REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED JULY 9, 1996

On motion of Councillor Clement, the Report of the Committee on Works and Operations, dated July 9, 1996, was considered clause by clause.

Moved by Councillor Clement,

That the Consent Agenda, Clauses 1,2,3,4,5,6,7,8 and 9 be adopted.

Councillor Vandal requested that Clause 5 be pulled from the Consent Agenda.

Councillor Clement requested that Clause 9 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 1,2,3,4,6,7 and 8 was put and declared carried.

Her Worship the Mayor and Councillors:

Plan-It Recycling Claim for Business Loss arising from the Implementation of the City's Curbside Recycling Program
File WT-1.3 (Vol. 18)

903 - 1. Council at its reconvened meeting held on May 23, 1996, ruled automatic referral of the following motion to the Committee on Works and Operations, under Rule 16.1 of the Procedure By-law No. 5400/90, namely:

Moved by Councillor Lazarenko,
Seconded by Councillor Thomas,

WHEREAS, as reported in the press, at an "In Camera" meeting on May 16, 1996, the Committee on Finance and Administration recommended that the City settle the claim of Plan-It Recycling for business loss arising from the implementation of the City's Curbside Recycling Program, on the basis of a payment of $325,000;

AND WHEREAS the Finance Committee's settlement would set a precedent which will bind the City in future claims;

AND WHEREAS the Committee on Works and Operations did not have and opportunity for input on the matter, in which it was directly involved;

AND WHEREAS the Finance Committee's settlement is not in the taxpayers' best interest;

AND WHEREAS the Administration has not yet identified a source of funding for the settlement;

THEREFORE BE IT RESOLVED that Council direct that the matter of identification of funding be referred to the Committee on Works and Operations for review and recommendation to the Committee on Finance and Administration.

Following deliberation of the above-referenced motion, the Committee on Works and Operations recommended that the City of Winnipeg request the Province of Manitoba to provide funding from the Manitoba Product Stewardship Program equivalent to that paid to Red Box Recycling Inc. and Umoja Enterprises Inc. to offset costs reflecting the value of the recyclable materials collected. In accordance with the resolution of Council, the above recommendation has been forwarded to the Committee on Finance and Administration for favourable consideration.

Report of the Committee o Works and Operations dated July 9, 1996

The Committee on Works and Operations also requested the Administration to report back relative to identifying the source of funding for the balance of the settlement to Plan-It Recycling. A further recommendation in this regard will be forwarded to the Committee on Finance and Administration for consideration.

Submitting the foregoing for the information of Council.

Adopted by consent.

Approval for Funding Transfer for the Oakdale Drive Wastewater Sewer Upgrade Project File WS-5 (Vol. 17)

904 - 2. The Committee on Works and Operations has been advised that the wastewater sewer located within Oakdale Drive between Grant Avenue and Ridgewood Avenue requires upgrading to accommodate increased wastewater flow rates, to alleviate basement flooding along Oakdale Drive, and to mitigate operational problems from grease build-up and plugging. Also, the existing 8" (200 mm) wastewater sewer does not conform to the present City minimum design standard of 10" (250 mm).

Funding in the amount of $450,000.00 was budgeted for this project in 1996 for engineering and construction of a parallel relief sewer which would be cross-connected to the existing wastewater sewer along Oakdale Drive.

After conducting an extensive video pipe inspection program and performing a hydraulic analysis of the existing system, the Consulting Engineer, Wardrop Engineering Inc., has investigated construction alternatives to correct existing system problems. The alternatives investigated included the construction of a parallel relief sewer, or replacement of the sewer with a new sewer.

The Consulting Engineer has reported that the costs for the parallel main alternative, while originally considered to be the least expensive alternative and upon which the original budget estimates were based, will likely be more expensive than renewal of the sewer. The increased cost is a result of difficult local soil conditions as till elevation is shallow prohibiting installation by coring methods. In addition, observations from recent sewer televising and cleaning indicate the existing pipe is in poor condition (shallow pipe grades, dips in the pipe, and hydraulically undersized). Accordingly, the Consulting Engineer recommends renewal of the existing pipe with a new 300 mm sewer.

The costs associated with the off-line and on-line renewal alternatives investigated are as follows:

Construction Alternative	Estimated Total Project Cost
Off-line construction (open cut)	$643,000.00
On-line renewal (open cut)	$625,000.00

The on-line renewal alternative has been recommended for this project. This alternative involves replacing the existing 200 mm piping with 300 mm piping using the open cut method along the length of the renewal, Grant Avenue to McDowell Drive (north leg), at an estimated project cost of $625,000.00. The new sewer pipe will be placed within the existing trench and till excavation will not be required.

Report of the Committee o Works and Operations dated July 9, 1996

Estimated Funding Requirement - On Line Renewal Project		
Wastewater Sewer Renewal Reserve Available (as of April 30, 1996)		$302,000.00
Preliminary Engineering	$31,000.00	
Construction Cost	$475,000.00	
Engineering (16%)	$76,000.00	
Finance (4%)	$19,600.00	
Administration (1%)	$4,900.00	
Utility Allowance	$2,000.00	
GST (3%)	$16,500.00	
Estimated Total Project Cost	$625,000.00	
Approved 1996 Capital Budget	$450,000.00	
Additional Appropriation Requested	$175,000.00	$175,000.00
Estimated Wastewater Sewer Renewal Reserve Residual		$127,000.00

The original project scope was to augment sewer capacity, but inasmuch as poor sewer condition also necessitates its complete replacement, additional funding from the Wastewater Sewer Renewal Reserve is considered appropriate due to the significant renewal aspect. As shown above, additional funds in the amount of $175,000.00 are required for this project.

The Committee on Works and Operations therefore recommends:

I. That additional funding in the amount of $175,000.00 for completion of the Oakdale Drive Wastewater Sewer Upgrade Project be accommodated through the Wastewater Sewer Renewal Reserve.

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

Adopted by consent.

Amendment to the Composition of the Waste Minimization Advisory Committee - Policy C320 File WT-1.3 (Vol. 18)

905 - 3. Council on July 8, 1993, amended the Waste Minimization Policy C320, which amendment included the composition of the Waste Minimization Advisory Committee.

At its meeting held on June 26, 1996, the Waste Minimization Advisory Committee submitted a request to the Committee on Works and Operations to amend the composition of the Waste Minimization Advisory Committee to include one representative from the Pollution Prevention Branch, Department of Environment, Province of Manitoba.

On July 9, 1996, the Committee on Works and Operations concurred in the request from the Waste Minimization Advisory Committee and therefore recommends:

I. That the composition of the Waste Minimization Advisory Committee, as outlined in Policy C320, be amended to include one representative from the Pollution Prevention Branch, Department of Environment, Province of Manitoba.

II. 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 o Works and Operations dated July 9, 1996

Approval for Funding Transfer for Watermain Renewals under Thatcher Drive, Elmhurst Road, Parker Avenue, and Planet Street
File WW-2.4(31) (Vol. 2)

906 - 4. The Committee on Works and Operations has been advised that the section of watermain on Thatcher Drive west of University Crescent has experienced a number of watermain leaks over the winter of 1995-96. There presently is a watermain renewal contract in the area which was approved in the 1996 Capital Budget. It is proposed that the limits of the previously approved renewal be extended to include this portion of Thatcher Drive in order to incorporate locations of additional leak repairs.

There have been a number of watermain leaks on Elmhurst Road over the past few years. Service interruptions and surface restoration associated with the watermain repairs have caused considerable inconvenience to residents on the street.

The renewals proposed on Parker Avenue and Planet Street are due to the substantial number of leaks which have had to be repaired over the past few years. The leaks over the winter of 1995-96 have caused extensive damage on public and private property. One section of the existing watermain is in the public lane and is currently turned off due to a leak. Access to the site is restrictive due to the width of the lane. The plan is to abandon the portion of pipe in the lane and install a new main on the street right-of-way.

Financial Status - Watermain Renewal Projects		
Allowance for Unforeseen Available		$612,187.00
Thatcher, Elmhurst, Parker and Planet Watermain Renewals:		
Estimated Project Cost		
Thatcher Drive	$76,000.00	
Elmhurst Road	$40,000.00	
Parker Avenue	$59,000.00	
Planet Street	$34,000.00	
Total Estimated Cost	$209,000.00	
Estimated Allowance for Unforeseen Residual		$408,187.00

The Committee on Works and Operations therefore recommends:

I. That funding in the amount of $209,000.00 for the renewal of the watermains under Thatcher Drive from University Crescent to 190 metres east of Pembina Highway, Elmhurst Road from Parkin Avenue to 100 metres north of Parkin Avenue, Parker Avenue from Planet Street to 130 metres west of Planet Street, and Planet Street from Jupiter Bay north leg to Parker Avenue, be accommodated though the 1996 Watermain Renewal Program Allowance for Unforeseen.

II. 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 o Works and Operations dated July 9, 1996

Recommendations on Changing the Sewer Rate Structure
Files EP-7 (Vol. 1) and WW-2.3 (Vol. 10)

907 - 5. Council at its special meeting held on December 13, 1995, adopted Clause 1 of the Report of the Executive Policy Committee dated December 13, 1995, relative to the 1996 Water and Sewer Rates and referred the following motion to the Committee on Works and Operations, namely:

Moved by Councillor Angus,
Seconded by Councillor Golden,

That Recommendation IV be amended by deleting the words "based on water used" and substituting therefore the words "based on the average consumption of the water used by a combination of the highest and lowest consumption in the previous year".

On February 21, 1996, Council granted the Committee on Works and Operations a 90-day extension of time in which to report back to Council. On May 22, 1996, Council granted a further 90-day extension of time.

The Committee on Works and Operations, at its meeting held on July 9, 1996, concurred in the following recommendations contained in the Administrative report dated June 27, 1996 from the Commissioner of Works and Operations entitled *Recommendations on Changing the Sewer Rate Structure,* a copy of which is on file in the office of the City Clerk, namely:

1. That the current plan for sewer services rates remain unchanged for 1997 (consistent with the Schneider Report).

2. That a comprehensive *Sewer Rate Cost-of-Service Study* be performed by an external consultant. This study would provide an alternative rate structure that separates customers into classes with appropriate rates for each class. The cost of the study is estimated at $150,000 and will be financed by retained earnings in the Sewer utility.

3. That the *Sewer Rate Cost-of-Service Study* review the issue of how citizens are billed for sewer services as it relates to lawn watering.

4. That the Department report back to the Committee on Works and Operations in September, 1996 with a schedule for the study's completion and implementation.

In view of the foregoing, the Committee on Works and Operations recommends that the above Council resolution be filed.

Moved by Councillor Clement,
Adoption of the clause.

Moved by Councillor Murray,
Seconded by Councillor Thomas,

That the clause be referred back with instructions that alternatives for sources of funding such as a term position in-house, be explored.

The motion to refer the clause with instructions to the Committee on Works and Operations was put and declared lost.

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

Councillors Vandal and Thomas asked to be recorded as having voted against the clause, in accordance with Rule 50.7 of the Procedure By-law.

Report of the Committee o Works and Operations dated July 9, 1996

Approval for Funding Transfer for the Construction of a Stormwater Retention Basin - J. M. Schneider Inc.
Files EP-7 (Vol. 1) and PD (Vol. 11)

908 - 6. Council, on May 27, 1996, adopted Clause 1 of the Report of the Executive Policy Committee dated May 27, 1996, approving the construction of a stormwater retention basin and containing recommendations to a proposed agreement between the City of Winnipeg and J.M. Schneider Inc. including the following;

i) That funding, estimated to be approximately $1,700,000.00, for property acquisition and construction of the proposed retention pond, be appropriated from previous unexpended borrowing authority.

Surplus funds in the amount of $1,600,000.00 are available in the Land Drainage Financing System project account.

During the years 1993 to 1995, a pay-as-you-go funding approach for Combined Sewer Flood Relief was investigated. A special levy was proposed based on a formula relating to lot size, land use and percent imperviousness. The existing funding was for the implementation of a system to institute charging of the special levy. Research and public consultation (focus groups) undertaken in Winnipeg indicated that a special levy of this type is too complex and therefore would not be acceptable at present. Council, however, during consideration of the 1996 Capital Estimates, approved a uniform frontage levy to finance the Combined Sewer Flood Relief program. Consequently, the existing approved funding is surplus to the City's requirements at this time.

The trend toward the special levy approach in the industry will be monitored and funding for this project may be required to be re-introduced in the Capital Estimates in future should conditions and benefits warrant.

In view of the foregoing, it is proposed that $1,200,000.00 be transferred from the Land Drainage Financing System Account Number 03 118112 52XX020701 to fund the construction of this stormwater retention basin.

The Committee on Works and Operations therefore recommends:

I. That surplus borrowing authority in the amount of $1,200,000.00 be transferred from the Land Drainage Financing System project Account No. 03 118112 52XX020701 to fund construction of the subject stormwater retention basin referenced herein.

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

Adopted by consent.

1996 Local Improvement Program
1) Assiniboia Community
2) East Kildonan-Transcona Community
3) Riel Community
File SL(1996) (Vol. 1)

909 - 7. The Committee on Works and Operations has been advised that the following proposed local improvements were either advertised on May 3, 1996 or a "Petition For" received and certified.

On July 9, 1996, the Committee on Works and Operations considered the recommendations of the respective Community Committees that the following proposed Local Improvements be proceeded with, funded as indicated, namely:

Report of the Committee o Works and Operations dated July 9, 1996

Assiniboia Community	DESCRIPTION	Project Costs	Year of Funding
1	Land Drainage Sewer in Parkin Avenue from Laxdal Road to the east line of McLean Street (Lateral and Trunk) Total Assessable Frontage: 949.67 feet Petitioners For represent: 297.3 feet Insufficiently Signed: 31.31% Of the total assessable frontage, the City will assume the cost for 408.7 feet or 43.04% for City-owned land and 243.67 feet or 25.66% for City's share (flankage), therefore making it impossible for the petitioner to attain the required 60% for a sufficiently signed petition. A private holding under Development Agreement No. 9638 will assume the cost for 297.3 feet or 100% of the privately-owned frontage.	$65,000.00	1993
2	25' x 6" Concrete Street Pavement - Boulevard on Parkin Avenue from Laxdal Road to the east line of McLean Street Total Assessable Frontage: 949.67 feet Petitioners For represent: 297.3 feet Insufficiently Signed: 31.31% Of the total assessable frontage, the City will assume the cost for 408.7 feet or 43.04% for City-owned land and 227.67 feet or 23.97% for City's share (flankage), therefore making it impossible for the petitioner to attain the required 60% for a sufficiently signed petition. A private holding under Development Agreement No. 9638 will assume the cost for 297.3 feet or 94.89% of the privately-owned frontage.	$210,000.00	1993
3	Ornamental Street Lighting on Parkin Avenue from Laxdal Road to the east line of McLean Street Total Assessable Frontage: 949.67 feet Petitioners For represent: 297.3 feet Insufficiently Signed: 31.31% Of the total assessable frontage, the City will assume the cost for 408.7 feet or 43.04% for City-owned land and 227.67 feet or 23.97% for City's share (flankage), therefore making it impossible for the petitioner to attain the required 60% for a sufficiently signed petition. A private holding under Development Agreement No. 9638 will assume the cost for 297.3 feet or 94.89% of the privately-owned frontage.	$12,000.00	1993
4	33' x 8" Concrete Street Pavement on Laxdal Road from the south line of Roblin Boulevard to a point approximately 142.7 feet south of the south line of Roblin Boulevard	$95,000.00	1993
5	5' Concrete Sidewalks on the west side of Lottie Street from Wilkes Avenue to the south line of Parker Avenue	$20,000.00	1996
6	5' Concrete Sidewalks on the south side of Wilkes Avenue from Waverley Street to Lottie Street Total Assessable Frontage: 2,188.8 feet Petitioners Against represent: 502.9 feet Insufficiently Signed Against: 22.98% Of the total assessable frontage, the City will assume the cost for 1,685.9 feet or 77.02% for City-owned land, therefore making it impossible for the petitioners to attain the required 60% to defeat the improvement. 100% of the privately-owned frontage is in opposition to the proposed works. Note: The property on both sides of the street will be assessed for the construction of this improvement.	$25,000.00	1993
7	5' Concrete Sidewalks on the west side of Laxdal Road from Roblin Boulevard to the first east-west lane south of Roblin Boulevard	$5,000.00	1996
8	Ornamental Street Lighting on Furlan Boulevard from Municipal Road to Berkley Street	$8,000.00	1993
TOTAL		$485,000.00	

Report of the Committee o Works and Operations dated July 9, 1996

East Kildonan-Transcona Community	DESCRIPTION	Project Costs	Year of Funding
1	Land Drain Sewer (Lateral only) in Panet Road from the south line of Munroe Avenue to the north line of the Canadian Pacific Railway Keewatin Subdivision Right-of-Way and in Molson Street from the north line of the Canadian Pacific Railway Keewatin Subdivision Right-of-Way to the north line of Callsbeck Avenue	$1,000.00	1996
2	Land Drain Sewer (Trunk only) in Panet Road from the south line of Munroe Avenue to the north line of the Canadian Pacific Railway Keewatin Subdivision Right-of-Way and in Molson Street from the north line of the Canadian Pacific Railway Keewatin Subdivision Right-of-Way to the north line of Callsbeck Avenue	$1,000.00	1996
3	Concrete Street Pavement - Boulevard - dual 27.2 feet (8" thick) on Panet Road from a point approximately 325 feet north of the north line of Reenders Drive to a point approximately 175 feet north of the north line of Munroe Avenue Total Assessable Frontage: 2,413.4 feet Petitioners Against represent: 1,088.7 feet Insufficiently Signed Against: 45.11% Of the assessable frontage, the City will assume the cost of 240.2 feet or 9.95% for City's share (flankage). 50.1% of the privately-owned frontage is in opposition to the proposed works. Note: The property owners benefitted to be assessed on the basis of the cost of 25 foot (6 inches thick) concrete street pavement (including boulevard construction), the balance to be borne by the City-at-large.	$10,000.00	1993
4	5' Concrete Sidewalk - on the west side of Panet Road from the south line of Reenders Drive to the south line of Munroe Avenue Total Assessable Frontage: 2,768.0 feet Petitioners Against represent: 1,169.27 feet Insufficiently Signed Against: 42.26% Of the total assessable frontage, the City will assume the cost of 240.0 feet or 8.67% for City's share (flankage). 46.27% of the privately-owned frontage is in opposition to the proposed works. Note: The property on both sides of the street will be assessed for the construction of this improvement.	$1,000.00	1996
5	5' Concrete Sidewalk - on the east side of Panet Road from the north line of Reenders Drive to a point approximately 33 feet north of the south line of Munroe Avenue Total Assessable Frontage: 2,847.28 feet Petitioners Against represent: 1,335.7 feet Insufficiently Signed Against: 46.91% Of the total assessable frontage, the City will assume the cost of 224.78 feet or 7.89% for City's share (flankage). 50.93% of the privately-owned frontage is in opposition to the proposed works. Note: The property on both sides of the street will be assessed for the construction of this improvement.	$1,000.00	1996
6	Ornamental Street Lighting on Panet Road from a point approximately 325 feet north of the north line of Reenders Drive to a point approximately 175 feet north of the north line of Munroe Avenue	$1,000.00	1996
7	5' Concrete Sidewalks - 5 feet on the south side of Antrim Road from Molson Street to a point approximately 145 feet west of the west line of Molson Street	$4,000.00	1994
8	5' Concrete Sidewalks - 5 feet on the north side of Antrim Road from Molson Street to a point approximately 93 feet west of the west line of Molson Street	$3,000.00	1996
9	Ornamental Lane Lighting on all lanes in the block bounded by Treger Bay, Snowdon Avenue, Oak Park Walk and Kimberley Avenue, Kullman Street and Louelda Street	$18,000.00	1993
TOTAL		$40,000.00	

Report of the Committee o Works and Operations dated July 9, 1996

Riel Community	DESCRIPTION	Project Costs	Year of Funding
1	10' Lane Oiling on the first east-west lane south of Stranmillis Avenue from the first north-south lane west of Egerton Road to rue Des Meurons	$6,000.00	1993
2	10' Lane Oiling on the first east-west lane north of Glenlawn Avenue from Killarney Street to the west limit	$4,000.00	1993
3	10' Lane Oiling on the first east-west lane south of Fernwood Avenue from St. David Road to the first north-south lane east of St. Mary's Road	$5,000.00	1994
4	10' Lane Oiling on the first north-south lane west of St. Anne's Road from a point approximately 66 feet south of the south line of Berrydale Avenue to Oustic Avenue	$1,000.00	1996
5	5' Concrete Sidewalk on the south side of Vista Avenue from the north line of Novavista Drive to a point approximately 100 feet east of the north line of Novavista Drive Total Assessable Frontage: 139.2 feet Petitioners Against represent: 39.2 feet Insufficiently Signed Against: 28.16% Of the total assessable frontage, the City will assume the cost for 100 feet or 71.84% for City's share (flankage), therefore making it impossible for the petitioners to attain the required 60% to defeat the improvement. 100% of the privately-owned frontage is in opposition the proposed works. Note: The property on both sides of the street will be assessed for the construction of this improvement	$3,000.00	1996
6	Ornamental Street Lighting on Oustic Avenue from St. Anne's Road to a point approximately 153.7 feet west of the west line of St. Anne's Road	$3,000.00	1994
7	Ornamental Lane Lighting on the first north-south lane west of St. Anne's Road from Oustic Avenue to Sadler Avenue	$3,000.00	1994
8	10' Lane Oiling on the lane in the block bounded by Kirkdale Street and Highfield Street, Monck Avenue and Claremont Avenue	$3,000.00	1994
9	10' Lane Oiling on the first north-south lane east of rue Des Meurons from Marion Street to Horace Street	$2,000.00	1993
10	10' Lane Oiling on the first north-south lane west of Enfield Crescent from Marion Street to and including the east-west lane outlet to Enfield Crescent	$1,000.00	1996
11	10' Lane Oiling on the first north-south lane east of rue Thibault from Provencher Boulevard to the north limit	$1,000.00	1996
12	10' Lane Oiling on the lane in the block bounded by Horace Street and Eugenie Street, rue Des Meurons and Enfield Crescent	$2,000.00	1996
13	10' Lane Oiling on the lane in the block bounded by Provencher Boulevard and rue Tissot, rue La Fleche and rue Nadeau	$2,000.00	1996
14	10' Lane Oiling on the first east-west lane south of Doucet Street from the first north-south lane west of rue Archibald to Dufresne Avenue	$3,000.00	1996
15	10' Lane Oiling on the first east-west lane north of Enfield Crescent from Traverse Avenue to the first east-west lane south of Kitson Street	$2,000.00	1996
16	10' Lane Oiling on the lane in the block bounded by rue Dumoulin and Provencher Boulevard, rue La Fleche and rue Nadeau	$2,000.00	1996
17	10' Lane Oiling on the first east-west lane south of rue La Riviere from rue Youville to and including the north-south lane outlet to rue La Riviere east of rue Youville	$3,000.00	1996
18	10' Lane Oiling on the first east-west lane south of Horace Street from rue Youville to and including the first north-south lane outlet to Horace Street east of rue Youville	$3,000.00	1996

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19	10' Lane Oiling on the first north-south lane west of Ferndale Avenue from Walmer Street to the north limit	$2,000.00	1996
20	10' Lane Oiling on the first east-west lane north of Goulet Street including the two north-south lane outlets to Goulet Street east of rue Youville	$4,000.00	1996
21	10' Lane Oiling on the first east-west lane south of rue Notre Dame from rue La Fleche to the first north-south lane west of rue Archibald	$2,000.00	1996
22	10' Lane Oiling on the lane in the block bounded by rue Darveau and rue Grandin, St. Joseph Street North and Tache Avenue	$3,000.00	1996
TOTAL		$60,000.00	

The Committee on Works and Operations therefore recommends:

I. That the local improvement projects outlined herein, in the total amount of $540,000.00, be approved for installation in 1996 to be funded from the Unused Borrowing Authority - Local Improvement Category as outlined herein.

II. That the by-law authorizing the undertaking of said projects as local improvements submitted herewith, be passed and ordered to be signed and sealed.

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

Copy of the Local Improvement Project status report dated June 21, 1996, is on file in the Office of the City Clerk.

Adopted by consent.

Request for Amendment to The City of Winnipeg Act - Local Improvements
Files SL(1996) (Vol. 1) and GL-5.1 (Vol. 43)

910 - 8. On July 9, 1996, the Committee on Works and Operations passed the following motion, namely:

That the City of Winnipeg request the Province of Manitoba to amend The City of Winnipeg Act to grant Council the authority to determine conditions, criteria, and qualifications for Local Improvements.

The aforementioned motion is submitted to Council for its consideration.

Adopted by consent.

Adoption of Design Alternative and Award of Contract for Nairn Avenue - Grey Street to Panet Road - Reconstruction and Widening and Watermain Renewal - Tender No. P.D. 96-056
File GL-9 (Vol. 8) [c/r SC-3.11(33) (Vol. 1) and WW-2.4(33) (Vol. 1)]

911 - 9. On July 9, 1996, the Committee on Works and Operations heard in delegation residents from the north side of Nairn Avenue in opposition to the two-way left-turn storage lane (Alternative 2) as the design alternative for Nairn Avenue from Grey Street to Panet Road, as contained in Clause 7 of the Report of the Committee on Works and Operations dated June 4, 1996, and amended and adopted by Council at its meeting on June 19, 1996.

Report of the Committee o Works and Operations dated July 9, 1996

Subsequently, the Committee on Works and Operations passed the following resolution:

WHEREAS residents have made their choice clear, from the beginning of the Nairn Avenue project, that they prefer the raised median option;

AND WHEREAS the City's street engineers have recommended on the basis of traffic and pedestrian safety the raised median option;

AND WHEREAS this Council has an understood mandate by the public to be fiscally responsible and the five lane option is $660,000.00 more expensive than the raised median option;

AND WHEREAS Council did not hear from all of the community when it made its decision;

BE IT RESOLVED that this Standing Committee on Works and Operations reaffirm its position for the raised median option for Nairn Avenue (Alternative I);

AND BE IT ALSO RESOLVED that parking be prohibited on both sides of Nairn Avenue between the hours of 6:00 a.m. to 8:00 p.m.;

AND BE IT FURTHER RESOLVED that the matter be forwarded to Council for its reconsideration.

Submitting the above motion for favourable consideration by Council.

Copy of Clause 7 of the Report of the Committee on Works and Operations dated June 4, 1996, amended and adopted by Council at its meeting held on June 19, 1996, is provided for the information of Council (Appendix A).

The Executive Policy Committee concurs with the resolution, subject to the first resolve of the resolution being amended to read as follows, namely:

BE IT RESOLVED that the Standing Committee on Works and Operations reaffirm its position for the four way divided raised median option for Nairn Avenue as outlined in the new plan identified as Schedule "A".

Copy of Appendix "A" referred to in the above clause is on file in the office of the City Clerk.

Moved by Councillor Clement,
Adoption of the clause.

In amendment,

Moved by Deputy Mayor Eadie,
THAT the recommendation of the Executive Policy Committee be adopted;

AND THAT the plan identified as Schedule "A" be replaced by the plan identified as Appendix "B", appended hereto.

The recommendation of the Executive Policy Committee was put and declared carried.

The motion for the adoption of the clause, as amended, was put and declared carried.

(See Minute No. 944 for Appendix "B")

REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED JULY 22, 1996

On motion of Councillor Clement, the rule was suspended and the Report of the Committee on Works and Operations, dated July 22, 1996, was considered.

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

Carried.

Her Worship the Mayor and Councillors:

Improvements to Grassie Boulevard between Plessis Road and east of McLellan Drive, and to Plessis Road between the Autopac Approach and Grassie Boulevard
File SC-3.4 (Vol. 21)

912 - 1. The Committee on Works and Operations has been advised that the Transcona Ward Councillor requested proposals be brought forward that would provide improvements to a deteriorated regional roadway, namely, Grassie Boulevard.

On Grassie Boulevard between Lagimodiere Boulevard and McLellan Drive, the eastbound concrete pavements were constructed in 1986 and funded by Qualico Developments through a Development Agreement. The westbound concrete pavements and transition were constructed in 1993 and funded by North Grassie Properties also through a Development Agreement. The former Operations Department maintained the remaining unpaved sections of roadway on Grassie Boulevard and Plessis Road as oil and gravel surfaced roadways. The maintenance of these roadways has become more difficult over the years, as traffic volumes increase.

In the fall of 1995, the Streets and Transportation Department used a new road stabilizing material in an attempt to extend the life of the oil surfaced sections. Initial observations were positive, but during the winter in 1996 it became obvious that this was not the solution.

Numerous complaints have been received from the residents along Grassie Boulevard and from the users of the roadways regarding the condition of these roadways. The roadways are unpaved Regional Streets designated as Truck Routes, have an oil and gravel surface and are carrying traffic volumes and weights that the roadways were never designed to carry. The roadways require constant maintenance activities and cannot be maintained to a proper standard, in a safe condition and at a service level which must be accorded to Regional Streets.

The section of Grassie Boulevard between Plessis Road and east of McLellan Drive has an oil and gravel surface and is 1.08 kilometres in length. The section of Plessis Road between the Autopac Approach and Grassie Boulevard also has an oil and gravel surface and is 0.46 kilometres in length.

The proposed asphaltic concrete surfacing of these roadways would provide a continuous paved surface along Grassie Boulevard east of Lagimodiere Boulevard and along Plessis Road south of Grassie Boulevard.

The traffic volume on Grassie Boulevard/Plessis Road has increased significantly over the past three years as indicated in the following table:

Year	Number of Vehicles In 12 Hours	Number of Trucks (6 Wheels or Greater)
1991	5840	N/A
1992	5920	N/A
1993	6450	N/A
1995	7850	194

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The total volume of traffic has increased by an average of 8.5% per year over the last four years. The latest truck count indicates that the roadways carry approximately 2.5% trucks. There is no data to substantiate if truck traffic has increased significantly over the past four years, but it is likely that a portion of the increase is truck traffic.

These sections of Grassie Boulevard and Plessis Road are the top two priorities of all remaining unpaved Regional Streets. The existing base and subgrades of these roadways were not originally designed and constructed to a Regional Street standard nor to a standard which can sustain the volumes and weights of traffic which daily use these roadways. The roadways can no longer be maintained in an appropriate condition. Any maintenance performed has a short term life, which is certainly shortened when the roadways are subjected to wet conditions as a result of thawing or rainfall.

The ultimate solution to this ongoing problem would be to urbanize (provide curb and land drainage system) and construct concrete pavement similar to Grassie Boulevard between McLellan and Lagimodiere Boulevard. This would result in pavement capable of carrying Regional Street traffic that would have a design life of approximately 35 years with routine maintenance. This option, however, is very costly (over $2.5 million for pavement and land drainage sewer) and should be left to the Developer to cost share once the area develops. Also, the long term plan of extending the Chief Peguis Trail (as per Plan Winnipeg - Plate B - Recommended Transportation System) will result in Grassie Boulevard being terminated west of Plessis Road. Significant throw-away costs would result when and if this is implemented. The time frame for implementation of the Chief Peguis Trail extension is not known at this time and will likely be considered in TransPlan 2010. Given the existing funding and present economy, the construction of the extension would likely be undertaken beyond 2006 (10 years).

The preferred solution is to reconstruct the roadways to provide an asphaltic concrete surface, with the same rural cross-section as exists. Similar work was completed in 1995 on Wilkes Avenue between Fairmont Road and the Perimeter Highway. The existing roadway would be excavated and be replaced with subbase, base course and asphaltic concrete pavement capable of carrying the traffic and loadings using the street currently and in the future. The cost of reconstructing the roadways to an asphaltic concrete surface is estimated to be $675,000.00. The roadways would likely remain at an appropriate service level with routine maintenance (crack sealing and patching) for 15 to 20 years before an asphalt overlay would be required. This would provide appropriate service until such time as further development occurs and the Chief Peguis Trail is extended.

Alternatively, the existing base course and soft areas could be removed and replaced with subbase and base course material and the surface sealed with a chip seal. This would provide a more stable roadway than exists presently by attempting to “bridge” the poor subgrade. The problem of a poor subgrade will still exist. The roadway surface would last approximately 4 years before some major maintenance would be required and the chip seal would have to be replaced. The cost of this interim solution is estimated to be $250,000.00.

The concept of removing the Truck Route designation from these portions of Grassie Boulevard and Plessis Road has been investigated by the Traffic Engineering Division. It was concluded that these roadways should not be deleted from the Truck Route Schedule because of the lack of adjacent parallel Truck Routes in the area and the potential of transferring a perceived problem onto other streets in the area such as Day Street.

In connection with funding such a project, there are essentially three alternatives available for funding this project; namely: (a) make the project a first charge in the 1997 Capital Program and delete other Regional Streets Projects accordingly; (b) use Unused Borrowing Authority from other completed Streets Projects to reconstruct the road; or (c) use Unused Borrowing Authority from other Streets Projects to repair the road.

Surplus funds in the amount of $675,000.00 could be transferred from various capital projects and be used for the reconstruction of Grassie Boulevard between Plessis Road and east of McLellan Drive, and Plessis Road between the Autopac Approach and Grassie Boulevard, to an asphaltic concrete surface. The projects are as follows:

Source/Centre	Project	Amount
1991 Capital / 5194040711	Weston Street - Notre Dame Avenue to Logan Avenue	$162,000.00
1991 Capital / 5191050701	Portage Avenue Overpass (Route 90)	39,000.00
1991 Capital / 5191070702	Munroe Avenue at Gateway Road and Raleigh Street	43,000.00
1991 Capital / 5191070704	Miscellaneous Intersection Improvements	3,000.00
1993 Capital / 5193040702	Provencher Boulevard - Seine River Bridge to Tache Avenue	42,000.00

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1993 Capital / 5193040703	Dugald Road - Plessis Road to P.T.H. 101	49,000.00
1993 Capital / 5193040708	Corydon Avenue - Hosmer Boulevard to Chalfont Road	67,000.00
1993 Capital / 5193040709	St. Anne's Road - Beliveau Road to Niakwa Road	24,000.00
1993 Capital / 5193040710	Gateway Road - Munroe Avenue to Concordia Avenue	52,000.00
1994 Capital / 5194040702	Lagimodiere Boulevard - Fermor Avenue to Maginot Street	94,000.00
1994 Capital / 5194040703	Inkster Boulevard - Keewatin Street to McPhillips Street	100,000.00
TOTAL		$675,000.00

Alternatively, surplus funds in the amount of $250,000.00 could be transferred from various capital projects and be used to provide subbase, base course and a chip sealed surface on Grassie Boulevard between Plessis Road and east of McLellan Drive, and on Plessis Road between the Autopac Approach and Grassie Boulevard. The projects are as follows:

Source/Centre	Project	Amount
1991 Capital / 5194040711	Weston Street - Notre Dame Avenue to Logan Ave.	$162,000.00
1991 Capital / 5191050701	Portage Avenue Overpass (Route 90)	39,000.00
1993 Capital / 5193040703	Dugald Road - Plessis Road to P.T.H. 101	49,000.00
TOTAL		$250,000.00

The Committee on Works and Operations therefore recommends:

I. That funds in the amount of $675,000.00 be utilized from the Unused Borrowing Authority from the following completed Streets Projects for the reconstruction of Grassie Boulevard between Plessis Road and east of McLellan Drive, and Plessis Road between the Autopac Approach and Grassie Boulevard to an asphaltic concrete surface, namely:

Source/Centre	Project	Amount
1991 Capital / 5194040711	Weston Street - Notre Dame Avenue to Logan Avenue	$162,000.00
1991 Capital / 5191050701	Portage Avenue Overpass (Route 90)	39,000.00
1991 Capital / 5191070702	Munroe Avenue at Gateway Road and Raleigh Street	43,000.00
1991 Capital / 5191070704	Miscellaneous Intersection Improvements	3,000.00
1993 Capital / 5193040702	Provencher Boulevard - Seine River Bridge to Tache Avenue	42,000.00
1993 Capital / 5193040703	Dugald Road - Plessis Road to P.T.H. 101	49,000.00
1993 Capital / 5193040708	Corydon Avenue - Hosmer Boulevard to Chalfont Road	67,000.00
1993 Capital / 5193040709	St. Anne's Road - Beliveau Road to Niakwa Road	24,000.00
1993 Capital / 5193040710	Gateway Road - Munroe Avenue to Concordia Avenue	52,000.00
1994 Capital / 5194040702	Lagimodiere Boulevard - Fermor Avenue to Maginot Street	94,000.00
1994 Capital / 5194040703	Inkster Boulevard - Keewatin Street to McPhillips Street	100,000.00
TOTAL		$675,000.00

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

Adopted by consent.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

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

By-law No. 6847/96, a by-law of The City of Winnipeg to repeal By-law No. 6517/94, being a by-law of The City of Winnipeg to close part of the north/south lane north of Sara Avenue and to open the east/west lane to Furby Street. File DAOC 1/94

By-law No. 6859/96, a By-law of The City of Winnipeg to close Maplewood Avenue and Baltimore Road between Churchill Drive and the Red River. File DAC 8/93

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

By-law No. 6876/96, a By-law of the City of Winnipeg to authorize the undertaking of certain local improvements during the year 1996. File SL(1996)

By-law No. 6877/96, a By-law of the City of Winnipeg to authorize the undertaking of certain local improvements during the year 1996. File SL(1996)

By-law No. 6878/96, a By-law of the City of Winnipeg to authorize the undertaking of certain local improvements during the year 1996. File SL(1996)

COMMITTEE ON WORKS AND OPERATIONS

QUESTION PERIOD

914 - Councillor Vandal requested a report on the residential street renewal program proposed to be cost shared with the Province of Manitoba.

Councillor Clement advised that he had not received any word from the Provincial Government regarding the infrastructure program.