REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED JUNE 10, 1997

On motion of Councillor Clement, the Report of the Committee on Works and Operations, dated June 10, 1997, was considered clause by clause.

Moved by Councillor Clement,
That the Consent Agenda, Clauses 1,2,3,4 and 5 be adopted.

Councillor Prystanski requested that Clause 2 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 1,3,4 and 5 and put and declared carried.

1997 Local Improvements Program
1) Assiniboia Community
2) Lord Selkirk-West Kildonan Community File SL(1997) (Vol. 1)

815 - 1. The Committee on Works and Operations has been advised of the following proposed local improvements:

WARD	TYPE	DESCRIPTION	PROJECT COST
Assiniboia Community			
Charleswood-Fort Garry			
	Ornamental Street Lighting *	Edgeland Boulevard from Corydon to Tuxedo Avenues	$22,000.00
St. Charles			
	Lane Lighting *	On the first east-west lane south of Portage Avenue from Seaton Street to Sumach Street	$540.00
St. James			
	10" Lane Oiling	10 feet wide on the first north-south lane west of Country Club Boulevard from Meadowside Drive to a point approximately 200 feet north of the north line of Meadowside Drive	$1,000.00
Lord Selkirk-West Kildonan Community			
Point Douglas			
	Lane Lighting *	On all lanes in the block bounded by Alexander Avenue and Pacific Avenue West, Juba Street and the Canadian National Railway Oak Point Subdivision Right-of-Way	$1,500.00
	Lane Lighting *	On all lanes in the block bounded by Alexander Avenue and Pacific Avenue West, Keewatin Street and Juba Street excluding the first north-south lane west of Keewatin Street from Alexander Avenue to Pacific Avenue West	$1,600.00
TOTAL			$26,640.00

* Advertised on March 19, 1997

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The Committee on Works and Operations therefore recommends:

I. That the local improvement projects outlined herein, in the total amount of $26,640.00, be approved for installation in 1997, to be funded from the 1991 Unused Borrowing Authority - Local Improvement Category.

II. That the City Solicitor/ Manager of Legal Services be requested to prepare the necessary Local Improvement By-law in accordance with the foregoing and submit same directly to Council for approval.

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

Adopted by consent.

Proposed Parking Meter Changes:
1) Motion to Rescind the Parking Meter Rate Increase
2) Installation of additional parking meters File ST-2 (Vol. 21)

816 - 2. On March 20, 1997, Council approved an adjustment of metered parking from 15 minutes per $0.25 to 12 minutes, as recommended by the Committee on Works and Operations on February 28, 1997.

On April 15, 1997, the Committee on Works and Operations passed the following motion and forwarded same to Council for favourable consideration, namely:

Whereas downtown Winnipeg is facing increased economic stress and that the cost of curbside parking has been identified as a key concern by downtown businesses;

And Whereas the Council of the City of Winnipeg recently increased the cost of metered parking by 25 cents;

And Whereas this was done as part of an omnibus motion and did not receive the consideration it deserved;

And Whereas the Downtown and Exchange District Business Improvement Zones have recommended additional parking meter locations in the city centre area as an alternative source of revenue to a hike in parking meter rates.

Therefore Be It Resolved that the Works and Operations Committee recommend that City Council rescind the 25 cent increase in parking meter rates and direct the administration to develop an implementation plan in consultation with the Downtown and Exchange District Business Improvement Zones to add parking meters in the City Centre area.

On April 23, 1997, the Executive Policy Committee referred the matter back to the Committee on Works and Operations with a request for the following information:

1. That members identify what the revenues would be to the City for installing additional parking meters in the City Centre area, taking into consideration the installation at the earliest possible date; and how this would affect the city budgets.

2. Providing alternative parking meter solutions as used in other cities.

On May 13, 1997 the Committee on Works and Operations referred the matter to the Administration for report back.

On June 10, 1997, the Committee on Works and Operations considered the Administrative report dated June 5, 1997 and was advised that no changes have been made to the meter heads in view of the deliberations on this matter.

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There are essentially three methods or combinations thereof to increase revenues from the parking meter system.

Adjust Meter Timing

Included in the 1997 Budget are increased revenues of $150,000 based upon full implementation as of July 1, 1997. Additionally, a one-time expenditure of $115,000 for equipment conversion to achieve the 12 minutes per hour decrease in parking meter time is also included. The estimated revenue increase for 1998 and beyond is $300,000 with no additional expenditures. This anticipated revenue increase is based upon past experience where the rate increase has not resulted in a corresponding increase in revenue. In this case, it is estimated that the parking time adjustment being recommended will result in a 15% revenue increase.

Increased Number of Meters

i) Downtown and Exchange District Areas

The average annual revenue per meter for the entire parking meter system is $915 per meter per year, with the revenue range being approximately $100 to $2,000 per meter per year.

There are 144 meters in the Downtown area and Exchange District area which should be removed because the net revenue from these meters does not justify retaining same. The system operating costs are $195 per meter per year and the total estimated revenue from these 144 meters is approximately $38,000/year. Included in these numbers are the parking meters on Notre Dame from Hargrave Street westerly which have been approved for removal.

In consultation with the BIZ Group, it is estimated that approximately 315 additional meters could be located in the Downtown and Exchange District area as per the following distribution:

		Revenue	
	Meters	Aug. 1/97	Full Year
South of Portage Avenue, other than York/St. Mary	105	$ 46,000	$ 110,000
Portage Avenue	45	20,000	47,000
York/St. Mary	80	35,000	84,000
North of Portage and Exchange District	85	37,000	89,000
TOTAL	315	$ 138,000	$ 330,000

Assuming that

(1) system average revenue with a 15% increase could be achieved,
(2) installation to be complete by August 1, 1997, and
(3) 144 low revenue meters were relocated,

the estimated revenue increase for 1997 is estimated at $120,000 (which includes the $16,000 revenue loss from the 144 meters being removed for 5/12 of 1997). The associated installation costs are estimated at $110,000 per 1997 budget submission, taking into account the salvage value of the meters being moved and the cost to retrofit them.

The foregoing analysis assumes the installation of all 315 meters; however, the Administration has recommended that meters should not be installed on York/St. Mary until the fate of Portage Avenue is known, i.e. if the number of traffic lanes is reduced on Portage Avenue, additional lanes on York and St. Mary may be required during off-peak hours to accommodate diverted traffic. Therefore, only the 105 meters South of Portage Avenue and 85 meters North of Portage and the Exchange District for a total of 190 additional meters are being recommended by the Administration for installation at this time. The estimated 1997 revenues and expenditures, not including additional meters on Portage Avenue, York Avenue and St. Mary Avenue, are estimated at $67,000 and $35,000 respectively.

The Committee on Works and Operations is recommending that 80 parking meters be installed in the York/St. Mary area, which locations have been included in Appendices 1, 3 and 4.

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In either event, both the Revenue and Expenditure aspects of the 1997 Operating Budget must be adjusted accordingly.

ii) Additional Meters Outside Downtown and Exchange District Area

Based only upon the need for additional revenue and achieving uniform parking meter practices in all commercial areas (Downtown, Strip Commercial, Exchange District, etc.), the following areas could also be considered for parking meters. It should be noted that in several cases, parking meters formerly existed and have been removed. It is also noted that in most if not all cases, considerable opposition to parking meters will be expressed by fronting merchants. Note that this listing is not intended to be all-inclusive, but rather representative of typical non-metered areas outside the Downtown area.

STREET	SIDE OF STREET	GENERAL AREA	APPROX. NO. OF METERS
Maryland	east side	Westminster at Misericordia Hospital	25
Sherbrook	both	Misericordia–Portage	180
Sherbrook	both	Portage–Sherbrook Pool	50
Ellice	both	Burnell–Maryland	100
Sargent	both	Burnell–Maryland	
Portage	both	Sherbrook–Burnell	100
Portage	north side	Sherburn–Greenwood	25
Wolseley	both	Sherbrook–Maryland	15
Academy	both	Oak–Centennial (various)	130
Stafford	both	Yale to Dorchester	20
Corydon	both	Stafford to Nassau	220
Selkirk	both	McKenzie to Main	230
Regent	both	Kanata to Winona	75
Provencher	both	Aulneau to Tache	50
Des Meurons	both	Cathedral to Deschambault	30
Marion	both	St. Mary's to Braemar	90
Bond	both	Victoria to Pandora	40
Day	both	Victoria to Pandora	30
			1,410

Assuming that the existing average system revenue of $915 per meter per year could be maintained, these meters would generate approximately $1,300,000 in a full operating year. One time installation costs are estimated at $850,000.

Extending time of operation beyond 9:00 a.m. to 5:30 p.m. and/or extending days of operation to include Saturdays, Sundays and Holidays

The City of Vancouver recently extended both the hours and days of operation. Their rates in the downtown core have been raised from $1.00 to $2.50 per hour and from $0.75 to $1.50 in the outlying areas. Their meters are functional 7 days a week from 9:00 a.m. to 8:00 p.m. The Administration will be monitoring their results.

The Streets and Transportation Department have recommended:

1. That the Council decision of March 26, 1997 to adjust parking time from 15 minutes per 25¢ to 12 minutes be reaffirmed.

2. That the City of Winnipeg Parking Meter By-Law be amended as follows:

   a) Schedule A to By-Law No. 6547/95 of the City of Winnipeg be amended as outlined on Appendices 1 and 2;

   b) Schedule B to By-Law No. 6547/95 of the City of Winnipeg be amended as outlined on Appendices 3 and 4.

3. That the Streets and Transportation Department explore the feasibility of installing additional parking meters in strip commercial areas outside the Downtown area.

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4. That the Streets and Transportation Department explore the feasibility of extending the time of parking meter operation and/or the days of the week during which they operate.

The Committee on Works and Operations recommends:

I. That Council rescind its decision of March 20, 1997 regarding the adjustment of metered parking from 15 minutes per $0.25 to 12 minutes;

II. That the City of Winnipeg Parking Meter By-Law No. 6547/95 be amended, specifically relative to the areas South of Portage Avenue, North of Portage and the Exchange District and York/St. Mary Avenues, as follows:

A. Schedule A to By-Law No. 6547/95 of the City of Winnipeg, which allows one hour parking, be amended as outlined on Appendices 1 and 2;

B. Schedule B to By-Law No. 6547/95 of the City of Winnipeg, which allows two hour parking, be amended as outlined on Appendices 3 and 4;

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

Moved by Councillor Clement,
That the clause be adopted.

Carried.

Councillor Angus asked to be recorded as having voted against the clause, in accordance with Rule 50.7 of the Procedure By-law.

(See Minute No. 832 for attachments)

Designation of Part-Time Truck Routes - Murray Industrial Park
File ST-5.2 (Vol. 24)

817 - 3. The Committee on Works and Operations has been advised that although not designated as Regional Streets, Silver Avenue/Murray Park Road and Saskatchewan Avenue between Sturgeon Road and Moray Street, and Moray Street between Ness Avenue and Saskatchewan Avenue are industrial collector streets which have been designed to a higher standard than a local street and serve the many businesses in the Murray Industrial Park. In this area, east-west Truck Routes consist of Saskatchewan Avenue west of Sturgeon Road and Ness Avenue east of Sturgeon Road. They are 1.8 km apart and are part-time Truck Routes. North-south Truck Routes consist of Sturgeon Road and Route 90, are 5.3 km apart and are Full-Time Truck Routes (see Appendix A).

The existing Truck Route system makes access inconvenient for some businesses in the Murray Industrial Park, due to their location within the Park and the requirement of the Traffic By-law that trucks take the shortest distance to/from a Truck Route.

The 12 hour weekday traffic volumes on these streets varies from 3,500 vehicles on Saskatchewan Avenue and on Silver Avenue/Murray Park Road east of Sturgeon Road, to 6,600 vehicles on Moray Street north of Ness Avenue. The speed limit on these streets is 60 km/h.

It is generally reasonable and appropriate in the planning of an urban area to provide for a grid of Truck Routes with a separation of approximately 1.6 kilometres between adjacent parallel routes to:

- minimize the need to construct streets having higher standards, including thicker and stronger pavement required to accommodate larger trucks on a regular basis;

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- maximize utilization of higher standard streets for "through" trips by trucks and, thereby, minimize such trips on local streets; and

- provide no more than approximately 0.8 kilometres of travel on local streets to reach a Truck Route from any point within a residential or commercial development.

Because Moray Street between Ness Avenue and Portage Avenue is not a Truck Route and because Ness Avenue is a part-time Truck Route, the subject streets must also be limited to a part-time Truck Route. Therefore, truck operators driving southbound after 19:00 hours, Monday to Saturday and all day Sunday on the section of Moray Street between Murray Park Road and Ness Avenue would become entrapped at Ness Avenue since they may not proceed south on Moray Street (it is not a Truck Route between Ness Avenue and Portage Avenue) and they may not proceed onto Ness Avenue in this time period (it is only a part-time Truck Route).

Designating these streets as part-time Truck Routes will result in a system of interconnected Truck Routes, separated by a distance of approximately 1.2 kilometres for north-south routes and a distance of approximately 0.9 kilometres for east-west routes, which will better serve the commercial development within this area.

Such designations will:

- provide for improved truck movements in this area, thereby reducing the trip length and time which is ultimately reflected in a reduction in the price of purchased goods and services that are transported by trucks.

- provide route "connectivity" upon which truck travel opportunities will be continuous within this commercial area.

It is not feasible to designate Silver Avenue/Murray Park Road and Saskatchewan Avenue between Sturgeon Road and Moray Street as part-time Truck Routes without also designating Moray Street between Ness Avenue and Saskatchewan Avenue as a part-time Truck Route because Silver Avenue/Murray Park Road and Saskatchewan Avenue would otherwise become stub-ended at Moray Street with no opportunity for through truck traffic to continue along an integrated system of Truck Routes.

The Streets and Transportation Department will review the part-time Truck Route operation on Moray Street between Ness Avenue and Saskatchewan Avenue after implementation and will report to the Committee on Works and Operations on the matter after a six-month period. It should be noted that if it is decided that Moray Street between Ness Avenue and Saskatchewan Avenue not be continued as a part-time Truck Route after a six month period, then Silver Avenue/Murray Park Road and Saskatchewan Avenue between Sturgeon Road and Moray Street would also have to be deleted as part-time Truck Routes for the previously stated reasons.

Although it is not desirable to change the Truck Route status of a street every six months or so because of the resulting confusion to truck operators, the Streets and Transportation Department is reasonably confident that implementation of the part-time Truck Route system in Murray Industrial Park as outlined will not have any significant deleterious impact on traffic safety and efficiency, and that the quality of life in the community will, in fact, be enhanced because of the improved options for truck routings.

On May 20, 1997, the Assiniboia Community Committee considered the Streets and Transportation Department's report dated April 24, 1997 and concurred in the recommendation contained therein that Silver Avenue/Murray Park Road between Sturgeon Road and Moray Street, and Saskatchewan Avenue between Sturgeon Road and Moray Street, be designated as part-time Truck Routes and recommended that Moray Street between Ness Avenue and Saskatchewan Avenue be designated as a part-time Truck Route only for a 6 month trial period.

The Committee on Works and Operations recommends:

I. That Schedule 2 of The City of Winnipeg Traffic By-law No. 1573/77 be amended by the addition of the following Part Time Truck Routes:

a) Silver Avenue/Murray Park Road between Sturgeon Road and Moray Street.
b) Saskatchewan Avenue between Sturgeon Road and Moray Street.
c) Moray Street between Ness Avenue and Saskatchewan Avenue.

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II. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary by-law for submission to Council to amend Schedule 2 of the City of Winnipeg Traffic By-law No. 1573/77 accordingly.

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

Adopted by consent.

(See Minute No. 833 for attachment)

Geometric Improvements at St. Anne's Road and Bishop Grandin Boulevard File SC-3.11(35)(Vol. 2)[c/r FC(1997) and DAZ 209/96]

818 - 4. The Committee on Works and Operations has been advised that Development Agreement AG209/96 between The City of Winnipeg and 3038149 Canada Limited associated with the construction of a Home Depot Home Improvements Centre at the northwest corner of Bishop Grandin Boulevard and St. Anne's road contains the following clause:

> "The Developer shall pay, on demand, 50% of the cost to construct in portland cement concrete pavement, a second eastbound left turn storage lane, 3.5 m width by 100.0 in length on Bishop Grandin Boulevard at its intersection with St. Anne's Road, as generally illustrated on Schedule "D" hereto including but not necessarily limited to overhead lane designation signing, guardrail and all related works all as determined by and to the satisfaction of the Commissioner of Works and Operations, which demand must be made within ten (10) years of the date of execution of this agreement after which the obligation shall expire".

The proposed home improvements center is expected to be open in early 1998 and related street improvements will be undertaken this summer/fall. These works should include the construction of an additional 3.5m wide (100 m long plus transition) concrete eastbound left turn storage lane on Bishop Grandin Boulevard and St. Anne's Road in 1997.

Currently, 250 vehicles make an eastbound left turn at this intersection in the P.M. peak hour. The estimated eastbound left turn in the peak hour with the home improvements center in place is 420 vehicles. This level of activity warrants the placement of an additional eastbound left turn lane (to create a dual left for intersection efficiency) on opening day. Without this additional lane the intersection will experience a significant reduction in capacity resulting in excessive delays for motorists.

The developer's transportation consultant has estimated that the additional left turn lane, with guardrail, overhead davit sign structure and utilities adjustments will cost approximately $110,000 (with the City's share being $55,000).

The Administration have advised that at least $55,000 has been identified as surplus in the 1994 Kenaston Boulevard dualling Capital Project. Council approval is required for an additional 1997 Capital Project, in order that these funds can be assigned to this proposed left turn storage lane.

The Committee on Works and Operations therefore recommends:

I. That the construction of an additional eastbound left turn storage lane on Bishop Grandin Boulevard (Route 165) at St. Anne's Road (Route 150) be included in the 1997 Capital Program.

II. That an amount of $55,000 be transferred from the estimated surplus in the 1994 Capital Project, Kenaston Boulevard Dualling - Wilkes Avenue to McGillivray Boulevard to pay for the City's share (50%) of the above storage lane in 1997 (Account #0351984030702).

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

Adopted by consent.

Report of the Committee on Works and Operations dated June 10, 1997

Canada Safeway Limited Redevelopment at Portage Avenue and Cavalier Drive File ST-5(31) (Vol. 3) [c/r SC-1 (Vol. 42) and FE (1998)]

819 - 5. The Committee on Works and Operations has been advised that Portage Avenue contains a six-lane divided highway and Cavalier Drive contains a four-lane roadway. In a 12-hour weekday period, Portage Avenue carries approximately 30,000 vehicles while Cavalier Drive carries approximately 9,400 vehicles. Based upon a February 1995 count, the volume-to-capacity ratio at this signalized intersection is 0.74 and 1.08 during the A.M. and P.M. peak hours, respectively. The traffic activity is subject to greater daily and seasonal variations than is normally experienced, particularly during periods of recreational and shopping travel such as Friday evenings and summer weekends. As a result, extensive vehicular queues and delays have frequently been observed at this location on such occasions.

Canada Safeway Ltd. has received approval for redeveloping the site at the northeast corner of Portage Avenue and Cavalier Drive. To improve customer access to this site, Canada Safeway Ltd., proposes street modifications to Portage Avenue and Cavalier Drive and signalizing one of their private approaches.

On the northeast corner of this intersection, Canada Safeway Ltd., is demolishing the former K-mart store and constructing a new grocery store with a gross floor area of approximately 55,300 square feet, a gas bar and up to 31,350 square feet of additional commercial space. The site is currently served by two private approaches on Cavalier Drive and one on Portage Avenue opposite Rouge Road. DS-Lea Consultants Limited, for Canada Safeway Ltd., has investigated the possibility of modifying the private approach on Portage Avenue from right-in/right-out access to an all directional access including traffic control signal installation at the intersection of Portage Avenue and Rouge Road, approximately 110 m east of Cavalier Drive.

Portage Avenue is the most important street serving the St. James area. In order to provide a reasonable level of service on this route, traffic signal progression must be maintained. Signalization of Portage Avenue and Rouge Road would deteriorate the existing progression and, consequently, increase stopping, delay and "rear-end" collisions on this route. The storage space for eastbound vehicular queues between Cavalier Drive and Rouge Road is inadequate unless the four-lane section on Portage Avenue is extended westward from Westwood Drive. Without any geometric changes, the additional traffic generated to and from the Canada Safeway Ltd., site would increase congestion at the Portage/Cavalier intersection. Therefore, the installation of traffic control signals at Portage Avenue and Rouge Road is strongly not recommended.

To maintain traffic capacity along Portage Avenue and improve the operation at the Cavalier Drive intersection, the Administration recommends an additional southbound left turn lane, a westbound right turn cutoff at Portage Avenue and a median along Cavalier Drive.

Canada Safeway Ltd., at their expense, proposes to relocate, widen and signalize their private approach on Cavalier Drive and construct an eastbound left turn storage lane on Portage Avenue at Rouge Road into their parking lot.

The owners of the commercial development on the west side of Cavalier Drive are agreeable to the proposed median, which reduces their access, provided that their private approach is relocated opposite the proposed signalized approach to the Canada Safeway Ltd. site.

The preliminary estimated cost of the proposed road works is $182,000 and is to be cost shared - 50% by the City and 50% by Canada Safeway Ltd. No funds are available in the Streets and Transportation Department's 1997 Capital Estimates for such a project. Safeway has agreed to initially cover the entire cost of construction in 1997 and to be reimbursed with the City's share of $91,000 in 1998.

The westbound right turn cut off at Portage Avenue and Cavalier Drive requires that a property corner cut of 23.75 m along Portage Avenue by 17.65 m along Cavalier Drive as outlined on Appendix "A", (Drawing 4543-PF-001) be opened as a street right-of-way.

The proposed new traffic control signals will be approximately 80 metres south of the existing mid-block pedestrian corridor on Cavalier Drive which was installed in 1976 when some 350 pedestrians crossed in 12 hours. During a recent 15-hour observation, 115 pedestrians crossed Cavalier Drive at this corridor. The Administration has recommended that this pedestrian corridor be removed which would require that pedestrians cross at the proposed new signalized location.

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For the information of Council, the Committee on Works and Operation has authorized the Administration to undertake the following:

- that traffic control signals be installed and maintained on Cavalier Drive at the private approach approximately 120 metres north of Portage Avenue;

- that the mid-block pedestrian corridor across Cavalier Drive approximately 200 metres north of Portage Avenue be removed;

- that the property on the northeast corner of Portage Avenue and Cavalier Drive as indicated herein be dedicated by Canada Safeway Ltd., as a street right-of-way to facilitate construction of a westbound right turn cut-off.

The Committee on Works and Operations therefore recommends:

I. That the Administration be authorized to enter into a servicing agreement with Canada Safeway Ltd., for the 50/50 cost sharing of geometric improvements at Portage Avenue and Cavalier Drive.

II. That $91,000.00 be committed in the 1998 Capital Estimates to reimburse Canada Safeway Ltd., for construction undertaken in 1997.

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

Adopted by consent.

(See Minute No. 834 for attachment)

REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED JUNE 20, 1997

On motion of Councillor Clement, the Report of the Committee on Works and Operations, dated June 20, 1997, was considered.

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

Carried.

Award of Quotation 999-97 - Lease of Automobiles for Streets and Transportation
Files GL-9 (Vol. 9) and ST-5.1 (Vol. 2)

820 - 1. The Committee on Works and Operations has been advised that Quotation 999-97, for the lease of automobiles for the Streets and Transportation Department closed on June 2, 1997.

In accordance with City purchasing procedures for the supply of leased vehicles, bid securities and written undertakings to provide performance securities were not required. The Administration has advised that all the quotation documents pertaining to the recommended bidder are in order. Under the terms and conditions of the contract the bids are open for acceptance until July 2, 1997.

Two (2) suppliers submitted bids as listed in the Bid Summary Table outlined in Appendix A.

National Leasing submitted the lowest bid for the leased automobiles and the vehicles bid meet specifications. The Equipment and Material Services Division has reviewed the work with National Leasing and is of the opinion that they have the necessary resources to perform the work and supply the vehicles as specified. The Administration has recommended that this quotation be awarded to National Leasing.

Funding has been budgeted in the 1997 Streets and Transportation Operating Budget and will likewise be budgeted for in the 1998-2000 Operating Budgets. The total value of this contract is $49,563.34 (including 7% M.R.S.T. and 3.0002% G.S.T.). The commitment of 1998-2000 funds requires approval by Council as these Operating Budgets have not been approved.

The Expenditure Management Committee at its meeting held on June 16, 1997 recommended approval of the Award of Quotation 999-97.

The Executive Policy Committee at its meeting held on June 18, 1997 heard Councillor Angus, Chairperson, Expenditure Management Committee, in delegation in support of the recommendation of the Committee and concurred in the recommendation subject to approval by the Committee on Works and Operations.

The Committee on Works and Operations considered the matter at a Special Meeting held on June 20, 1997 and recommends:

I. That the award for the lease of vehicles for the Streets and Transportation Department be made to National Leasing, 276 Colony Street, Winnipeg, as follows:

Item 1	Lease of five (5) 4 Door Compact Sedans as per Detailed Specifications 97044 and 97018 for 33½ months @ $269.00 per month.	$45,057.50
	Additional charge for kilometres in excess of 25 000 km/year.	$0.08

(Note: Prices shown do not include M.R.S.T. and G.S.T.)

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

Adopted by consent.

COMMITTEE ON WORKS AND OPERATIONS

MOTIONS

Moved by Councillor Angus,
Seconded by Councillor Clement,
821 - WHEREAS Council on November 16, 1994 approved By-law No. 6480/94 closing a portion of DeVos Road, east of Waverley Street to facilitate the registration of a subdivision plan in conjunction with the approval of subdivision/rezoning application DASZ 23/93; and

AND WHEREAS at the request of and for the benefit to the local businesses on DeVos Road, Council also recommended that said portion of the DeVos Road remain physically open in its present configuration and maintained as the equivalent to a public road until such time as:

i) the intersection of DeVos Road, Pembina Highway and the Perimeter Highway is improved to provide safe and convenient access, including provision of traffic control signals, to the industrial and commercial properties on DeVos Road;

ii) a reinforced concrete turnaround, of at least 130 feet radius, for truck traffic is constructed at or near the west terminus of the DeVos Road right-of-way;

both to the satisfaction to the Commissioner of Works and Operations;

AND WHEREAS Council on May 22, 1996 approved capital funding towards the construction of a turnaround off DeVos Road necessitated by the closing of the roadway;

AND WHEREAS the City of Winnipeg is committed to the Developer to turn over the closed portion of DeVos Road within a reasonable time frame and the developer is unable to complete the servicing and the development of the subdivision without the physical closing of DeVos Road;

AND WHEREAS the City of Winnipeg still supports the closing of this portion of DeVos Road and also to the residents along this section of road in order to eliminate the on-going dust and noise due to the truck traffic on DeVos Road;

AND WHEREAS negotiations to acquire the land required for the turnaround has been unsuccessful to date;

THEREFORE BE IT RESOLVED:

I) that part ii) of the resolution passed by Council on November 16, 1994, namely, "a reinforced concrete turnaround, of at least 130 feet radius, for truck traffic is constructed at or near the west terminus of the DeVos Road right-of-way" be rescinded;

II) that the City construct the reinforced concrete turnaround, of at least 130 feet radius, for truck traffic at or near the west terminus of the DeVos Road right-of-way once the negotiations for the acquisition of the lands have been completed;

III) this portion of DeVos Road be physically closed; and

IV) this recommendation be automatically referred to the Committee on Works and Operations for their consideration of this matter.

Automatic Referral to the Committee on Works and Operations in accordance with Rule 16.1 of the Procedure By-law

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

822 - On motion of Councillor Clement, By-law No. 7055/97, a by-law of The City of Winnipeg to widen the southeast corner of St. James Street and Wellington Avenue, was read a first, second and third time, the rule being suspended for the third reading, and was passed and ordered to be signed and sealed.
File DAO 32/92