

Agenda – Standing Policy Committee on Downtown Development, Heritage and Riverbank Management – June 24, 2013

REPORTS

**Item No. 1 Access to a Proposed Mix-Use Development located at
416 Main Street
(Point Douglas Ward)**

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

That the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management order that the Private Access By-law be varied to authorize the construction of a 5.4 metre wide private approach on the west side of Main Street, 40.5 metres south of McDermot Avenue, (as shown on Drawing No. A-13029).

ADMINISTRATIVE REPORT

Title: ACCESS TO A PROPOSED MIX-USE DEVELOPMENT LOCATED AT 416 MAIN STREET

Critical Path: Standing Policy Committee on Downtown Development, Heritage and Riverbank Management

AUTHORIZATION

Author	Acting Department Head	CFO	CAO
L. Escobar, P. Eng.,PTOE	D. Stewart, CA	M. Ruta	D. Joshi COO

RECOMMENDATIONS

That the Standing Policy Committee on Downtown Development, Heritage and Riverbank Management order that the Private Access By-law be varied to authorize the construction of a 5.4 metre wide private approach on the west side of Main Street, 40.5 metres south of McDermot Avenue, (as shown on Drawing No. A-13029).

REASON FOR THE REPORT

The proposed private approach on Main Street is not permitted by subsection 21 (1) of the Private Access By-law No. 49/2008:

“21 (1) “Subject to this section, a private access is not in conformity with this By-law where it is located on a roadway or a portion of a roadway identified in Schedules “A” or “B”.

This section of Main Street is contained within Schedule “A”.

Section 14 of the Private Access By-law requires that, when an application for a private access cannot be approved because it does not conform with Sections 17 to 21 of the By-law, the Director must forward the application along with a report containing the Director's recommendations to the appropriate Council Committee for consideration. This Report represents the Director's compliance with this provision.

Please note that the Council Committee may only approve the application if:

- (a) conformity with the rules set out in Sections 17 to 21 would be unreasonable in the circumstance, including the use to which the property is intended to be put;
- (b) the location and size of the proposed private access is reasonably required for the use to which the property is intended to be put; and
- (c) The location and size of the proposed private access would not be detrimental to the safe and efficient movement of vehicular and pedestrian traffic on the adjacent street.

IMPLICATIONS OF THE RECOMMENDATIONS

There is an anticipated loss of paystation revenue resulting from the changes to Transit accommodation on southbound Main Street in order to accommodate the proposed access.

HISTORY

This section of Main Street contains a 13.5 metre wide northbound roadway and a 15.0 metre wide southbound roadway within a 40.2 metre right of way, with a posted speed on 50km/h. Southbound

Main Street contains 5 traffic lanes, of which 3 lanes are straight through lanes for traffic to continue southbound on Main Street, and 2 lanes are for motorists who wish to turn right onto Portage Avenue. The southbound curb lane is a “No Stopping Anytime” zone, with a bus stop.

The subject land is currently vacant; however a mixed-use building is proposed to be constructed on the site which will contain 237 hotel rooms with meeting and banquet space, 30 condo units, a full-service restaurant, and 40,000 square feet of office space.

The Public Works Department has received an application to construct a 5.4 metre wide “entrance only” private approach on the west side of Main Street to serve this proposed development. The applicant feels that it is necessary to obtain an “entrance only” private approach on the west side of Main Street to make access to the hotel convenient for patrons. If the access onto Main Street is not approved, patrons of the hotel would have to access the drop-off for the hotel from the public lane at the rear of the property via Albert Street, which may be harder to find for people unfamiliar with the area. In addition, this proposed private approach on the west side of Main Street would serve only 7 parking spaces, as hotel patrons and condo residents would park at the existing 810 stall Albert Street parkade.

Introducing a private approach at this location will require relocating bus stop #10637 and combining it with another existing stop (#10636) located on southbound Main Street, just north of the McDermot Avenue intersection. The combined bus stop is expected to require a larger stopping area which would eliminate a loading zone and some metered parking on Main Street. The Transit Department has indicated that they are supportive of this proposal. However, the applicant will be responsible for all costs associated with the relocation of the bus stop once the details of the relocation have been determined.

Exiting onto Main Street will not take place, as all exiting from the development will be from the public lane to the rear of the property.

This proposed “entrance only” private approach is non-conforming under the Private Access By-law, as the By-law does not permit any private approaches on this section on Main Street.

However, the Public Works Department does not expect any traffic operating problems on Main Street if this non-conforming private approach is constructed.

FINANCIAL IMPACT**Financial Impact Statement****Date: May 22, 2013****Project Name:****First Year of Program****2013****ACCESS TO A PROPOSED MIX-USE DEVELOPMENT LOCATED AT 416 MAIN STREET**

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Capital					
Capital Expenditures Required	\$ -	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Funding Sources:					
Debt - Internal	\$ -	\$ -	\$ -	\$ -	\$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Total Additional Capital Budget Required	<u>\$ -</u>				
Total Additional Debt Required	<u>\$ -</u>				
Current Expenditures/Revenues					
Direct Costs	\$ -	\$ -	\$ -	\$ -	\$ -
Less: Incremental Revenue/Recovery	(2,250)	(4,500)	(4,500)	(4,500)	(4,500)
Net Cost/(Benefit)	<u>\$ 2,250</u>	<u>\$ 4,500</u>	<u>\$ 4,500</u>	<u>\$ 4,500</u>	<u>\$ 4,500</u>
Less: Existing Budget Amounts	-	-	-	-	-
Net Budget Adjustment Required	<u>\$ 2,250</u>	<u>\$ 4,500</u>	<u>\$ 4,500</u>	<u>\$ 4,500</u>	<u>\$ 4,500</u>
Additional Comments: Expected annual revenue loss to the Winnipeg Parking Authority resulting from the removal of three metered parking stalls is based on 2010 demand. It has been identified that actual loss may be higher if demand has increased since 2010, but currently no data is available in support of this. The applicant has been in consultation with the Transit Department and will be responsible for any costs associated with bus stop relocation, if required.					

Original Signed by D. Stewart, CA"

D. Stewart, CA

Manager of Finance & Administration

CONSULTATION

In preparing this report there was consultation with:

Winnipeg Parking Authority

Winnipeg Transit

SUBMITTED BY

Department: Public Works

Division: Transportation

Prepared by: Doug Binda, Private Approach Technician

Date: May 14, 2013

File No.

Attachments: Drawing A-13029

