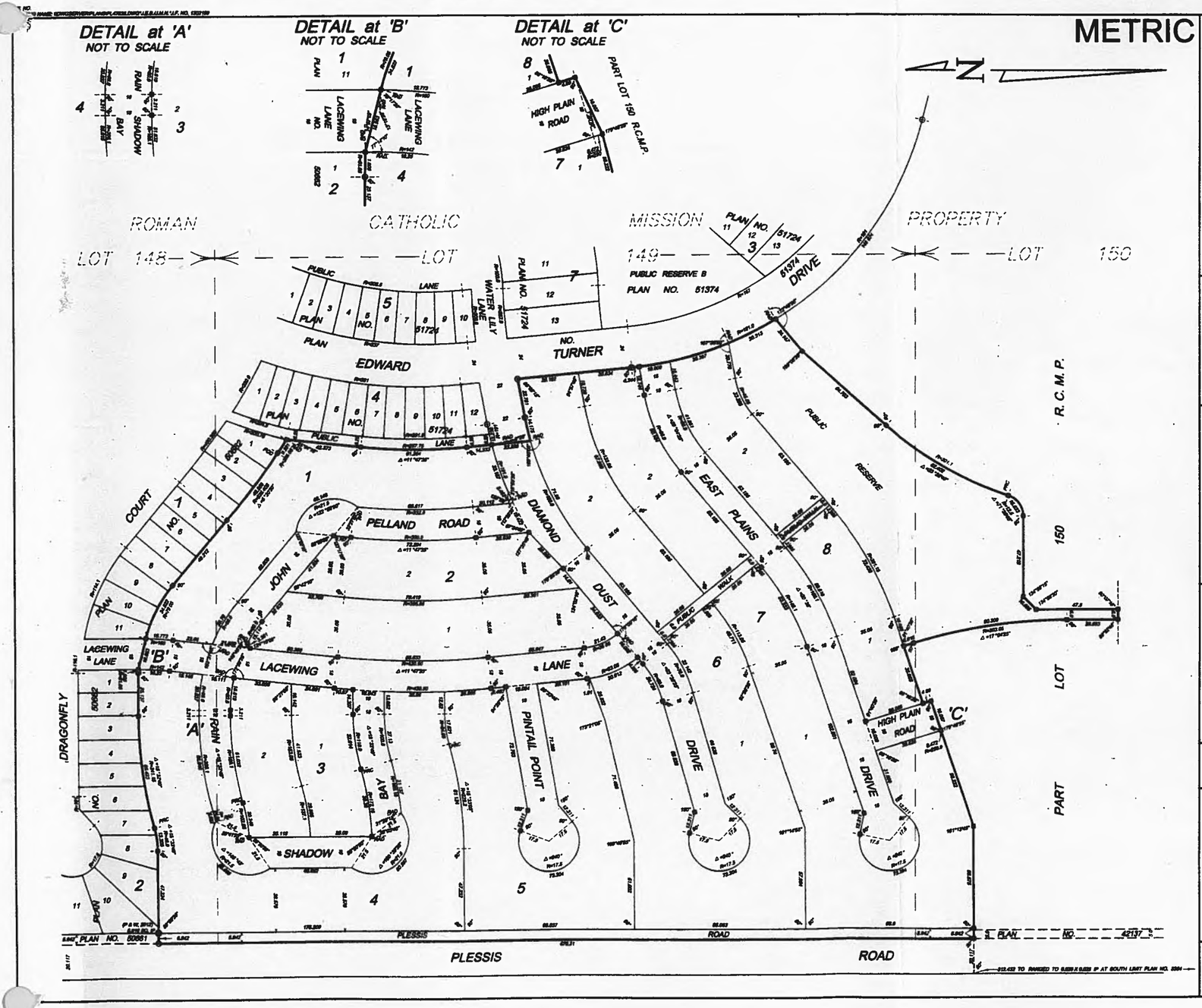
Schedule "B"



DEPOSIT NO. 322-2013

PLAN OF SUBDIVISION
OF PART OF
LOTS 148, 149 AND 150
ROMAN CATHOLIC MISSION PROPERTY
INCLUDING
PART PLAN NO. 42137

CITY OF WINNIPEG
MANITOBA

SCALE 1:1000

NOTES:

ALL DISTANCES ARE IN METRES AND MAY BE CONVERTED TO FEET BY MULTIPLYING BY 3.28084.
IRON POSTS 0.025 X 0.025 FOUND ON THE GROUND ARE SHOWN THUS UNLESS NOTED OTHERWISE
IRON POSTS 0.025 X 0.025 X 0.914 MARKED MLS ARE PLACED AT ALL POINTS SHOWN THUS
ALL PLANS REFERRED TO ARE ON RECORD IN THE WINNIPEG LAND TITLES OFFICE.
LAND AFFECTED BY THE REGISTRATION OF THIS PLAN IS SHOWN BORDERED THUS

AFFIDAVIT:

I, JAMES EDWARD BAILIE, OF THE CITY OF WINNIPEG, MANITOBA LAND SURVEYOR, MAKE OATH AND SAY THAT I DID PERSONALLY SUPERINTEND THE SURVEY REPRESENTED BY THIS PLAN, THAT THE SURVEY WAS MADE BETWEEN THE 18TH OF OCTOBER, A.D. 2010 AND THE 6TH OF MARCH, A.D. 2013, AND THAT THE SURVEY AND PLAN ARE CORRECT AND TRUE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

MANITOBA LAND SURVEYOR

SWORN TO BEFORE ME AT THE CITY OF WINNIPEG
THIS 6TH DAY OF JUNE, A.D. 2013

A SURVEYOR AUTHORIZED TO PRACTISE UNDER "THE LAND SURVEYORS ACT."

APPROVALS:

APPROVED BY THE CITY OF WINNIPEG
THIS 13th DAY OF June, 2013

THIS APPROVAL EXPIRES February 27th, 2018
UNLESS THE PLAN IS REGISTERED

THIS IS THE PLAN REFERRED TO IN BYLAW NO. 60/2013
OF THE CITY OF WINNIPEG 4 51 2013

R W Sheehy
DIRECTOR OF PLANNING, PROPERTY AND DEVELOPMENT

RWS
GEOMATICS SERVICES

LAND DEVELOPMENT

REGISTRATION:

ENTERED AND REGISTERED IN THE
WINNIPEG LAND TITLES OFFICE
THIS _____ DAY OF _____, 20__
AS PLAN NUMBER _____

FOR DISTRICT REGISTRAR

REGISTRATION NO. _____

Pollock & Wright
LAND SURVEYING · GEOMATICS
117 FORT STREET, WINNIPEG, MB R3C 1C6

OWNER:

THIS APPROVAL IS VALID FOR 60 DAYS UNLESS REGISTERED

APPROVED:
THIS _____ DAY OF _____, 20__

FOR REGISTRAR GENERAL

RE - APPROVED:
THIS _____ DAY OF _____, 20__

FOR REGISTRAR GENERAL

THIS APPROVAL IS VALID FOR 12 MONTHS UNLESS REGISTERED

APPROVED:
THIS _____ DAY OF _____, 20__

EXAMINER OF SURVEYS

RE - APPROVED:
THIS _____ DAY OF _____, 20__

EXAMINER OF SURVEYS

CITY OF WINNIPEG FILE NO. DASZ 30/2012

Developer's Initials: _____

City's Initials: _____

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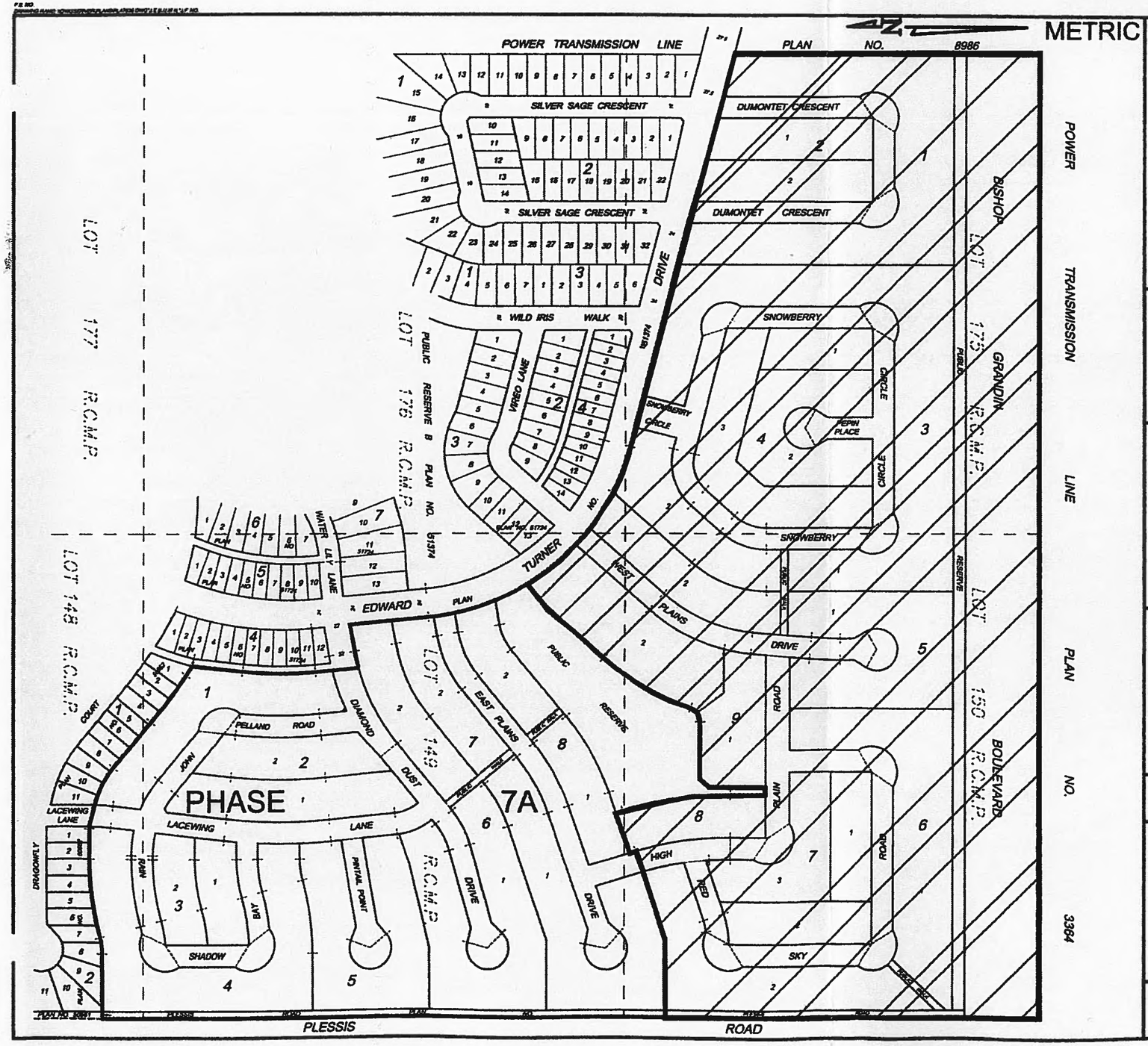
Schedule "B-1"



PLAN OF SUBDIVISION
OF PART OF
LOTS 149, 150, 175 AND 176,
ROMAN CATHOLIC MISSION PROPERTY
INCLUDING
PART PLAN NO. 42137

CITY OF WINNIPEG
MANITOBA

SCALE 1:1500

NOTES:

ALL DISTANCES ARE IN METRES AND MAY BE CONVERTED TO FEET BY MULTIPLYING BY 3.28084
IRON POSTS 0.025 X 0.025 FOUND ON THE GROUND ARE SHOWN THUS ____ ○
IRON POSTS 0.025 X 0.025 X 0.914 MARKED MLS ARE PLACED AT ALL POINTS SHOWN THUS ____ ■
ALL PLANS REFERRED TO ARE ON RECORD IN THE WINNIPEG LAND TITLES OFFICE.
LAND AFFECTED BY THE REGISTRATION OF THIS PLAN IS SHOWN BORDERED THUS ____

AFFIDAVIT:

I, JAMES EDWARD BAIJE, OF THE CITY OF WINNIPEG, MANITOBA LAND SURVEYOR, MAKE OATH AND SAY THAT I DID PERSONALLY SUPERINTEND THE SURVEY REPRESENTED BY THIS PLAN, THAT THE SURVEY WAS MADE BETWEEN THE 7th AND THE 7th OF . A.D. 2013, AND THAT THE SURVEY AND PLAN ARE CORRECT AND TRUE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

MANITOBA LAND SURVEYOR

SWORN TO BEFORE ME AT THE CITY OF WINNIPEG
THIS DAY OF , A.D. 2013

A SURVEYOR AUTHORIZED TO PRACTISE
UNDER "THE LAND SURVEYORS ACT."

APPROVALS:

APPROVED BY THE CITY OF WINNIPEG
THIS ____ DAY OF ____, 20__

THIS APPROVAL EXPIRES ____, 20__
UNLESS THE PLAN IS REGISTERD

THIS IS THE PLAN REFERRED TO IN BYLAW NO. ____
OF THE CITY OF WINNIPEG

DIRECTOR OF PLANNING, PROPERTY AND DEVELOPMENT

GEOMATICS SERVICES | *LAND DEVELOPMENT*

REGISTRATION:

ENTERED AND REGISTERED IN THE
WINNIPEG LAND TITLES OFFICE
THIS ____ DAY OF ____, 20__
AS PLAN NUMBER ____

FOR DISTRICT REGISTRAR

REGISTRATION NO. ____

Pollock & Wright
LAND SURVEYING • GEOMATICS
317 FORT STREET, WINNIPEG, MB R3C 1C6

OWNER:

THIS APPROVAL IS VALID FOR 60 DAYS UNLESS REGISTERED
APPROVED
THIS ____ DAY OF ____, 20__

FOR REGISTRAR GENERAL

RE - APPROVED
THIS ____ DAY OF ____, 20__

FOR REGISTRAR GENERAL

THIS APPROVAL IS VALID FOR 12 MONTHS UNLESS REGISTERED
APPROVED
THIS ____ DAY OF ____, 20__

Developer's Initials:

City's Initials:

CITY OF WINNIPEG FILE NO. DASZ 30/2012

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SCHEDULE "C"

SPECIAL TERMS

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SPECIAL TERMS

SECTION I – SERVICING

1. Wastewater Sewers

The Developer shall, at no expense to the City, construct all wastewater sewers required to service the Planned Area as determined by and to the satisfaction of the Director of Water and Waste.

2. Watermains

The Developer shall, at no expense to the City, construct all watermains required to service the Planned Area as determined by and to the satisfaction of the Director of Water and Waste. The watermain shall either be looped or partially twinned to meet the City requirements pertaining to allowable service connections on a dead-ended watermain.

3. Lot Line Connections

a) The Developer shall, at no expense to the City, construct and install wastewater and water building services from the wastewater sewer and watermain to service all single-family and two-family lots within the Planned Area, as determined by and to the satisfaction of the Director of Water and Waste.

b) The Developer shall ensure that each sewer service remains plugged from installation until the foundation excavation has been backfilled and the roof of the dwelling has been sheathed, after which the house sewer may be connected. The Developer will indemnify the City against all actions, claims, demands, damages, losses and costs, including legal and court costs, suffered or incurred by the City arising out of any failure to do so.

c) The Developer shall replace or repair any water or sewer service found to be defective within one year following the date the water is turned on for domestic use, and shall pay the City any cost incurred by the City arising out of any such defect.

4. Land Drainage Sewers

The Developer shall, at no expense to the City, construct all land drainage sewers required to service the Planned Area as determined by and to the satisfaction of the Director of Water and Waste.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

SPECIAL TERMS

5. Stormwater Retention Facilities

a) The Developer shall construct and bridge-finance the cost of constructing stormwater management facilities within the Planned Area, in accordance with the "Criteria for Stormwater Management" (adopted by City Council on April 25, 2001), as determined by, and to the satisfaction of, the Director of Water and Waste.

b) The Developer's share of the cost of the regional stormwater management facilities shall be as determined by the Director of Water and Waste and shall be deducted from any amounts owed to the Developer for the facilities to be constructed and previously constructed by the Developer.

c) The Developer shall provide, prior to construction, a separate Letter of Credit in the amount of 15% of the construction cost of the basins and associated appurtenances, to the satisfaction of the Director of Water and Waste, which separate Letter of Credit will be released to the Developer upon issuance of the Final Acceptance Certificate.

d) The Developer shall enter into an easement agreement that shall caveat all private lots abutting the basins outlining the special conditions for the maintenance of the vegetated area at the rear of the private lots to the satisfaction of the Director of Public Works.

e) Notwithstanding any other provision of this agreement regarding a warranty period, the Developer shall be responsible for maintenance of the basin area including appurtenances and landscaping for 5 years and until occupancy of 95% of the dwellings on lots immediately abutting the basin, as determined by and to the satisfaction of the City.

f) The Developer shall, at no expense to the City, develop a performance specification for the naturalized stormwater retention basin, to the satisfaction of the Director of Public Works, that assesses the constructed wetlands vegetative condition. The Developer shall also carry out routine vegetation assessments over a five year period to determine whether the wetland vegetation is meeting the performance specification and if not, the Developer shall take appropriate remedial action as determined by the said Director.

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

g) As a condition of issuance of a Final Acceptance Certificate, the Developer shall, at no expense to the City, develop an operation manual for the naturalized stormwater retention basin that will ensure the long-term viability of the wetland by maximizing ecological benefits and minimizing maintenance to the satisfaction of the Director of Public Works.

6. Lot Grading

a) The Developer shall, at no expense to the City, provide a lot grading plan, prepared by a municipal engineer, for the Planned Area, and construct all drainage works necessitated by the approved design.

b) Prior to the issuance of building permits, the Developer shall, at no expense to the City, construct all swales, catchbasins and leads required to provide lot drainage.

c) Upon registration of the approved subdivision mylars in the Land Titles Office, the Developer shall, at no expense to the City, provide all easements with respect to the installation, maintenance and replacement of swales, catchbasins and leads for lot drainage.

7. Pavement

The Developer shall, at no expense to the City, construct 200-mm-thick and 150-mm-thick portland cement concrete pavements to widths of 10.0 m, 8.0 m and 7.5 m, and all related works, including but not necessarily limited to land drainage facilities, in all streets within the Planned Area, all as determined by and to the satisfaction of the Director of Public Works.

8. Sidewalk

The Developer shall, at no expense to the City, construct 1.5-m-wide by 100-mm-thick Portland cement concrete sidewalks along both sides of streets within the Planned Area with rights-of-way 22.0 m or greater in width, except for that portion of Diamond Dust Drive from Edward Turner Drive to John Pelland Road which requires a sidewalk on the south side of the street only, as determined by, and to the satisfaction of, the Director of Public Works.

The City may file appropriate caveats in the Land Titles Office, notifying prospective homeowners of the sidewalk locations.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

SPECIAL TERMS

9. Public Walkways

The Developer shall, at no expense to the City, construct 1.5-m-wide by 100-mm-thick Portland cement concrete sidewalk within, and landscape the remainder of, the public walkways including but not limited to, installing fencing along the side property lines, and supply and install bollards with appropriate sidewalk opening at all connections to streets, all as determined by and to the satisfaction of the Director of Public Works.

10. Bishop Grandin Boulevard Improvements

It is acknowledged that under DASZ 30/2012 (Phase 7 of Sage Creek) approvals, the Developer is required to construct or pay for a share of surface improvements to be installed in Bishop Grandin Boulevard along the full length of the overall development area abutting Bishop Grandin Boulevard as shown on Schedule "B-1" of this Agreement. As this Agreement is for Part "A" only, which does not abut Bishop Grandin Boulevard, these obligations will be dealt with in development agreements for future Parts of Phase 7.

11. Temporarily Dead-Ended Streets

a) The Developer shall, at no expense to the City, construct a paved cul-de-sac-style vehicle turnaround at the terminus of each temporarily dead-ended street within the Planned Area, and provide any rights-of-way or easements necessary to accommodate same, all as determined by and to the satisfaction of the Director of Public Works.

b) The Developer shall, at no expense to the City, erect and maintain barricades and signage, across the full width of any streets which are temporarily dead-ended due to phasing of development, immediately upon completion of the paving or when house construction has begun, whichever is sooner, as determined by and to the satisfaction of the Director of Public Works.

12. Boulevards

a) The Developer shall, at no expense to the City, sod and plant trees on all boulevards within the Planned Area, all in accordance with drawings and specifications to be prepared by the Developer and submitted to and approved by the Director of Public Works.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

SPECIAL TERMS

b) The Developer shall, at no expense to the City, maintain the sod for a period of one year and trees for a period of two years, in accordance with specifications approved by the Director of Public Works.

13. Private Approaches

There shall be no private approaches:

a) serving single-family or two-family residential development off residential collector streets (i.e. rights-of-way 22.0 m or wider), except where frontage roads are provided and except for that portion of the north side of Diamond Dust Drive from Edward Turner Drive to John Pelland Road where private approaches will be permitted to allow for front attached garage homes; or

b) off Bishop Grandin Boulevard; or

c) serving residential development off Plessis Road.

14. Noise Attenuation

The Developer shall, at no expense to the City,

d) construct, within the rear yards of all single-family and two-family lots abutting Plessis Road, a uniform, 2.0-metre-high, noise-attenuation fence; and

e) permit the City to file a caveat against the title of each lot, requiring the owner(s) to maintain and/or repair and/or replace the fence as originally constructed,

all to the satisfaction of the Director of Public Works.

15. Two Means of Vehicular Access

The Developer shall, at no expense to the City, ensure that two means of paved vehicular access are available at all times to each stage of development of the Planned Area, to the satisfaction of the Director of Public Works. This may require the construction of temporary paved roadways and the provision of easements or rights-of-way.

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

16. Construction-Traffic Access

The Developer shall, at no expense to the City:

a) ensure that construction traffic uses access routes determined by the Director of Public Works;

b) maintain those access routes in a clean, dust-free condition, free of dropped and tracked-on mud; and

c) undertake the regular cleaning, including, but not limited to scraping and sweeping, of those access routes and all streets within the Planned Area, until building construction, including landscaping, is complete,

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

17. Street Name Signs

The Developer shall, at no expense to the City, cause to be installed standard, reflectorized, permanent street name signs at each new intersection within or adjacent to the Planned Area, as determined by the Director of Public Works.

18. Development Information Signs

Prior to construction, the Developer shall, at no expense to the City, obtain approval of and install, and subsequently maintain, at the entrances to the Community, development information signs, containing no advertising, and showing the Planned Area, zoning information, a north directional arrow, Plessis Road, Bishop Grandin Boulevard, all proposed arterial and collector streets, sidewalks, public walks, active transportation facilities, all proposed parks, and all proposed community mail-box sites - all with the approval of and to the satisfaction of the Director of Planning, Property and Development.

19. Utilities

a) The Developer shall, at no expense to the City, cause to be installed ornamental street lights in all streets within the Planned Area, to the satisfaction of the Director of Public Works.

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

b) The Developer shall cause underground electrical and telephone services to be installed and pay the full cost to convert any existing overhead services within the Planned Area to underground, at no expense to the City, and to the satisfaction of the Director of Public Works.

c) The Developer shall pay all costs associated with the relocation of street lights and other utilities made necessary as a result of, or required to accommodate, the works to be constructed by the Developer to serve the Planned Area, as determined by and to the satisfaction of the Director of Public Works.

20. Litter and Refuse Control and Clean-Up

The Developer shall, at no expense to the City, and of its own volition, initiate and control the regular cleanup of litter and refuse from the contractors and builders for this development, both on-site and off-site, during the installation of services and construction of buildings, until completion of all construction, as determined by and to the satisfaction of the Director of Public Works.

21. Residential Setbacks adjacent Plessis Road

a) All single-family and two-family lots backing onto Plessis Road shall be established with a minimum rear yard set-back consistent with set-backs previously established in Phase 4 (DASZ 35/2009) and Phase 6 (DASZ 3/2011) of Sage Creek.

b) The Zoning Agreement covering these lots shall stipulate a minimum rear yard consistent with the setbacks previously established in Phases 4 and 6 of Sage Creek.

22. Survey Monuments

Following completion of all major construction works, the Developer shall at its cost have the locations of the survey monuments within the Planned Area verified and, where the survey monuments have been disturbed, moved, covered, mutilated or destroyed, shall have them replaced by a Manitoba Land Surveyor. The Developer shall ensure that the Manitoba Land Surveyor provides the Director of Planning, Property and Development with a certificate stating that all survey monuments within the Planned Area have been verified and/or replaced, as the case may be.

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

23. Payment of Costs "On Demand"

Further to Paragraph 11 c) of the body of this Agreement, to guarantee the Developer's commitment(s) to make payments to the City on demand, the Developer agrees to provide to the City, prior to the commencement of any work under this Agreement, and in addition to any other Letters of Credit the Developer is required to provide under this Agreement, irrevocable Letters of Credit, in favour of the City, in amounts equal to at least 100% of the values of the "on demand" payments, as determined by the Director of Public Works and in form satisfactory to the City Solicitor.

SECTION II – LAND ACQUISITION AND DEDICATION

1. Public Reserve

a) The Developer shall dedicate to the City, as Public Reserve, at least 8% of the land contained within the entire Sage Creek Development, and pay its share of the cost of services in streets abutting the dedicated land - all in accordance with City policy, and as determined by, and to the satisfaction of, the Directors of Public Works and Planning, Property, and Development. The dedication of Public Reserve for the Planned Area (Phase 7-Part "A") shall be accrued with the dedication of Public Reserve for all other phases of the development, including the credit provided for improvements installed by the Developer within the hydro Corridor as detailed in AG 12/10, with compensation tabulated, as necessary, within the final phase of development.

b) The Developer shall, at no expense to the City, landscape the Public Reserve to a standard consistent with the level of development established in previous phases of Sage Creek development, all in accordance with plans and specifications provided by the Developer and approved, prior to the commencement of construction, by the Director of Planning, Property and Development. Where the Developer is providing naturalized landscaping in lieu of traditional sodding, the scope of landscaping shall include pathway development, naturalized areas, and a site drainage proposal that minimizes runoff across the path system.

c) The Developer shall assume responsibility for the maintenance of all park sites until they are developed, as-built drawings have been provided, and they are turned over to the City for maintenance.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

SPECIAL TERMS

d) The Developer shall, at no expense to the City, maintain the Public Reserve improvements for a period of two years in accordance with specifications approved by the Director of Public Works. The City also reserves the right to impose longer maintenance terms for amenities and features, such as naturalized areas, that the Director of Public Works deems to be beyond their standard scope of development.

2. Public Reserve Dedication and Landscaping – Sage Creek Development Phases 1, 3, 2, 3B, 4, 1B, 5 (revised), 6, 3D and 7 (Part "A") and the Manitoba Hydro Corridor

The parties agree that:

a) 5.94 acres of land were dedicated to the City and landscaped in Phase 1 (DASZ 51/05) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 1 of 1.07 acres;

b) 5.14 acres of land were dedicated to the City and landscaped in Phase 3 (DASZ 32/07) of the Sage Creek Development as Public Reserve, and this represents an over-dedication for Phase 3 of 3.41 acres;

c) 2.38 acres of land were dedicated to the City and landscaped in Phase 2 (DASZ 32/07) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 2 of 2.98 acres;

d) No land was dedicated to the City in Phase 3B (DASZ 12/09) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 3B of 0.80 acres;

e) No land was dedicated to the City in Phase 4 (DASZ 35/09) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 4 of 2.65 acres;

f) No land was dedicated to the City in Phase 1B (DASZ 3/10) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 1B of 0.10 acres;

g) 8.87 acres of land are being dedicated to the City and landscaped in Phase 5 (DASZ 12/10 – revised by DASZ 36/12 Public Reserve reductions of 1.44 acres) of the Sage Creek Development as Public Reserve, and this represents an over-dedication for Phase 5 of 4.14 acres;

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

h) 3.50 acres of land are being dedicated to the City and landscaped in Phase 6 (DASZ 3/11 – pursuant to AG 3/11) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 6 of 1.68 acres;

i) A land dedication credit of 9.05 acres and a landscaping credit of 9.05 acres be provided to the Developer for the overall Sage Creek Development for the improvements completed within approximately 52.0 acres of the Hydro Corridor lands within the Sage Creek Development, in accordance with an Agreement dated August 17, 2006 among the City, the Developer, and Manitoba Hydro;

j) No land was dedicated to the City in Phase 3D (DASZ 5/12) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 3D of 0.44 acres;

k) 1.00 acres of land are being dedicated to the City and landscaped in Phase 7 (Part "A" of DASZ 30/12) under this agreement within the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 7 (Part "A") of 1.56 acres, calculated as follows:

Planned Area =	35.12 acres
Regional Streets (Plessis Road) area =	0.69 acres
Net Stormwater Retention area =	2.46 acres
Net area subject to dedication (35.12 – 3.15) =	31.97 acres
Required Dedication (8% x 31.97 acres) =	2.56 acres
Actual Dedication =	1.00 acres
Under-dedication (2.56 – 1.00 acres) =	1.56 acres

and acknowledge that the net over-dedication and landscaping for Phases 1, 3, 2, 3B, 4, 1B, 5 (revised by DASZ36/12), 6, 3D, and 7 (Part "A"), and the Manitoba Hydro Corridor within, the Sage Creek Development is (-1.07 + 3.41 - 2.98 - 0.80 - 2.65 - 0.10 + 4.14 – 1.68-0.44 – 1.56 + 9.05) = 5.32 acres.

Net over-dedication and landscaping for Sage Creek Development Phases 1, 3, 2, 3B, 4, 1B, 5 (revised), 6, 3D, and 7 (Part "A"), and the Manitoba Hydro Corridor = 5.32 acres.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

SPECIAL TERMS

SECTION III – COSTS AND FEES

1. By-laws and Approvals

The Developer shall pay all of its and the City's costs, fees, and expenses associated with the preparation and attainment of approval for registration of the Zoning By-law(s) and plan(s) of subdivision, including all Municipal Board, Land Titles Office and other fees and expenses, all survey, engineering and advertising fees and costs, and all expenses incidental to the preparation of this Agreement and the physical development of the Planned Area.

2. Professional Fees

a) The Developer shall pay the full cost of all design services, including preliminary engineering studies, servicing reports, servicing criteria, construction drawings and specifications, and grading and landscaping plans and specifications, to be provided by Consulting Engineer(s) approved by the City, for the design of the municipal services, parklands, parkways and associated works required to serve the Planned Area;

b) The Developer shall pay the full cost of construction and landscaping supervision services provided by or on behalf of the City for field inspection, preparation of progress estimates, provision of as-built drawings by March 31 of the year following substantial performance of the work, and all other engineering consulting services related to the installation and acceptance of municipal services, and all associated works to serve the Planned Area.

3. Administration Fees

Prior to the release of the subdivision mylars for registration in the Land Titles Office, the Developer shall pay to the City, to help defray the City's administration and related costs associated with the preparation and implementation of the Development Agreement, an administration fee, calculated as follows:

DASZ 30/12 (Phase 7 Part "A" – Planned Area)

i)	35.12 acres x $1,200/acre =	$42,144.00
ii)	G.S.T. (5%) =	2,107.20
	Total	**$44,251.20**

Developer's Initials: _____

City's Initials: _____

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CONSTRUCTION, INSTALLATION AND MAINTENANCE SPECIFICATIONS

The Developer acknowledges and agrees that:

a) Documents to be obtained:

Before commencing construction, installation and maintenance of the respective works required by this Agreement, it must obtain from the City the latest revision of the following City documents:

(i) *Standard Construction Specifications*;

(ii) *Water and Sewer Standards Manual*;

(iii) *Boulevard Tree Planting Guidelines as Required Under Development Agreements*;

and

(iv) *Parks Construction Specifications and Details*,

each of which documents is hereby incorporated in this Agreement as fully and to the same extent as if attached as a schedule to this Agreement.

b) Roads, Lanes and Sidewalks:

The *Standard Construction Specifications* apply as minimum standards to all construction, installation and maintenance of roads, lanes, sidewalks, and appurtenances thereto, and all materials supplied for those purposes.

c) Sewers and Watermains:

The *Standard Construction Specifications* and the *Water and Sewer Standards Manual* apply as minimum standards to all construction, installation and maintenance of sewers, watermains, and appurtenances thereto, and all materials supplied for those purposes.

d) Landscaping Improvements:

The *Standard Construction Specifications, Boulevard Tree Planting Guidelines as Required Under Development Agreements*, and *Parks Construction Specifications and Details* apply as minimum standards to all construction, installation and maintenance of landscaping improvements within road allowances, parks and public reserves.

Developer's Initials: _____

City's Initials: _____

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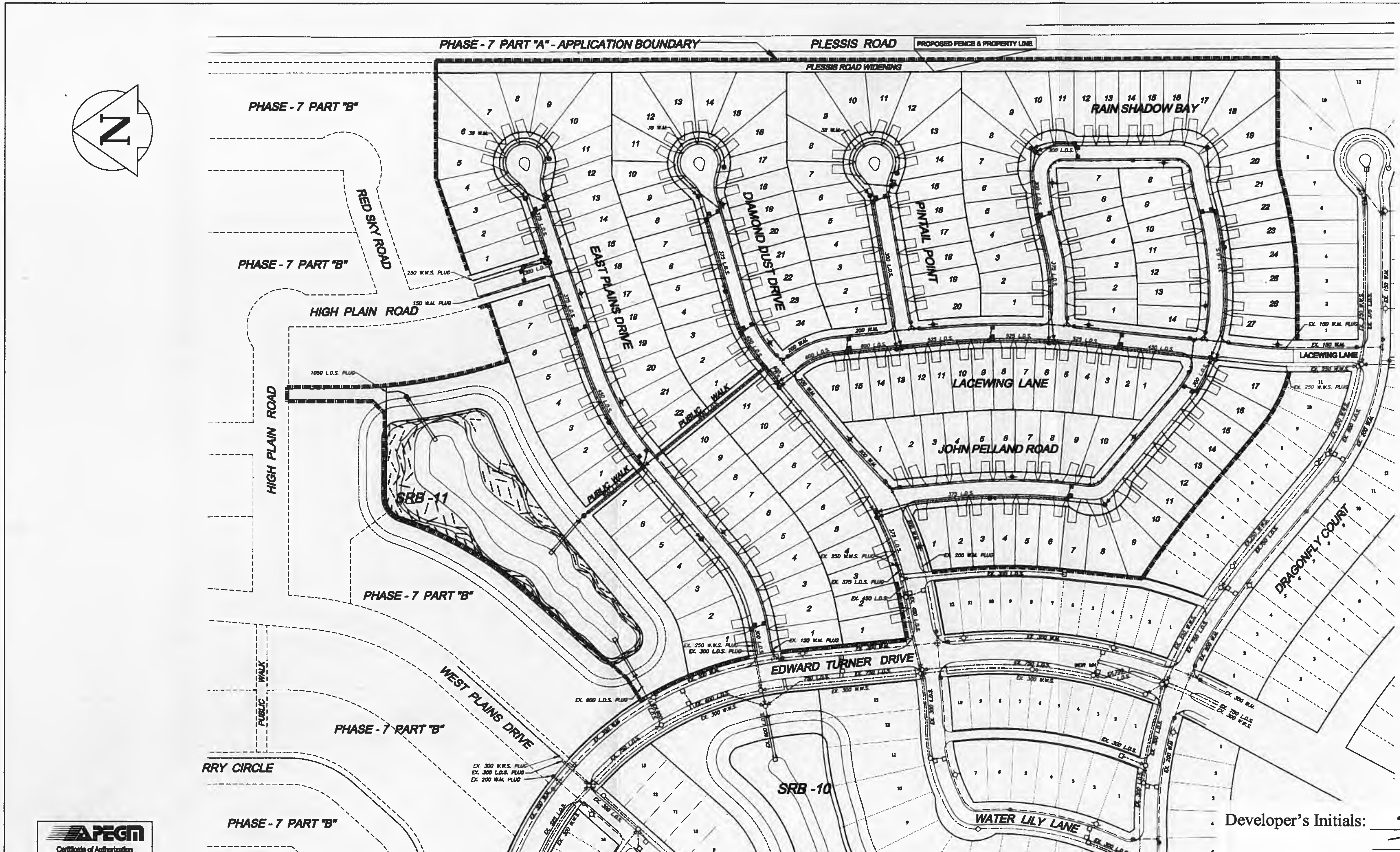

ALL WATERMAINS TO BE 150mm UNLESS OTHERWISE SHOWN
ALL WASTEWATER SEWERS TO BE 250mm UNLESS OTHERWISE SHOWN
ALL PAVEMENT TO BE 7.50m UNLESS OTHERWISE SHOWN

Developer's Initials: [signature]

City's Initials: [signature]

APEGM
Certificate of Authorization
Genivar Inc.
No. 5079 Date:

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED
	WATERMAIN			HYDRO		34.19	LOT ELEVATION	34.22
	HYDRANT			M.T.S.			HOUSE ELEVATION	35.05
	VALVE			CONCRETE LIP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			180mm MODIFIED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			SIDEWALK RAMP				
	GAS		25.50	ELEVATIONS	34.880			

LOCATION APPROVED

SUPV. U/G STRUCTURES COMMITTEE — DATE

NOTE:
LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE GIVEN LOCATIONS ARE EXACT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CWBM 61-008
ELEV. 233.169

NO.	REVISIONS	DATE	BY
02	MISCELLANEOUS	MAY23/13	G.D.
01	CITY SUBMISSION	FEB27/13	G.D.

GENIVAR
10 PRAIRIE WAY WINNIPEG, MANITOBA R2J 3J8
PH: (204)-477-6650 FAX: (204)-474-2864

DESIGNED BY G.D. — CHECKED BY B.H.
DRAWN BY G.D. — APPROVED BY I.McK.
HOR. SCALE: 1:1000 — VERT. SCALE: — RELEASED FOR CONSTRUCTION
DATE FEBRUARY 2013 — DATE

ENGINEERS SEAL
PROVINCE OF MANITOBA — PREVIOUSLY SIGNED BY I. G. McKINNON FEB. 27 /13 — REGISTERED PROFESSIONAL ENGINEER

CONSULTANT DRAWING NO. 121-26882-00 -AG01

Winnipeg
THE CITY OF WINNIPEG
QUALICO
SAGE CREEK SUBDIVISION–PHASE 7–PART 'A'
DASZ 30/12
AG 51/05
AGREEMENT DRAWING
UNDERGROUND SERVICING & ROADWORK

CITY DRAWING NO.
SHEET 1 OF 2

Original Court Copy

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED
	WATERMAIN			HYDRO		34.19	LOT ELEVATION	34.22
	HYDRANT			M.T.S.			HOUSE ELEVATION	35.05
	VALVE			CONCRETE LIP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			150mm MODIFIED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			SIDEWALK RAMP				
	GAS			ELEVATIONS	(34.880)			

LOCATION APPROVED

SUPV. U/G STRUCTURES COMMITTEE DATE

NOTE:

LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE GIVEN LOCATIONS ARE EXACT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL STRUCTURES SHOULD BE OBTAINED BY THE RESPONSIBLE UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CNSM 81-008
ELEV. 233.169

NO.	REVISIONS	DATE	BY
02	MISCELLANEOUS	MAY23/13	G.D.
01	CITY SUBMISSION	FEB27/13	G.D.

GENIVAR
10 PRAIRIE WAY WINNIPEG, MANITOBA R3J 3J8
PH: (204)-477-6650 FAX: (204)-474-2384

DESIGNED BY	G.D.	CHECKED BY	B.H.
DRAWN BY	G.D.	APPROVED BY	I.McK.
HOR. SCALE:	1:1000	RELEASED FOR CONSTRUCTION	
VERT. SCALE:			
DATE	FEBRUARY 2013	DATE	

ENGINEERS SEAL
PROVINCE OF MANITOBA
PREVIOUSLY SIGNED BY I. G. McKINNON FEB. 27 /13
REGISTERED PROFESSIONAL ENGINEER

CONSULTANT DRAWING NO.
121-26882-00 –AG02

Winnipeg

THE CITY OF WINNIPEG
QUALICO

SAGE CREEK SUBDIVISION–PHASE 7–PART 'A'
DASZ 30/12
AG 51/05
AGREEMENT DRAW
GRADING

CITY DRAWING NO.

Developer's Initials:

City's Initials:

Original Court Copy

SCHEDULE "F"

FORM OF LETTER OF CREDIT

THE BANK OF _____
(date): _____

TO: THE CITY OF WINNIPEG
Credit No. _____
Amount: ($Cdn.) _____
Expiry Date: _____
Developer: **SAGE CREEK DEVELOPMENT CORPORATION**
Dear Sirs:

IRREVOCABLE LETTER OF CREDIT

1. _____ (the "Bank"), for valuable consideration, the receipt of which is hereby acknowledged, hereby establishes in your favour an irrevocable Letter of Credit (the "Credit") in the amount of $_____, on which you may draw up to but not after _____ (the "Expiry Date").

2. This Credit is issued in connection with obligations incurred or to be incurred by Sage Creek Development Corporation (the "Developer") under Development Agreement No. AG 30/12 dated January 30, 2013.

3. A drawing under this Credit shall be made on or before the Expiry Date by you presenting to the Bank at _____, Winnipeg, Manitoba, this Credit and a Demand in writing *(street address)* signed by a person who has been duly authorized to sign on your behalf.

4. The Demand shall refer to this Credit by the above number, shall state the amount demanded, and shall certify that the Developer has failed to perform any one or more of its obligations as stipulated in Agreement No. AG 30/12.

5. Upon receipt of the Credit and Demand on or before the Expiry Date, the Bank shall pay to you the amount stated in the Demand, without enquiring whether the City has a right to such amount as between yourself and the Developer, provided that such amount, together with other amounts paid to you under this Credit, if any, do not exceed in the aggregate the amount of the Credit.

6. This Credit is deemed to be automatically extended for _____ *(minimum 60 days)* from the Expiry Date and any future expiration date, unless the Bank notifies you in writing at least 30 days prior to any such date that the Bank elects not to renew it, which notice must be directed and sent by fax to:

The City of Winnipeg
Legal Services Department
3rd Floor – 185 King Street
Winnipeg, Manitoba
R3B 1J1

Fax: 204 947 9155.

Attn: Director of Legal Services and City Solicitor

Yours truly,

THE BANK OF _____

_____
Authorized Signature

_____
Authorized Signature

NOTE: The concluding clause does not prevent cancellation at any time with the City's consent.

Developer's Initials: _____

City's Initials: _____

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Finance No. 385-13

DEVELOPMENT AGREEMENT AG 30/12 (PHASE 7, PART B)
[The City of Winnipeg Charter, Sections 259(1) and 268(1)]
Riel Community
Council Approval: January 30, 2013

BETWEEN:

THE CITY OF WINNIPEG

- and -

SAGE CREEK DEVELOPMENT CORPORATION

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AG 30/12 (Phase 7, Part B)
DASZ 30/2012

Finance No. 385-13

THIS AGREEMENT made in duplicate effective January 30, 2013.

BETWEEN:

THE CITY OF WINNIPEG
("City")

OF THE FIRST PART,

- and -

SAGE CREEK DEVELOPMENT CORPORATION
duly registered to carry on business in Manitoba
("Developer")

OF THE SECOND PART.

WHEREAS:

a) It is acknowledged that DASZ 30/2012, being Phase 7 of the Sage Creek development as shown outlined on a sketch attached as Schedule "B-1" is being developed in further Phases (and parts within Phases) as provided for under By-law No. 51/2013 amendment to By-law No. 40/2013.

b) The Developer represents that it is the owner or entitled to be the owner of certain lands located within the boundaries of the City of Winnipeg as described in Schedule "A" and shown outlined on a plan of subdivision (Part B of Phase 7) attached as Schedule "B" (hereinafter called the "Planned Area"); `

c) The Developer and the City wish to establish development conditions for the Planned Area; and

d) The City has approved a plan of subdivision (Schedule "B") subject to this Agreement being entered into.

NOW THEREFORE, in consideration of those approvals and the sum of ONE DOLLAR ($1.00) paid by each party to the other, the receipt and sufficiency of which is hereby acknowledged, the City and the Developer covenant and agree as follows:

1. Definitions

Unless the context otherwise requires, where used herein:

a) "Developer-Owned Land" means all the land within the Planned Area owned by the Developer or in which a beneficial interest is held by the Developer, its successors, assigns, purchasers, or nominees at any time during the term of this Agreement;

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b) "Director of Public Works", "Director of Water and Waste", "Director of Planning, Property and Development", and "City Solicitor" mean the Director of Public Works, Director of Water and Waste, Director of Planning, Property and Development, and City Solicitor of the City for the time being or such other persons designated by them;

c) "Letter of Credit" means a Letter of Credit in the form shown as Schedule "F" hereto, issued by a bank licensed to carry on business in Canada, or, at the option of the City Solicitor, some other security which, in the opinion of the City Solicitor, provides equivalent immediate cash protection and which may include but is not limited to a Letter of Credit by an institution other than a bank;

d) "Planned Area" means all the land described in Schedule "A" and outlined on the plan of subdivision attached as Schedule "B" hereto;

e) "Privately Owned Land" means all the land other than City-Owned or Developer-Owned land benefiting from services installed to serve the Planned Area; and

f) "Substantial Performance" means Substantial Performance as certified by a professional engineer having delivered a Certificate of Substantial Performance in accordance with The Builders' Liens Act (Manitoba).

2. <u>Contract Documents</u>

The Agreement comprises the following:

a) The main body consisting of 16 pages;
b) Schedule "A" – legal description of the Planned Area;
c) Schedule "B" – plan of subdivision outlining Phase 7, Part B; being a portion of the entire planned area under DASZ 30/2012; and

Schedule "B-1" – plan of subdivision sketch showing the entire planned area under DASZ 30/2012;

d) Schedule "C" - special terms regarding the installation of municipal services and fee payments;
e) Schedule "D" – construction, installation and maintenance specifications;
f) Schedule "E-1" and "E-2"–conceptual servicing drawings for the Planned Area;
g) Schedule "F" – form of Letter of Credit; and
h) Any written variation of, or amendment or addition to, this Agreement or any of the Schedules, signed by the Developer and by or on behalf of the Director of Public Works or the Director of Water and Waste or the Director of

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Planning, Property and Development, all of which are and shall be binding upon the parties hereto as fully and to the same extent as if set out herein.

3. Subdivision and Zoning

a) The Developer shall, at its own cost and expense, prepare and secure approval and registration of any plan(s) of subdivision.

b) Nothing herein contained shall constitute the approval by the City of any plan(s) of subdivision, or any zoning change, variance or conditional use desired by the Developer.

4. General Instructions

a) No development, including excavation, landscaping improvements and parkland development, shall take place within or to serve the Planned Area without application to and the approval of the Director of Public Works and the Director of Water and Waste and the Director of Planning, Property and Development.

b) Before commencing any work, the Developer shall familiarize itself with all the relevant City designs and specifications, and agrees that all materials and workmanship installed or carried out by the Developer shall conform to the requirements of this Agreement, including the documents described in the Schedules to this Agreement. If there is any conflict between those requirements and the requirements of the Director of Public Works, the Director of Water and Waste, or the Director of Planning, Property and Development under this Agreement, those Directors' requirements shall apply.

c) The Developer shall grant to the Director of Public Works and the Director of Water and Waste and their delegates free and uninterrupted access to any and all parts of the Planned Area for the purpose of making inspections and taking samples of materials used in the services being installed. If any material, design or installation does not conform to this Agreement or to the requirements of the Director of Public Works, the Director of Water and Waste, or the Director of Planning, Property and Development, the applicable Director(s) may stop any further work and order the removal and replacement of unsatisfactory works.

5. Taxes

Prior to the release of the approved plan of subdivision mylars, the Developer shall pay all municipal taxes including arrears, penalties and the commuted amount of all local improvement levies outstanding, on all Developer-owned lands within the Planned Area.

Developer's Initials: _____

_____

City's Initials: _____

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6. Approvals for City-Shared Services

The Developer shall, before doing any work or supplying any materials for which the City is required to pay, in whole or in part, obtain written authorization from the City, and the City will authorize the work to proceed and the materials to be supplied, at prices agreed upon by the Director of Public Works and/or the Director of Water and Waste. The prices agreed upon shall apply to all work to be done by the Developer and paid for by the City.

7. Controls Over Installation of Municipal Services and Landscaping

a) The Developer shall not proceed with the installation of any of the improvements, municipal services or landscaping within or to serve the Planned Area until:

i) the relevant plan(s) of subdivision has/have been approved by the City and registered in the Land Titles Office, unless the commencement of such installation prior to registration is approved by the Director of Planning, Property and Development, the Director of Public Works, and the Director of Water and Waste, and a release and indemnity is provided by the Developer in a form satisfactory to the City Solicitor; and

ii) detailed engineering drawings of and specifications for the municipal services and improvements to be constructed to serve the Planned Area have been approved by the City.

b) The Developer shall not proceed with the landscaping improvements within road allowances to serve the Planned Area until drawings of and specifications for the landscaping improvements have been released for construction or approved of by the Director of Public Works.

c) The Developer agrees that where any of the improvements, municipal services and/or works provided for in this Agreement will be installed across lands owned by the Developer or private owners, the Developer shall, at its sole cost and expense, at the request of the City, obtain and provide the City with easements in a form satisfactory to the City Solicitor, to enable the City to access said lands to service, repair and maintain such improvements, municipal services or works.

8. Privately Owned Lands

a) Where privately owned lands benefit from any improvement(s) to be provided by the Developer, the City agrees to, upon written request by the Developer, endeavour to pass (a) local improvement by-law(s) in respect of those lands for said improvement.

b) If the City passes (a) local improvement by-law(s) to levy taxes against the privately owned lands described in a) above, then, upon completion of the improvement(s) or

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within a reasonable time following Council's approval of capital funds for the improvement(s), the City shall pay the Developer the lesser of the cost to the Developer of improving privately owned lands and the amount calculated on the basis of the City's local improvement rate prevailing upon construction completion.

c) Where the Council does not pass (a) local improvement by-law(s), the Developer agrees, notwithstanding any petition(s) against the proposed by-law(s), to install the improvement at its cost, and the City agrees to endeavour, within its powers, not to allow the owner of the privately owned lands to utilize the improvement unless and until the owner has paid its proportionate share of the cost of any such improvement, which the City further agrees to pay to the Developer.

d) The Developer agrees not to petition against, or sign or support any petition against, any local improvement to be installed under the provisions of this Agreement.

e) The Developer acknowledges that in voting on any local improvement by-law, each Councillor must vote as he or she sees fit and that the City cannot assure the Developer that City Council will pass a Local Improvement By-law.

9. <u>Planned and Orderly Development</u>

a) In order to ensure an orderly development, the Developer agrees:

i) to install wastewater sewers, land drainage sewers, and watermains required to service the Planned Area, in an orderly sequence as directed by the Director of Water and Waste; and

ii) after installing the wastewater sewers, land drainage sewers and watermains, to install the street pavements, lane pavements, sidewalks, signage and lighting required to service the Planned Area, in an orderly sequence as directed by the Director of Public Works.

b) Before applying for a building permit for a single-family or two-family lot, the Developer shall complete the sewer and water connections from the street to the property line of such lot to the satisfaction of the Director of Water and Waste.

c) Until the Developer has installed pavement in accordance with this Agreement, the Developer shall be responsible, at its own expense, for gravelling and maintaining in a passable and usable condition each street within the Planned Area to be used as an access road or upon which buildings are being constructed. The Director of Public Works shall be the sole judge as to whether a street is in passable or usable condition. Nothing contained in this subparagraph shall affect the obligation of the Developer to pave the streets as provided in this Agreement, and nothing shall obligate the City to provide snow clearance for any unpaved street being used as an access road.

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d) The Developer shall not permit occupancy of any building erected on any lot in the Planned Area until:

   i) such building and lot have been serviced with wastewater sewer, land drainage sewer, and water, to the satisfaction of the Director of Water and Waste; and

   ii) the street on which such lot is located has been surfaced, to the satisfaction of the Director of Public Works.

e) Ornamental street lighting and permanent street signs shall be ordered by the Developer for installation within three months of completion of the pavement of, or occupancy of any building on, any street, which ever shall occur first. If the Developer is unable to arrange for the timely installation of ornamental street lights, no lot or building within the Planned Area shall be occupied until temporary lighting satisfactory to the Director of Public Works, has been installed on the street on which it fronts, and until the Developer has provided the Director of Public Works with written evidence satisfactory to the City, that it has concluded arrangements for the installation of a permanent system of ornamental street lights for that street.

10. Insurance

The Developer shall employ contractors licensed by the City for the construction of sewers, watermains, pavement and landscaping on City streets and lanes, and each contractor shall file with the City a Contractor's Liability Insurance policy to provide evidence of coverage in amount and form satisfactory to the City.

11. Letters of Credit

a) The Developer shall indemnify and save the City harmless from and against all loss, claims, costs (including court costs), expenses and professional fees paid or incurred by the City arising out of or related to any duty or obligation imposed on the City by The Builders' Liens Act (Manitoba) in respect of any work carried out by or on behalf of the Developer pursuant to this Agreement to serve the Planned Area.

b) The Developer shall provide to the City, prior to commencement of any work under this Agreement, an irrevocable Letter of Credit in favour of the City in an amount equal to 7.5% of the value of the work, services and materials to be done, provided or supplied in performance of its obligations under this Agreement as determined by the Director of Public Works and the Director of Water and Waste, in a form satisfactory to the City Solicitor, to guarantee performance of the Developer's obligations under The Builders' Liens Act (Manitoba).

c) To guarantee the installation of the municipal services, improvements and works and the performance of all other covenants and commitments of the Developer, including commitments to make payments "on demand", the Developer agrees to provide to

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the City, prior to the commencement of any work under this Agreement, (an) irrevocable Letter(s) of Credit, in favour of the City, in an amount determined by the Director of Public Works and the Director of Water and Waste, and in a form satisfactory to the City Solicitor.

d) If, within 30 days of the date of expiry of a Letter of Credit, there remains, in the opinion of the Director of Public Works, the Director of Water and Waste, or the Director of Planning, Property and Development, an outstanding covenant or obligation of the Developer, including the provision of approved as-built drawings, the City may draw the full amount of that Letter of Credit or any portion thereof, unless the Developer earlier provides a replacement Letter of Credit, in which case the provisions of this paragraph shall apply to that replacement Letter of Credit and all subsequent replacement Letters of Credit. It is agreed that failure by the Developer to provide a replacement Letter of Credit shall constitute a default under this Agreement and entitle the City to draw the full proceeds of the existing Letter of Credit without notice under Paragraph 21, and any monies held in place of a Letter of Credit may be used as provided in this Agreement in the event of default.

e) In the event of any default under or termination of this Agreement for whatever cause, the City may use the proceeds of any Letter of Credit or the amount of approved equivalent security provided by the Developer, as it sees fit to ensure the orderly completion, repair, maintenance or operation of the works within and to serve the Planned Area. The City may, at its discretion, complete, repair, maintain and/or operate such works for the purpose of completing as far as possible, the development of the Planned Area as contemplated by this Agreement, and the City shall have the right to enter upon and use any lands within the Planned Area. The extent of the work to be done by the City and the time within which it shall be completed shall be at the sole discretion of the City.

12. <u>Tidiness</u>

Until development has been completed within the Planned Area, the Developer covenants and agrees to maintain, at all times, at its own expense, and to the satisfaction of the Director of Public Works and the Director of Water and Waste, all unserviced Developer-owned areas in a manner so that they will not be unsightly. Such maintenance shall include leveling same to the grade of the surrounding area and the cutting of grass and weeds thereon, removal of any debris and litter, and providing proper drainage for any water that may accumulate so as to ensure public safety until servicing or final landscaping is completed, in a manner not offensive to the public view.

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City's Initials: _____

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13. Remedies Cumulative and Not Alternative

Notwithstanding and in addition to any other remedies provided by law or available to either party in this Agreement, the other party shall, in addition and at its option, as a cumulative and not an alternative remedy, be entitled to restrain any breach and enforce compliance with any term or condition by way of an injunction applied for in the Court of Queen's Bench, in the Province of Manitoba. All of the remedies of each party hereto shall, and are hereby deemed to be cumulative and not alternative, and either party hereto may exercise any one or all of the remedies available to it under the terms hereof, or available to it by law, at any time.

14. Maintenance and Indemnities

The Developer hereby further covenants, warrants, undertakes, and agrees:

a) that subject to any other provision of this Agreement or the Schedules attached hereto, the Developer shall maintain all municipal services, works or improvements installed by the Developer pursuant to the terms of this Agreement in good operating condition for a period of one year from the date of Substantial Performance or as may otherwise be provided in Schedule "C", and any Letter(s) of Credit posted by the Developer shall provide for all such guarantees and warranties of maintenance;

b) during the term of this Agreement, to indemnify and save harmless the City from and against all public liability, property damage claims and personal damage claims arising in respect of the construction, installation, or manner or method of construction or installation of any improvement, service or work to be constructed by the Developer, or in respect of any defect therein or caused thereby, together with all costs, charges and expenses arising by reason of or in connection with any such claims. The Developer hereby agrees to procure and maintain, at its own expense, or if the City consents, to cause any contractor installing any such improvement, work or service, to procure and maintain at its own expense, a policy of public liability and property damage insurance in an amount satisfactory to the City, and to furnish to the City a copy of such policy, showing loss payable thereunder to the Developer, the contractor and the City, as their respective interests may appear.

15. General Indemnity by the Developer

Nothing in this Agreement shall make the Developer the agent of the City. The Developer shall execute and implement the improvements, works and services referred to in this Agreement on its own behalf, in a safe and prudent manner. Accordingly, the Developer indemnifies and saves harmless the City from and against all claims, demands, actions, sums, liabilities, obligations, losses, or suits of any nature, whether at law or equity, arising at any time during the currency of this

Developer's Initials: _____

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Agreement out of any matter or obligation of the Developer under the terms of this Agreement. Nothing shall extend this indemnity to any act or omission of the City.

16. Performance by the City

All of the covenants, agreements, acts and obligations of the City under this Agreement shall be undertaken only within the limits of the powers of the City from time to time. Notwithstanding anything in this Agreement, the City shall be under no higher obligation or duty than to exercise its best efforts to undertake those covenants, agreements, acts and obligations within the limits of those powers. The City shall be under no liability to the Developer, or any other person, firm or corporation, for the City's failure or inability to undertake such covenant, agreement, act or obligation, if such failure or inability is beyond the control of the City or is caused by the operation of law, and the City shall not be liable for any losses or damages suffered by the Developer as a result of the failure or inability of the City to undertake such covenant, agreement, act or obligation.

17. Extensions

Subject to Paragraph 16, should the Developer be obstructed or delayed in the prosecution or completion of any of the works herein specified by reason of the act, neglect, delay or default of the City or any of its employees or agents, or by reason of delays in obtaining materials due to strikes, lockouts, work stoppages, or delays in transit, or for any delay by reason of act of God, war, revolution, political disturbance, fire, flood or other cause beyond the Developer's control, then the time fixed in this Agreement for the completion of work or performance of duties shall be extended for a period equal to the time lost to the Developer by reason of any or all of the causes aforesaid, provided that the Developer shall inform the City not later than the 31st day of December in each year during the currency of this agreement, of any extension or extensions of time claimed for that year.

18. Term of the Agreement

The term of this Agreement shall be from the effective date of its signing until each and every covenant of the Developer has been performed to the satisfaction of the City, unless the Agreement is terminated as provided herein.

19. Arbitration Procedure

Should a dispute arise between the Developer and the City as to any of the terms, covenants, conditions or provisions contained herein or contained in the Schedules attached hereto, or as to their interpretation or applicability, or as to any sums payable hereunder (with the exception of those matters as set out in the Agreement which are to be completed to the sole satisfaction of or decided solely by the

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City's Initials: _____

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Director of Public Works and/or the Director of Water and Waste), then the matter shall be referred to a single arbitrator, if the parties can mutually agree upon one, otherwise to a board of three arbitrators, who shall be qualified engineers or, in the case of landscaping improvements and parkland development, landscape architects. One arbitrator shall be appointed by the Developer, one arbitrator shall be appointed by the City, and the third arbitrator shall be appointed by the first two appointed arbitrators.

Should arbitration under this Agreement become necessary, then such arbitration shall be conducted subject to the provisions of The Arbitration Act (Manitoba), as amended from time to time. In the event that the parties are unable to agree upon a sole arbitrator, if the first two named arbitrators are unable to agree on the third arbitrator, either may apply to any judge of the Court of Queen's Bench in Manitoba, upon ten days' notice in writing to the other arbitrator, and said judge shall appoint a third arbitrator. In the event that one of the parties to this Agreement refuses or neglects to appoint its arbitrator within 30 days of the appointment of the other's arbitrator and serves written notice upon the other party requiring an appointment to be made under the terms hereof, then the arbitrator first appointed shall, after the expiry of the said 30 day period, at the request of the appointing party, act as the sole arbitrator as if appointed by all parties for the purpose. The award or determination made by the arbitrator or majority of the arbitrators (including the appointment and awarding of costs of the arbitration) shall be final and binding upon the parties hereto and their respective successors and assigns.

20. <u>Authority and Capacity to Contract</u>

a) This Agreement shall be of no force or effect until, if required by the City Solicitor, the Developer has delivered to the City Solicitor, in a form satisfactory to the City Solicitor, such certified copies of Land Titles Office searches or such other documents as may be necessary to satisfy the City Solicitor that the Developer owns the lands to be developed within the Planned Area or has a sufficient interest in them or is otherwise in a position to effectively deal with them.

b) The Developer agrees for itself and its successors and assigns, that it will not in any way, attempt to impeach the validity of this Agreement or any part hereof, or challenge or attempt to impeach the capacity of the City to enter into this Agreement and all the provisions herein contained, provided that nothing herein shall prevent either party hereto from litigating their respective rights under this Agreement subject to the provisions in this paragraph. In the event that, notwithstanding the provisions of this paragraph, any provision of this Agreement shall be found by a court of competent jurisdiction to be void, invalid or unenforceable, it shall be severable from

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the rest of the Agreement, and the rest and remaining portion of the Agreement shall be valid and shall remain in full force and effect.

21. Default by the Developer

If the Developer should default under any provision of this Agreement, the City shall give the Developer notice of the particulars of the default.

If, within ten days following delivery of such notice, the Developer fails to rectify the default described in the notice to the satisfaction of the City, then the City shall be entitled to draw upon the performance security provided by the Developer, remedy the default in whole or in part, and recover from the Developer any costs thereof in excess of that performance security to rectify such breach or default. Alternatively, the City shall be entitled to seek an injunction to restrain any breach, to enforce any term or condition of this Agreement, or to seek a declaration terminating this Agreement for non-performance, or any and all such remedies (which remedies are hereby acknowledged as being cumulative and not alternative), provided that if the Agreement is terminated by virtue of the Developer's default, the parties hereto agree that the City shall not be liable for any loss or damage that may be suffered by the Developer as a result of such termination. The parties hereto further covenant and agree that the City, in any such event, shall not be liable for any loss or damage suffered by any other person, firm or corporation by virtue of such termination, and the Developer for itself and its successors and assigns, indemnifies and saves harmless the City and its successors and assigns from any claim or demand from any person, firm or corporation which may suffer loss or damage by reason of the termination of this Agreement because of the Developer's failure or default.

22. General Provisions

a) This Agreement shall not be assignable by the Developer without the consent of the City first being obtained in writing, which consent shall not be unreasonably withheld.

b) Any party to this Agreement may waive the performance of any obligation to be performed for its benefit by the other party, provided that the waiver is in writing, and provided further that any such waiver shall extend only to the breach waived or performance excused, and shall in no way be deemed to be a continuing waiver of such provision or any other term or provision of this Agreement.

c) The headings of the paragraphs in this Agreement are inserted for convenience only, and shall in no way define, limit, restrict or describe the scope or intent of this Agreement, or affect its terms and provisions.

Developer's Initials: _____

City's Initials: _____

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d) Any notice required to be given by either of the parties, except where otherwise specifically provided, shall be deemed to have been legally delivered if:

i) Delivered personally to the City at:

The City of Winnipeg
Legal Services Department
3rd Floor, 185 King Street
Winnipeg, Manitoba R3B 1J1
Attention: Director of Legal Services and City Solicitor

Delivered personally to the Developer at:

Sage Creek Development Corporation
One Dr. David Friesen Drive
Winnipeg, Manitoba R3X 0G8
Attention: Comptroller, Financial Management

OR

ii) Faxed to the City or to the Developer at the following respective fax numbers:
City: 204 947 9155
Developer: 204 233 2965

OR

iii) Sent by registered mail to the City or to the Developer at the above-noted addresses.

If personally delivered or faxed, notice will be deemed to have been received as of the date of such personal delivery or fax transmission.

If sent by registered mail, notice will be deemed to have been received on the fifth business day after the day of mailing.

e) This Agreement shall be read with such changes of number or gender as the context may require.

f) If the Developer is more than one person or entity, the covenants of the Developer shall be deemed joint and several.

g) This Agreement shall be interpreted under and is governed by the laws of the Province of Manitoba and of Canada as applicable, and except where provision for arbitration is specifically provided for in this Agreement, is subject to the exclusive jurisdiction of the courts of the Province of Manitoba.

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City's Initials: _____

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h) Every provision of this Agreement by which the Developer is obligated in any way shall be deemed to include the words "at the expense of the Developer and at no expense to the City" unless the context otherwise requires.

i) References in this Agreement to any statute or any provision thereof include such statute or provision thereof as amended, revised, re-enacted and/or consolidated from time to time and any successor statute thereto.

j) This Agreement and the Schedules annexed to and forming a part of this Agreement, set forth all of the covenants, promises, agreements, conditions and understandings between the Developer and the City, and there are no covenants, promises, agreements, conditions or understandings, either oral or written, between them other than as set forth in this Agreement. Except as otherwise provided in this Agreement, no subsequent alteration, amendment, change or addition to this Agreement shall be binding upon the Developer or the City unless reduced to writing and signed by both of them. It is further understood and agreed that all of the agreements and provisions contained in this Agreement are to be construed as covenants on the part of the party so agreeing to them.

k) This Agreement may be executed in any number of counterparts, each of which shall be an original, and all of which, together, shall constitute one and the same instrument.

l) This Agreement and everything herein contained shall ensure to the benefit of and be binding upon the successors and assigns of the City and the heirs, executors, administrators, successors and assigns of the Developer.

m) Time shall be of the essence of this Agreement.

23. <u>Payments</u>

Unless otherwise provided in this Agreement:

a) Where, under this Agreement, the Developer is required to make a payment to the City based upon a standard City rate, if that rate is changed prior to payment by the Developer, the payment shall be recalculated and payable at the new rate.

b) Where, under this Agreement, the Developer is required to make a payment to the City "on demand", if it is not paid within 14 days of that demand, interest shall be payable to the City, from expiry of the 14 days to the date of payment, at a rate of interest equal to the average borrowing rate paid by the City over that period.

c) Where any payment due to the City is not payable on demand or based on a standard City rate and is not paid during the year of execution of the Agreement, it shall be recalculated by the Director of Public Works and/or the Director of Water

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and Waste and payable in an equivalent amount in then current dollars based on the then current Statistics Canada Cost of Living Index.

d) All payments required by this Agreement are subject to Goods and Services Tax (5%).

SIGNED, SEALED AND DELIVERED this 2nd day of December, 2015

BY: **THE CITY OF WINNIPEG**

Per: _____
for Director of Planning, Property and Development

AND this (1) 23rd day of (1) November, 2015

BY: **SAGE CREEK DEVELOPMENT CORPORATION**

Per *(signature)*: (1) _____

Name *(print)*: (2) Eric Vogan

Title *(print)*: (3) Asst. Secretary *(affix corporate seal)*

(5) _____
WITNESS *(signature)*:

(6) _____
Name *(print)*:

(7) _____
Address *(print)*:

_____

Per *(signature)*: (1) _____

Name *(print)*: (2) David Eggerman

Title *(print)*: (3) Treasurer

I/We have authority to bind Sage Creek Development Corporation

Developer's Initials: _____

City's Initials: _____

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CERTIFIED as to engineering details

Land Development Branch

Legally Reviewed and Certified as to Form:

Dec 1/2015

for Director of Legal Services and City Solicitor

CERTIFIED as to engineering details

Water and Waste Department

CERTIFIED as to engineering details

CJ Desjardins 2014-11-24

Public Works Department
Transportation Division

CERTIFIED as to parks details

Planning, Property and Development Department
Urban Design Division

RD/sv

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AG 30/12 (Phase 7, Part B)
DASZ 30/2012

SCHEDULE "A"

LEGAL DESCRIPTION

The land shown outlined on Schedule "B" attached to AG 30/12 (Phase 7, Part B), which is legally described as:

BLOCK 1, LOTS 1 AND 2 BLOCK 2, LOTS 1 AND 2 BLOCK 3, LOTS 1, 2 AND 3 BLOCK 4, LOTS 1 AND 2 BLOCK 5, LOTS 1 AND 2 BLOCK 6, LOTS 1, 2 AND 3 BLOCK 7, BLOCK 8, LOTS 1 AND 2 BLOCK 9, PUBLIC RESERVE A AND B, AND ALL STREETS AND PUBLIC WALKS PLAN (DEPOSIT 1186/2014) _____ WLTO
IN LOTS 149, 150, 175 AND 176 ROMAN CATHOLIC MISSION PROPERTY

- DASZ 30/2012 is Phase 7 of the Sage Creek Development.
- This Agreement deals with Part B of Phase 7
- The Planned Area outlined on Schedule "B" is Part B of Phase 7.
- Part B of Phase 7 is shown hatched and identified as PHASE 7B on Schedule "B-1".

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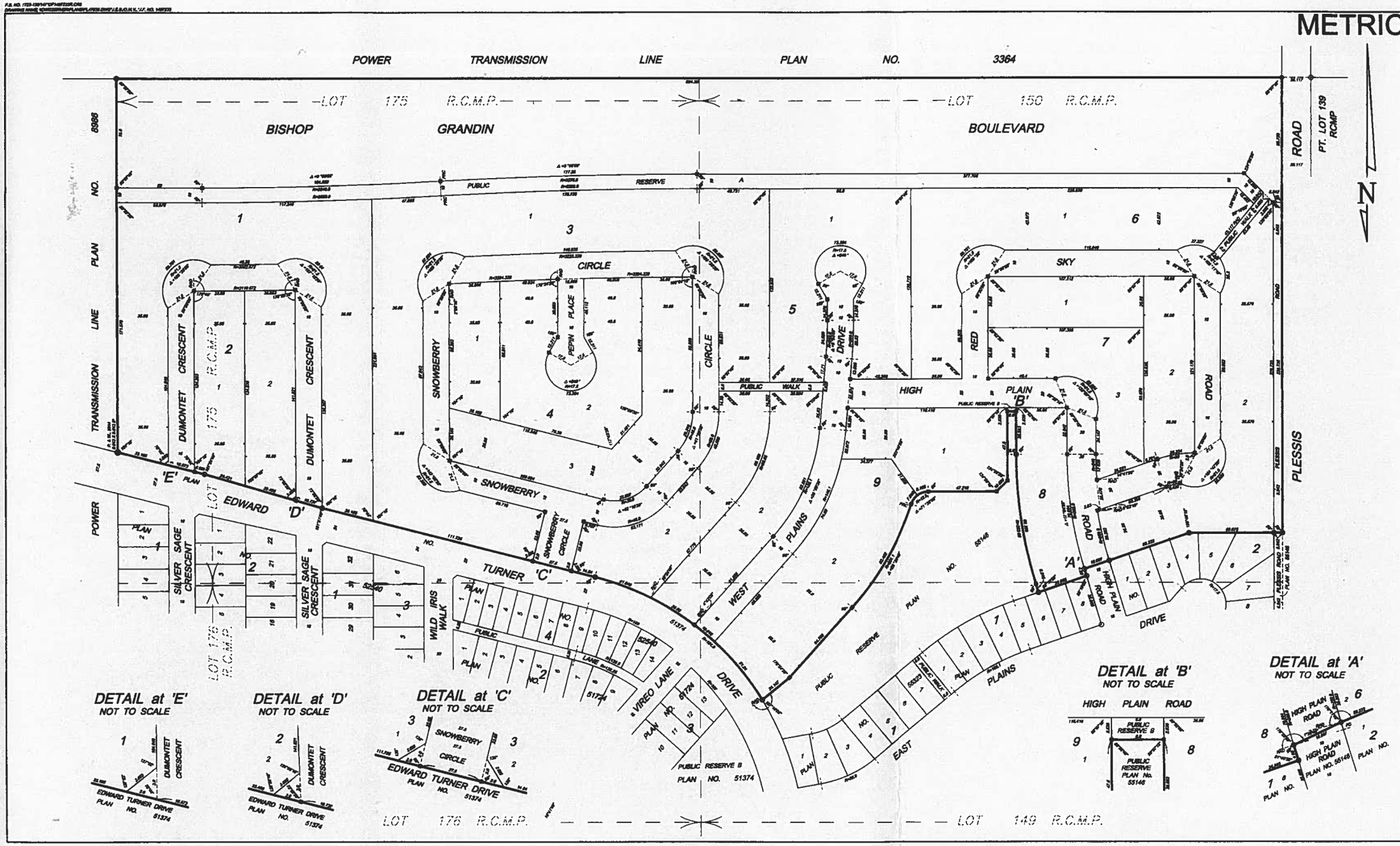
SCHEDULE "B"



DEPOSIT NO. 1186-2014

PLAN OF SUBDIVISION
OF PART OF
LOTS 149, 150, 175 AND 176
ROMAN CATHOLIC MISSION PROPERTY
INCLUDING
PART PLAN NO. 42137

CITY OF WINNIPEG
MANITOBA

SCALE 1:1000

NOTES:

ALL DISTANCES ARE IN METRES AND MAY BE CONVERTED TO FEET BY MULTIPLYING BY 3.28084.
IRON POSTS 0.025 X 0.025 FOUND ON THE GROUND ARE SHOWN THUS UNLESS NOTED OTHERWISE
IRON POSTS 0.025 X 0.025 X 0.914 MARKED MLS ARE PLACED AT ALL POINTS SHOWN THUS
ALL PLANS REFERRED TO ARE ON RECORD IN THE WINNIPEG LAND TITLES OFFICE.
LAND AFFECTED BY THE REGISTRATION OF THIS PLAN IS SHOWN BORDERED THUS

AFFIDAVIT:

I, JAMES EDWARD BAILIE, OF THE CITY OF WINNIPEG, MANITOBA LAND SURVEYOR, MAKE OATH AND SAY THAT I DID PERSONALLY SUPERINTEND THE SURVEY REPRESENTED BY THIS PLAN, THAT THE SURVEY WAS MADE BETWEEN THE 6TH DAY OF MARCH, A.D. 2013 AND THE 25TH DAY OF JULY, A.D. 2014, AND THAT THE SURVEY AND PLAN ARE CORRECT AND TRUE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

MANITOBA LAND SURVEYOR

SWORN TO BEFORE ME AT THE CITY OF WINNIPEG
THIS 6TH DAY OF NOVEMBER, A.D. 2014

A SURVEYOR AUTHORIZED TO PRACTISE
UNDER "THE LAND SURVEYORS ACT"

APPROVALS:

APPROVED BY THE CITY OF WINNIPEG
THIS 19th DAY OF November, 20 14

THIS APPROVAL EXPIRES February 19th, 20 15
UNLESS THE PLAN IS REGISTERED

THIS IS THE PLAN REFERRED TO IN BYLAW NO. 56/2013
OF THE CITY OF WINNIPEG

DIRECTOR OF PLANNING, PROPERTY AND DEVELOPMENT

RUS — GEOMATICS SERVICES
LAND DEVELOPMENT

REGISTRATION:

ENTERED AND REGISTERED IN THE
WINNIPEG LAND TITLES OFFICE
THIS _____ DAY OF _____, 20__
AS PLAN NUMBER _____

FOR DISTRICT REGISTRAR

REGISTRATION NO. _____

Pollock & Wright
LAND SURVEYING - GEOMATICS
2970 NOTRE DAME AVENUE, WINNIPEG, MB R3H 0J9

OWNER:

THIS APPROVAL IS VALID FOR 60 DAYS UNLESS REGISTERED
APPROVED:
THIS _____ DAY OF _____, 20__

FOR REGISTRAR GENERAL

RE-APPROVED:
THIS _____ DAY OF _____, 20__

FOR REGISTRAR GENERAL

THIS APPROVAL IS VALID FOR 12 MONTHS UNLESS REGISTERED
APPROVED:
THIS _____ DAY OF _____, 20__

EXAMINER OF SURVEYS

RE-APPROVED:
THIS _____ DAY OF _____, 20__

EXAMINER OF SURVEYS

CITY OF WINNIPEG FILE NO. DASZ 30/2012

Developer's Initials: _____

City's Initials: _____

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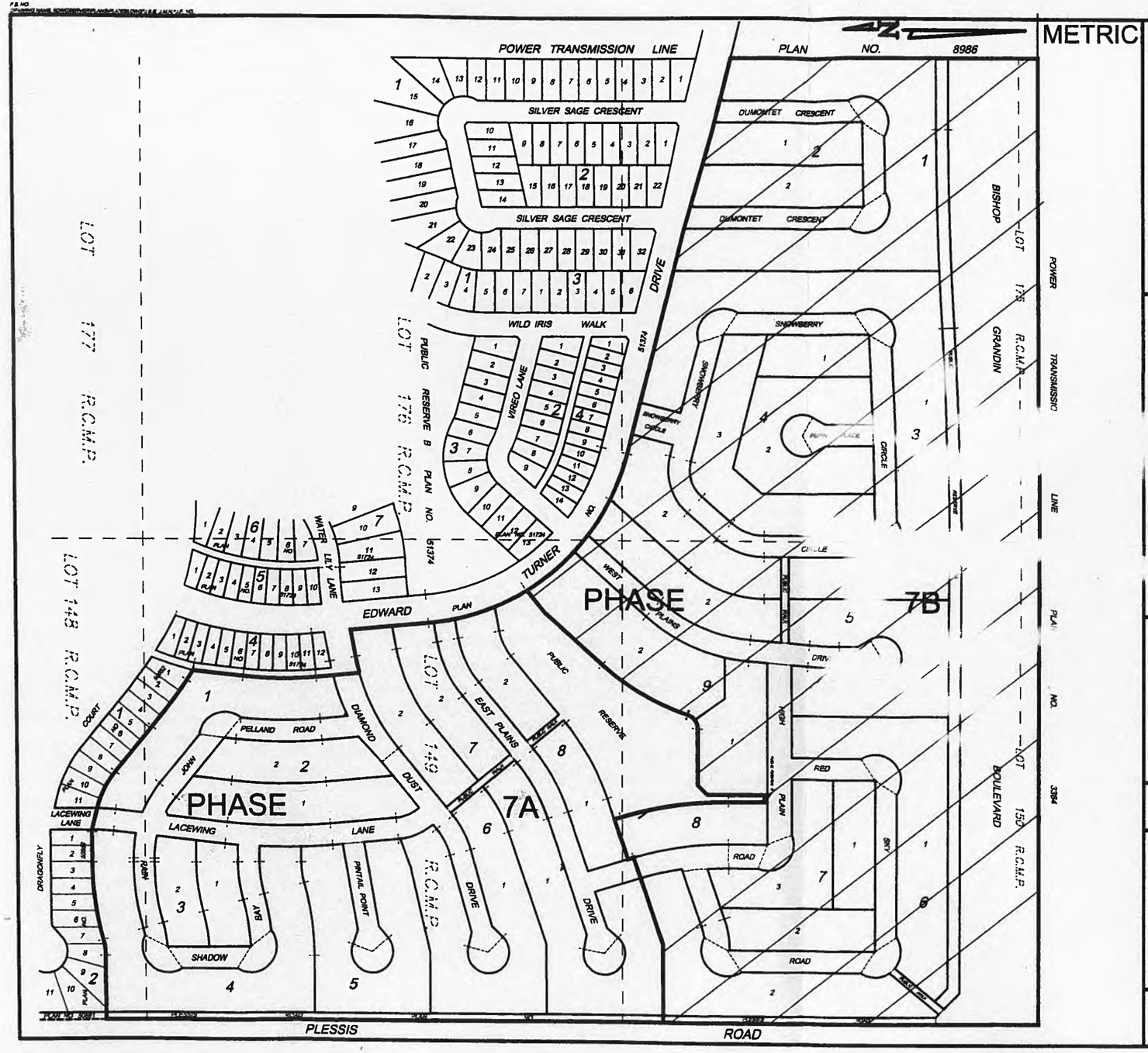
Schedule "B - 1"



DEPOSIT NO.

PLAN OF SUBDIVISION
OF PART OF
LOTS 149, 150, 175 AND 176,
ROMAN CATHOLIC MISSION PROPERTY
INCLUDING
PART PLAN NO. 42137

CITY OF WINNIPEG
MANITOBA

SCALE 1:1500 [redacted]

NOTES:

ALL DISTANCES ARE IN METRES AND MAY BE CONVERTED TO FEET BY MULTIPLYING BY 3.28084.
IRON POSTS 0.025 X 0.025 FOUND ON THE GROUND ARE SHOWN THUS .....
IRON POSTS 0.025 X 0.025 X 0.914 MARKED MLS ARE PLACED AT ALL POINTS SHOWN THUS .....
ALL PLANS REFERRED TO ARE ON RECORD IN THE WINNIPEG LAND TITLES OFFICE.
LAND AFFECTED BY THE REGISTRATION OF THIS PLAN IS SHOWN BORDERED THUS .....

AFFIDAVIT:

I, JAMES EDWARD BAULIE, OF THE CITY OF WINNIPEG, MANITOBA LAND SURVEYOR, MAKE OATH AND SAY THAT I DID PERSONALLY SUPERINTEND THE SURVEY REPRESENTED BY THIS PLAN, THAT THE SURVEY WAS MADE BETWEEN [redacted] A.D. 2013, AND THAT THE SURVEY AND PLAN ARE CORRECT AND TRUE TO [redacted] AND BELIEF.

MANITOBA LAND SURVEYOR

SWORN TO BEFORE ME AT THE CITY OF WINNIPEG
THIS DAY OF , A.D. 2013

A SURVEYOR AUTHORIZED TO PRACTISE UNDER "THE LAND SURVEYORS ACT."

APPROVALS:

APPROVED BY THE CITY OF WINNIPEG
THIS _____ DAY OF _____, 20___

THIS APPROVAL EXPIRES _____, 20___
UNLESS THE PLAN IS REGISTERD

THIS IS THE PLAN REFERRED TO IN BYLAW NO. _____
OF THE CITY OF WINNIPEG

DIRECTOR OF PLANNING, PROPERTY AND DEVELOPMENT

GEOMATICS SERVICES | LAND DEVELOPMENT

REGISTRATION:

ENTERED AND REGISTERED IN THE
WINNIPEG LAND TITLES OFFICE
THIS _____ DAY OF _____, 20___
AS PLAN NUMBER _____

FOR DISTRICT REGISTRAR

REGISTRATION NO. _____

Pollock & Wright
LAND SURVEYING • GEOMATICS
2070 NOTRE DAME AVENUE, WINNIPEG, MB R3H 0G

OWNER:

_____

THIS APPROVAL IS VALID FOR 60 DAYS UNLESS REGISTERED
APPROVED:
THIS _____ DAY OF _____, 20___

FOR REGISTRAR GENERAL

RE - APPROVED:
THIS _____ DAY OF _____, 20___

FOR REGISTRAR GENERAL

THIS APPROVAL IS VALID FOR 12 MONTHS UNLESS REGISTERED
APPROVED:
THIS _____ DAY OF _____, 20___

EXAMINER OF SURVEYS

RE - APPROVED:
THIS _____ DAY OF _____, 20___

EXAMINER OF SURVEYS

CITY OF WINNIPEG FILE NO. DASZ 30/2012

Developer's Initials: _____

City's Initials: _____

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SCHEDULE "C"

SPECIAL TERMS

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SPECIAL TERMS

SECTION I – SERVICING

1. Wastewater Sewers

The Developer shall, at no expense to the City, construct all wastewater sewers required to service the Planned Area as determined by and to the satisfaction of the Director of Water and Waste.

2. Watermains

The Developer shall, at no expense to the City, construct all watermains required to service the Planned Area as determined by and to the satisfaction of the Director of Water and Waste. The watermain shall either be looped or partially twinned to meet the City requirements pertaining to allowable service connections on a dead-ended watermain.

3. Lot Line Connections

a) The Developer shall, at no expense to the City, construct and install wastewater and water building services from the wastewater sewer and watermain to service all single-family and two-family lots within the Planned Area, as determined by and to the satisfaction of the Director of Water and Waste.

b) The Developer shall ensure that each sewer service remains plugged from installation until the foundation excavation has been backfilled and the roof of the dwelling has been sheathed, after which the house sewer may be connected. The Developer will indemnify the City against all actions, claims, demands, damages, losses and costs, including legal and court costs, suffered or incurred by the City arising out of any failure to do so.

c) The Developer shall replace or repair any water or sewer service found to be defective within one year following the date the water is turned on for domestic use, and shall pay the City any cost incurred by the City arising out of any such defect.

4. Land Drainage Sewers

The Developer shall, at no expense to the City, construct all land drainage sewers required to service the Planned Area as determined by and to the satisfaction of the Director of Water and Waste.

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

5. Stormwater Management Facilities

The Developer is obligated to construct regional stormwater management facilities to serve the Planned Area. In accordance with Development Agreement AG 30/12 for Phase 7 Part A (Schedule "C", Section I, Paragraph 5), the Developer has constructed (or remains obliged to construct) regional stormwater management facilities in the planned area for Phase 7 Part A of DASZ 30/2012. Those facilities will serve both the Phase 7 Part A planned area and the Phase 7 Part B planned area.

The Developer's share of the cost of any regional stormwater management facilities it is obligated to construct under this Agreement shall be as determined by the Director of Water and Waste. Based on whether the Developer actually constructs the regional stormwater management facilities it is obligated to construct under this Agreement, the Director of Water and Waste shall make appropriate adjustments to any amounts owed by the City to the Developer for the regional stormwater facilities which the Developer has already constructed (or will construct) under its obligation to construct regional stormwater management facilities to serve the entire Sage Creek development.

6. Lot Grading

a) The Developer shall, at no expense to the City, provide a lot grading plan, prepared by a municipal engineer, for the Planned Area, and construct all drainage works necessitated by the approved design.

b) Prior to the issuance of building permits, the Developer shall, at no expense to the City, construct all swales, catchbasins and leads required to provide lot drainage.

c) Upon registration of the approved subdivision mylars in the Land Titles Office, the Developer shall, at no expense to the City, provide all easements with respect to the installation, maintenance and replacement of swales, catchbasins and leads for lot drainage.

7. Pavement

The Developer shall, at no expense to the City, construct 200-mm-thick and 150-mm-thick portland cement concrete pavements to widths of 10.0 m, 8.0 m and 7.5 m, and all related works, including but not necessarily limited to land

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

drainage facilities, in all streets within the Planned Area, all as determined by and to the satisfaction of the Director of Public Works.

8. Sidewalk

The Developer shall, at no expense to the City, construct 1.5-m-wide by 100-mm-thick 1.5-m-wide Portland cement concrete sidewalks along both sides of streets within the Planned Area with rights-of-way 22.0 m or greater in width, as determined by and to the satisfaction of the Director of Public Works.

The City may file appropriate caveats in the Land Titles Office notifying prospective homeowners of the sidewalk locations.

9. Public Walkways

The Developer shall, at no expense to the City, construct 1.5-m-wide by 100-mm-thick Portland cement concrete sidewalk within, and landscape the remainder of, the public walkways including but not limited to installing fencing along the side property lines, and supply and construct bollards with appropriate sidewalk openings at all connections to streets, all as determined by and to the satisfaction of the Director of Public Works.

10. Bishop Grandin Boulevard Improvements

a) The Developer shall do (1) or (2). The Director of Public Works will determine which of (1) or (2) the Developer shall do.

(1) Pay to the City, in cash, on demand, the Developer's share of the cost of the following services to be installed in Bishop Grandin Boulevard along the full length of the Planned Area abutting the south side of Bishop Grandin Boulevard (2,638.9 feet):

i) a 4.0 m in width by 200 mm in thickness Portland cement concrete lane of pavement and all related works;

ii) street lighting in the south boulevard;

iii) landscaping in the south boulevard; and

iv) a 1.5 m in width by 100mm in thickness Portland cement concrete sidewalk.

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

Based on the City's 2015 regional street rates, the Developer's share of the above services is calculated as follows:

▪ Concrete Pavement (rural) 2,638.9 ft x $380.00/ft =	$1,002,782.00
▪ Street Lighting 2,638.9 ft x $40.00/ft =	105,556.00
▪ Boulevard Landscaping 2,638.9 ft x $45.00/ft =	118,750.50
▪ Concrete Sidewalk 2,638.9 ft x $55.00/ft =	145,139.50
▪ G.S.T. (5%) on above =	68,611.40
TOTAL	**$1,440,839.40**

(2) Construct the services listed as i), ii), iii) and iv) in (1) in an equivalent length (2,638.9 feet) in Bishop Grandin Boulevard to the west of the Planned Area, all as determined by and to the satisfaction of the Director of Public Works.

b) To guarantee the Developer's obligation in a), the Developer shall provide to the City, prior to the City releasing the plan of subdivision mylars, an irrevocable Letter of Credit in favour of the City, in a form satisfactory to the City Solicitor, in an amount equal to at least 100% of the amount of the payment in a) (1) calculated at the time the plan of subdivision mylars are released. Until the Director of Public Works has determined that the Developer has satisfied its obligation in a), the City may from time to time recalculate, based on newer City regional street rates, the amount of the payment in a) (1). The Developer shall ensure that the Letter of Credit is maintained at the recalculated amount (increasing the amount of the Letter of Credit if necessary), as determined by and to the satisfaction of the Director of Public Works. The Developer shall maintain the Letter of Credit, as necessary, until the Director of Public Works has determined that the Developer has satisfied its obligation in a).

11. Temporarily Dead-Ended Streets

a) The Developer shall, at no expense to the City, construct a paved cul-de-sac-style vehicle turnaround at the terminus of each temporarily dead-ended street within the Planned Area, and provide any rights-of-way or easements necessary to accommodate same, all as determined by and to the satisfaction of the Director of Public Works.

Developer's Initials: G

City's Initials: SC

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SPECIAL TERMS

b) The Developer shall, at no expense to the City, erect and maintain barricades and signage, across the full width of any streets which are temporarily dead-ended due to phasing of development, immediately upon completion of the paving or when house construction has begun, whichever is sooner, as determined by and to the satisfaction of the Director of Public Works.

12. Boulevards

a) The Developer shall, at no expense to the City, sod and plant trees on all boulevards within the Planned Area, all in accordance with drawings and specifications to be prepared by the Developer and submitted to and approved by the Director of Public Works.

b) The Developer shall, at no expense to the City, maintain the sod for a period of one year and trees for a period of two years, in accordance with specifications approved by the Director of Public Works.

13. Restriction on Private Approaches

There shall be no private approaches:

a) serving single-family or two-family residential development off residential collector streets (i.e. rights-of-way 22.0 m or wider), except where frontage roads are provided; or

b) off Bishop Grandin Boulevard; or

c) serving residential development off Plessis Road.

14. Noise Attenuation

The Developer shall, at no expense to the City:

a) construct, within the rear yards of all single-family and two-family lots abutting Plessis Road, a uniform, 2.0-metre-high, noise-attenuation fence; and

b) construct within the 10 metre public reserve widening along Bishop Grandin Boulevard abutting the proposed residential lots and within the rear 10.0 metres of those proposed lots, a continuous berm, centred on the proposed property line, and all related works, including but not necessarily

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

limited to sodding and landscaping in accordance with plans approved by the Director of Public Work; and

c) construct within the rear yards, on top of the berm to be constructed under item b) above, of the proposed lots abutting Bishop Grandin Boulevard, a uniform, 2.0-metre-high, noise-attenuation fence; and

d) permit the City to file a caveat against the title of each proposed single-family and two-family lot abutting Plessis Road or Bishop Grandin Boulevard, requiring the owner(s) to maintain and/or repair and/or replace the fence as originally constructed; and

e) provide all single-family and two-family residential lots backing onto Bishop Grandin Boulevard with sufficient depth to provide a minimum rear-yard setback which together with other sound attenuation measures such as a berm [item b) above] and/or noise-attenuation fence [item c) above] shall achieve the City's Motor Vehicle Noise Policies and Guidelines sound-level limit of 65 dBA in the typical outdoor recreation area of those lots. The Zoning Agreement covering those lots shall stipulate this minimum rear yard.

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

15. Two Means of Vehicular Access

The Developer shall, at no expense to the City, ensure that two means of paved vehicular access are available at all times to each stage of development of the Planned Area, to the satisfaction of the Director of Public Works. This may require the construction of temporary paved roadways and the provision of easements or rights-of-way.

16. Construction-Traffic Access

The Developer shall, at no expense to the City:

a) ensure that construction traffic uses access routes determined by the Director of Public Works;

b) maintain those access routes in a clean, dust-free condition, free of dropped and tracked-on mud; and

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

c) undertake the regular cleaning, including, but not limited to scraping and sweeping, of those access routes and all streets within the Planned Area, until building construction, including landscaping, is complete,

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

17. Street Name Signs

The Developer shall, at no expense to the City, cause to be installed standard, reflectorized, permanent street name signs at each new intersection within or adjacent to the Planned Area, as determined by and to the satisfaction of the Director of Public Works.

18. Development Information Signs

Prior to construction, the Developer shall, at no expense to the City, obtain approval of and install, and subsequently maintain, at the entrances to the Community, development information signs, containing no advertising, and showing the Planned Area, zoning information, a north directional arrow, Plessis Road, Bishop Grandin Boulevard, all proposed arterial and collector streets, sidewalks, public walks, active transportation facilities, all proposed parks, and all proposed community mail-box sites - all with the approval of and to the satisfaction of the Director of Planning, Property and Development.

19. Utilities

a) The Developer shall, at no expense to the City, cause to be installed ornamental street lights in all streets within the Planned Area, to the satisfaction of the Director of Public Works.

b) The Developer shall cause underground electrical and telephone services to be installed and pay the full cost to convert any existing overhead services within the Planned Area to underground, at no expense to the City, and to the satisfaction of the Director of Public Works.

c) The Developer shall pay all costs associated with the relocation of street lights and other utilities made necessary as a result of, or required to accommodate, the works to be constructed by the Developer to serve the Planned Area, as determined by and to the satisfaction of the Director of Public Works.

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

20. Litter and Refuse Control and Clean-Up

The Developer shall, at no expense to the City, and of its own volition, initiate and control the regular cleanup of litter and refuse from the contractors and builders for this development, both on-site and off-site, during the installation of services and construction of buildings, until completion of all construction, as determined by and to the satisfaction of the Director of Public Works.

21. Residential Setbacks adjacent Plessis Road

a) All single-family and two-family lots backing onto Plessis Road shall be established with sufficient depth to provide a minimum rear yard set-back consistent with set-backs previously established in Phase 4 (DASZ 35/2009) and Phase 6 (DASZ 3/2011) of Sage Creek.

b) The Zoning Agreement covering these lots shall stipulate a minimum rear yard consistent with the setbacks previously established in Phases 4 and 6 of Sage Creek.

22. Survey Monuments

Following completion of all major construction works, the Developer shall at its cost have the locations of the survey monuments within the Planned Area verified and, where the survey monuments have been disturbed, moved, covered, mutilated or destroyed, shall have them replaced by a Manitoba Land Surveyor. The Developer shall ensure that the Manitoba Land Surveyor provides the Director of Planning, Property and Development with a certificate stating that all survey monuments within the Planned Area have been verified and/or replaced, as the case may be.

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

SECTION II – LAND CONVEYANCE, ACQUISITION AND DEDICATION

1. Conveyance of Land

a) The Developer shall, by means of registering Plan Deposit No. 1186/2014 (Schedule "B" to this Agreement) in the Winnipeg Land Titles Office, legally open:

(i) property for a right of way corner cut in the southwest corner of the intersection of Bishop Grandin Boulevard and Plessis Road;

(ii) property for a 5.942 metre widening to the Plessis Road right-of-way for the full length of the Planned Area abutting Plessis Road; and

(iii) property required for the Bishop Grandin Boulevard right-of way,

all as shown on Schedule "B" to this Agreement and as determined by and to the satisfaction of the Director of Public Works.

b) The City hereby acknowledges that the registration of Plan Deposit No. 1186/2014 in the Winnipeg Land Titles Office will legally open 13.67 acres of property for the Bishop Grandin Boulevard right-of-way. The City shall reimburse the Developer for 6.835 acres of right-of-way upon City Council approving capital funding for that reimbursement; that reimbursement shall be at the City's land value rate for residential lands (which the City determines annually pursuant to the City's Development Agreement Parameters) which is in effect at the time at which payment is made to the Developer, all as determined by and to the satisfaction of the Director of Public Works. (As information, the 2015 land value rate for residential lands is $65,000.00 per acre.)

2. Public Reserve

a) The Developer shall dedicate to the City, as Public Reserve, at least 8% of the land contained within the entire Sage Creek Development, and pay its share of the cost of services in streets abutting the dedicated land, all in accordance with City policy and as determined by and to the satisfaction of the Director of Public Works and the Director of Planning, Property and Development. The dedication of Public Reserve for the Planned Area (Phase 7, Part B) shall be accrued with

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

the dedication of Public Reserve for all other phases of the development, including the credit provided for improvements installed by the Developer within the hydro Corridor as detailed in AG 12/10, with compensation tabulated, as necessary, within the final phase of development.

b) The Developer shall, at no expense to the City, landscape the Public Reserve to a standard consistent with the level of development established in previous phases of Sage Creek development, all in accordance with plans and specifications provided by the Developer and approved, prior to the commencement of construction, by the Director of Planning, Property and Development. Where the Developer is providing naturalized landscaping in lieu of traditional sodding, the scope of landscaping shall include pathway development, naturalized areas, and a site drainage proposal that minimizes runoff across the path system.

c) The Developer shall assume responsibility for the maintenance of all park sites until they are developed, as-built drawings have been provided, and they are turned over to the City for maintenance.

d) The Developer shall, at no expense to the City, maintain the Public Reserve improvements for a period of two years in accordance with specifications approved by the Director of Public Works. The City also reserves the right to impose longer maintenance terms for amenities and features, such as naturalized areas, that the Director of Public Works deems to be beyond their standard scope of development.

3. Public Reserve Dedication and Landscaping – Sage Creek Development Phases 1, 3, 2, 3B, 4, 1B, 5 (revised), 6, 3D, 7 (Part A) and 7 (Part B) and the Manitoba Hydro Corridor

The parties agree that:

a) 5.94 acres of land were dedicated to the City and landscaped in Phase 1 (DASZ 51/2005) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 1 of 1.07 acres;

b) 5.14 acres of land were dedicated to the City and landscaped in Phase 3 (DASZ 32/2007) of the Sage Creek Development as Public Reserve, and this represents an over-dedication for Phase 3 of 3.41 acres;

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

c) 2.38 acres of land were dedicated to the City and landscaped in Phase 2 (DASZ 21/2007) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 2 of 2.98 acres;

d) No land was dedicated to the City in Phase 3B (DASZ 12/2009) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 3B of 0.80 acres;

e) No land was dedicated to the City in Phase 4 (DASZ 35/2009) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 4 of 2.65 acres;

f) No land was dedicated to the City in Phase 1B (DASZ 3/2010) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 1B of 0.10 acres;

g) 8.87 acres of land are being dedicated to the City and landscaped in Phase 5 (DASZ 12/2010 – revised by DASZ 36/2012 Public Reserve reductions of 1.44 acres) of the Sage Creek Development as Public Reserve, and this represents an over-dedication for Phase 5 of 4.14 acres;

h) 3.50 acres of land are being dedicated to the City and landscaped in Phase 6 (DASZ 3/2011 – pursuant to AG 3/11) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 6 of 1.68 acres;

i) A land dedication credit of 9.05 acres and a landscaping credit of 9.05 acres be provided to the Developer for the overall Sage Creek Development for the improvements completed within approximately 52.0 acres of the Hydro Corridor lands within the Sage Creek Development, in accordance with an Agreement dated August 17, 2006 among the City, the Developer, and Manitoba Hydro;

j) No land was dedicated to the City in Phase 3D (DASZ 5/2012) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 3D of 0.44 acres;

k) 1.00 acres of land are being dedicated to the City and landscaped in Phase 7 (Part A of DASZ 30/2012) of the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 7 (Part A) of 1.56 acres;

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

l) 0.00 acres of land (actual 0.004 acres – Public Reserve B) are being dedicated to the City and landscaped in Phase 7 (Part B of DASZ 30/2012) under this agreement within the Sage Creek Development as Public Reserve, and this represents an under-dedication for Phase 7 (Part B) of 3.86 acres, calculated as follows:

Planned Area (Part B) =	64.28 acres
Regional Street Areas (Bishop Grandin Boulevard/Plessis Road/Bishop Grandin Boulevard Noise Attenuation) (13.67 + 0.33 + 1.96) =	15.96 acres
Net Stormwater Retention area (Part B) =	0.00 acres
Net area subject to dedication (64.28 – 15.96) =	48.32 acres
Required Dedication (8% x 48.32 acres) =	3.86 acres
Actual Dedication, rounded (Public Reserve A and B) =	0.00 acres
Under-dedication (3.86 – 0.00 acres) =	3.86 acres

and acknowledge that the net under-dedication and landscaping for Phases 1, 3, 2, 3B, 4, 1B, 5 (revised by DASZ 36/2012), 6, 3D, 7 (Part A) and 7 (Part B), and the Manitoba Hydro Corridor within the Sage Creek Development is (-1.07 + 3.41 - 2.98 - 0.80 - 2.65 - 0.10 + 4.14 – 1.68- 0.44 – 1.56 –3.86 + 9.05) = 1.46 acres.

Net under-dedication and landscaping for Sage Creek Development Phases 1, 3, 2, 3B, 4, 1B, 5 (revised), 6, 3D, 7 (Part A) and 7 (Part B), and the Manitoba Hydro Corridor =	**1.46 acres**

SECTION III – COSTS AND FEES

1. By-laws and Approvals

The Developer shall pay all of its and the City's costs, fees, and expenses associated with the preparation and attainment of approval for registration of the Zoning By-law(s) and plan(s) of subdivision, including all Municipal Board, Land Titles Office and other fees and expenses, all survey, engineering and advertising fees and costs, and all expenses incidental to the preparation of this Agreement and the physical development of the Planned Area.

Developer's Initials: _____

City's Initials: _____

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SPECIAL TERMS

2. Professional Fees

a) The Developer shall pay the full cost of all design services, including preliminary engineering studies, servicing reports, servicing criteria, construction drawings and specifications, and grading and landscaping plans and specifications, to be provided by Consulting Engineer(s) approved by the City, for the design of the municipal services, parklands, parkways and associated works required to serve the Planned Area;

b) The Developer shall pay the full cost of construction and landscaping supervision services provided by or on behalf of the City for field inspection, preparation of progress estimates, provision of as-built drawings by March 31 of the year following substantial performance of the work, and all other engineering consulting services related to the installation and acceptance of municipal services, and all associated works to serve the Planned Area.

3. Administration Fees

Prior to the release of the subdivision mylars for registration in the Land Titles Office, the Developer shall pay to the City, to help defray the City's administration and related costs associated with the preparation and implementation of the Development Agreement, an administration fee, calculated as follows:

DASZ 30/2012 (Phase 7 Part "B" – Planned Area)

i) 64.28 acres x $1,200/acre =	$77,136.00
ii) G.S.T. (5%) =	3,856.80
Total	**$80,992.80**

Developer's Initials: _____

City's Initials: _____

Original Court Copy

CONSTRUCTION, INSTALLATION AND MAINTENANCE SPECIFICATIONS

The Developer acknowledges and agrees that:

a) Documents to be obtained:

Before commencing construction, installation and maintenance of the respective works required by this Agreement, it must obtain from the City the latest revision of the following City documents:

(i) *Standard Construction Specifications*;

(ii) *Water and Sewer Standards Manual*;

(iii) *Boulevard Tree Planting Guidelines as Required Under Development Agreements*;

and

(iv) *Parks Construction Specifications and Details*,

each of which documents is hereby incorporated in this Agreement as fully and to the same extent as if attached as a schedule to this Agreement.

b) Roads, Lanes and Sidewalks:

The *Standard Construction Specifications* apply as minimum standards to all construction, installation and maintenance of roads, lanes, sidewalks, and appurtenances thereto, and all materials supplied for those purposes.

c) Sewers and Watermains:

The *Standard Construction Specifications* and the *Water and Sewer Standards Manual* apply as minimum standards to all construction, installation and maintenance of sewers, watermains, and appurtenances thereto, and all materials supplied for those purposes.

d) Landscaping Improvements:

The *Standard Construction Specifications, Boulevard Tree Planting Guidelines as Required Under Development Agreements*, and *Parks Construction Specifications and Details* apply as minimum standards to all construction, installation and maintenance of landscaping improvements within road allowances, parks and public reserves.

Developer's Initials: _____

City's Initials: _____

Original Court Copy

CONCEPTUAL

BISHOP GRANDIN BOULEVARD

PHASE - 7 PART "B" - APPLICATION BOUNDARY

PLAN NO. 8986 PHASE - 7 PART "B" - APPLICATION BOUNDARY

PUBLIC RESERVE

DUMONTET CRESCENT

SNOWBERRY CIRCLE

PEPIN PLACE

EDWARD TURNER DRIVE

WEST PLAINS DRIVE

PUBLIC WALK

HIGH PLAIN ROAD

RED SKY ROAD

SRB -11

PHASE - 7 PART "A"

EAST PLAINS RD

PLESSIS ROAD WIDENING

MANITOBA HYDRO POWER TRANSMISSION LINE

SILVER SAGE CRESCENT

WILD IRIS WALK

VIREO LANE

ALL WATERMAINS TO BE 150mm UNLESS OTHERWISE SHOWN
ALL WASTEWATER SEWERS TO BE 250mm UNLESS OTHERWISE SHOWN
ALL PAVEMENT TO BE 7.50m UNLESS OTHERWISE SHOWN

APEGM
Certificate of Authorization
WSP Inc.
No. 5079 Date:

EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED
	WATERMAIN			HYDRO		34.19	LOT ELEVATION	34.22
	HYDRANT			M.T.S.			HOUSE ELEVATION	33.05
	VALVE			CONCRETE LIP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			150mm MODIFIED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			SIDEWALK RAMP				
	GAS			ELEVATIONS		34.880		

LOCATION APPROVED

SUPV. U/G STRUCTURES COMMITTEE DATE

NOTE:

LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE GIVEN LOCATIONS ARE EXACT. SUFFICIENT TIME MUST BE ALLOWED TO ASCERTAIN LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE MUNICIPAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CMBM 61-006
ELEV. 233.169

NO.	REVISIONS	DATE	BY
01	CITY SUBMISSION	JUL23/14	B.H.

WSP
1600 BUFFALO PLACE
WINNIPEG, MB, R3T 6B8
PHONE: 204-477-6850
FAX: 204-474-2864
WWW.WSPGROUP.CO.M

DESIGNED BY	G.D.	CHECKED BY	B.H.
DRAWN BY	G.D.	APPROVED BY	I.McK.
HOR. SCALE:	1:1000	RELEASED FOR CONSTRUCTION	
VERT. SCALE:			
DATE	JULY 2014	DATE	

ENGINEERS SEAL
PROVINCE OF MANITOBA
I. G. McKINNON
REGISTERED PROFESSIONAL ENGINEER

CONSULTANT DRAWING NO.
121-26882-00 –AG03

Winnipeg
THE CITY OF WINNIPEG
QUALICO

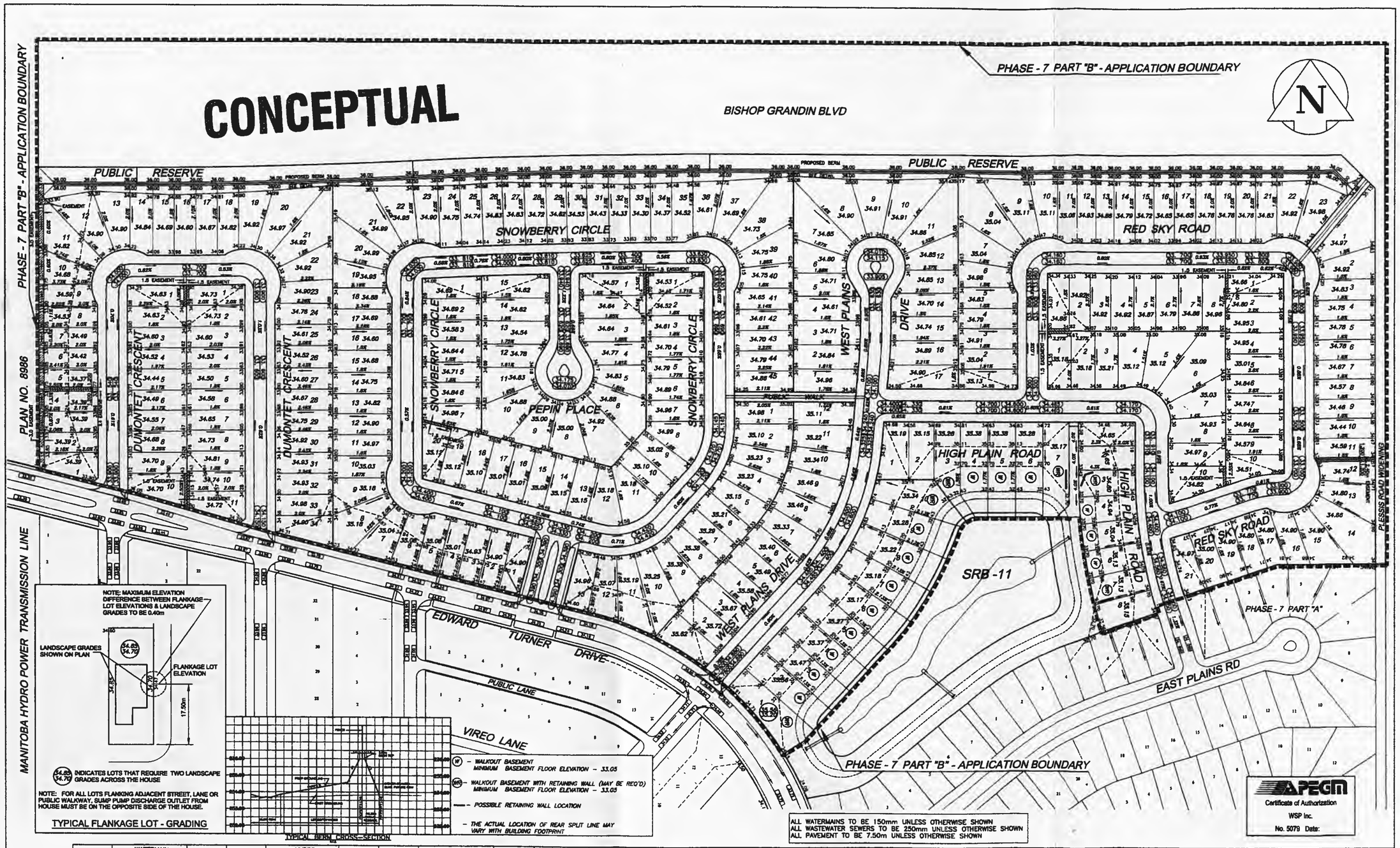
SAGE CREEK SUBDIVISION–PH
DASZ 30/12
AG 51/05
AGREEMENT DRAWI
UNDERGROUND SERVICING

Developer's Initials:

City's Initials:

Original Court Copy

CONCEPTUAL



EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED	EXISTING	LEGEND – PLAN	PROPOSED
	WATERMAIN			HYDRO		34.19	LOT ELEVATION	34.22
	HYDRANT			M.T.S.			HOUSE ELEVATION	33.05
	VALVE			CONCRETE LIP CURB			LOT SLOPE	2.0%
	LAND DRAINAGE SEWER			150mm MODIFIED BARRIER CURB			SWALE EASEMENT	
	WASTE WATER SEWER			PROPERTY LINE			DRAINAGE DIRECTION	
	MANHOLE			SURVEY BAR			DRAINAGE SPLITS	
	CATCH BASIN			CURB STOP				
	CURB INLET			C.B. LEAD				
	JUNCTIONS			SIDEWALK				
	CULVERT			SIDEWALK RAMP				
	GAS			ELEVATIONS		(34.80)		

LOCATION APPROVED

SUPV. U/G STRUCTURES COMMITTEE — DATE

NOTE.

LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL UNDERGROUND UTILITIES ARE SHOWN OR THAT THE GIVEN LOCATIONS ARE EXACT. CONTRACTORS ARE RESPONSIBLE FOR THE LOCATION OF ALL SERVICES MAINS ETC. DERIVED FROM THE MUNICIPAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M. CNBM 81-008
ELEV. 233.169

NO	REVISIONS	DATE	BY
01	CITY SUBMISSION	JUL23/14	B.H.

WSP
1600 BUFFALO PLACE
WINNIPEG, MB, R3T 6B8
PHONE: 204-477-6650
FAX: 204-474-2864
WWW.WSPGROUP.COM

DESIGNED BY	G.D.	CHECKED BY	B.H.
DRAWN BY	G.D.	APPROVED BY	I.McK.
HOR. SCALE	1:1000	RELEASED FOR CONSTRUCTION	
VERT. SCALE			
DATE	JULY 2014	DATE	

ENGINEERS SEAL
PROVINCE OF MANITOBA
I. McKINNON
REGISTERED PROFESSIONAL ENGINEER
July 25/14

CONSULTANT DRAWING NO.
121-25882-00 –AG04

Winnipeg

THE CITY OF WINNIPEG
QUALICO

SAGE CREEK SUBDIVISION–PHASE 7–PART 'B'
DASZ 30/12
AG 51/05
AGREEMENT DRAWI
GRADING

CITY DRAWING NO.

Developer's Initials:

City's Initials:

Original Court Copy

AG 30/12 (Phase 7, Part B)
DASZ 30/2012

SCHEDULE "F"
FORM OF LETTER OF CREDIT

THE BANK OF _____
(date): _____

TO: THE CITY OF WINNIPEG
Credit No. _____
Amount: ($Cdn.) _____
Expiry Date: _____
Developer: **SAGE CREEK DEVELOPMENT CORPORATION**
Dear Sirs:

IRREVOCABLE LETTER OF CREDIT

1. _____ (the "Bank"), for valuable consideration, the receipt of which is hereby acknowledged, hereby establishes in your favour an irrevocable Letter of Credit (the "Credit") in the amount of $_____, on which you may draw up to but not after _____ (the "Expiry Date").

2. This Credit is issued in connection with obligations incurred or to be incurred by Sage Creek Development Corporation (the "Developer") under Development Agreement No. AG 30/12 Phase 7, Part B dated January 30, 2013.

3. A drawing under this Credit shall be made on or before the Expiry Date by you presenting to the Bank at _____, Winnipeg, Manitoba, this Credit and a Demand in writing *(street address)* signed by a person who has been duly authorized to sign on your behalf.

4. The Demand shall refer to this Credit by the above number, shall state the amount demanded, and shall certify that the Developer has failed to perform any one or more of its obligations as stipulated in Agreement No. AG 30/12.

5. Upon receipt of the Credit and Demand on or before the Expiry Date, the Bank shall pay to you the amount stated in the Demand, without enquiring whether the City has a right to such amount as between yourself and the Developer, provided that such amount, together with other amounts paid to you under this Credit, if any, do not exceed in the aggregate the amount of the Credit.

6. This Credit is deemed to be automatically extended for _____ *(minimum 60 days)* from the Expiry Date and any future expiration date, unless the Bank notifies you in writing at least 30 days prior to any such date that the Bank elects not to renew it, which notice must be directed and sent by fax to:

The City of Winnipeg
Legal Services Department
3rd Floor – 185 King Street
Winnipeg, Manitoba R3B 1J1 Fax: 204 947 9155

Attn: Director of Legal Services and City Solicitor

Yours truly,

THE BANK OF _____

_____ _____
Authorized Signature Authorized Signature

NOTE: The concluding clause does not prevent cancellation at any time with the City's consent.

Developer's Initials: _____

City's Initials: _____

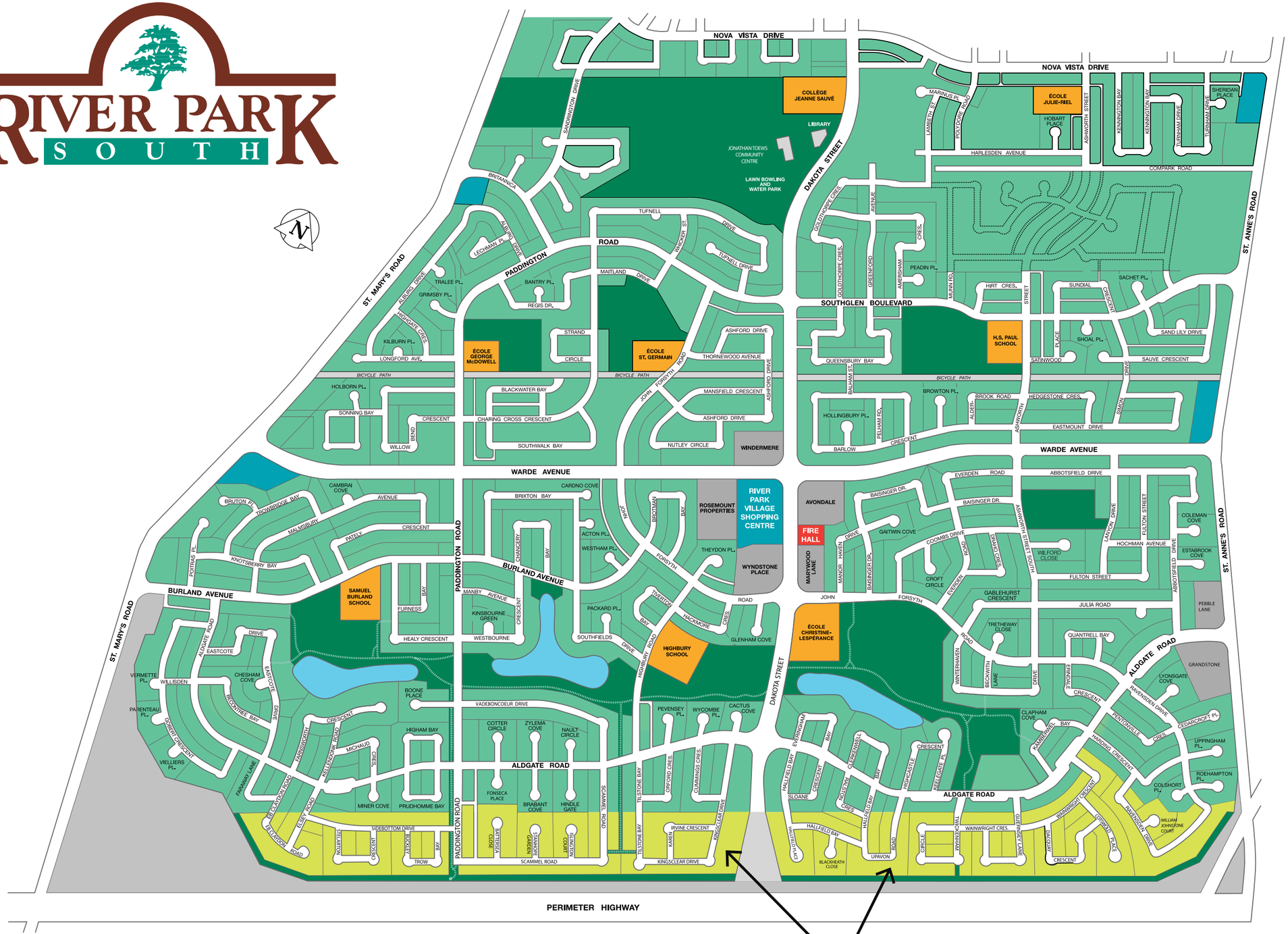
Original Court Copy

This is Exhibit 47 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

Original Court Copy

RIVER PARK SOUTH



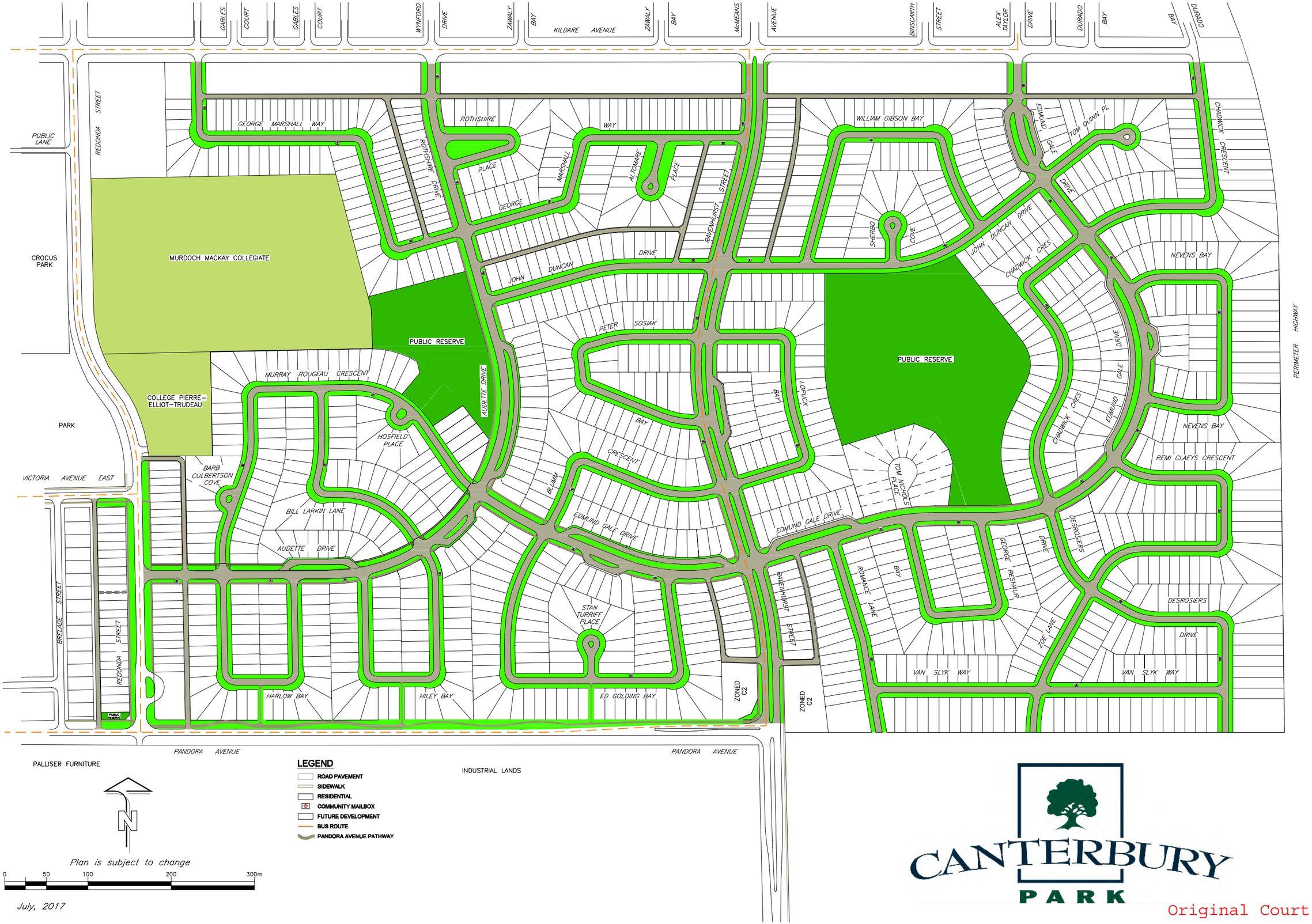
Qualico Developments (Winnipeg) Ltd. /
The City of Winnipeg Joint Venture

Original Court Copy

This is Exhibit 48 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

Original Court Copy



Original Court Copy

This is Exhibit 49 to the Affidavit of Eric Vogan, affirmed before me this 1st day of December, 2017

A Notary Public in and for
the Province of Manitoba

Original Court Copy

Exhibit #	Exhibit Name
1.	PUB Order
2.	Our Winnipeg
3.	Complete Communities
4.	Development Procedures Bylaw
5.	The Subdivision Standards Bylaw
6.	Development Agreement Parameters
7.	A Guide to Understanding the Development Agreement Parameters
8.	Executive Policy Committee Minutes, July 10, 2002
8A.	Hemson 2005 Report
9.	2013 Growth Development Charges
9A.	Council Minutes and Disposition, November 20, 2013
10.	Press Release, May 27, 2016
11.	Hemson Presentation, July 19, 2016
11A.	Hemson Presentation, August 18, 2016
12.	Hemson Technical Report
13.	Hemson Report
14.	Hemson September 2016 Council Presentation
15.	EPC Agenda, September 21, 2016
15A.	EPC Minutes and Disposition, September 21, 2016
16.	Information Sheet
17.	Backgrounder
18.	Phase One Map
19.	Working Group Terms of Reference
20.	EPC Recommendation
21.	Media Report
22.	Impact Fees Bylaw
23.	Council Agenda and Disposition, October 26, 2016
23A.	Bylaw as amended
24.	MNP Report
24A.	MNP Presentation
24B.	Tax Contributions Map
25.	Ridgewood South Precinct Plan By-law
26.	Deloitte Analysis
27.	Traffic Assessment
28.	Servicing Infrastructure
29.	Ridgewood West site map
30.	Ridgewood Development Agreement
31.	Minutes of Council, January 29, 2014
32.	Sage Creek Masterplan
33.	Sage Creek Servicing Report
34.	Sage Creek Area Structure Plan

Original Court Copy

35. Phase 1 Sage Creek Development Agreement
36. Phase 1 Sage Creek Addendum
37. Phase 2 Sage Creek Development Agreement
38. Phase 3 Sage Creek Development Agreement
39. Phase 3 Sage Creek Addendum
40. Phase 3 Sage Creek Second Addendum
41. Phase 4 Sage Creek Development Agreement
42. Phase 4B Sage Creek Development Agreement
43. Phase 5 Sage Creek Development Agreement
44. Phase 5 Sage Creek Addendum
45. Phase 6 Development Agreement
46. Phase 7 Sage Creek Development Agreement
47. River Park South Site Map
48. Canterbury Park Site Map
49. Exhibit List

Original Court Copy