REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED JULY 5, 1994

On motion of Councillor Duguid, the Report of the Committee on Works and Operations, dated July 5, 1994, was considered clause by clause.

Moved by Councillor Duguid,
That the Consent Agenda, Clauses 1,2,3,4,5,6,7,8,9,10 and 11 be adopted.

Her Worship the Mayor and Councillors:

Lac Seul Agreement
File HG-1 (Vol. 3)

947 - 1. On November 15, 1922, Canada, Ontario and Manitoba entered into a tripartite agreement to work out a storage scheme covering Lac Seul under jurisdiction of the Lake of the Woods Control Board, costs to be borne by power interests as and when benefitted. On February 28, 1928, the same parties agreed to provide for the construction, operation and maintenance of a dam at the outlet of Lac Seul at Ear Falls to create water storage and to provide for regulation of waters flowing from Lac Seul for the benefit of hydro-electric sites on the English River in Ontario and the Winnipeg River in Manitoba, to which the English River is a tributary. In 1930 the Ear Falls Dam was placed in operation and has continued in service since that date. On December 31, 1980, the amortization of expenditures incurred on behalf of Manitoba over a period of fifty (50) years as agreed, terminated, together with the Agreement.

Council, at its meeting on March 7, 1990, adopted Clause 5 of the Report of the Committee on Works and Operations dated February 20, 1990, approving an Agreement between Canada, Ontario, Manitoba, The City of Winnipeg, Ontario Hydro and Manitoba Hydro which would allow for the restoration of the Dam and its continued operation and maintenance with such Agreement being effective January 1, 1985, on the understanding that the negotiated terms and conditions for the proposed Lac Seul Agreement were acceptable to all parties. However Ontario, represented by the Minister of Natural Resources for Ontario, continues to refuse to complete the Agreement, stating further revisions to the proposed Agreement are necessary with respect to matters of liability for claim costs.

Since the subject proposed Agreement contemplates an effective date of January 1, 1985, and further provides for a joint responsibility for paying claims costs arising from the existence, maintenance and operation of the subject Dam, the Administration is of the opinion that it is in the best interest of the City to withdraw from such Agreement and revoke its signature as all attempts to secure an undertaking from Ontario to finalize the Agreement have failed.

The continued use of the facility by Winnipeg Hydro will be accommodated through operating arrangements made among Ontario Hydro, Manitoba Hydro and Winnipeg Hydro.

The Committee on Works and Operations therefore recommends:-

I. That Council withdraw its approval for the City to sign an Agreement with regard to cost-sharing for the operation, maintenance and control of the Lac Seul Reservoir and Ear Falls Dam, known as the Lac Seul Agreement, approved by Council on March 7, 1990.

II. That all parties be advised forthwith of the City's decision to revoke signature to the proposed Lac Seul Agreement.

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 July 5, 1994

1994 Local Improvements Funding
File SL(1994) (Vol. 1)

948 - 2. The Committee on Works and Operations has been advised that the Local Improvements outlined in the recommendation contained herein will be constructed in the 1994 construction season, the total cost of $785,000.00 to be paid by the City as stipulated in Clause 6k b) of Development Agreement AG 44/74.

The projects have been successfully advertised as Local Improvements on April 22, 1994, and would normally be recommended for inclusion in the 1995 budget. However, inasmuch as a shortfall is projected in that budget, the Administration has determined that sufficient surplus funds exist in the Local Improvement section of the 1993 Capital Budget to fund these projects.

The Committee on Works and Operations therefore recommends:-

I. That the following Local Improvement projects be funded using 1993 Local Improvement Budget surpluses:

A.	Land Drainage Sewer - In Bairdmore Boulevard (North Leg) from Pembina Highway to a point approximately 100 feet west of the west line of Barnes Street.	$100,000.00
B.	Concrete Street Pavement, dual 25 feet (8 inches thick) - On Bairdmore Boulevard (North Leg) from Pembina Highway to a point approximately 100 feet west of the west line of Barnes Street	625,000.00
C.	Concrete Sidewalk, 5 feet - On the north side of Bairdmore Boulevard (North Leg) from Pembina Highway to a point approximately 100 feet west of the west line of Barnes Street	35,000.00
D.	Ornamental Street Lights - on Bairdmore Boulevard (North Leg) from Pembina Highway to a point approximately 100 feet west of the west line of Barnes Street	25,000.00

II. That the City Solicitor be requested to prepare the necessary by-law authorizing these Local Improvements to proceed, for submission to Council.

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

Adopted by consent.

Additional 1994 Combined Sewer Renewal Works in the North West District -
1. Main Street (East Side) from Seven Oaks Avenue to First Manhole South
2. Cathedral Avenue from St. Cross Street to First Manhole East of Main Street
File WS-5 (Vol. 16)

949 - 3. The Committee on Works and Operations has been advised that the requirement to carry out the combined sewer renewal works on the subject sections of Main Street and Cathedral Avenue occurred as a result of street pavement rehabilitation works recently being scheduled for 1994.

Report of the Committee on Works and Operations dated July 5, 1994

The deteriorated condition of the subject combined sewer on Main Street was identified in 1992 during the combined sewer renewal programming deliberations for the 1993 Capital Estimates, but due to budget limitations, this section of combined sewer was not included in either the 1993 or 1994 Capital Estimates.

The sewer renewal work is being necessitated because of the asphalt resurfacing of the west side of Main Street and miscellaneous concrete repairs on the east side between McAdam Avenue and Seaforth Avenue as part of the 1994 Capital Estimates and the scheduling thereof. In addition, past-practice on other sections of Main Street has required the relocation of the combined sewer from the area under the street pavement into the centre median area. The budgetary requirement for this sewer renewal program is $80,000.00.

The condition of the combined sewer in Cathedral Avenue between Main Street and Scotia Street was assessed in 1990. One location on the sewer between St. Cross Street and Scotia Street was identified as being in danger of imminent failure and a repair was subsequently carried out.

The section of sewer in question, between St. Cross Street and the first manhole east of Main Street, was identified as a proposal for possible inclusion in the Combined Sewer Renewal Category of various Capital programs since 1990. However, the proposal has failed the competitions for funding to date.

The sewer renewal work is now being necessitated by the schedule of the Joint Municipal/ Provincial/Federal Street Infrastructure Program to asphalt resurface Cathedral Avenue between Main Street and St. Cross Street in 1994. The budgetary requirement for this sewer renewal proposal is $257,000.00.

The Committee on Works and Operations therefore recommends:-

I. That the following combined sewer renewal works be undertaken in 1994 utilizing surplus funding totalling $337,000.00 identified as follows:

Main Street (East Side), Seven Oaks Avenue to 1st Manhole South

Account Number	(1993)	03-5193040607	$ 80,000.00

Cathedral Avenue, 1st Manhole East of Main Street to St. Cross Street

Account Number	(1993)	03-5193040607	169,990.00
		03-5193040605	35,000.00
	(1992)	03-5192040601	
	(1992)	03-5192040602	
	(1992)	03-5192040604	52,010.00
	(1992)	03-5192040606	
	(1992)	03-5192040607	
			$257,000.00
	GRAND TOTAL		$337,000.00

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.

Solid Waste Utility Implementation
File WT-1.2 (Vol. 9)

950 - 4. Council, on July 22, 1993, adopted Clause 5 of the Report of the Committee on Works and Operations dated July 12, 1993, with respect to the implementation of a solid waste utility, which recommended the following:

"I. That a committee be formed to prepare recommendations on a solid waste utility, consisting of the Chairperson of the Committee on Works and Operations, Councillor Boychuk as an additional member of the Committee on Works and Operations, the Commissioner of Works and Operations, and appropriate members of the general public and the Administration.

Report of the Committee on Works and Operations dated July 5, 1994

II. That prior to further reporting on the details for implementation of a solid waste utility, a public consultation program be undertaken, at a cost of up to $50,000.00, and that an additional appropriation be approved to be funded from the 1993 budgeted surplus in the Solid Waste Disposal Fund.

III. That a further report be submitted by October 31, 1993, including results of the public consultation program, comments from the Community Committees, prior to implementation and recommendation for a solid waste utility."

On November 2, 1993, the Committee on Works and Operations concurred with a request from the Ad Hoc Committee on Waste Reduction that it be charged with the responsibility of developing a comprehensive, integrated plan for waste reduction that will incorporate initiatives now underway, as well as new initiatives in order to formulate a comprehensive plan.

On June 22, 1994, Council adopted Clause 5 of the Report of the Executive Policy Committee dated June 15, 1994, establishing the fee for bulky waste collection at $10.00 per premises visit.

For the information of members of Council, the Ad Hoc Committee has not submitted their recommendations relative to a comprehensive, integrated plan for waste reduction to date. In view of the foregoing, the Committee on Works and Operations will be holding this matter in abeyance pending receipt of recommendations of the Ad Hoc Committee in this regard.

Adopted by consent.

Wastewater Sewer in Roblin Boulevard to service the Charleswood Legion Non-Profit Housing - Assiniboia Community File WS-5 (Vol. 16) [c/r DASSF 525/93]

951 - 5. On September 10, 1993, the City entered into an Agreement with Charleswood Legion Non-Profit Housing Inc., stipulating that the Legion Housing shall construct a parallel gravity 250 mm wastewater sewer in Roblin Boulevard from Municipal Road to Community Row, including the reconnection of intercepted lot line connections and an interconnection to the existing 200 mm wastewater sewer, estimated to cost $100,000. The Agreement also stipulated that the City shall reimburse Legion Housing for the cost of reconnecting the intercepted lot line connections and of the interconnection to the existing 200 mm wastewater sewer up to a maximum of $30,000.00, which funds were subsequently approved by Council.

On June 7, 1994, the Committee on Works and Operations considered a request from Mr. S. Puchniak, Development Consultant, and George Pratt, G. A. Pratt Associates, Engineering Consultants, that the City increase their contribution of funding to cover additional costs for the sewer replacement project necessitated due to occurrences of hardpan and a failure to secure easements for alternate alignment.

Two alternatives were presented to the Committee by the Administration. Alternative "A" provided for service connections to be intercepted at the main and re-connected as originally outlined in the agreement excepting now 15 reconnections must be made instead of 8. Alternative "B" provides for all service connections to be renewed to the property line. Although Alternative "B" is not critical to successful completion of the project at this time, it may save the City in future cost of sewer renewals.

Report of the Committee on Works and Operations dated July 5, 1994

Costing of Alternatives "A" and "B" funding shortfall are outlined below.

	Alternative "A"	Alternative "B"
Construction Cost	167,201.50	185,168.50
Charleswood Legion Budget	83,000.00	83,000.00
Shortfall	84,201.50	102,168.50
City Contribution	30,000.00	30,000.00
Net Shortfall (Additional funding needed to complete the project)	54,201.50	72,168.50
Suggested funding makeup	Alternative "A"	Alternative "B"
City	27,000.00	49,500.00
Charleswood Legion	27,201.50	22,668.50

The City's share of the suggested funding makeup is based on the following benefits that are apparent to the City.

New Service Connections	37,500.00	60,000.00
New Manholes	19,500.00	19,500.00
Increased Capacity Benefit	Recognized but not quantifiable	Recognized but not quantifiable
Total benefit to City	57,000.00	79,500.00
Previously Committed	30,000.00	30,000.00
Net additional Commitment	27,000.00	49,500.00

On June 7, 1994, the Committee on Works and Operations concurred in the project outlined as Alternative "B" and further directed that the Administration discuss with the Charleswood Legion an agreeable cost-sharing arrangement for Alternative "B", estimated to cost $185,168.50.

Subsequently, the Charleswood Legion Non-Profit Housing has advised that they are prepared to increase their funding by $11,334.25, being one-half of the outstanding amount of $22,668.50 funding required. This confirmed Charleswood Legion Non-Profit Housing Inc.'s total funding for this sewer project to be $94,334.25. The City's share of the construction cost would therefore be $90,834.25. The inclusion of Engineering fees (at 11%) brings the City's total cost-share to approximately $101,000.00.

On July 5, 1994, the Committee on Works and Operations was apprised that the City's share of the construction cost is reasonably estimated to be $79,500.00, however, there is also an increased capacity benefit that to date has not been considered. Essentially with the City contribution as described above, the City will be paying only 49% of the cost of a new sewer in Roblin Boulevard, with much greater benefit of the City. Surplus funding in the amount of $91,000.00, plus the previously committed $30,000.00 is available from the 1993 Capital Estimates - Sewage Disposal System Fund Account No. 44 118xxx 5293210602.

On the understanding that the Committee on Planning and Community Services, at its meeting held on July 8, 1994, approves the proposed matter relative to the amendments to the Short-form Development Agreement AG 525/93, the Committee on Works and Operations recommends:-

I. That the City shall reimburse Legion Housing for the cost of renewing the existing lot line connections, installing new manholes and replacing the existing 200 mm sewer as certified by the Commissioner of Works and Operations to a maximum of $101,000.00 including engineering.

Report of the Committee on Works and Operations dated July 5, 1994

II. That funds up to a maximum of $101,000.00 to cover the cost of the City's share for the wastewater sewer and engineering fees be allocated from surplus funds in the 1993 Capital Estimates - Sewage Disposal System Fund Account No. 44 118xxx 5293210602.

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.

Policy on the City's Water Standpipes and Cost Recovery
Files EP-1 (Vol. 16), ST (Vol. 3) WW-2 (Vol. 3) and WS (Vol. 4)

952 - 6. The charge for water from the water standpipes operated by the City remained unchanged at $2.00/1000 I gal. from 1976 to 1992. This was inconsistent with cost of service principles and in recent times resulted in the water being sold well below actual cost. Accordingly, in 1992 the Department reviewed the charge for water sold at standpipes with a view to bringing the rate more in line with the cost of providing the service.

In 1993, the rate was raised from $2.00/1000 I gal. to $3.50/1000 I gal., as an interim measure with the objective of bringing the rate in line with the cost of service by the end of 1994. On January 1, 1994, the rate was raised to $4.00/1000 I gal.

The cost of providing water at the standpipes can be broken into three components as follows: water production costs, capital recovery costs associated with repaying the debt generated when the water standpipes were built, and operation and maintenance costs associated with the water standpipes.

The water production costs for the water standpipes is equal to the block 1 rate charged to residential customers, i.e. $2.48/1000 I gal. or $1.55/100 cu. ft.

The capital recovery charge associated with repaying the debt generated when the water standpipes were built has been determined using the capital cost and sales for the most recently constructed facility, the Waverley Standpipe. The capital cost of the Waverley Standpipe was in the order of $180,000. The annual debt payment, assuming a 20-year life and 10% interest is then $21,150 per year. Sales for the standpipe are approximately 16,000,000 I gal. per year. Accordingly, the capital recovery charge is $1.32/1000 I gal.

The annual cost of operating and maintenance of the standpipes includes administration, billing, infrastructure maintenance, periodic checks and callouts, costs associated with vandalism, and snow and ice clearing. Recent experience indicates that operating and maintenance costs are $0.94/1000 I gal.

A full cost recovery rate for water standpipes has been calculated as follows:

Block 1 Water Rate	$2.48
Capital Recovery Charge	$1.32
Operating and Maintenance	$0.94
Total	$4.74/1000 I gal. (1994 $)

Based on the foregoing, the current standpipe rate of $4.00 does not provide a full cost recovery for the service, therefore, a further adjustment to the water standpipe rate will be recommended along with other revisions to the water rates for 1995. This will bring revenues fully in line with the cost of service, in accordance with cost of service principles.

The need to increase the present rate of $4.00/1000 I gal. is also supported by comparison to the current rate at competing standpipes located to the south west of Winnipeg. The current rate at 5 standpipes located at Sanford, La Salle, Oak Bluff, Domain and Starbuck, supplied from the Sanford Water Treatment Plant is $4.77/1000 I gal.

Report of the Committee on Works and Operations dated July 5, 1994

In the past, the Water Utility has given notice of rate increases to water haulers so they have time to notify their customers. This time schedule also provides adequate time for equipment changes at the 3 standpipes and for obtaining City Council approval of the required by-law revision.

Although the 1994 cost of service is $4.74/1000 I gal., a rate of $5.00/1000 I gal. was chosen to cover inflation of expenses during 1995 and to facilitate the usage of $1 coins rather than quarters.

Your Committee on Works and Operations recommends:-

I. That the current water standpipe rate of $4.00/1000 I gal. be increased to $5.00/1000 I gal. on January 1, 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.

South Transcona Land Drainage Project
Local Improvement
File PD (Vol. 11) [c/r SL(1994) (Vol. 1)]

953 - 7. On October 20, 1993, Council adopted the Executive Policy Committee recommendation that $1.5 million be placed in the 1994 Capital Budget to proceed with Alternative "A" of the Dillon Report, being the South Transcona Land Drainage Project. Subsequently, on January 26, 1994, Council adopted the 1994 Capital Estimates including $1,500,000 for engineering and construction for the subject project, which includes a perimeter ditched dyke around the Hamlet to protect it from overland flooding and Dugald ditch high backwater levels, a stormwater retention basin to take runoff within the dyked area, a pumping station to pump retained water into Dugald ditch once flows within it have receded, and regrading of existing internal ditches to route runoff to the retention basin. In addition, Council approved funding of an undefined portion of this project as a Local Improvement, although the proportionment between City-at-large and local improvement contributions was not established during budget approval. Therefore, it is appropriate to obtain Council concurrence for the recommended proportionments as well as receive endorsement for the proposed method of levying for the trunk stormwater drainage system local improvement, inter alia.

Section 346(1)of Part 10, Local Improvements, of The City of Winnipeg Act, provides five alternative methods of levying a special assessment for trunk stormwater drainage systems, namely, frontage feet; valuation of land; valuation of land and buildings; area, and; a combination of two or more of these methods.

The method based on area of the land benefitted is recommended for this project as it would be consistent with current practice. Trunk land drainage systems are typically designed for stormwater runoff from a defined area (drainage district). Thus, the sizing of the trunk system, including pipes and a retention basin, and associated costs are directly affected by contributing area. For this reason, area method has consistently been used in the past in other local improvement advertisements and for new subdivisions for trunk stormwater drainage systems. In addition, it would be consistent with the rate system for a Land Drainage Utility which is proposed to be based on contributing area and runoff rates.

Section 346(2) of The City of Winnipeg Act allows for a special uniform assessment over the drainage district only to recover the costs of the trunk stormwater drainage system. The dyking and ditch improvement elements cannot be included as part of these costs, therefore, the beneficiaries contribution of a portion of the project through local improvements is limited to the cost of the regional facilities to be included with the works (retention basin, pump station and outlet piping).

The total costs for Alternative "A" were estimated to be $2 million. Although funds in the amount of $500,000 for the acquisition of properties fronting Dugald Road were included in the estimate for the dyke, a mail-in questionnaire determined that the majority of property owners were not interested in having the dyke on their property. The alternative is to design and construct a concrete retaining wall approximately 1.0 m high within the Dugald Road right-of-way rather than the earthen dyke on private property. The incremental cost of the concrete wall is approximately $150,000 but there would be a savings of $500,000 in land acquisition costs. Accordingly, the new estimated total project cost is $1,650,000.

Report of the Committee on Works and Operations dated July 5, 1994

The total project costs broken down are as follows. Approximately $600,000 is attributable to the cost of the dyke and regraded ditches, including minor easement acquisitions for the dyke, which portion is to be covered by the City. The cost of the stormwater retention basin, pump station and outlet piping is estimated to be $1,050,000 recoverable through the local improvement advertisement for the area benefiting, namely, the drainage district (outlined on Figure 1) and those lands within the dyke, which includes private property (residential lots) and public property (street and lane rights-of-way and residential lots).

It is proposed that the Local Improvement be advertised in two separate parts: Area A, and Area B, as illustrated in Figure 2. Area A is the original Hamlet which is primarily suburban residential; Area B includes the peripheral large residential lots. Area B alone represents almost 58 percent of the total drainage district (Area A and B). If the two areas were advertised as one, an adverse petition by Area B lot owners plus a few more from within the Hamlet would provide the 60 percent needed to defeat the project. Obviously this could occur even if a majority of the lot owners in the Hamlet were in favour of the advertisement. Thus, it is proposed to offer the option to protect the Hamlet by advertising Area A separate from Area B. Area B works could only proceed if Area A was also successful. Area A works could proceed if Area B was unsuccessful.

If the advertisement for Area A alone is successful, it is proposed that construction of the retention basin be staged. Area A represents under half of the drainage district necessary to sustain water levels in a 5.0 acre retention basin, which is the minimum required size as recommended in the Stormwater Retention Basin Review Study which was adopted by Council on July 21, 1993. A 2.5 acre retention basin would be constructed initially to serve Area A and it would be expanded to 5.0 acres when Area B lots were subdivided and rezoned. Under this scenario, the costs to the City for the dyke and ditching would be reduced by approximately 10 percent to $560,000 to reflect a slightly shorter dyke. The costs of the first stage of the trunk land drainage works would be approximately $560,000, which costs are recoverable through the local improvement advertisement. The total overall project cost for this scenario is $1,120,000 based on the Dugald Road retaining wall concept.

The levy to be advertised for the two separate areas is $7,840 per acre or $0.18 per square foot. The levies for a typical residential lot in the Hamlet (Area A) with dimensions 50 feet wide by 111.5 feet deep, would be $1,000. A few lots on one street in the Hamlet have 50 feet frontage and 333 feet depth resulting in a $3,000 cost to the property owner. The greatest cost will be to those large residential properties in Area B, whose lots are 4 and 5 acres in size resulting in charges of approximately $31,000 and $39,000 respectively. Many of these large property owners requested to be protected from flooding when public meetings were held in August and September 1993, although a decision as to where the funding for providing the land drainage service had not yet been established by Council.

It is estimated that if Area A alone is successful, the City would recover 72 percent of the trunk stormwater system costs: $320,000 from private properties and an additional $80,000 would be chargeable to City-owned lots which ultimately would be available from sales for residential purposes. The remaining 17 percent represents City rights-of-way, which by statute, are carried by the City-at-large.

It is estimated that if Area A and Area B are successful, the City would recover 84 percent of the trunk stormwater system costs: $800,000 from private properties and an additional $80,000 would be chargeable to City-owned lots. This higher recovery is a result of more economical costs of the larger retention basin for the larger area and due to a higher ratio of private property to City rights-of-way.

At the completion of the trunk stormwater system works, if they proceed, the actual costs will be determined and they will be applied to the benefiting area rather than the estimated costs.

The estimated costs identified above for the trunk stormwater drainage works assume negligible land acquisition costs for the City lands for the stormwater retention basin. In total, approximately 9.13 acres are required for the retention basin of which 5.73 acres are under the jurisdiction of the Parks and Recreation Department, 0.68 acres are street and lane rights-of-way, and 2.72 acres are under the jurisdiction of the Land Surveys and Real Estate Department. On May 25, 1994, Council adopted the recommendation of the Committee on Protection, Parks and Culture that the Parks and Recreation Department property be transferred to the Waterworks, Waste and Disposal Department for $1.00. The affected street and lane are proposed for closing and currently the application is being reviewed by the City administration and other agencies. The Land Surveys and Real Estate Department is of the opinion that inasmuch as their lands are an asset of the Land Operating Reserve Account, requests compensation of $54,400, based on $20,000 per acre, which is the rate approved by Council in the Development Agreement Parameters for unserviced raw land to be used for retention basin purposes. Transfer of the Land Surveys and Real Estate Department property for $1.00 must be approved by Council.

Report of the Committee on Works and Operations dated July 5, 1994

For the information of members of Council, Councillor Boychuk tabled a communication at the July 5, 1994 meeting of the Committee on Works and Operations dated January 28, 1994, from the Minister of Urban Affairs outlining the position of the Provincial Government relative to funding for the subject project (Appendix A).

Your Committee on Works and Operations recommends:-

I. That the local improvement advertisement to levy a special assessment for a trunk stormwater drainage system be based on a uniform rate based on area of the land benefitted in square feet to recover the total cost of the regional drainage works associated with the project;

II. That the expensive and problematic land acquisitions for the necessary earthen dyke portion fronting Dugald Road be abandoned in favour of a concrete retaining wall, at a reduced project cost, enabling the project to be accommodated within the total approved estimates;

III. That the local improvement be advertised in two parts: Area A, and; Area B, as illustrated in Figure 2;

IV. That the construction of the ultimate five acre retention basin for the area be staged, if necessary, to accommodate a successful advertisement for Area A alone;

V. That land identified in Figure 3, which is an asset of the Land Operating Reserve Account, be transferred from the Land Surveys and Real Estate Department to the Waterworks, Waste and Disposal Department for $1.00, for development of the stormwater retention basin.

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

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

Adopted by consent.

Proposed Landfill North of the Perimeter Highway in the Rural Municipality of Rosser, Manitoba File WT-3 (Vol. 12)

954 - 8. On June 7, 1994, the Committee on Works and Operations was apprised of a proposed landfill site north of the Perimeter Highway in the Rural Municipality of Rosser, Manitoba, and on July 5, 1994, Committee further considered the matter together with an Administrative report dated June 30, 1994 (Attachment A).

The Committee on Works and Operations resolved as follows:

WHEREAS the City has been apprised of a proposed landfill three miles north of the Perimeter Highway east of Highway 7, in the Rural Municipality of Rosser, Manitoba, by Browning Ferris Industries (BFI);

WHEREAS such a development would impact adversely on City revenues and waste reduction efforts;

WHEREAS it is the opinion of the City that it is contrary to the principles of sustainable development.

THEREFORE BE IT RESOLVED that the City's position be placed on public record in opposition to the proposed landfill in the Rural Municipality of Rosser, Manitoba;

BE IT FURTHER RESOLVED that the Administration, together with the Ad Hoc Committee on Waste Reduction, consult with surrounding municipalities and develop a strategy to better utilize the existing landfill sites as viable economic facilities to optimize revenue opportunities, in keeping with the principles of sustainable development for the City of Winnipeg.

Report of the Committee on Works and Operations dated July 5, 1994

In amendment,

Your Executive Policy Committee has considered the above resolution and concurs in the resolution after including the words "and the surrounding region" at the end thereof.

Adopted by consent.

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

Amendment to the City of Winnipeg Traffic By-law No. 1573/77
File ST-5.2 (Vol. 20)

955 - 9. On November 30, 1993 the Committee on Works and Operations again considered and laid over a report dated November 22, 1991, from the Commissioner of Works and Operations, which recommended that Schedules 6 and 8 of the City of Winnipeg Traffic By-law No. 1573/77 be amended to delete the maximum weight limit restrictions imposed by said Schedules for the structures outlined in the recommendation.

The Committee previously considered this matter on May 12, 1992, at which time it was laid over and referred to the Ad Hoc Committee on RTAC Truck Routes.

Subsequently, on October 21, 1993, the Ad Hoc Committee considered the matter and concurred in the recommendation to amend aforesaid Schedules 6 and 8 of the Traffic By-law, with a strong dissenting minority.

Schedules 6 and 8 of the Traffic By-law list those structures upon which the gross vehicle weight is limited to 36,500 kilograms and 50,000 kilograms, respectively.

Over the past few years, the structures outlined in the recommendation of the report have been strengthened such that they are all capable of accommodating maximum gross vehicle weights of 62,500 kilograms. Therefore, the maximum weight limit restrictions imposed by Schedules 6 and 8 are no longer applicable to these structures.

The Manitoba Trucking Association has expressed strong concern to the City and to the Province regarding the inappropriate signing of structures which have the structural capacity to accommodate any legal load. The Streets and Transportation Department shares this concern.

Further, pursuant to Section 44 of the Traffic By-law, the Streets and Transportation Department is required to maintain a current truck map available to the public at no charge. The current map was last updated in 1992.

In addition, Part 3 of The City of Winnipeg Act and By-law No. 6402/94 requires municipal services and documents be available to the public in both official languages. The Truck Route Map is currently unilingual.

Approval of the recommendations contained in the report are required at this time to update Schedules 6 and 8 to recognize recent structural strengthening and upgrading of the referenced structures, and to update the by-law in preparation for translating and reprinting the Truck Route Map for January 1995. A delay in approval of the recommendations could impact on the January 1995 objective of printing a current and bilingual Truck Route Map.

The Committee on Works and Operations therefore recommends:-

I. That the following structures be deleted from Schedule 6 - Waterway Crossings and Overpasses Upon Which Gross Vehicle Weights are Limited to 36,500 kilograms, pursuant to Section 47 (f) of the Traffic By-law:

   i) Marion Street, also commonly known as Route 115 crossing of the Seine River;

Report of the Committee on Works and Operations dated July 5, 1994

ii) Osborne Street to Dunkirk Drive (St. Vital Bridges), also commonly known as Route 62 crossing of the Red River;

iii) Provencher Boulevard, also commonly known as Route 57 crossing of the Seine River; and

iv) Kenaston Boulevard to Century Street (St. James Bridges), also commonly known as Route 90 crossing of the Assiniboine River.

II. That the following structures be deleted from Schedule 8 - Waterway Crossings and Overpasses Upon Which Gross Vehicle Weights are limited to 50,000 kilograms, pursuant to Section 47 (f) of the Traffic By-law:

i) Empress Street Overpass of Portage Avenue, also commonly known as Route 85 and Highway 1; and,

ii) Portage Avenue, also commonly known as Route 85 and Highway 1 Overpass of Century Street, also commonly known as Route 90.

III. That the Law Department be requested to prepare the necessary amending by-law to amend Schedules 6 and 8 of the City of Winnipeg Traffic By-law No. 1573/77 for submission to Council.

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

Adopted by consent.

Extension from One-Hour Parking to Two Hours at Certain Parking Meters in the Exchange District - Amendment to City of Winnipeg Parking Meter By-law No. 820/74
File ST-2 (Vol. 19)

956 - 10. The Committee on Works and Operations has been advised that in a letter dated November 5, 1993, Mr. R. Hambley, Executive Director, Exchange District Business Improvement Zone, requested that all one-hour parking meters in the Exchange District be changed to two hours.

The City Centre Community Committee, on June 7, 1994, and the Lord Selkirk-West Kildonan Community Committee, on June 14, 1994, concurred in the recommended amendments to change the time limit from one to two hours in the Exchange District as detailed in the recommendation contained herein.

Appendix "A" details the 423 on-street metered parking spaces in the Exchange District, of which 289 are limited to one hour. Appendix "B" shows the results of a telephone survey undertaken to determine the extent to which a change in the one-hour metered parking time limit would be supported by the fronting businesses in the Exchange District. Of the 149 people surveyed, 103 (69%) favoured a change to a two-hour time limit. Although the majority of respondents on Lombard Avenue between Mill and Rorie Streets and on Princess Street between Notre Dame and McDermot Avenues favoured a two-hour time limit, Mr. Hambley subsequently requested that these meters (in proximity to Brick's Furniture and to the Antique Exchange on Princess Street) retain the one-hour time limit.

The estimated time frame to complete the work upon receipt of the necessary parts is six weeks. The estimated $3,000.00 cost to convert the 248 meters from a one-hour to two-hour time limit may be accommodated within the Streets and Transportation Department's 1994 Parking Meter Operating Budget.

In view of the foregoing, the Administration suggests that two-hour parking meters be installed except on Lombard Avenue between Mill and Rorie Streets, on Princess Street between Notre Dame and McDermot Avenues and where a majority of respondents favour retaining the one-hour time limit, namely, on:

Report of the Committee on Works and Operations dated July 5, 1994

- Notre Dame Avenue between Princess and Hargrave Streets
- Garry Street between Ellice and Portage Avenues
- McDermot Avenue between Ship and Rorie Streets
- Princess Street between William and Elgin Avenues

The Committee on Works and Operations therefore recommends:-

I. That The City of Winnipeg Parking Meter By-law No. 820/74 be amended to change the time limit from one to two hours at certain parking meters in the Exchange District as follows:

Schedule "A" to By-law No. 820/74 of The City of Winnipeg, which specifies those street sections upon which the operation of one-hour parking meters is authorized, be amended by deleting therefrom the following:

4. East side of Arthur Street between Notre Dame Avenue and Bannatyne Avenue
5. West side of Arthur Street between Notre Dame Avenue and Bannatyne Avenue
7. North side of Bannatyne Avenue between Main Street and Princess Street
8. South side of Bannatyne Avenue between Main Street and Princess Street
20. North side of Elgin Avenue between Princess Street and Adelaide Street
42. East side of King Street between Notre Dame Avenue and Rupert Avenue
43. West side of King Street between Smith Street and Rupert Avenue
46. East side of Main Street between Broadway and Euclid Avenue
47. West side of Main Street between Stella Avenue and Broadway
51. North side of McDermot Avenue between Rorie Street and Hargrave Street
52. South side of McDermot Avenue between Ship Street and Hargrave Street
54. South side of Notre Dame Avenue between Portage Avenue and Spence Street
59. East side of Princess Street between Alexander Avenue and Notre Dame Avenue
60. West side of Princess Street between Notre Dame Avenue and Pacific Avenue
64. East side of Rorie Street between Lombard Avenue and Bannatyne Avenue
65. West side of Rorie Street between Bannatyne Avenue and Lombard Avenue
66. North side of Ross Avenue between Princess Street and Paulin Street
67. South side of Ross Avenue between Princess Street and Paulin Street

and by adding thereto the following:

27.1.1.2 South side of McDermot Avenue between Rorie Street and Ship Street
41.1 East side of King Street between William Avenue and Rupert Avenue
41.2 West side of King Street between Smith Street and Notre Dame Avenue
41.3 West side of King Street between William Avenue and Rupert Avenue
46.1 East side of Main Street between Broadway and Lombard Avenue
46.2 East side of Main Street between Pacific Avenue and Euclid Avenue
47.1 West side of Main Street between Stella Avenue and Pacific Avenue
47.2 West side of Main Street between Portage Avenue and Broadway
54.1 South side of Notre Dame Avenue between Donald Street and Spence Street
59.1 East side of Princess Street between Alexander Avenue and Ross Avenue
59.2 East side of Princess Street between McDermot Avenue and Notre Dame Avenue
60.1 West side of Princess Street between Pacific Avenue and Ross Avenue
60.2 West side of Princess Street between Elgin Avenue and William Avenue
60.3 West side of Princess Street between McDermot Avenue and Notre Dame Avenue

Schedule "B" to By-law No. 820/74 of The City of Winnipeg, which specified those streets upon which the operation of two-hour parking meters is authorized, be amended by deleting therefrom the following:

3. North side of Bannatyne Avenue between Ship Street and Main Street
4. South side of Bannatyne Avenue between Ship Street and Main Street
15.2 North side of Elgin Avenue between Adelaide Street and Ellen Street
28.1 East side of Rorie Street between Bannatyne Avenue and Market Avenue
28.2 West side of Rorie Street between Market Avenue and Bannatyne Avenue

Report of the Committee on Works and Operations dated July 5, 1994

and by adding thereto the following:

2.0.3	East side of Arthur Street between Bannatyne Avenue and Notre Dame Avenue
2.0.4	West side of Arthur Street between Bannatyne Avenue and Notre Dame Avenue
3.1	North side of Bannatyne Avenue between Ship Street and Princess Street
4.1	South side of Bannatyne Avenue between Ship Street and Princess Street
15.3	North side of Elgin Avenue between Princess Street and Ellen Street
27.1	East side of King Street between Notre Dame Avenue and William Avenue
27.2	West side of King Street between Notre Dame Avenue and William Avenue
27.001	East side of Main Street between Lombard Avenue and Pacific Avenue
27.002	West side of Main Street between Pacific Avenue and Portage Avenue
27.1.1.2	North side of McDermot Avenue between Hargrave Street and Rorie Street
27.1.1.3	South side of McDermot Avenue between Hargrave Street and Rorie Street
27.1.1.4	South side of Notre Dame Avenue between Portage Avenue and Donald Street
27.6	East side of Princess Street between Ross Avenue and McDermot Avenue
27.6.1	West side of Princess Street between Ross Avenue and Elgin Avenue
27.6.2	West side of Princess Street between William Avenue and McDermot Avenue
28.1.1	East side of Rorie Street between Lombard Avenue and Market Avenue
28.2.1	West side of Rorie Street between Market Avenue and Lombard Avenue
28.3	North side of Ross Avenue between Princess Street and Paulin Street
28.4	South side of Ross Avenue between Paulin Street and Princess Street

II. That the Law Department be requested to prepare the necessary amending by-law to Schedules "A" and "B" of The City of Winnipeg Parking Meter By-law No. 820/74 in accordance with the foregoing, 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.

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

Adopted by consent.

Parking on Notre Dame Avenue West of Balmoral Street File ST-2 (Vol. 19)

957 - 11. On January 25, 1994, Mr. Tem A. Chavez, and a group of petitioners, requested that the parking meters on the south side of Notre Dame Avenue in front of their businesses be replaced with "One-Hour Parking 09:00 - 17:30, Monday to Saturday".

There are 10 one-hour parking meters on the south side of Notre Dame Avenue between Balmoral and Spence Streets. The south side of Notre Dame Avenue is regulated "One-Hour Metered Parking 09:00 - 17:30, Monday to Saturday" east of Balmoral Street and "One-Hour Parking 09:00 - 17:30, Monday to Saturday" west of Spence Street.

Six out of the seven adjoining property owners/businesses surveyed preferred one-hour parking instead of one-hour meters.

A parking survey undertaken on February 10, 1994, between 09:00 and 17:30 at the 10 metered spaces on Notre Dame Avenue between Spence and Balmoral Streets indicated that an average of 11% of the available hours were utilized and that an average of 1.8 vehicles used each metered space. A recent parking meter revenue check indicated that the 10 metered spaces generate approximately $3,500.00 per year. By comparison, it costs approximately $2,000.00 per year to maintain and collect the revenue from these meters.

On April 12, 1994, the Committee on Works and Operations delegated the authority to the Streets and Transportation Department to discuss with the local merchants and the area Councillor whether or not a loading zone would meet the needs of businesses on the south side of Notre Dame Avenue west of Balmoral Street better than the removal of the parking meters. The parking meters were to be removed and replaced with a "One-Hour Parking 09:00 - 17:30" regulation, if a resolve could not be attained.

Report of the Committee on Works and Operations dated July 5, 1994

The merchants on the south side of Notre Dame Avenue have indicated that they require short-term parking for their patrons instead of a loading area.

To expedite this matter, the parking meters have been removed and replaced with one-hour parking signs under Police Authority on May 13, 1994.

The Committee on Works and Operations recommends:-

I. That the south side of Notre Dame Avenue between Balmoral Street and Juno Street be regulated "One-Hour Parking 09:00 - 17:30 on any day excepting Sundays and public holidays".

II. That Schedule "A" to The City of Winnipeg Parking Meter By-law No. 820/74 be amended as follows:

A. by deleting:
"54. South side of Notre Dame Avenue between Portage Avenue and Spence Street."

B. by adding:
"54.1 South side of Notre Dame Avenue between Portage Avenue and Balmoral Street."

III. That the City Solicitor be requested to prepare the necessary amending by-law in accordance with the foregoing for submission 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.

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

Adopted by consent.

COMMITTEE ON WORKS AND OPERATIONS

MOTIONS

Moved by Councillor Duguid,
Seconded by Councillor Boychuk,
958 - WHEREAS Council at its meeting held on May 25, 1994, amended and adopted Clause 10 of the Report of the Committee on Works and Operations dated May 10, 1994, approving the temporary street closure of Peguis Street between Almey Avenue and the South Limit of Park Part Lot R, Parish of Kildonan, for a six (6) month trial period to commence August 1, 1994, and ending January 31, 1995;

AND WHEREAS the Administration has advised that the extent of the closing outlined in By-law No. 6442/94 is less than the extent of the closing authorized by Council on May 25, 1994, due to concern that the interests of the owner(s) of Lots 1, 2 and 3, Plan 13280, being three (3) lots located on the west side of Peguis Street, immediately south of Almey Avenue, would be adversely affected if Peguis Street were to be closed across the frontage of their holdings;

AND WHEREAS subsequently the proposed Street Closure By-law No. 6442/94 was given first reading by Council on June 22, 1994;

AND WHEREAS pursuant to Section 496(2) of The City of Winnipeg Act, the proposed street closure is required to be posted at least ten (10) days prior to the passing of the by-law;

AND WHEREAS an administrative error has occurred and the subject street closure was not posted in accordance with the legislated requirements;

THEREFORE BE IT RESOLVED that the proposed temporary Street Closure By-law No. 6442/94 be revoked;

Committee on Works and Operations - Motions (continued)

BE IT FURTHER RESOLVED that Council amend the six (6) month trial period for the proposed temporary street closure of Peguis Street between the line approximately 376 feet south of Almey Avenue and the South Limit of Park Lot R, Parish of Kildonan, to commence October 1, 1994, and ending March 31, 1995;

BE IT FURTHER RESOLVED that Council give first reading to the proposed Street Closure By-law No. 6454/94 of Peguis Street between the line approximately 376 feet south of Almey Avenue and the South Limit of Park Lot R, Parish of Kildonan, containing the amended six month trial period to allow for the required posting of the temporary street closure pursuant to Section 496(2) of The City of Winnipeg Act.

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 Duguid,
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

959 - On motion of Councillor Duguid, the following by-laws were read a second time and third time, and were passed and ordered to be signed and sealed, namely:

By-law No. 6432/94, a By-law of the City of Winnipeg to close the public walkway between Birchbark Bay and Bergen Cut-off, opposite Birchtree Place, in the Lord Selkirk-West Kildonan Community. File DAC 13/93

By-law No. 6437/94, a By-law of the City of Winnipeg to close Lannoo Cove, part of Lannoo Drive and the public walkways adjoining Lannoo Cove to be closed and Lannoo Drive, in the Assiniboia Community. File DAC 17/93

By-law No. 6440/94, a By-law of the City of Winnipeg to close River Avenue, west of Wellington Crescent, in the City Centre Community. File DAC 5/92

By-law No. 6441/94, a By-law of the City of Winnipeg to close Palmerston Avenue between the east limit of Ruby Street and the east limit of Lot 5, Block 1, Plan 951 WLTO, in the City Centre Community. File DAC 45/86

On motion of Councillor Duguid, By-law No. 6454/94, a By-law of the City of Winnipeg to effect the temporary closing of Peguis Street between Almey Avenue and the south limit of Park Part Lot R, Parish of Kildonan, for a six (6) month period commencing October 1, 1994 and ending March 31, 1995, was read a first time. File DAC 10/94

Councillor Duguid moved that this constitute the first reading of By-law No. 6454/94, which motion was carried.

On motion of Councillor Duguid, the rule was suspended and By-law No. 6458/94, a By-law of the City of Winnipeg to open the public street at the southeast corner of rue Messier and rue Archibald, was read a first, second and third time, the rule being suspended for the third reading, and was passed and ordered to be signed and sealed. File DAO 7/94