**REPORT OF THE**

**COMMITTEE ON WORKS AND OPERATIONS**

**DATED DECEMBER 3, 1996**

On motion of Councillor Clement, the Report of the Committee on Works and Operations, dated December 3, 1996, was considered.

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

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

**A Report of the CUTA/ATU Joint Management/Labour Task Force on Transit Competitiveness - "Public Transit - It's our Future" File TT (Vol. 3 )**

**299 -** 1. The Committee on Works and Operations has been advised that on November 16, 1993 in Winnipeg, the Canadian Council of the Amalgamated Transit Union with the support of ATU International, and the Board of Directors of the CUTA, agreed to appoint a Joint Labour-Management Task Force on Transit Competitiveness. This Task Force, with equal representation from management and labour, was to examine the issues affecting productivity, competitiveness, and job security, which are under the control of management and labour, and to develop recommendations for action at the local level.

In August 1995, the final report of Phase I was formally released. The recommendations of this Task Force, as outlined in the report entitled, "Public Transit - It's our Future", (designated as Appendix B), have been endorsed by the Canadian Council of the Amalgamated Transit Union and the membership of the Canadian Urban Transit Association.

By letter dated February 26, 1996, the Executive Vice-President of the Canadian Urban Transit Association and the Director of the Canadian Council of the Amalgamated Transit Union requested an opportunity to make a presentation regarding the recommendations of the Phase I report.

On April 11, 1996, Her Worship Mayor Thompson referred the matter to the Commissioner of Works and Operations for review and report back.

The report prepared by the Joint Labour-Management Task Force recognizes that the demand for urban transit is changing dramatically, affected by factors such as changes in demographics, employment and urban growth patterns, lifestyle preferences, etc. The result is declining transit ridership. While it is recognized that there are these many factors affecting the state of urban transit today, the report contains a strong labour relations focus relative to the problems.

The report recognizes that economic constraints will increasingly challenge Transit to operate more efficiently and will put pressure on working conditions and labour/management relations. There will be increasing pressure on government to privatize and/or contract out transit services. To compete with privatization/contracting out, Transit will be challenged to invent new, more effective operating models. Public transit organizations will need to convince local politicians and indeed, its own workforce, that public transit can operate efficiently and maintain its traditional quality of service and public accountability.

The Task Force recognizes that Transit's need to operate more efficiently will require tangible changes both within the industry and in its operational relationships with local government. This will require increasing productivity and revenue, greater operational flexibility to respond to more diverse customer demands, and reducing bureaucratic obstacles which increase the cost of delivering transit services. The Task Force also recognizes the need to refocus the energies and creativity of labour-management relations, which is critical in bringing about increased operational efficiencies. Refocusing labour-management relations does not simply mean more cooperation; it means reorganizing the workplace and mutual commitment to:

**Report of the Committee on Works and Operations dated December 3, 1996**

1. sharing decision-making in the workplace;
2. sharing ownership and responsibility for efficiency, productivity and delivering quality service;
3. sharing the gains accrued from performing more efficiently, and;
4. sharing respect, i.e. for the union's legitimate responsibility to represent workers, and for management's legitimate accountability to the travelling public, to the taxpayers and to government.

Based on these realities, the Task Force has recommended a four part general strategy as follows:

1. Strengthening labour-management collaboration by streamlining the way we work together;
2. Increasing productivity by revitalizing the workplace and involving workers in decision making;
3. Rewarding initiative and sharing gains from increased productivity;
4. Increasing operational efficiencies by reducing bureaucracies and red-tape.

The Transit Department is supportive of the general thrust of the report of the Joint Task Force. In fact, many of the ideas and proposals arising from the report are already general practice within the department. Local 1505 of the Amalgamated Transit Union and the Transit Department have historically had a very good working relationship, including regular joint labour-management meetings, joint participation in the development of the Strategic Plan entitled, "A Route to Our Future," a variety of joint continuous improvement teams to develop new concepts such as the DART demonstration project and to review existing practices such as the bus preventive maintenance program, and ongoing consultation on many day-to-day issues.

The proposals of the Joint Task Force report represent a logical extension of the existing positive working relationship. The Administration has suggested that the report be referred to the Transit Department for discussions with Local 1505 of ATU and for report back on any joint recommendations that may be made regarding specific actions.

On December 3, 1996, Ken Foster, Director, Canadian Council Amalgamated Transit Union and Al Cormier, Executive Vice-President, Canadian Urban Transit Association, provided the Committee on Works and Operations with a presentation relative to the Phase I report.

A one page summary of highlights from the report, provided by CUTA/ATU is outlined on Appendix A.

In view of the foregoing, the Committee on Works and Operations recommends:

I. That the general strategy outlined in the report entitled "Public Transit - It's Our Future", designated as Appendix B, be endorsed as a guideline for making urban transit operations more competitive.

II. That the report be referred to the Transit Department for discussions with Local 1505 of the Amalgamated Transit Union and for report back on any joint recommendations that may be made regarding specific actions.

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

A copy of the Phase I report entitled, "Public Transit - It's our Future", has been provided to all members of Council together with the December 3, 1996 Committee on Works and Operations agenda, and is on file in the Office of the City Clerk.

Copy of attachment referred to in the above clause is on file in the office of the City Clerk.

Moved by Councillor Clement,
Adoption of the clause.

The motion for the adoption of the clause was put.

**Report of the Committee on Works and Operations dated December 3, 1996**

The Deputy Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Clement, Golden, Murray, Thomas, Timm-Rudolph, Deputy Mayor Eadie, Her Worship Mayor Thompson and Councillor Prystanski. 8

Nay: Councillors O'Shaughnessy, Phillips, Silva and Angus. 4

and the motion for the adoption of the clause was declared carried.

**REPORT OF THE**

**COMMITTEE ON WORKS AND OPERATIONS**

**DATED JANUARY 9, 1997**

On motion of Councillor Clement, the Report of the Committee on Works and Operations, dated January 9, 1997, was considered clause by clause.

Moved by Councillor Clement,
That the Consent Agenda, Clauses 1,2,3,4,5,6,7,8,9 and 10 be adopted.

Councillor Thomas requested that Clause 4 be pulled from the Consent Agenda.

**300 -** Councillor Silva asked to be recorded as having voted against Clause 8, in accordance with Rule 50.7 of the Procedure By-law.

The motion to adopt the Consent Agenda, Clauses 1,2,3,5,6,7,8,9 and 10 was put and declared carried.

**Consolidation of Pump Upgrading Projects at the MacLean and McPhillips Pumping Stations File WS-9 (Vol. 2)**

**301 -** 1. On January 9, 1997, the Committee on Works and Operations considered an Administrative report dated December 5, 1996, relative to the consolidation of pump upgrading projects at the MacLean and McPhillips Pumping Stations.

MacLean Pumping Station:

The MacLean Pumping Station has three electric motor driven pumping units each consisting of an electric motor, fluid coupling and a pump. The three pumping units are 33 years old with the exception of the electric motors which were replaced 18 years ago. Over the past few years, the foundations for these pumping units have been shifting due to age and corrosion. The alignment of the pumping unit components are a concern as it causes premature equipment failure. This service interruption has an adverse impact on the overall reliability of the regional water supply system.

On February 28, 1996, Council approved $3,000,000 in the Annual Capital Estimates for the replacement of the three electric motor driven pumping units at the MacLean Pumping Station. On March 4, 1996, Professional Engineering Services were assigned to Reid Crowther and Partners Ltd. for the replacement of the three electric motor driven pumping units at the MacLean Pumping Station.

McPhillips Pumping Station:

The McPhillips Pumping Station currently has three electric motor driven pumps and two gas engine driven pumps in service. The electric motor driven pumps are similar to those at the MacLean Station.

On November 17, 1994, Council approved $1,166,000 in the Annual Capital Estimates for the engineering and installation of an additional engine driven pump at the McPhillips Pumping Station.

The addition of another engine driven pump will enhance the ability of the regional pumping system to meet peak hour demands in the event of a large scale hydro outage.

On September 18, 1995, Professional Engineering Services were assigned to Reid Crowther and Partners Ltd. for the addition of a third gas engine driven pump. This pump would be utilized during periods of high demand for water to reduce overall hydro peak demand charges.

**Report of the Committee on Works and Operations dated January 9, 1997**

A preliminary design report submitted by Reid Crowther and Partners Ltd. for the addition of an additional engine driven pump at the McPhillips Pumping Station discusses the various alternatives for pump sizing and pumping station hydraulics. The recommendation calls for the installation of the same size pumping unit as the other five pumps which results in the pumping station being able to meet projected peak hour demands to the year 2022.

The three electric motor driven pumps at the McPhillips Pumping Station are experiencing the same base deterioration and alignment problems as those at the MacLean Pumping Station. Capital funding of $1,500,000 was placed in the 1998-2002 Five-Year Capital Forecast to rectify this situation.

The Department's Technical Advisory Committee has determined that the option of overhauling the pump and motor and replacing the fluid coupling together with structural improvements to the pump bases and provision of new baseplates would provide life cycle cost savings. The cost to refurbish these pumping units is estimated to be $640,000 each, in comparison to the $1,200,000 required to completely replace each pumping unit. The savings are estimated to be $3.36 million with all six pumps being refurbished rather than replaced. Since refurbished pumping units are expected to be replaced sooner than new replacement pumping units, the net cost savings, over the next 35 years, is estimated to be a minimum of $600,000 (based on 1996 dollar values).

Following are the resulting benefits from the consolidation of the three pump projects, namely:

1. Lower overall engineering costs due to:

    a. less number of contracts to administer.
    b. more efficient design since the refurbishment of both MacLean and McPhillips engine driven pumps are essentially identical projects.
    c. less overall project management expenses due to a integrated design and contracting process.

2. Lower costs for the supply of fluid couplings due to a larger contract for six fluid couplings rather than two contracts for three fluid couplings.

3. Lower costs for the installation due to a larger construction contract for six pumping units rather than two contracts for three pumping units.

4. Lower costs for the stocking of spare parts for the fluid couplings due to all six fluid couplings being from the same manufacturer.

5. Enhanced project planning and coordination particularly with respect to the lesser number of contracts for the supply of major pieces of equipment with long delivery time frames.

The implementation plan will include:

1. Tender for the supply of six fluid couplings in February, 1997.

2. Refurbish, with City forces, the three pumps at the MacLean pumping station commencing in December 1996 and ending in April 1997.

3. Tender for the installation of six pumping units in June, 1997

4. Install new fluid couplings, new foundation, new baseplate, refurbished electric motors and refurbished pumps for the three pumping units at the MacLean Pumping Station commencing in November, 1997 and ending in April, 1998.

5. Tender for the supply of an engine driven pumping unit and valves for the McPhillips Pumping Station in June, 1998.

6. Refurbish, with City forces, the three pumps at the McPhillips pumping station commencing in December 1997 and ending in April 1998.

7. Install new fluid couplings, new foundation, new baseplate, refurbished electric motors and refurbished pumps for the three pumping units at the McPhillips Pumping Station commencing in November, 1998 and ending in April, 1999.

**Report of the Committee on Works and Operations dated January 9, 1997**

8. Install the valves and engine driven pumping unit at the McPhillips Pumping Station commencing in June, 1999.

Funding transfers in the amount of $1,275,000 are required to rectify the problems with six (rather than three) electric motor driven pumps at two pumping stations (rather than one). The funding transfers will also allow for the realization of overall project cost savings resulting from the benefits listed below. If the funding transfers are approved, the $1,500,000 contained in the 1998-2002 Five-Year Capital Forecast will not be required.

| PROJECT FINANCIAL SUMMARY | |
|---|---|
| **APPROVED CAPITAL** | |
| 1995 Capital Budget - McPhillips (43-1181xx-5195061101) | $1,166,000.00 |
| 1995 Capital Budget - McLean (43-1181xx-5196060701) | $3,000,000.00 |
| Total: | $4,166,000.00 |
| **PROJECTED EXPENDITURES** | |
| Refurbish 3 Pumps at MacLean Pumping Station | $1,425,000.00 |
| Refurbish 3 Pumps at McPhillips Pumping Station | $1,425,000.00 |
| Install 1 Engine Driven Pump at McPhillips Pumping Station | $1,170,000.00 |
| Subtotal: | $4,020,000.00 |
| Finance (4%) | $ 160,800.00 |
| Administration (1%) | $ 40,200.00 |
| GST (3%) | $ 120,600.00 |
| Subtotal: | $ 321,600.00 |
| Engineering | $1,067,400.00 |
| GST (3%) | $ 32,000.00 |
| Subtotal: | $1,099,400.00 |
| Total Project Expenditure: | $5,441,000.00 |
| **Recommended Transfer** | $1,275,000.00 |
| Transfer from: | |
| Wilkes Reservoir New Covered Cell (43 118xxx 5195051201) | $ 750,000.00 |
| Reconstruction of Storage Cells at Wilkes Reservoir (43 118xxx 5189050701) | $ 250,000.00 |
| Hurst Pumping Station - Upgrading of Dual Pumps (43 118xxx 5193061201) | $ 275,000.00 |

Amendments to the Capital Program require approval by Council.

In view of the foregoing, the Committee on Works and Operations recommends:

I. That the existing pump upgrading projects at the MacLean (43-1181xx-5196060701) and McPhillips (43-1181xx-5195061101) Pumping Stations be consolidated into one project for budget and contracting considerations.

II. That the scope of the work be expanded to include the refurbishment of the three electric motor driven pumps at the McPhillips Pumping Station.

**Report of the Committee on Works and Operations dated January 9, 1997**

III. That Unused Borrowing Authority from the following completed capital works projects be transferred to the consolidated pump upgrading project:

| | |
|---|---|
| Wilkes Reservoir New Covered Cell (43 118xxx 5195051201) | $ 750,000.00 |
| Reconstruction of Storage Cells at Wilkes Reservoir (43 118xxx 5189050701) | $ 250,000.00 |
| Hurst Pumping Station - Upgrading of Dual Drive Pumps (43 118xxx 5193061201) | $ 275,000.00 |
| Total Recommended Transfer: | $1,275,000.00 |

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

Adopted by consent.

**Award of Contract for the Removal of Dead Animals from all Public Areas and Thoroughfares within the Boundaries of The City of Winnipeg - Tender No. P.D. 96-189 File WT-2 (Vol. 7)**

**302 -** 2. The Committee on Works and Operations has been advised that funds for the removal of dead animals from all public areas and thoroughfares within the boundaries of the City of Winnipeg are available in the Annual Current Estimates, Account Nos. 01 552404 610301 and 01 552404 610302.

This item is placed in the Current Estimates each year. The award of a multi-year contract facilitates continuity of operations, continuity of administration by City staff and promotes more competitive bidding by new contractors who may have to capitalize investments to get into the business over a period longer than one year. This contract has traditionally been carried out on a three year basis.

Tenders closed on December 13, 1996, with bids being received as follows:

| | | |
|---|---|---|
| 1) | David R. Rowe T-A Prince Edward Enterprises | $17,000.00/year |
| 2) | N.L. Poulin Limited | $29,400.00/year |
| 3) | J.A. Smith Co. Ltd. | $36,000.00/year |

Engineering staff of the Water and Waste Department have advised they are satisfied that the low tenderer has the necessary resources to perform all of the work in accordance with the requirements of the specifications.

The Manager of the Materials Management Division has advised that each of the tender submissions was accompanied by bid security and a written undertaking, which have been certified by Legal Services.

David R. Rowe T-A Prince Edward Enterprises is the lowest tender meeting all requirements of the specifications and is therefore recommended for acceptance. This offer is open for acceptance until February 11, 1997.

Since the contract is a multi-year contract funded from the Current Estimates, the award must be approved by Council.

**Report of the Committee on Works and Operations dated January 9, 1997**

The Committee on Works and Operations therefore recommends:

I. That a three-year contract be awarded to David R. Rowe T-A Prince Edward Enterprises, the lowest bidder meeting the specifications in the amount of $17,000.00 per year.

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

Copy of attachment referred to in the above clause is on file in the office of the City Clerk.

Adopted by consent.

**Solid Waste Disposal Charges for Winnipeg Harvest, The Salvation Army and Goodwill Industries**
**File WT-3 (Vol. 13)**

**303 -** 3. The Committee on Works and Operations has been advised that it has been the practice of the former Operations Department to waive solid waste disposal charges (tipping fees) for charitable organizations which transport waste to the landfill regularly, eg. Winnipeg Harvest, Salvation Army, and Goodwill Industries and to other organizations which request fees be waived on an occasional basis to support an event e.g. Manitoba Marathon, Children's Hospital Book Mart. A list of these organizations is outlined in Appendix A.

On May 7, 1996, the Committee on Works and Operations decided that solid waste disposal charges (tipping fees) for charitable organizations would not be waived effective January 1, 1997.

In November, the Water and Waste Department advised twelve organizations of the Committee's decision. Subsequently, in late December, the Salvation Army and Goodwill Industries contacted the City requesting that the Committee's earlier decision be reconsidered. Winnipeg Harvest has requested their tipping fees be waived for a 12 month period while they develop a composting program to reduce the amount of waste transported to the landfill. This is being done cooperatively with the Water and Waste Department.

Winnipeg Harvest Composting Project

Winnipeg Harvest receives donations in excess of 5 ½ million pounds of food each year. Due to its condition, a portion of the food donated cannot be redistributed to residents. In addition to spoiled bread, fruits and vegetables, Winnipeg Harvest transports soiled cardboard containers and wood pallets to the landfill.

In cooperation with the Water and Waste Department, Winnipeg Harvest has invited representatives for a number of organizations to explore the development of a system to convert food waste to compost. A preliminary investigation suggests that it may be possible to significantly reduce the amount of waste transported to the landfill. As well, this project will support the activities of Winnipeg Harvest through the use of compost in community gardens and the Grow-A-Row program or through its sale to individuals and businesses.

Organizations involved in the project include Fort Whyte Nature Centre, Resource Conservation Manitoba (formerly the Recycling Council of Manitoba), the International Centre, the University of Manitoba's Department of Civil and Geological Engineering, Winnipeg Parks and Recreation Department as well as the staff of the Solid Waste Division in the Water and Waste Department.

A pilot project to test composting at this scale will require 12 months to complete. Planning including verification of the quantity and quality of waste, would occur during the winter and spring of this year. Initial start-up would begin in early summer and would be followed by full scale operations in August and September when the supply of fruit and vegetables donated to Winnipeg Harvest reaches its peak.

It is not expected that all of Winnipeg Harvest's waste can be composted.

**Report of the Committee on Works and Operations dated January 9, 1997**

Support for this composting project would be consistent with the Council-approved Waste Minimization Strategy which set as a primary goal the diversion of at least 50% of residential waste from the City's landfills.

Goodwill Industries and the Salvation Army

In contrast to Winnipeg Harvest which does not charge residents for the food it distributes, both the Salvation Army and Goodwill Industries collect materials for possible sale to residents at modest prices in its stores located throughout Winnipeg.

Both organizations have requested that the City of Winnipeg reconsider its decision to begin charging their tipping fees for material transported to the City's landfills. As their requests were received only recently, the Water and Waste Department have advised that they have not yet had the opportunity to meet with representatives of both organizations to review their requests.

Discussions would focus on a number of issues:

1. What quantity of used furniture, household goods and clothing is collected by each organization? What percentage is redistributed for reuse by the citizens of Winnipeg? What percentage is transported to the landfill?

2. To what degree do other organizations and businesses avoid the cost of disposing of their waste in the landfills by donating unusable material to either organization?

3. What would be the impact on the City's refuse collection program if it were required to pick-up unwanted furniture, household goods and clothing that Goodwill Industries and the Salvation Army currently collect?

4. Do opportunities exist to reduce the amount of waste transported to the landfill by either organization?

5. Would continuing the practice of waiving tipping fees provide these two organizations with a competitive advantage over "second hand" stores owned by other organizations and individuals in Winnipeg, e.g. Value Village in association with the Canadian Diabetes Association.

6. What other alternatives exist for either organization to dispose of its waste?
   Has BFI been approached to assist either organization?

7. What are the cost and revenue implications to the Solid Waste Utility if an exception is made for either organization to the Committee's decision of May 1996?

The Administration estimates it will take approximately 3 ½ months to review the particular situation faced by each organization and to report back to the Committee on Works and Operations.

Revenue Implications

| | **Estimated Tonnes* Per Month** | **Length of Waivers** | **Revenue Foregone**** |
|---|---|---|---|
| Winnipeg Harvest | 15 | 12 months | $7,200 |
| Goodwill Industries | 28 | 3 ½ months | $3,920 |
| Salvation Army | 67 | 3 ½ months | $9,380 |
| Total | 110 | 19 months | $20,500 |

* Based on 1996 landfill records

** Assumes commercial rate of $40.00 per tonne

The Committee on Works and Operations therefore recommends:

I. That the City of Winnipeg support Winnipeg Harvest's initiative to establish a composting project by waiving tipping fees for a period of 12 months commencing January 1, 1997.

II. That the Water and Waste Department report on the results of Winnipeg Harvest's pilot project with a recommendation on 1998 tipping fees for Winnipeg Harvest at the Committee's meeting on November 4, 1997.

**Report of the Committee on Works and Operations dated January 9, 1997**

III. That the tipping fees charged to Goodwill Industries and the Salvation Army be waived for a period of 3 ½ months commencing January 1, 1997 to April 15, 1997.

IV. That the Water and Waste Department report back to the Works and Operations Committee at its meeting on April 15, 1997 with a recommendation regarding tipping fees for Goodwill Industries and the Salvation Army.

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

Copy of attachment referred to in the above clause is on file in the office of the City Clerk.

Adopted by consent.

**Snow Removal Budget Process**
**File SC-3.6 (Vol. 17)**

**304 -** 4. Council at its meeting held on October 23, 1996, referred the following motion to the Committee on Works and Operations, namely:-

*Moved by Councillor Thomas,*
*Seconded by Councillor Murray,*

*BE IT RESOLVED that the City establish a stable snow budget based on realistic average snow falls and that the snow account retain surpluses in years of low snow falls. This would allow funds to be carried over into subsequent fiscal years to absorb the costs of years with above average snow falls.*

Council, on December 11, 1996, granted the Committee on Works and Operations a 90-day extension of time in which to report back to Council with respect to the above motion.

Subsequently, on January 9, 1997, the Committee on Works and Operations reconsidered the matter, and recommends that same be filed.

Moved by Councillor Clement,
That the recommendation of the Committee on Works and Operations, that the clause be filed, be adopted.

The Speaker here resumed the Chair.

In amendment,

Moved by Councillor Thomas,
Seconded by Councillor Murray,

WHEREAS on October 23, 1996, Council referred the following motion to the Committee on Works and Operations, namely:

> *BE IT RESOLVED that the City establish a stable snow budget based on realistic average snow falls and that the snow account retain surpluses in years of low snow falls. This would allow funds to be carried over into subsequent fiscal years to absorb the costs of years with above average snow falls.*

AND WHEREAS on November 5, 1996, the Committee on Works and Operations referred the matter to the Administration to develop a control chart and report back including specifics relating to funds available in each year and expenditures;

**Report of the Committee on Works and Operations dated January 9, 1997**

AND WHEREAS on January 9, 1997, the Commissioner of Works and Operations provided Committee members with the documentation requested under covering letter dated January 13, 1997, entitled *1996 Snow Clearing and Ice Control Program*;

THEREFORE BE IT RESOLVED THAT the clause recommending that the Council referred motion be filed, be referred to the 1997 Current Budget deliberations together with the attached documentation entitled *1996 Snow Clearing and Ice Control Program.*

Copy of attachments referred to in the above motion are on file in the office of the City Clerk.

The amendment was put and declared lost.

The recommendation of the Committee on Works and Operations, that the clause be filed, was put and declared carried.

**Amendment to The City of Winnipeg Traffic By-law No. 1573/77 Respecting Method of Parking**
**Files ST-5.2 (Vol. 23) & ST-5(33)(Vol. 4)**

**305** - 5. On April 9, 1996, the Committee on Works and Operations approved angular parking in cul-de-sacs (under certain conditions).

A cul-de-sac is a street with a turnaround at one end. The Transportation Manual of the City of Winnipeg specifies that a cul-de-sac design provide for a 35 metre diameter right-of-way with a 20 metre diameter roadway. In some cases where land requirements can not support this design standard, the developer has been permitted to construct sub-standard cul-de-sacs.

Section 21 of The City of Winnipeg Traffic By-law No. 1573/77 currently reads as follows:

*Method of Parking*

*21. No person shall stop or park a vehicle on any street other than parallel with the curb, headed in the direction of vehicular traffic movement on that side of the street, with the curb side wheels of the vehicle within 450 mm of the curb, and a clear space of at least 1 metre remaining ahead of and behind the vehicle.*

Section 123(1) of The Highway Traffic Act of Manitoba also specifies that a driver of a vehicle must stand or park parallel to the curb when headed in the direction of traffic movement and be within 450 millimetres from the curb. The Highway Traffic Act of Manitoba includes the proviso “except when a Traffic Authority otherwise permits.”

In response to a request from a resident on Byars Place for angular parking, the Streets and Transportation Department was requested by the Committee on Works and Operations to prepare a report with reference to criteria, petition process and procedures to address requests for angular parking in cul-de-sacs.

The Streets and Transportation have advised that, to date, applications for diagonal parking have been received from residents on at least Byars Place, Thurlby Road, and Traffod Road and that the Department has consistently denied said requests. In a report dated March 29, 1996, the Administration proposed criteria and procedures to be utilized in determining whether angular parking be permitted at the end of a cul-de-sac as follows, namely:

1. Angular parking not be permitted if a cul-de-sac has a pavement diameter of less than 20 metres.
2. Angular parking not be permitted in an industrial park cul-de-sac.
3. Angular parking not be permitted in a cul-de-sac with a centre island unless the pavement width is greater than 14 metres.

**Report of the Committee on Works and Operations dated January 9, 1997**

Subject to the above physical criteria being satisfied, angular parking would be established/signed if a written request accompanied by a valid majority petition of residents that adjoining the total length of that cul-de-sac is received by the Streets and Transportation Department. Such signing would require that all parking in the turnaround portion of the cul-de-sac be angular.

In view of the foregoing, the City of Winnipeg Traffic By-law 1573/77 needs to be amended to eliminate the obligation of parallel parking at these site specific locations, and therefore the Committee on Works and Operations recommends:

I. That Section 21 of The City of Winnipeg Traffic By-law No. 1573/77 be repealed.

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

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.

**Taxi-Cab Stands File ST-1 (Vol. 4)**

**306 -** 6. On December 20, 1995, Council adopted Clause 2 of the Report of the Committee on Works and Operations dated December 8, 1995, establishing a policy for the installation of taxi-cab stands in the City of Winnipeg, as follows:

I. That the Authority to approve taxi-cab stands be delegated to the Director of Streets and Transportation or his designate.

II. That when taxi-cab stands are approved by the Administration, the cost of installing the taxi-cab stand signs be recovered from the applicant as per the current policy for commercial loading and limited time parking zones. (The current approved recovery rate is $200.00 per sign assembly).

III. That applicants pay an annual taxi-cab stand fee as follows:

A. $500.00 per metered parking space where the removal of the metre is required.

B. $250.00 per non-metered parking space.

IV. That the existing eight taxi-cab stands be charged the new annual fee effective January 1997.

Since the above date, no new taxi-cab stands have been installed, although there have been discussions surrounding one location.

It is suspected that the reason for the lack of interest in any new taxi-cab stands is the ongoing annual cost. In this regard, it must be recognized that although cab stands would be open to all taxis, there is no umbrella organization that administers taxi-cab affairs, other than the Taxi-Cab Board which is a Provincial regulatory agency. Thus, there is no mechanism for sharing the cost amongst all drivers and/or owners.

It is also noted that there may be considerable displeasure voiced by the taxi-cab industry at such time as the existing eight taxi-cab standards are removed, if no-one can be found to pay the annual fee commencing in 1997. As a result of this possibility, any action to remove taxi-cab stands will be held in abeyance until the whole issue is reviewed.

The City has been advised that installation funding for those taxi-cab stands in the downtown area may still be available through the Winnipeg Development Agreement Downtown Revitalization Program.

**Report of the Committee on Works and Operations dated January 9, 1997**

In view of the foregoing, the Committee on Works and Operations recommends:

I. That the existing eight taxi-cab stands be exempted from the annual taxi-cab stand fee established by Council on December 20, 1995.

II. That any additional taxi-cab stands be charged the annual taxi-cab stand fee approved by Council on December 20, 1995.

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

Adopted by consent.

**Amendment to the Traffic By-Law respecting Main/Norwood Bridges Weight Restriction File ST-5.2 (Vol. 23)**

**307 -** 7. The Committee on Works and Operations has been advised that the east side spans of the new Main/Norwood Bridges were opened to traffic on November 4, 1996. The west side spans are expected to be opened to traffic in 1999.

These new structures have been designed to regularly carry a maximum gross vehicle weight of 62,500 kilograms. Consequently, there is no structural requirement to continue to limit the maximum gross vehicle weight of a vehicle on these structures to 36,500 kilograms. It is therefore necessary to amend Schedule 6 of the Traffic By-law by deleting therefrom Main Street to St. Mary's Road (Main Street and Norwood Bridges) also commonly known as Route 52 and Highway No. 1 crossing of the Red River and Assiniboine River.

This amendment will provide the trucking industry with greater flexibility and economy in the use of the Truck Route system.

In view of the foregoing, the Committee on Works and Operations recommends:

I. That Schedule 6 of the City of Winnipeg Traffic By-Law No. 1573/77 be amended by deleting therefrom the following, namely:

(7) *Main Street to St. Mary's Road (Main Street and Norwood Bridges) also commonly known as Route 52 and Highway No. 1 crossing of the Red River and Assiniboine River.*

II. That the City Solicitor/Manager of Legal Services be instructed to prepare the necessary amending by-law for submission to Council.

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

Adopted by consent.

**Report of the Committee on Works and Operations dated January 9, 1997**

**Impact of Province of Manitoba's New License Plates in 1997 File ST-2 (Vol. 21)**

**308 -** 8. The Committee on Works and Operations, at its meeting held on October 8, 1996, directed the Administration to report on the financial impact the Province of Manitoba's new license plates will have on the issuance of parking permits.

The Streets and Transportation Department administers the issuance of Parking Privilege Cards and Resident Parking Permits.

Parking Privilege Cards are permits issued annually to vehicles, used in the course of employment, of employees or departments of the Government of Canada, the Province of Manitoba, the City of Winnipeg, and boards, commissions and corporations thereof. A displayed card exempts the vehicle's operator from having to deposit coinage into parking metres for the time permitted. Cards are issued to employees or departments of the City of Winnipeg at no charge.

Cards are currently issued to employees or departments of the Government of Canada or the Province of Manitoba for an annual fee of $224.00 per card. An annual waiver exempting MTS vehicles from having to display cards has been extended to the Manitoba Telephone System for an annual fee currently set at $54,315.00. The Sheriff's Office, because of its close relationship with the Winnipeg Police Service, is permitted to display their own vehicle identity card and is not charged any fee.

Approximately 45 and 120 cards are issued annually for Federal and Provincial purposes respectively. The annual revenue from the issuance of these cards is $37,000, based on 1996 rates, exclusive of the MTS waiver fee. There are 1100 cards issued for civic purposes for which no revenue is recovered.

Resident Parking Permits are issued to vehicles whose owners live on streets, other than Regional Streets, where one-hour or two-hour parking restrictions apply. As such, restrictions are the result of resident requests to alleviate parking concerns generally associated with area businesses, etc. The resident parking permit is designed to allow residents only to park without restriction as do residents in other areas where no parking restriction applies. The $16.00 permit fee charged to a resident is a nominal fee intended to cover the cost of administering the Resident Parking Permit Program and provides residents with a permit which exempts the identified vehicle from the parking restriction on the resident's street. The permit is valid for as long as the resident's address or vehicle registration number does not change. To date, 12,000 Resident Parking Permits have been issued since inception of the program. The Streets and Transportation Department advises they have no data on permits which are no longer valid and estimates that only a maximum of 75% of these cards are still in use.

Given the decision of the Province of Manitoba to introduce new license plates in 1997, it will be necessary for the City to replace all currently valid Parking Privilege Cards and Resident Parking Permits.

As Parking Privilege Cards are issued on an annual cycle covering the period from March 1 to February 28, the Streets and Transportation Department advises that they anticipate the number of cards issued in 1997 will double and that the majority of such cards will need to be issued almost immediately upon introduction of the new plates. The Streets and Transportation Department has advised that this will have a significant impact on the Department's limited clerical permit resources to issue cards in a timely manner to minimize the impact of the change for the permit holder.

Resident Parking Permits are not issued pursuant to a defined cycle. The introduction of new plates is expected to be extended over a 12-month period as residents renew their vehicle registrations. Permit holders who have the sticker style permit will be issued the newer hanger style permit plus the license and required street stickers. Permit holders of the hanger style permit will be issued a replacement license sticker to affix to the hanger card.

Direct material costs associated with replacing a hanger style card and stickers is $1.25 per applicant while the material costs to replace stickers only is $0.30 per applicant. Total estimated material cost is $6,000.00.

The Administration anticipates that the Department can, subject to some programming and computer hardware considerations, handle the additional work with existing clerical permit resources, possibly with some limited assistance from other customer services staff not normally involved in permit issuance. In addition, the impact associated with Parking Privilege Card issuance may require some overtime to minimize the impact for permit holders. The total overtime requirement is estimated to be approximately $2,500.00.

**Report of the Committee on Works and Operations dated January 9, 1997**

In order to accommodate the change to new license plates, it will be necessary to make some programming changes ($1,000.00) to put the Department's Parking Privilege Card and Resident Parking Permit computer program applications on the local area network and to acquire an additional computer station ($5,000) to facilitate permit issuance.

The total additional cost to accommodate the new license plates including materials, overtime, an additional computer station and programming changes, is estimated at $14,500.00.

Alternatives respecting the funding of this cost include:

- No charge to replace cards and stickers. This alternative will require the addition of $14,500.00 to the Department's 1997 Current Estimates to accommodate the additional, unbudgeted program cost.

- Charge a fee to all applicants to cover the additional program costs. A fee of $1.50 per applicant would generate sufficient funds to offset program costs. This fee would be applicable to all, including civic parking privilege card holders who currently do not pay any fee for such cards.

- Charge a fee to cover additional program costs attributable to all applicants requiring a new hanger style card; and, increase the Department's 1997 Current Estimates to offset the additional unfunded program costs. A fee of $2.10 per applicant requiring a new hanger card would generate an estimated $8,400.00 leaving an unfunded balance of $6,100.00 to be funded through an addition to the 1997 Current Estimates.

The Streets and Transportation Department suggests that a fee of $3.00 be charged to each Resident Parking Permit applicant requiring a new hanger style card. This fee is estimated to generate an estimated revenue of $15,000.00, which is adequate to cover the additional program costs.

The Committee on Works and Operations therefore recommends:

I. That Resident Parking Permit and Parking Privilege Card applicants having newer style hanger permits not be charged for replacement license stickers necessitated by the Province of Manitoba's decision to introduce new license plates in 1997.

II. That a fee of $3.00 be charged per Resident Parking Permit applicant requiring a new hanger style permit, to replace an older sticker style permit, as a result of the Province of Manitoba's decision to introduce new license plates in 1997.

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

Adopted by consent.

(See Minute No. 300 for opposition recorded by Councillor Silva)

**Report of the Committee on Works and Operations dated January 9, 1997**

**Northeast Perimeter Highway Access to Gunn Road and the Condition of Gunn Road between Day Street and the Perimeter Highway File ST-5.2 (Vol. 23)**

**309 -** 9. The Committee on Works and Operations has been advised that the Northeast Perimeter Highway, which includes an at-grade intersection at Gunn Road, was open to traffic on October 31, 1996.

The area surrounding Gunn Road and the Northeast Perimeter is illustrated on Figure 1 (Appendix A).

A traffic count undertaken in 1990 revealed that the section of Gunn Road immediately west of Day Street carried approximately 1800 vehicles per day while the section immediately east of Day Street carried approximately 1000 vehicles per day. While no traffic counts have been undertaken on Gunn Road east of Redonda Street, the Streets and Transportation Department expects that traffic volumes would be minimal up to this point in time, inasmuch as this section of Gunn Road only serves the one farm property at the south limit of the Hewiston Road.

Initial plans for the Northeast Perimeter, developed by the Manitoba Department of Highways and Transportation, did not include an at-grade intersection. Subsequently, the Highways and Transportation Department received representation from businesses on Day and Redonda Streets requesting access to the northeast Perimeter Highway at Gunn Road to facilitate truck traffic. As a result, the Province included the construction of an at-grade intersection at Gunn Road with the Northeast Perimeter Highway Project.

The City's Streets and Transportation Department and the Manitoba Department of Highways and Transportation have, in the past, communicated about the Gunn Road/Perimeter Highway connection. These discussions and letters were related to the Provincially initiated northeast Perimeter Design Study and Oakbank Corridor Design Study. The City has agreed that the ultimate connection of Gunn Road to the northeast Perimeter Highway is consistent with the City's long range transportation plans in that it is proposed that Gunn Road will become the easterly extension of Chief Peguis Trail. However, the City has also consistently maintained that the Gunn Road/Perimeter Highway connection not take place until one or more of the following take place:

(i) the extension of Chief Peguis Trail
(ii) the upgrading of Gunn Road
(iii) development of the adjacent properties

At present, Gunn Road is not a Truck Route. The Truck Routes in this area are: (1) Springfield Road between Day Street and Lagimodiere Boulevard; and (2) Day Street between Springfield Road and Pandora Avenue. In order for truck traffic generated by businesses on Day Street and Springfield Road to legally use Gunn Road, the section of Gunn Road east of Day Street would require designation as a Truck Route.

As previously referenced herein, the section of Gunn Road east of Day Street, has, to date, carried a low volume of traffic and minimal truck traffic. However, with the connection of Gunn Road to the Perimeter, it is anticipated that traffic volumes on this roadway will increase significantly, as well as truck traffic generated by industries along Redonda Street, if not other streets in the area, notwithstanding the provisions of the Traffic By-law, given the close proximity to the Perimeter Highway (particularly the section between Redonda Street and the Perimeter Highway).

The City's Streets and Transportation Department have inspected the condition of Gunn Road and have concluded that its existing condition will not permit this roadway to carry significant increases in traffic. Reconstruction of this roadway will be necessary to accommodate this additional traffic. It is expected that without reconstruction and with the anticipated increases in traffic volumes including truck traffic, this roadway will rapidly become impassable and/or hazardous to the travelling public.

There are two options for reconstruction of Gunn Road (both of which incorporate establishment of/regrading of ditches and the establishment of an adequate granular base/sub-base), namely:

1. asphalt surface (estimated cost $2.2 million)
2. granular surface (estimated cost of $0.95 million)

**Report of the Committee on Works and Operations dated January 9, 1997**

An asphalt surfaced roadway is recommended for the following two reasons:

(i) if Gunn Road was to be reconstructed as a granular surfaced roadway, the anticipated truck traffic will require maintenance works (regrading and oiling) to be undertaken more frequently than would normally be the case;
(ii) it is anticipated that future maintenance budgets for granular surfaced roadways will decrease significantly which will considerably reduce the City's ability to adequately maintain these roadways.

In discussions with officials of the Manitoba Department of Highways and Transportation, City Officials have been advised that no identifiable Provincial funds are presently available to undertake the reconstruction of Gunn Road.

The reconstruction of Gunn Road is not included in the City's 1997 Capital Program nor in the 1998-2002 Five-Year Capital Forecast, both of which are currently under review.

Given the absence of funding to undertake the reconstruction of Gunn Road, the anticipated increase in truck traffic on Gunn Road and the potential for the condition of this roadway to become impassable and/or hazardous, the Administration has suggested that a load limit of 10,000 kgs. (gross vehicle weight), be established on Gunn Road between Redonda Street and Hewiston Road until the reconstruction is undertaken.

During a meeting on December 13, 1996 with the Minister of Highways, the Reeve of the Rural Municipality of Springfield, and Councillor Timm-Rudolph, Transcona Ward, the current condition of Gunn Road and the impact of providing a connection to the newly opened Northeast Perimeter was discussed. While it was agreed that increased traffic, particularly truck traffic, would accelerate its deterioration, no party indicated a willingness to finance the necessary reconstruction. However, it was noted that Gunn Road might qualify for inclusion in a second infrastructure program which is anticipated in the near future.

In the short term, until such time as a new Federal infrastructure program is announced wherein cost-sharing might be possible between all four parties, the condition of the road with a continuing 10,000 kgs weight limit must be carefully monitored. Should conditions deteriorate, it would be necessary to close this section of Gunn Road.

The Committee on Works and Operations therefore recommends:

I. That discussions with the Province of Manitoba and Rural Municipality of Springfield be initiated with a view to formalizing an agreement wherein the City of Winnipeg, Province of Manitoba, and Rural Municipality of Springfield would agree to share the costs of reconstructing Gunn Road with the Federal Government at such time as a new infrastructure program is established.

II. That a load limit of 10,000 kgs (gross vehicle weight) be established on Gunn Road between Redonda Street and Hewiston Road, commencing in the Spring of 1997 and continuing thereafter until such time as the road is upgraded.

III. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary By-law to amend Schedule 7 of By-law No. 1573/77 in accordance with the foregoing, for submission directly to Council for first reading.

IV. That after first reading, the City Clerk be requested to submit the by-law amendment to The Highway Traffic Board for approval in accordance with the requirements of The Statutes of The Province of Manitoba Highway Traffic Act.

V. That upon receipt of approval by The Highway Traffic Board, the City Clerk be requested to resubmit the amending by-law to Council for second and third reading and final passage of the by-law.

VI. The load limit referred to in Recommendation II. remain in place and Gunn Road not be designated as a Truck Route until this roadway is upgraded to a suitable standard.

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

**Report of the Committee on Works and Operations dated January 9, 1997**

For the information of Council, the Committee on Works and Operations has directed the Administration to review the load limit restriction on Gunn Road once the subject roadway has been upgraded.

Copy of attachment referred to in the above clause is on file in the office of the City Clerk.

Adopted by consent.

**Access to a Proposed Commercial Development at the Northwest Corner of St. Anne's Road and Bishop Grandin**
**File SC-1 (Vol. 41) [c/r DAZ 209/96]**

**310 -** 10. The Committee on Works and Operations has considered an application from Shindico Reality Inc. to construct a 26.8 metre wide non-conforming channelized private approach on the west side of St. Anne's Road opposite Lavalee Road and a 13.8 metre wide non-conforming channelized private approach on the north side of Bishop Grandin Boulevard approximately 236.7 metres west of St. Anne's Road, as shown on Drawing No. A-8904 designated as Appendix A, to provide access to a proposed Home Depot to be located on the northwest corner of St. Anne's Road and Bishop Grandin.

This application is non-conforming under The City of Winnipeg Private Approaches By-Law No. 6546/95, Section 7 Subsection (1), and Section 3 Subsection (2) namely:

> *(1) No approach shall be constructed, erected or installed within an intersection, nor within six (6) metres of the intersecting street line projected at right angles, measured along the street curb line or its straight projection, from the straight projection of the nearest edge of the approach.*
>
> *(2) No approach shall be constructed, erected or installed in any street or section of street set forth in Schedule 1 hereto, provided that on those streets or section of street which have service roads adjacent to the main roadways, this Schedule shall apply only to the main roadways and not to the service roads.*

Bishop Grandin Boulevard is contained within Schedule 1 of the Private Approaches By-Law. Private Approaches are not permitted on streets included in Schedule 1.

St. Anne's road abutting the proposed Home Depot contains a four lane divided arterial highway with a speed limit of 60 km/h. In a typical 12 hour weekday period between 07:00 and 19:00, St. Anne's Road carries approximately 9,100 northbound vehicles and 7,200 southbound vehicles immediately north of Bishop Grandin Boulevard.

The Streets and Transportation Department has no objection to the proposed non-conforming private approach on St. Anne's Road opposite Lavalee Road.

This section of Bishop Grandin Boulevard contains a four lane divided major arterial highway with a speed limit of 80 km/h. Bishop Grandin Boulevard is the only major east/west transportation route across the south area of the City and as such is contained in Schedule 1 of the Private Approaches By-law, wherein private approaches are not permitted, because of its function and for reasons of traffic operations and traffic safety. In a typical 12 hour weekday period between 07:00 and 19:00, Bishop Grandin Boulevard carries approximately 12,700 westbound vehicles and 10,100 eastbound vehicles immediately west of St. Anne's Road.

The proposed Home Depot development is projected to generate approximately 4,900 vehicles trips on a peak weekday, however, it is estimated that approximately 25% of these trips will be pass-by trips and will therefore not be new traffic on the street system. It is expected that approximately 30% of the trips to/from the proposed development will arrive using Bishop Grandin Boulevard east of St. Anne's Road, 30% using Bishop Grandin Boulevard west of St. Anne's Road, 20% using St. Anne's Road north of Beliveau Road, 15% using St. Anne's Road south of Bishop Grandin Boulevard and 5% using Beliveau Road.

**Report of the Committee on Works and Operations dated January 9, 1997**

DS-Lea Consultants Ltd. have prepared a Traffic Impact Study, on behalf of the developers for the proposed Home Depot. The Consultants report concluded that the proposed Home Depot development can be safely and conveniently accommodated with all access from St. Anne's Road, subject to a number of minor traffic improvements being implemented, as illustrated in Appendix A. The Streets and Transportation Department has reviewed the Consultant's report and is in general agreement with the conclusions and recommendations contained therein.

The Streets and Transportation Department has reviewed the feasibility of permitting a right-in/right-out only private approach on Bishop Grandin Boulevard as illustrated in Appendix A, and does not support this alternative for the following reasons:

1) Bishop Grandin Boulevard is on Schedule 1 of the Private Approaches By-law for reasons of traffic operations and traffic safety. Vehicle collisions and vehicle capacity of the street are directly related to the number and location of private approaches to private property from a street; as the number of approaches increase the number of potential vehicle conflicts also increased thereby reducing the capacity of the street and increasing the potential for vehicle collisions. Major arterial highways such as Bishop Grandin Boulevard are intended for the transportation of large volumes of through traffic at relatively high speeds; private approaches diminish the capacity of and level of motorist safety on those streets. Major arterial highways are not intended to provide direct access to abutting lands.

2) Safe and convenient access to the proposed development can be provided from St. Anne's Road. Because of its function and lower speed limit St. Anne's Road is better suited to providing direct access to adjacent developments than is Bishop Grandin Boulevard.

3) Where a roadway entrance is followed by an exit, the paths of traffic entering and exiting the roadway cross, and are in conflict. This length of roadway is referred to as a weaving section, and is an important consideration in the location of entrance and exit terminals.

   Permitting an access as shown on Bishop Grandin Boulevard will create an unacceptably short weave between traffic entering Bishop Grandin Boulevard from St. Anne's Road and traffic intending to exit Bishop Grandin Boulevard to enter the proposed development.

   The conflict between entering and exiting traffic tends to interrupt the operation of normal through traffic, precipitates instability in traffic flow and has the effect of reducing service volumes, capacity and safety particularly when an inadequate weaving length is available as would be the case for the proposed development. It is possible to provide only 200 m of weaving length for the proposed development while a minimum length of 400 m is desirable.

4) Long term future plans provide for a grade separated interchange at the intersection of St. Anne's Road and Bishop Grandin Boulevard. This proposed right-in/right-out only private approach would not be compatible with a future interchange as the direct ramp from St. Anne's Road to Bishop Grandin Boulevard in the north-west quadrant of the interchange would conflict with the proposed access.

5) Given the directional distribution of traffic to the proposed development site there would be no reduction in traffic to the site on St. Anne's Road north of the main access on St. Anne's Road opposite Lavalee Road with an access to Bishop Grandin Boulevard. This means that the increase in traffic on Beliveau Road and St. Anne's Road north of the site due to the proposed development will be the same with or without access to Bishop Grandin Boulevard. There would also be no reduction in traffic passing by schools in the area with an access off Bishop Grandin Boulevard.

6) Even with a right-in/right-out only private approach on Bishop Grandin Boulevard as illustrated on Drawing No. A-8904, full access to/from St. Anne's Road and related traffic improvements are still be required to serve the site.

For the reasons outlined above, the Streets and Transportation Department have advised that they strongly recommend against permitting any access to the proposed Home Depot development at St. Anne's Road and Bishop Grandin Boulevard from Bishop Grandin Boulevard and recommends that access to the proposed development be from St. Anne's Road.

**Report of the Committee on Works and Operations dated January 9, 1997**

On December 3, 1996, the Committee on Works and Operations heard Councillor Golden, St. Vital Ward, in delegation on behalf of the Riel Community Committee, in support of the proposed private approaches from St. Anne's Road and the right-in/right-out only private approach from Bishop Grandin Boulevard. Committee also heard John Pearson, Shindico Realty Inc. and Victor Neufeld, IDG Stanley Inc. in support of the application.

Following deliberation, the Committee on Works and Operations approved access to the proposed Home Depot from St. Anne's Road as illustrated in Figure "A", a copy of which is on file in the Office of the City Clerk.

Subsequently, at a Special Meeting of the Committee on Works and Operations held on December 12, 1996, Committee rescinded its motion of December 3, 1996 and recommended approval of the following:

*1) That an access to the proposed Home Depot be from St. Anne's Road as illustrated in Figure B, designated as Appendix B;*

*2) That a right-in/right-out only private approach on Bishop Grandin Boulevard as illustrated in Figure B be approved and appropriate deceleration and acceleration lanes be installed at the property owner's expense to the satisfaction of the Commissioner of Works and Operations;*

*And further, that direct access to the Home Depot be temporary with all construction, maintenance and/or reconstruction costs to be at the expense of the property owner, until such time as grade separated interchanges are constructed at St. Anne's Road on Bishop Grandin Boulevard, at which time the City shall review the direct access and determine the safety of this access and report to the Committee on Works and Operations; and, if deemed unsafe, the access shall be closed at the expense of the property owner.*

Pursuant to the provisions of Subsection (3) of Section (3) of the Private Approaches By-law, no deletion or addition shall be made to Schedule 1 of the By-law unless a notice has been published in each of two successive weeks in two newspapers having a general circulation in the Winnipeg Area. Public notice appeared in the Winnipeg Free Press and the Winnipeg Sun on Monday, December 23, 1996 and Monday, December 30, 1996, to hear objections to the proposed amendment to Schedule 1 to exempt the north side of Bishop Grandin Boulevard between a point approximately 230 metres west of St. Anne's Road and a point approximately 255 metres west of St. Anne's Road.

No one appeared in opposition to the proposed amendment at the meeting held on January 9, 1997.

On January 9, 1997, the Committee on Works and Operations reaffirmed its decision of December 12, 1996 outlined herein.

The Committee on Works and Operations therefore recommends:

I. That the City Solicitor/Manager of Legal Services be instructed to prepare for submission to Council, an amendment to Schedule 1 of the Private Approaches By-law No. 6546/95 to exempt the north side of Bishop Grandin Boulevard between a point approximately 230.0 metres west of St. Anne's Road and a point approximately 255.0 metres west of St. Anne's Road.

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

Copy of Appendix "A" is on file in the office of the City Clerk.

Adopted by consent.

(See Minute No. 339 for Appendix "B")

## COMMITTEE ON WORKS AND OPERATIONS

## CONSIDERATION OF BY-LAWS

**311 -** On motion of Councillor Clement, By-law No. 6969/97, a by-law of The City of Winnipeg to authorize the undertaking of certain local improvements during the year 1997, 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 SL(1996) (Vol. 1)

On motion of Councillor Clement, the rule was suspended and By-law No. 6974/97, a by-law of The City of Winnipeg to amend By-law No. 6546/95, being a by-law of the said City to regulate the construction, maintenance and removal of private approaches and private walks, 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 SC-1 (Vol. 41)