REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED NOVEMBER 1, 1994

On motion of Councillor Duguid, the Report of the Committee on Works and Operations dated November 1, 1994, 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.

Carried.

Her Worship the Mayor and Councillors:

Bulky Waste Pick-Up and User Fee Implementation File WT-1.2 (Vol. 10)

152 - 1. On October 19, 1994, Council ruled automatic referral of the following motion to your Committee, under Rule 16.1 of the Procedure By-law No. 5400/90:

Moved by Councillor Lazarenko,
Seconded by Councillor Boychuk,

WHEREAS City Council has approved a change in the refuse collection by-law to provide for a fee to be paid prior to the collection of bulky wastes;

AND WHEREAS this policy became operational on September 1, 1994;

AND WHEREAS only one-third of enquiries to the Operations Department are resulting in arrangements for collection;

AND WHEREAS the projected revenue is some $50,000.00 annually, about one-third of that which was anticipated;

AND WHEREAS numerous pieces of bulky waste are accumulating in the alleys of the City, particularly in areas of lower economic resources;

NOW THEREFORE BE IT RESOLVED THAT the City policy with respect to the imposition of a service charge for the collection of bulky wastes be rescinded forthwith.

On February 25, 1994, Council approved the 1994 Current Estimates including the anticipated recovery for Bulky Waste Pick-up of $115,000.00, based on eight months of revenue. On June 22, 1994, Council adopted Clause 5 of the Report of the Executive Policy Committee dated June 15, 1994 to institute a user fee for the collection of bulky refuse materials. Subsequently, on July 20, 1994, Council amended the Solid Waste By-law No. 1340/76 with By-law No. 6455/94 to include the necessary user fee in the by-law schedule, and to modify the definitions of rubbish and bulky wastes as necessary. On September 1, 1994, the $10 user fee for City supplied bulky waste collection services came into effect.

On October 4, 1994, the Committee on Works and Operations requested the Administration to review and report back on the instances of abandoned bulky waste items in back alleys that have accumulated since the implementation of the $10 bulky waste service charge.

The Administration advises that out of 2,200 inquiries for bulky collection services to date, two-thirds of the people phoning in preferred alternate sources of disposal of their own choice. Projected gross revenues for 1994 are $10,700.00 with gross annual revenues projected at $54,000.00. These figures do not reflect allowances for uncollectible accounts.

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Table 1 shows the number of inquiries received by district, service arrangements and credit card payment option.

TABLE 1

Bulky Waste Services - September 1 - October 21, 1994

District	Service Inquiries	Service Arrangements	Percent Opting for City Service	Percent Using Credit Cards
West	593	166	28%	10.7%
Central	369	100	27%	7.0%
North West	257	142	55%	15.8%
North East	476	133	28%	11.1%
South East	505	184	36%	36.8%
South West				
TOTALS	2,200	725	33%	18.6%

The implementation of the user charge system has cost $5,250.00 in direct costs for customer advertising immediately prior to the start of the service level change and for the bulky waste advisory sticker system. This may increase by an additional $500.00 to cover the cost of stickers in French for the south Districts. This does not include the operating costs of 15 cents per transaction for credit card payments or the $2.20 cost per transaction for billings through Winnipeg Hydro. Table 1 reflects the low public preference (19%) for the credit card payment method. As this method of collection is more cost efficient for the City, procedural improvements are being implemented to encourage credit card usage.

With respect to the effectiveness of the Hydro billing system as a mechanism for bulky wastes user fee recovery, Table 2 shows a satisfactory payment success rate to date, although non-recoverable accounts cannot be determined until after the 4 billing response periods are past.

TABLE 2
Hydro Billing - Payment Response Trend

Billings Sent Out		Payments Received To Oct. 21					Outstanding After 4 Billings (Non-recoverable)
to Oct. 21	To Sept. 23	1st billing	2nd billing	3rd billing	4th billing	Totals	
513	93	109	N.A.				

Departmental costs for bulky collections aren't significantly reduced with fewer service requests inasmuch as refuse collectors are generally in the vicinity. In the Autobin area, a separate collection is required for bulky wastes thereby resulting in a cost saving if collections are not made. Nevertheless, considerable administrative time and effort is involved with all inquiries, and the two-thirds of service requirements not purchased from the City represent significant lost revenue that was not foreseen when the concept was originally analyzed and adopted.

Historically the free, unquestioned removal of large items of refuse has been accomplished with the City's normal provision of refuse collection services. The effect of this practice was a relatively clean state of the City's lanes and streets. This state was recently further enhanced in the City's north end with the implementation of the Autobin system. With the commencement of user charges for bulky waste collections, some of service requesters have reacted to the service level change and use alternative methods to dispose of bulky refuse items including illegal dumping or abandonment methods to avoid service costs.

Table 3 reports on the numbers of bulky items in each District identified as being in the rights-of-way and which have not produced collection requests. Policy requires the application of notification stickers by collection crews when unpaid bulky wastes are found in the lanes. In view of the importance of the placement of stickers, this policy is being reinforced in the field. By nature of our data collection, however, it has not been feasible to include figures for items illegally dumped at commercial locations not collected by the City.

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Table 3 also includes estimates of previous occurrences of abandonment of bulky refuse items about the community. This data is not hard but is based on field experience. Because of previous unlimited collection availability, it is suspected that the reported incidents were due to out-of-town sources, lack of knowledge of service availability or frivolous acts of vandalism.

TABLE 3

Estimated Deposit of Bulky Wastes in Rights-of-Way

Di	A Oct.	Pro Ar	Hist Aband	Inc
West Central	2	1,	Neg	
North West	1,	4,	2	1
North East	1	1,	1	5
South East		1	4	2
South West	1	2	6	3
TO	1,	7,	370	19

The Administration has expressed the view that the change to user fees has impacted on the significant increase in illegal abandonment of bulky items reported, although the experience base is too short to conclude whether the trend is short- or long-term.

The trend of abandonment is one concentrated in the lane collection areas and appears to be relative to community economic levels, with the problem centered in the inner-city sectors of the west and north ends, with minimal presence in the suburbs. This may be expected based both on the ability to pay and on the relatively small amount of non-reusable goods appearing for disposal in the more affluent areas.

The exaggerated change in the North West District relative to the other Districts is likely due to the anonymity of refuse ownership, and points out a special vulnerability (to fee avoidance) associated with the Autobin system. As such abandonments are very difficult to control even with significantly increased policing, such revenue losses may simply have to be accepted as a business cost.

Based on the numbers of customers choosing to not request the City's collection service for bulky refuse items, the abandonments during the initial phase-in period represent 42% of the private disposal numbers identified. However, because it is not possible to estimate what portion of abandonments were initially identified as an inquiry, no conclusion as to degree of recycling, self disposal or even lane scavenging of the non-serviced inquiries can be made. Future trends relative to this experience will be of more validity, however, as we are likely still in the predictably unstable transition period with the new system.

The Health Department advises that the problem is serious in several sectors, particularly in economically depressed areas, and that such uncollected wastes can become a source of community disease. There exists potential for such wastes becoming the winter shelters for rodents, increased unsanitary conditions as the items become wet, not to mention the grief and aggravation expressed by the public.

The impact on public health was not a consideration during development of the user pay system and, if it proves to be a problem beyond the initial transition period, a review of the service level may be warranted.

Two other community response phenomena since user charges commenced are worthy of note. Manitoba Housing and Renewal Corporation has advised that they are calling tenders in order to evaluate the cost for the collection of bulky wastes from all rental properties under their jurisdiction, most of which are located in low income sectors. Another major property management company has contacted West Central District regarding a blanket agreement to pay for bulky collections as required from their properties.

The Administration advises of three options to deal with the aforementioned situation:

Alternative 1

Continue with the new policy and continue to collect only those bulky wastes for which service has been prepaid.

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Comment: If the decision is taken to maintain the status quo at this time, it would be appropriate to further review this situation after, say, three months and again in the spring after the spring clean-up period.

Alternative 2

Rescind the charge for bulky wastes pick-up.

Comment: If a judgement is made that the revenue to be collected is not commensurate with the adverse impacts of the policy then a decision could be made to rescind the bulky fee charge and revert to all inclusive collection by the City. This matter could then be considered further at the time that the broader issue of solid waste collection user fees is brought to a policy determination.

Alternative 3

Continue the policy but provide for collection of unpaid bulky wastes left in street and alley rights-of-way that have been there for more than, say, three weeks.

Comment: This alternative would mitigate the concerns that have been raised with respect to public health measures. It would likely discourage payment of the fee as persons realize that the item will eventually be picked up even if payment is not made.

On November 1, 1994, the Committee on Works and Operations also considered a motion referred from the Lord Selkirk-West Kildonan Community Committee containing the following resolve:

NOW THEREFORE BE IT RESOLVED THAT the Lord Selkirk-West Kildonan Community Committee hereby recommends to the Committee on Works and Operations that the Operations Department be authorized to pick up all bulky wastes that have been abandoned in lanes and streets for a duration of at least one refuse pickup cycle.

Following deliberation, the Committee on Works and Operations received the motion referred by Council and the motion by the Lord Selkirk-West Kildonan Community Committee as information and recommends:-

I. That Alternative 3 outlined below be approved with the amendment that three weeks be amended to two weeks incorporated therein, namely:

Continue the policy but provide for collection of unpaid bulky waste left in street and alley rights-of-way that have been there for more than two weeks.

II. That the matter be reviewed in one year.

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

Adopted by consent.

Proposed Amendments to the Snow Route By-law
Files SC-3.6 (Vol. 16) and ST-5.2 (Vol. 21)

153 - 2. On November 17, 1993, Council approved a restructuring of the City's Overnight Parking Restrictions prohibiting parking on Snow Routes between 2:00 a.m. and 6:00 a.m. from December 1 until the end of February. The revisions and subsequent by-law changes were intended to increase the effectiveness of the parking bans thereby allowing the City to satisfactorily perform any necessary snow clearing operations on streets free of parked cars.

Over the past fifteen years, the City has developed a comprehensive Snow Route System for "Regional" and some "Non-Regional" streets. During that time, many factors had been used to identify "Non-Regional" streets for inclusion as Snow Routes. The Administration was requested to undertake a review of the existing Snow Route System recognizing that the lack of formal criteria used to determine eligible streets has resulted in the designation of some streets in the past which should not have been considered as Snow Routes.

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Designation as a Snow Route provides a higher level of snow clearing for residents living along the street, although it places severe limitations on the availability of overnight "on-street" parking available in the area. For these reasons, it is essential that streets are properly identified.

A revised "Schedule B" of the Snow Route By-Law No. 1991/78 listing Non-Regional Snow Routes is outlined on Appendix I. Criteria used in the evaluation were established as follows:

- A street be part of a Winnipeg Transit Bus Route
  or
- A street has a daily traffic count in excess of 1,000 vehicles per day

A summary of the changes identified by Operation Districts is outlined on Appendix II. Most additions proposed are the result of changes in bus routes or new construction.

On September 2, 1994, the Committee on Works and Operations considered a written presentation requesting removal of the "Snow Route" status of Waverley Street between Corydon Avenue and Grant Avenue. In response, a traffic count was conducted in September with 2,600 to 3,000 vehicles per day recorded. Based on the aforementioned criteria, the designation of this street as a "Snow Route" should remain in place.

The Committee on Works and Operations recommends:-

I. That Schedule "B" of the Snow Route By-Law No. 1991/78 be amended as outlined on Appendix I, to reflect the proposed changes to the Non-Regional Snow Route System with the following amendments to be incorporated therein, namely:

A) Cambridge Street between Academy Road and Taylor Avenue be changed as follows:

Cambridge Street between Corydon Avenue and Taylor Avenue

B) Delete Waverley Street between Grant Avenue and Corydon Avenue

C) Add Brewster Street between Kildare Avenue and Regent Avenue

D) Add Hoka Street between Regent Avenue and Pandora Avenue

E) Add Widlake Street between Victoria Avenue and Kildare Avenue

F) Add Mathers Avenue between Lindsay Street and Cambridge Street;

G) That Grosvenor Avenue between Centennial Street and Renfrew Street be changed as follows:

Grosvenor Avenue between Centennial Street and Wellington Crescent

II. That the City Solicitor 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 effect the intent of the foregoing.

Appendices I and II 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 November 1, 1994

Advance Authorization for 1995 Capital Funding for:
(1) The Reconstruction of the Newton Avenue Combined Sewer from Scotia Street to the Pumping Station; and
(2) The Maintenance of the St. John's Avenue Outfall to the Red River
File FC(1995)

154 - 3. The Operations Department has advised the Committee on Works and Operations that the renewal of the Newton Avenue Combined Sewer from Scotia Street to the Pumping Station and the maintenance of the St. John's Avenue Outfall to the Red River should be initiated during the late fall and early winter for the following reasons:

1) The combined sewer can only be renewed when low flows are expected in the 1,800 mm (72 inch) diameter trunk sewer as the reconstruction entails the open-cut method of installation and any large flows in the sewer would inundate and severely damage the construction site.

2) The outfall maintenance work must be done during winter months while the river is at a low level and frozen over.

The Engineering Consultant assigned to these projects has assured the North West District Operations that all of the necessary design and construction procedures can be performed in the late fall and winter of 1994/95 in order that they can be completed before spring break-up and the advent of spring rains.

Funding for the two projects have been included in the 1995 Capital Budget as follows:

	Page	Amount
Newton Avenue from Scotia Street to the pumping station - Combined Sewer Renewal	152	$124,000.00
St. John's Avenue Outfall to the Red River - Outfall Maintenance	157	$ 50,000.00

The 1993 Capital Estimates included funding in the amount of $110,000.00 for the Newton Avenue combined sewer renewal and the 1994 Capital Estimates included funding in the amount of $50,000.00 for the maintenance of the St. John's Avenue Outfall to the Red River.

Total funds available including proposed 1995 Capital funding are as follows:

Newton Avenue Combined Sewer Renewal	$234,000.00
Maintenance of St. John's Avenue Outfall	$100,000.00

Council approval is required for early authorization of budget expenditures.

Your Committee on Works and Operations therefore recommends:-

I. That advance authorization be granted for the expenditure of $124,000.00 and $50,000.00 from the 1995 Capital Budget for the reconstruction of the Newton Avenue Combine Sewer from Scotia Street to the pumping station and for the maintenance of the St. John's Avenue Outfall to the Red River, respectively.

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 on Works and Operations dated November 1, 1994

Installation of Concrete Pavement, Boulevarding, Street Lighting, Land Drainage Sewers, and Sidewalk on Shaftesbury Boulevard from a Point approximately 165 Metres South of West Taylor Boulevard to Grant Avenue as a Local Improvement

File SL(1995) (Vol. 1)

155 - 4. Your Committee on Works and Operations has been advised that under the terms of Development Agreements AG 62/86 and AG 16/88, being Phases 2 and 3 respectively of the Tuxedo West Development, the City is obligated to construct the aforementioned improvements on Shaftesbury Boulevard from a point approximately 165 metres south of West Taylor Boulevard and Grant Avenue.

Shaftesbury Boulevard currently exists as a gravel roadway rural cross-section between Wilkes Avenue and Grant Avenue. On April 19, 1994, the Assiniboia Community Committee requested that favourable consideration be given to paving Shaftesbury Boulevard from Grant Avenue to Wilkes Avenue as a local improvement. Fronting property on Shaftesbury Boulevard is sufficient to ensure successful advertisement as a local improvement.

The long-term ultimate design of Shaftesbury Boulevard is a four-lane divided urban cross-section Regional street. The Streets and Transportation Department suggests that one-half of the four-lane roadway be constructed now, with the other half as a future consideration as warranted by traffic demand.

The scope of the recommended work is an 8.6 metre wide by 200 mm thick concrete pavement with landscaping of the east boulevard and street lighting, also on the east boulevard, with a 1.5 metre wide concrete sidewalk and a land drainage sewer. An interim-type ditch land drainage system is proposed for the north and south extremities of the project. A permanent land drainage system could be installed at each end when the full four-lane cross-section is warranted.

The total cost of the construction of these improvements is estimated at $1,800,000.00 with recovery from private properties, pending successful local improvement advertising, estimated at $760,901.80. The Developer, 68888 Manitoba Limited, has committed funds in the amount of $320,020.81, available from a deferred credit account, towards the subject improvements in accordance with the terms of the referenced Development Agreements. The total net cost to the City for these projects is estimated at $719,078.19.

In order for the improvements on Shaftesbury Boulevard to proceed, the land drainage sewer in West Taylor Boulevard must be extended to Shaftesbury Boulevard. In accordance with the terms of Development Agreement AG 16/88, the Developer is required to extend said land drainage sewer including street pavement, upon the request of the Commissioner of Works and Operations. It is also necessary for the City to allocate the necessary funding to carry out the construction subsequent to successful advertising.

The Administration advises that funding is available from the 1992 Unused Borrowing Authority and, inasmuch as the value of the projects exceed the funding allocated for local improvements in the 1995 Capital Estimates, inclusion in the 1995 Estimates would mean that funding from other areas of the Estimates would be required to cover shortfalls, and consequently, no other local improvement projects would be possible in 1995.

The Committee on Works and Operations therefore recommends:-

I. That the installation of an 8.6 metre wide by 200 mm thick concrete pavement, landscaping of the east boulevard, street lighting on the east boulevard, 1.5 metre wide concrete sidewalk, and land drainage sewers at a cost of $1,800,000.00 proceed as a local improvement, pending successful local improvement advertising in November.

II. That these projects be funded from Unused Borrowing Authority available in the 1992 Capital Estimates from Local Improvements.

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

Adopted by consent.

Report of the Committee on Works and Operations dated November 1, 1994

Pembina Highway Widening Project between rue des Trappistes and the South City Limit - Advance Approval of the 1995 Capital Estimates
Files SC-3.11(35) [c/r FC(1995)]

156 - 5. On July 21, 1993, Council approved the implementation of the Summary Report entitled "Recommended Plan for Pembina Highway Widening Project from rue des Trappistes to South City Limits", recommending a roadway improvement plan consisting of a new two-lane northbound pavement, rehabilitation of the existing pavement for southbound traffic and twin bridges over the La Salle River.

On January 26, 1994, Council approved the 1994 Capital Estimates including funds in the amount of $3,797,000.00 for Phase I construction of the subject project, which commenced in 1994 and comprised roadway embankment construction and riverbank stabilization measures in the vicinity of the La Salle River and Turnbull Drive. Most of the works have now been completed, and the balance will be completed by year end, as scheduled.

Phase II construction of the project involving the construction of twin bridge structures across the La Salle River and the construction of roadway pavements south of Turnbull Drive, is scheduled to commence in January 1995. Construction of the northbound bridge structure is scheduled for completion in 1995, with completion of the southbound bridge structure in 1996. Roadway pavement construction south of Turnbull Drive is scheduled for completion in 1995.

Funding in the amount of $6,200,000.00 for Phase II construction of the Pembina Highway project is included in the recommended 1995 Capital Estimates of the Streets and Transportation Department.

Phase III construction of the project is scheduled to commence in 1996 involving the construction of roadway pavements north of Turnbull Drive and total project landscaping, all scheduled for completion in 1996.

To maintain project scheduling and to permit the orderly completion of the balance of the project works scheduled for 1995 and 1996, Phase II construction involving the twin bridge structures must commence in early January 1995, to ensure the scheduled opening of the road facility to traffic by the end of 1996. As such, tender advertising for the bridge structures must occur in November 1994, to enable a contract award to be made in early January 1995.

In view of the requirement to undertake construction of the above works as indicated, the Administration has advised that it would be appropriate to commit funding in the total amount of $6,200,000.00 for Phase II construction of the Pembina Highway Project as a first call on the 1995 Capital Borrowing Authority for related tendering, award of contract and construction prior to final approval of the 1995 Capital Program in order to meet the adopted project schedule.

The Committee on Works and Operations therefore recommends:-

I. That a funding commitment in the total amount of $6,200,000.00 for Phase II construction of the Pembina Highway Project - rue des Trappistes to the South City Limit - in the proposed 1995 Capital Estimates of the Streets and Transportation Department be approved as a first call on the 1995 Capital Borrowing Authority for related tendering, award of contract, and construction, prior to final approval of the 1995 Capital Program.

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 on Works and Operations dated November 1, 1994

Proposed Closing of 8 foot Lane South of Benn Avenue between Shirley Street (now Rivercrest Road) and Main Street - Lord Selkirk-West Kildonan Community
File DAC 20/89

157 - 6. Your Committee on Works and Operations has been advised that the proposed closing of the 8 foot lane south of Benn Avenue between Shirley Street (now Rivercrest Road) and Main Street, shown on Misc. Plan No. LSWK 7496/2 and designated as Appendix A, was requested by the adjoining owners on Benn Avenue.

Although this closing was approved as to planning considerations by the Committee on Planning and Community Services on January 8, 1990, sales agreements were never reached with any of the adjoining owners and consequently, the proposal did not proceed further.

In June 1993, the matter was revived as a result of the adjoining owner to the south, Novamet Development Corporation, expressing an interest in acquiring the lane or portions thereof which may not be disposed of, for inclusion in the Company's subdivision plans to the south of the lane.

Of the six adjoining property owners on Benn Avenue, three have advised of their willingness to acquire part of the lane. The balance of the lane is to be offered to Novamet Development Corporation except for the north/south portion which is to be retained by the City.

The Committee on Works and Operations has approved the proposed closure and recommends:-

I. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the lane closing in accordance with Plan No. LSWK 7496/2; the cost of the by-law and all other related costs to be borne by the applicants.

II. That upon first reading of the by-law being subsequently given, the City Clerk be authorized to post the necessary notices in accordance with The City of Winnipeg Act.

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

Misc. Plan No. LSWK 7496/2 to this proposal is on file in the Office of the City Clerk.

Adopted by consent.

Proposed Partial Closing of the North/South Lane North of Sara Avenue and Opening of East/West Lane to Furby Street - City Centre Community
File DAOC 1/94

158 - 7. The Committee on Works and Operations has been advised that the subject proposal, shown on Misc. Plan No. CC9180, and designated as Appendix A, was initiated by Credo Entertainment Corporation. The proposed lane closure is to accommodate the construction of a new 10,000 square foot building with a corridor-type addition across that portion of the lane proposed to be closed to connect the existing building fronting on Sherbrook Street.

No objections to the proposed lane closing/opening were received from the applicable City departments and public utilities. There were however a number of requirements from the Streets and Transportation Department and the West Central District Operations concerning removal of lane approach, boulevard, sidewalk and curb restorations, and design of the new lane with corner cuts. In addition, the utilities indicated the presence of services in the lane proposed to be closed which will require easements and/or relocation costs.

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On September 13, 1994, the City Centre Community Committee recommended approval of the proposal and subsequently on September 27, 1994, the Committee on Planning and Community Services approved the proposal as to planning considerations. On October 24, 1994, the Committee on Finance and Administration approved the terms and conditions of the exchange of lands and recommended to the Committee on Works and Operations that the necessary closing/opening by-law be initiated.

The Committee on Works and Operations has approved the proposed closing/opening and recommends:-

I. That the City Solicitor be instructed to prepare the necessary street closing/opening by-law for submission to Council to effect the proposed partial closing of the north/south lane north of Sara Avenue and opening of the east/west lane to Furby Street in the manner shown on Misc. Plan No. CC9180; the costs of the by-law estimated to be $250.00, to be borne by Credo Entertainment Corporation.

II. That upon first reading of the by-law being subsequently given, the City Clerk be authorized to post the necessary notices in accordance with The City of Winnipeg Act.

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

Misc. Plan No. CC9180 to this proposal is on file in the office of the City Clerk.

Adopted by consent.

Proposed Opening/Closing (relocation) of Lanes on the South Side of Mountain Avenue between Main and Charles Streets - Lord Selkirk-West Kildonan Community File DAOC 2/94

159 - 8. The Committee on Works and Operations has been advised that the subject lane opening/closing, shown on Misc. Plan No. LSWK 9235/3 and designated as Appendix A, was initiated by McDonald's Restaurants of Canada Limited, Burnaby, British Columbia, in order that the Company may consolidate lands for a future restaurant.

No objections to the proposed lane closing/opening were received from the applicable City departments and public utilities. There were however a number of concerns noted by the Streets and Transportation Department and the North West District Operations respecting the design of the relocated lane. In addition, the utilities indicated the presence of services in the lane proposed to be closed.

The Streets and Transportation Department suggested a right-of-way width of 6.25 metres with a 3.0m X 3.0m corner cut at the intersection of the proposed new north-south lane with the existing east-west public lane. Alternatively, the Streets and Transportation Department suggested the construction of a turnaround at the east terminus of the east-west lane. Both alternatives would require lands not within the area controlled by McDonald's. To resolve this problem, North West District Operations proposed increasing the width of the new lane to 9.25m with 5.0m pavement to accommodate the corner cut within the site controlled by McDonald's.

On September 13, 1994, the Lord Selkirk-West Kildonan Community Committee recommended approval of the proposed lane opening/closing shown on Misc. Plan No. LSWK 9235/3, with the design revisions outlined on Schedule A dated August 31, 1994, as proposed by the North West District Operations.

Subsequently, on September 27, 1994, the Committee on Planning and Community Services approved the proposed lane opening/closing as to planning considerations. On October 24, 1994, the Committee on Finance and Administration approved the terms and conditions of the exchange of lands, and recommended to the Committee on Works and Operations that the necessary opening/closing by-law be initiated.

Report of the Committee on Works and Operations dated November 1, 1994

The Committee on Works and Operations has approved the proposed opening/closing and recommends:-

I. That the City Solicitor be instructed to prepare the necessary street opening/closing by-law for submission to Council to effect the proposed opening/closing (relocation) of lanes on the South Side of Mountain Avenue between Main and Charles Streets in the manner shown on Misc. Plan No. LSWK 9235/3; the costs of the by-law estimated to be $250.00, to be borne by McDonald's Restaurants of Canada Limited.

II. That upon first reading of the by-law being subsequently given, the City Clerk be authorized to post the necessary notices in accordance with The City of Winnipeg Act.

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

Misc. Plan No. LSWK 9235/3 to this proposal is on file in the office of the City Clerk.

Adopted by consent.

COMMITTEE ON WORKS AND OPERATIONS

MOTIONS

Moved by Councillor Golden,
Seconded by Councillor Angus,
160 - WHEREAS By-law No. 6480/94, a By-law of the City of Winnipeg to close a portion of DeVos Road, east of Waverley Street, is before Council for second and third readings:

BE IT RESOLVED that notwithstanding the closing of said portion of DeVos Road, the said portion shall remain physically open in its present configuration and maintained as the equivalent to a public road until such time as:

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

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

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

The Speaker ruled automatic referral to the Committee on Works and Operations in accordance with Rule 16.1 of the Procedure By-law.

Moved by Councillor Golden,
That the rule be suspended to allow consideration of the motion at this time.

Carried.

The motion was put and declared carried.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

161 - On motion of Councillor Duguid, By-law No. 6480/94 was read a second and third time and was passed and ordered to be signed and sealed. File DAC 3/94

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. 6509/94, a By-law of The City of Winnipeg to amend By-law No. 820/74, being a by-law of the said City concerning the reservation of certain portions of streets for the purpose of parking vehicles and the use of parking meters in connection therewith. File ST-2 (Vol. 19)

By-law No. 6510/94, a By-law of The City of Winnipeg to amend By-law No. 1481/77, being The City of Winnipeg Streets By-law. File ST-5.3 (Vol. 5)

On motion of Councillor Duguid, By-law No. 6517/94, 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, was read a first time. File DAOC 1/94

Councillor Duguid moved that this constitute the first reading of By-law No. 6517/94, which motion was carried.