REPORT "A" OF THE COMMITTEE

ON WORKS AND OPERATIONS

DATED MAY 4, 1995

On motion of Councillor Duguid, Report "A"of the Committee on Works and Operations, dated May 4, 1995, was considered.

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

Carried.

Her Worship the Mayor and Councillors:

Independent Panel to Conduct Public Forums and Environmental Impact Review of the Main Street and Norwood Bridges Project File SB-11 (Vol. 4)

954 - 1. On September 21, 1994, Council adopted the following recommendations of the Committee on Works and Operations dated September 2, 1994:

I. That, in the absence of the Province not performing an Environmental Impact Assessment, Council approve in principle the appointment of an independent three person panel with environmental and transportation expertise, to conduct public forums and a review of the environmental impacts of the Main/Norwood Bridges.

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

Subsequently, the Commissioner of Works and Operations submitted a report dated October 27, 1994 containing the following recommendations for consideration by the Committee on Works and Operations, namely:

A. In consideration that The City of Winnipeg has completed an Environmental Impact Assessment (EIA) Report for the Main Street and Norwood Bridges Project in accordance with the Manitoba Environment Act, including a comprehensive program of public consultations; and which Report and consultation program has satisfied the Provincial requirements for issuing an Environmental Act License authorizing the construction of the project; and which Report complies with the intent and requirements of the City of Winnipeg Act, Section 595 "Environmental Impact Review"; it is, therefore, recommended that Council adopt this Environmental Impact Assessment Report for the project as complete, and find the conduct of further public forums and an environmental impact review to be unnecessary under the circumstances.

B. If however, and notwithstanding the aforementioned, Council sees fit to implement a further Environmental Impact Review of the Main Street and Norwood Bridges Project, that the following be adopted for its implementation:

1) an independent environmental consultant be retained to develop and implement an appropriate Environmental Impact Review process, including associated public forums;

2) an additional 1995 Capital budget provision of $400,000.00 be approved within the City Clerk's Department to fund this process; and

3) the City Clerk's Department be designated as the Proper Officers of the City of effect the intent of the above.

On November 1, 1994, the Committee on Works and Operations laid the matter over.

The Committee on Works and Operations again considered the matter on January 10, 1995 and requested the Administration to report on the reallocation of the proposed funding allotted for the Environmental Assessment Impact Review for the Main and Norwood Bridges Project to a Mitigation and Revitalization Program for the

Report "A" of the Committee on Works and Operations dated May 4, 1995

Island Community. Subsequently, the Commissioner of Works and Operations submitted a report to the Committee on Works and Operations dated April 27, 1995, addressing the above, which was received as information on May 4, 1995 by the Committee. Committee at that time directed that both of the aforementioned reports be filed.

This information is submitted for the information of members of Council.

Copy of reports referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

REPORT OF THE COMMITTEE

ON WORKS AND OPERATIONS

DATED JUNE 27, 1995

On motion of Councillor Duguid, the Report of the Committee on Works and Operations, dated June 27, 1995, was considered clause by clause.

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

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

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

Her Worship the Mayor and Councillors:

Addition to the 1995 Combined Sewer Renewal Program - Lennox Avenue from the First Manhole West of St. Anne's Road to the First Manhole West of St. Andrew Road File WS-5 (Vol. 16)

955 - 1. The Committee on Works and Operations has been advised that the 300 mm Lennox Avenue sewer from the first manhole west of St. Anne's Road to the first manhole west of St. Andrew Road was installed in 1954 and has had one repair of 2.7 metres on April 23, 1987, in the section from the first manhole west of St. Anne's Road to the second manhole west.

The proposed 300 mm combined sewer renewal of Lennox Avenue from the first manhole west of St. Anne's Road to the first manhole west of St. Andrew Road includes three sections. Televising on all three sections was completed on December 19, 1991.

The first manhole west of St. Anne's Road to the second manhole west (88.1 metres long) showed that 50% of the joints indicated various degrees of spalling with 0.6 metres of pipe spalled, and that five continuous sections of pipe showed signs of cracking at the crown of the pipe. The second manhole west of St. Anne's Road to St. Andrew Road (90.3 metres long), showed that 50% of the joints were spalled at various degrees, with 2.5 metres of pipe showing significant spalling, and that one section of pipe had a hole in the side of the pipe with the surrounding mud visible. 4.5 metres of pipe were not visible due to the camera being pulled under water in dips in the pipe. St. Andrew Road to the first manhole west (120.7 metres long) revealed that two thirds of the pipe was spalled at various degrees.

The section of concrete sewer on Lennox Avenue from the first manhole west of St. Anne's Road to the second manhole west has recently had a collapse and efforts to tie a replacement plastic pipe into the existing concrete pipe proved to be futile as the existing concrete pipe was soft and incapable of sustaining a permanent connection.

As the sewer is located under the centre of the roadway, it would be timely to renew the pipe in order to avoid future unexpected collapses in the roadway resulting in costly repairs and inconvenience to the public. Funding in the amount of $365,000.00 to complete the recommended renewal is available in the Combined Sewer Renewal Reserve, which, as of June 5, 1995, stood at $904,267.13.

The Committee on Works and Operations therefore recommends:-

I. That the combined sewer on Lennox Avenue from the first manhole west of St. Anne's Road to the first manhole west of St. Andrew Road be renewed in 1995, with the required funding of $365,000.00 to be drawn from the Combined Sewer Renewal Reserve.

Report of the Committee on Works and Operations dated June 27, 1995

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.

Addition to the 1995 Watermain Renewal Program - Portage Avenue from Dominion Street to Sherburn Street File WS-5 (Vol. 16)

956 - 2. The Committee on Works and Operations has been advised that the 250 mm cast iron watermain on Portage Avenue from Dominion Street to Sherburn Street was installed in 1905 and has had a total of eleven leaks with six occurring in the last five years, resulting in a leak frequency of 7.34.

The most recent two leaks, which occurred on May 29 and 30, 1995, caused extensive damage to the pavement on Portage Avenue and required a shutdown of three of the four lanes until repairs were made to the watermain. Extensive damage to the overlying concrete and asphalt pavement is also evident as a result of the washout from the broken main.

In light of the recent leak activity, subsequent pavement damage and the inconvenience thereby caused to the general public, the Administration has recommended that the watermain be renewed in 1995. The required funding of $200,000.00 is available from the Allowance for Unforeseen, which as of May 31, 1995, stood at $250,963.92.

The Committee on Works and Operations therefore recommends:-

I. That the watermain on Portage Avenue from Dominion Street to Sherburn Street be renewed in 1995, with the required funding of $200,000.00 to be drawn from the Allowance for Unforeseen.

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.

Addition to the 1995 Wastewater Sewer Renewal Program in the North West District - McKenzie Street from the Public Lane South of Redwood Avenue to Redwood Avenue File WS (Vol. 16)

957 - 3. The Committee on Works and Operations has been advised that the requirement to renew the subject sewer became evident during the Canada/Manitoba Infrastructure Works pavement reconstruction on McKenzie Street from Aberdeen Avenue to Redwood Avenue. The clay tile piping sewer is 150 mm in diameter and serves five residential properties on the east side of McKenzie Street. Its existence was not documented by record drawings, and therefore unknown to the District or its Engineering Consultant prior to actual construction works on the street being carried out.

Video filming of the undersized sewer indicated a state of imminent failure. It was necessary to excavate down to the sewer in order to liberate the camera from collapsed piping during the filming operation.

Four of the five residential properties connected to this sewer have lead pipe water service connections which could be upgraded to copper piping within the right-of-way, by concurrently utilizing the excavation for the related sewer connection services.

The work related to this proposal would include renewal of the sewer to the standard size of 250 mm in diameter, renewal of the street portion of five sewer service connections, and the renewal of the street portion of four lead water connections. Funding in the amount of $40,000.00 to complete the recommended renewal is available in the Wastewater Sewer Renewal Reserve.

Report of the Committee on Works and Operations dated June 27, 1995

The renewal of the sidewalk and the boulevard in this portion of McKenzie Street have been delayed until a decision is made whether or not to renew the wastewater sewer in 1995.

The Committee on Works and Operations therefore recommends:-

I. That the wastewater sewer renewal on McKenzie Street from the public lane south of Redwood Avenue to Redwood Avenue be renewed in 1995, with the required funding of $40,000.00 to be drawn from the 1995 Wastewater Sewer Renewal Reserve.

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.

Parking Meters on the South Side of Portage Avenue between Balmoral and Colony Streets File ST-2 (Vol. 20)

958 - 4. The Committee on Works and Operations has been advised that the Streets and Transportation Department has received a request from Mr. Thanh Ha of Teresa's Bridal Salon and a group of petitioners from the ground floor of Colony Square, 500 Portage Avenue, to have the subject parking meters changed from a 30-minute time limit to a limit of at least one hour to provide patrons sufficient time to conduct business within their establishments. Mr. Bob Shera of Ash Management has indicated that the dental and medical offices located on the upper floors of 500 Portage Avenue would be minimally affected as their patrons would be more likely to use the parkade at the rear of the building and that the remaining offices have little public contact.

The United Army Surplus has also expressed support to change the two 30-minute parking meters in front of their business at 460 Portage Avenue.

Presently, there are twelve 30-minute parking meters on the south side of Portage Avenue between Colony Street and Balmoral Street: ten meters between Balmoral Street and Good Street being the 500 block of Portage Avenue and two meters between Good Street and Colony Street in front of 460 Portage Avenue.

In addition to the above, the following surrounding blocks all provide one hour parking meters: eleven meters on Good Street between Portage Avenue to St. Mary Avenue; twenty-four meters on Colony Street between Portage Avenue and St. Mary Avenue; six meters on Balmoral Street between Portage Avenue and St. Mary Avenue; and five meters on Portage Avenue between Balmoral Street and Spence Street.

The Committee on Works and Operations therefore recommends:-

I. That the 30-minute parking meters on the south side of Portage Avenue between Balmoral Street and Colony Street be replaced with one hour parking meters.

II. That Schedule "E" of The City of Winnipeg Parking Meter By-law No. 6547/95, which specifies those street sections upon which the operation of 30-minute parking meters is authorized, be amended by deleting therefrom the following:

South side of Portage Avenue between Colony Street and Balmoral Street

III. That Schedule "A" of The City of Winnipeg Parking Meter By-law No. 6547/95, which specifies those street sections upon which the operation of one hour parking meters is authorized, be amended by adding thereto the following:

South side of Portage Avenue between Colony Street and Balmoral Street

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

Report of the Committee on Works and Operations dated June 27, 1995

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Parking Meters on Canada Post Corporation Property on the South Side of Graham Avenue File ST-2 (Vol. 20)

959 - 5. The Committee on Works and Operations has been advised that on May 25, 1995, the Board of Commissioners approved the conditions relating to an operating agreement between the City of Winnipeg and Canada Post Corporation respecting the frontage roadway in front of the Canada Post Corporation building on the south side of Graham Avenue between Smith and Garry Streets. A condition of the agreement is that the City install, maintain, and enforce nine 30-minute parking meters on the south side of the roadway in front of the building.

Phase II of the construction of the Graham Avenue Transit Mall includes the reconstruction of the frontage roadway in front of the Canada Post Corporation and is expected to be completed in August, 1995. The frontage roadway will maintain three traffic lanes, of which, the south traffic lane adjacent to the building will accommodate nine 30-minute parking meters as well as loading/unloading.

Under the agreement, the City will install, maintain and enforce the parking meters and will retain the revenue generated by the parking meters.

The Committee on Works and Operations therefore recommends:-

I. That nine parking meters be installed on the frontage roadway on Canada Post Corporation property located on the south side of Graham Avenue between Smith and Garry Streets.

II. That Schedule "E" of The City of Winnipeg Parking Meter By-law No. 6547/95, which specifies those street sections upon which the operation of 30-minute parking meters is authorized, be amended by adding thereto the following:

The South side of Graham Avenue between Smith Street and Garry Street

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

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

Adopted by consent.

1995 Sidewalk Construction on Grassie Boulevard - 1995 Pedestrian Facilities Construction Program Files ST-4 (Vol. 5) and SC-3.12 (Vol. 11)

960 - 6. On June 27, 1995, the Committee on Works and Operations considered a report dated June 16, 1995 from the Commissioner of Works and Operations relative to the 1995 Pedestrian Facilities and Construction Program. The report contained a recommendation for the construction of a raised sidewalk placed upon the shoulder on Grassie Boulevard on the north side between Lagimodiere Boulevard and Molson Street.

Grassie Boulevard is a non-regional single 8 metre roadway with a 2.5 metre paved shoulder on the north side and carries approximately 7,900 vehicles in 12 hours and 30 pedestrians in 4 hours. The speed limit on the subject roadway is 50 km/hour. There are no sidewalks on either side of the boulevard and parking is prohibited on the

Report of the Committee on Works and Operations dated June 27, 1995

south side. Residential development exists on the south side with both residential and commercial development on the north.

In 1994, North East District Operations advertised for the construction of a sidewalk on Grassie Boulevard between Molson Street and Lagimodiere Boulevard as a local improvement. The proposal was successfully petitioned against by 74% of the affected property owners.

The Administration has reviewed the matter and advised that although it is not possible to install a 1.5 metre sidewalk adjacent to either the north or south property line on Grassie Boulevard because of the ditch drainage, a 2.5 metre sidewalk could be constructed in a raised fashion upon the north side paved shoulder on this section of Grassie Boulevard. The proposal requires that the drainage cross-fall on Grassie Boulevard be adjusted to cause the full roadway to drain into the south side ditch. The projected cost of the proposal is estimated at $70,000.00.

The construction of sidewalks on local streets is generally funded through the Capital Program, Local Improvement category, although the proposed installation of a sidewalk on Grassie Boulevard was not supported as a local improvement. The North East District Operations has advised that there are no available funds in the 1995 Capital Estimates nor is it feasible to delete or reschedule programs currently in the East Kildonan-Transcona Community, to offset costs associated with the subject installation.

The Administration advises that funding is available in the 1995 Capital Estimates under the City-at-Large - General Capital Fund, Street System 1995 Pedestrian and Cycle Facilities Construction Program on Regional Streets. The Streets and Transportation Department also advises that in priorizing the Pedestrian Facilities Construction Program on Regional Streets the highest priority is allocated to those locations where no sidewalk exists to accommodate children walking to and from schools, and therefore has recommended that the subject installation be funded by the City-at-large in the overall public interest.

On June 6, 1995, the East Kildonan - Transcona Community Committee concurred in this proposal.

The Committee on Works and Operations therefore recommends:-

I. That the construction of a raised sidewalk placed upon the shoulder on the north side of Grassie Boulevard, between Lagimodiere Boulevard and Molson Street be approved.

II. That funds for the construction of the subject installation on Grassie Boulevard be allocated from the 1995 Capital Estimates under the City at Large - General Capital Fund, Street System, 1995 Pedestrian and Cycle Facilities Construction Program on Regional Streets.

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.

Dugald Road Pavement in the Vicinity of 841 Dugald Road File SC-3.4 (Vol. 20)

961 - 7. The Committee on Works and Operations has been advised that the pavement in this area is a Portland Cement Concrete Pavement constructed in 1959. This portion of Dugald Road is a major truck route connecting Lagimodiere Highway to Dawson Road which is not classified as a Regional Street.

The Current Pavement Condition Index (PCI) is 36, indicating that the pavement is in poor condition.
The entire pavement on the south side of Dugald Road approximately 500 feet in length east of Dawson Road is severely cracked, with some areas of severe settlement and heave. During the spring of 1995, several new areas of distress were observed. In one area, the southern portion of the pavement near Dawson Road slipped towards the Dugald ditch and settled approximately three inches below the contiguous pavement. It was subsequently temporarily patched with asphaltic concrete but continues to show severe signs of distress. In another area, the pavement heaved about four to five inches along the centre line. The rate of deterioration of this section of roadway has increased significantly due to the continued use of a significant percentage of truck traffic, the poor base under the pavement, and the close proximity of a rather deep Dugald drain. Although no sub-surface investigation has been performed to date, the behaviour of the pavement indicates a poor subgrade, which is aggravated by the deep water filled ditch on the south side of Dugald Road.

Report of the Committee on Works and Operations dated June 27, 1995

The long-term solution involves improving the turning radii at the intersection of Dugald Road and Dawson Road, undertaking a comprehensive stability study of the Dugald Drain and its effect on the Dugald Road pavement and initiating the recommendations of the study.

The short-term solution is to construct a rock trench along the south side of Dugald Road in order to intercept the slip surfaces in the poor subgrade. This would provide subsurface stability and subgrade drainage. The existing pavement should then be undersealed and an asphaltic concrete overlay constructed. The cost of the works is estimated to be $126,600.00.

The Committee on Works and Operations therefore recommends:-

I. That $126,600.00 be approved from any available surplus capital funds for the construction of a rock trench along the south side of Dugald Road, in the vicinity of 841 Dugald Road, undersealing the existing pavement and the construction of an asphaltic concrete overlay to provide a solution to the shoulder slippage and deteriorated pavement.

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.

Amendment to Private Approaches By-law No. 6546/95 - Access to a Proposed Revy Home Centre on the West Side of Lagimodiere Boulevard North of Reenders Drive File SC-1 (Vol. 40)

962 - 8. The Committee on Works and Operations considered an application for the construction of three non-conforming private approaches for a proposed development of a Revy Home Centre in the vicinity of Lagimodiere Boulevard between Keenleyside Street and Munroe Avenue, as shown on Drawing No. A-8663 and designated as Appendix A.

This section of Lagimodiere Boulevard contains two northbound traffic lanes and two southbound traffic lanes with left and right turn deceleration/storage lanes separated by a median within a 76.2 metre right-of-way and carries approximately 11,700 northbound and 12,800 southbound vehicles between 07:00 and 19:00 on a typical weekday period. This limited access facility is the only major transportation route in the north-east quadrant of the City.

Panet Road between Reenders Drive and Keenleyside Avenue contains two 8.0 metre roadways with left turn storage lanes separated by a median. Between Keenleyside Avenue and Munroe Avenue there exists a 7.5 metre wide asphalt roadway with gravel shoulders within a 30.75 metre right-of-way which carries approximately 12,300 vehicles between 07:00 and 19:00 on a typical weekday period.

The proposed development is located between Lagimodiere Boulevard and Panet Road from approximately 150 metres north of Reenders Drive to approximately 450 metres north of Reenders Drive and is proposed to contain an approximately 140,000 sq. ft. home and garden centre and two leased building sites for complementary businesses. The joint use parking lot area will contain approximately 600 stalls.

Almey Avenue between Lagimodiere Boulevard and Panet Road is proposed to legally and physically be closed in conjunction with this project.

Four private approaches are proposed to serve this site, as follows:

1) a 14.0 metre conforming approach, located 243.6 metres north of Reenders Drive serving as access to the site from Panet Road;

2) a 15.6 metre non-conforming private approach located opposite Munroe Avenue which will be a joint use approach with the property to the north (811 Panet Road) of the subject site will serve as access to a storage yard at the rear of the proposed building. Both property owners have agreed to this joint use private approach on their respective property line;

Report of the Committee on Works and Operations dated June 27, 1995

3) a 13.0 metre non-conforming private approach located opposite Keenleyside Street will serve as access to the site from Panet Road;

4) a 21.8 metre non-conforming channelized private approach located on the west side of Lagimodiere Boulevard approximately 243.8 metres north of Reenders Drive.

The Administration was not in objection to the construction of either of the proposed non-conforming private approaches on Panet Road; however concerns were expressed regarding traffic safety and operations regarding the proposed approach on the west side of Lagimodiere Boulevard.

On May 30, 1995, the Committee on Works and Operations approved the construction of the 15.6 metre and 13.0 metre non-conforming concrete approaches outlined herein.

The application for a 21.8 metre non-conforming channelized private approach located on the west side of Lagimodiere Boulevard approximately 243.8 metres north of Reenders Drive is contained within Schedule 1 of the Private Approaches By-law and is non-conforming under Section 3, Subsection (2) which states:

> *(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 sections 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.*

In accordance with the requirements of Section 3, Subsection (3) of the Private Approaches By-law No. 6546/95, the subject approach was advertised in both the Winnipeg Sun and Winnipeg Free Press and subsequently considered by the Committee on Works and Operations on June 27, 1995. No one appeared in objection thereto.

The Committee on Works and Operations therefore recommends:-

I. That the application for the construction of one 21.8 metre non-conforming channelized private approach located on the west side of Lagimodiere Boulevard approximately 243.8 metres north of Reenders Drive be approved, subject to the following conditions:

   1. That 125.0 metre deceleration lane and upstream transition to the north of the proposed approach be constructed.

   2. That an activity lane south of the proposed approach to tie into the third southbound traffic lane which begins at Reenders Drive be constructed.

   3. That U-turns be prohibited northbound on Almey Avenue and Lagimodiere Boulevard.

II. That the City Solicitor/Manager of Legal Services be requested to prepare for submission to Council, an amendment to Schedule 1 of the Private Approaches By-law No. 6546/95 to exempt Lagimodiere Boulevard on the west side between a point approximately 200 meters north of Reenders Drive and a point approximately 300 meters north of Reenders Drive.

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

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

Adopted by consent.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

963 - On motion of Councillor Duguid, 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. 6664/95, a By-law of The City of Winnipeg to authorize the undertaking of certain local improvements during the year 1995. File SL(1995) (Vol. 1)

By-law No. 6666/95, a By-law of The City of Winnipeg to authorize the undertaking of certain local improvements during the year 1995. File SL(1995) (Vol. 1)

By-law No. 6667/95, a By-law of The City of Winnipeg to authorize the undertaking of certain local improvements during the year 1995. File SL(1995) (Vol. 1)

By-law No. 6668/95, a By-law of The City of Winnipeg to widen part of Moray Street, south of Portage Avenue and Portage Avenue between Lake Street and Moray Street. File DAO 21/93

Councillor Thomas asked to be recorded as having voted against all three readings of By-law 6668/95, in accordance with Rule 50.7 of the Procedure By-law.

On motion of Councillor Duguid the rule was suspended and By-law No. 6671/95, a By-law of the City of Winnipeg to widen Portage Avenue between Ainslie Street and Rita Street, was read a first, second and third time, the rule being suspended for the third reading, was passed and ordered to be signed and sealed.
Files SB-19 (Vol. 3) and DAO 21/93

COMMITTEE ON WORKS AND OPERATIONS

QUESTION PERIOD

964 - Councillor Murray noted that the Administration had been directed to establish an external opertional audit of the operations of Winnipeg Transit, to seek efficiencies and cost savings and questioned whether the Chairperson was aware of the direction and questioned the authority to direct the Administration outside of the Standing Committee process.

Councillor Duguid noted that Winnipeg Transit had been highlighted in the Financial Post newspaper and noted that he was not involved in setting the direction for the audit, but stated that he believed that the matter should have been tabled at a Council seminar.

Councillor Murray questioned where the Transit audit had been on an Executive Policy or Council agenda, and again referred to the authority of the Executive Policy Committee as being related to a formal meeting with attendance of a Clerk.

Councillor Duguid noted that he believed that Councillor Murray was accurate in his interpretations of The City of Winnipeg Act and further noted that guidelines had been tabled at Executive Policy Committee in the past, and that though information direction had also been given, that the direction had not been so dramatically different from that presented at the seminar.

The Speaker advised that he would ensure that the letter of June 23, 1995, directing the Administration would be circulated to all Members of Council and that he would discuss the matter with the Mayor and report back to Council on his interpretation.

Committee on Works and Operations - Question Period (continued)

Councillor Hyman noted the issue on Winnnipeg Hydro in the letter and questioned whether the Chairperson was aware of the extensive report on Winnipeg Hydro and its value to the City of Winnipeg, prepared in response to a motion she had moved with Councillor Golden.

Councillor Duguid noted numerous reports on Winnipeg Hydro and suggested that members of the Standing Committee have access to the report referred to by Councillor Hyman for debate.

Councillor Hyman referred to Transplan 2010, commending Phase I and questioned what could be expected from Phase II.

Councillor Duguid noted that the public consultation phase was winding down and that draft recommendations would be tabled this fall, and that Councillors would be invited to participate in the matter.

Councillor Hyman noted the matter of recycling and requested an update on the proposal process.

Councillor Duguid noted that the bids had closed in early June and that the Administration was almost ready to make a recommendation, so that the program could be in place, early in the Fall.

Councillor Silva questioned what had become of the $3 million City of Winnipeg share of the proposed $30 million Kenaston underpass infrastructure project.

Councillor Duguid noted that the project was no longer being considered, but that approximately $3 million had been expended on design, negotiations and legal work, but that the residual funds had not been reallocated, and that it would be allocated to other projects or it won’t be spent.

Councillor Boychuk referred to the commitment made by Linda MacIntosh in her election campaign, to contribute 50% of the cost for a solution to the Transcona flood problems, and in noting the $1.5 million allocated by Council for this project, requested that an update be provided.

Councillor Duguid noted that the Inter-Governmental Affairs Committee had met and that the current Minister of Urban Affairs had noted that the commitment was merely to entertain the proposal and that there was no further commitment.