REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED MAY 10, 1994

On motion of Councillor Duguid, the Report of the Committee on Works and Operations, dated May 10, 1994, was considered clause by clause.

Moved by Councillor Duguid,
That the Consent Agenda, Clauses 1,2,3,4,5,6,7,8,9,10,11,12,13 and 14 be adopted.

Councillor Golden requested that Clause 10 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 1,2,3,4,5,6,7,8,9,11,12,13 and 14 was put and declared carried.

Her Worship the Mayor and Councillors:

Local Improvement - Concrete Sidewalk on the North Side of Jarvis Avenue from McPhillips Street to a Point Approximately 285 Feet Easterly
File SL(1994) (Vol. 1)

717 - 1. Your Committee on Works and Operations has been advised that on February 15, 1994, the Lord Selkirk-West Kildonan Community Committee discussed the possibility of having the Transit Department install a bus stop on the north side of Jarvis Avenue east of McPhillips Street. The absence of a public sidewalk at this location was also discussed, and it was suggested that a sidewalk be installed as a Local Improvement.

Subsequently, on April 19, 1994, the Lord Selkirk-West Kildonan Community Committee considered a report dated March 31, 1994, from the District Engineer, North West District, with respect to the installation of a five foot wide concrete sidewalk on the north side of Jarvis Avenue from McPhillips Street to a point approximately 285 feet easterly, outlined on Schedule A, as a local improvement for inclusion in the 1994 Capital Estimates for the North West District. Community Committee concurred in the recommendation that the subject project be advertised as a local improvement in the 1994 Capital Estimates.

The estimated cash cost per assessable frontage foot for the sidewalk would be $10.00 or assessment would be at an estimated rate of $2.49 per frontage foot, for a five-year term. All properties fronting and flanking the proposed improvement are of a commercial or industrial classification.

The estimated cost of the project is $5,000.00. If successfully advertised, the funding can be secured from the present City-wide Local Improvement reserve of $188,000.00.

Council approval is required for the addition of the concrete sidewalk local improvement to the 1994 Capital Estimates.

Your Committee on Works and Operations therefore recommends:-

I. That the five foot wide concrete sidewalk on the north side of Jarvis Avenue from McPhillips Street to a point approximately 285 feet easterly be advertised as a Local Improvement.

II. That funds in the amount of $5,000.00 be allocated from the unused portion of the 1994 Local Improvement Account for the installation of the Local Improvement, if successfully advertised.

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.

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Regional Water Supply Conceptual Planning Study File WW-3.3 (Vol. 3)

718 - 2. In January 1990, the Regional Water Supply Conceptual Planning Study was initiated with the purpose of preparing a course of action to assure water requirements of the City of Winnipeg are adequately met for the next 50 years.

The objectives of this comprehensive planning study were to:

- assess the adequacy of the existing water supply system;

- identify expected water supply shortfalls in light of projected demands;

- identify expected water treatment needs based on user expectations and regulatory trends; and

- establish a program that allows the City to make the required policy decisions and meet the projected regional needs through appropriate capital works projects or management of water demand.

The study was organized into three phases and each phase was intended to achieve specific objectives and be coordinated into an integrated liaison process with City technical staff, administration, and the public.

Phase 1 was completed in May 1991. A report was provided and the findings were presented to the Board of Commissioners, the Works and Operations Committee and to the public in an "Open House" format.

Phase 2 was completed in June 1992 with the reported study results again presented to the Board of Commissioners and the Committee on Works and Operations. A brochure summarizing the results of Phase 2 was mailed to each household in Winnipeg.

As well, two public attitude surveys were conducted in the course of the study to identify public perception of water supply, quality, cost of service, and water conservation. The first of these surveys was undertaken early in the study during Phase 1 and the second was undertaken after Phase 2. This consultation process has provided valuable input into the formulation for the recommended plan.

Water rates are projected to rise by about 10% per annum to provide an adequate funding base to pay for improvements to the water supply system. These rates significantly exceed current inflation levels.

Sufficient cash flow is critical to sustain debt loads associated with the water supply system prior to the commitment of expenditures in the Annual Capital Estimates.

The City of Winnipeg has relied on the existing aqueduct from Shoal Lake for its water supply for almost 75 years. The citizens of Winnipeg have enjoyed virtually unrestricted use of water during this time. The City is now facing major expenditures in maintaining and upgrading the system to continue to provide its citizens with sufficient and safe water supply into the future.

The major issues involved in planning the future water supply include the following:

- The Shoal Lake aqueduct will need extensive repairs to extend its use well into the future.

- Even though the City has been able to defer the need to increase water supply capacity from Shoal Lake by constructing the Deacon Reservoir, average water demands are now approaching aqueduct capacity.

- Long-term trends indicate that demands for water are continuing to increase, especially in the residential use category.

- Water conservation is key to reducing the increasing demand for water and thus deferring the need for new supplies.

- The quality of water supplied is governed largely by Shoal Lake raw water quality, since the present system does not have a water treatment plant. Proposed developments in the Shoal Lake watershed could pose threats to the water quality in the lake. A sustainable development plan for the Shoal Lake watershed is necessary to protect the high quality of the lake water and to consider the many different interests involved in the land use, resource, and environmental protection issues.

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- The City will likely need to provide for treatment of Shoal Lake water in the next decade due to higher water quality standards established by regulatory bodies, mainly relating to public health considerations.

- Even with successful water conservation, the City must plan for the ability to increase the water supply capacity in the long-term by another aqueduct to either Shoal Lake or Natalie Lake.

All of these issues have been evaluated in a report dated January, 1994, entitled "Regional Water Supply Conceptual Planning Study".

Your Committee on Works and Operations therefore recommends:-

I. That the following components of a comprehensive water supply master plan, which comprise an integrated combination of activities, be continued or initiated to assure that the City of Winnipeg water requirements are adequately met for the next 50 years, subject to an on-going review by Council of financial and affordability implications:

i) continued commitment to a water conservation program to achieve at least a 10% reduction of the projected water demand;

ii) rehabilitation of the existing main aqueduct to restore its useful life for an additional 50 years;

iii) expansion of the Deacon Reservoir in order to allow aqueduct repairs and provide balancing storage and thus defer the need for a new aqueduct until approximately the year 2025;

iv) continuation of discussions towards a study, in cooperation with the Provinces of Manitoba and Ontario and other interests, to develop a watershed plan for Shoal Lake that will define development which will be sustainable with regard to protecting the natural resources, including water quality of the watershed;

v) investigation of developing a ground water supply by the year 2017 to be used as a near-term supply to defer the costs of a major additional supply;

vi) plan for the construction of a water treatment plant to treat Shoal Lake water within the next decade to meet emerging regulatory requirements relating to public health;

vii) investigation of a supplemental source of water supply from either Shoal Lake or Natalie Lake with construction of the associated new aqueduct by the year 2025;

viii) continuation of the public consultation program on the evolving water supply program, especially with respect to promoting the efficient use of water, and solicitation of customer feedback on the program.

ix) ongoing review of the potential new water supplies such that these can be placed in service as and when future demands dictate.

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.

Reinstatement of 1993 Local Improvements File SL(1993) (Vol. 3)

719 - 3. Your Committee on Works and Operations has been advised that the following three projects were successfully advertised as Local Improvements on November 13, 1992, and recommended for inclusion in the 1993 Capital Budget by the City Centre Community Committee at their meeting of January 27, 1993, namely:

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1.	8" Watermain in Kingsway from Elm Street to Queenston Street	$240,000.00
2.	8" Watermain in Kingsway from Queenston Street to Lindsay Street	240,000.00
3.	8" Watermain in Hay Street from Bartlet Avenue to Maplewood Avenue	50,000.00
		$530,000.00

Due to an anticipated shortfall in the Local Improvement portion of the Capital Budget in 1993, these projects were deleted by your Committee on Works and Operations.

It has now been determined that there is unused funding in the Local Improvement section of the 1993 Capital Budget in the amount of approximately $1,000,000.00.

These projects are identified in a study by the Waterworks, Waste and Disposal Department as improvements to the water system necessary to improve fire flows in the surrounding areas. Present fire flows are well below acceptable standards.

Your Committee on Works and Operations therefore recommends:-

I. That the following Local Improvement projects be reinstated in the 1993 Local Improvement Budget and funded from surpluses in that account:

1.	8" Watermain in Kingsway from Elm Street to Queenston Street	$240,000.00
2.	8" Watermain in Kingsway from Queenston Street to Lindsay Street	240,000.00
3.	8" Watermain in Hay Street from Bartlet Avenue to Maplewood Avenue	50,000.00
		$530,000.00

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.

Amendment to Private Approaches By-law No. 329/73 - Access to a McDonald's Restaurant located at the North-West corner of Portage Avenue and Whytewold Road File SC-1 (Vol. 39)

720 - 4. Your Committee on Works and Operations considered an application for the construction of three angled approaches on the north side of Portage Avenue, approximately 16.5 metres, 39.5 metres and 65.5 metres west of Whytewold Road, as shown on Drawing No. A-8489, and designated as Appendix A.

This application is non-conforming under The City of Winnipeg Private Approaches By-law No. 329/73, Section 3, Subsection (4):

No approach shall be constructed, erected or installed on any of the streets or portions of streets set forth in Schedule 2 hereto, except where two separate directional approaches, one for access to, and one for egress from the

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property, may be constructed where the property to be served has sufficient frontage to permit such approaches to be located in such a manner as to comply in all respects with the provisions of Section 8 of this by-law.

This section of Portage Avenue contains one 13.2 metre roadway and one 13.6 metre roadway separated by a median within a 40.2 metre right-of-way and carries approximately 40,200 vehicles within a 12 hour weekday period between 07:00 and 19:00 hours.

This land is currently vacant, however, it is proposed that a McDonald‘s Restaurant with a drive-through facility and a 36 vehicle parking lot be constructed.

The applicant proposes to construct a 8.0 metre angular “entrance only” approach, a 6.5 metre angular “exit only” approach and a 5.0 metre angular “exit only” approach on the north side of Portage Avenue west of Whytewold Road. The 8.0 metre angular “entrance only” approach 16.5 metres west of Whytewold Road will be the only access onto the property from Portage Avenue. The 6.5 metre angular “exit only” approach 39.5 metres west of Whytewold Road serves as the only egress from the parking facility onto Portage Avenue, and the 5.0 metre angular “exit only” approach serves as an exit onto Portage Avenue for the drive-through facility.

The City of Winnipeg Private Approaches By-Law states that a property on this section of Portage Avenue can only have one angled “entrance only” approach, and one angled “exit only” approach onto the site. The applicant is proposing three angled approaches.

A distance of 19.5 metres separates the 5.0 metre wide exit approach for the drive-through and the 6.5 metre exit approach for the parking lot. Administration is of the view that this is a sufficient distance and therefore the three approaches will not cause any traffic operating problems on Portage Avenue.

Your Committee on Works and Operations therefore recommends:-

I. That Schedule 2 of the Private Approaches By-law No. 329/73 be amended to exempt the north side of Portage Avenue, approximately 16.5 metres, 39.5 metres and 65.5 metres west of Whytewold Road.

II. That the application for the construction of three angled approaches on the north side of Portage Avenue, approximately 16.5 metres, 39.5 metres and 65.5 metres west of Whytewold Road, as shown on Drawing No. A-8489 and designated as Appendix A, be approved.

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.

Policy on Bus Shelter Relocation and Acquisition of New Bus Shelters
File TE-4 (Vol. 5)

721 - 5. Council at its reconvened meeting held on January 27, 1994, referred the following motion to your Committee on Works and Operations, namely:

Moved by Councillor Prystanski,
Seconded by Councillor Duguid,

WHEREAS the Committee on Works and Operations in January, ordered the Transit Department to replace the bus shelter it moved from the south west corner of Jarvis Avenue and Main Street, affecting the residents of Point Douglas Manor, residents of the immediate surrounding community, various Main Street businesses and their customers and many of the local churches whose congregations would use this bus shelter;

AND WHEREAS the bus shelter on the south west corner of Selkirk Avenue and Charles Street was removed approximately two years ago affects the same type of community as the Jarvis Avenue and Main Street bus shelter does;

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AND WHEREAS the City of Winnipeg has 550 bus shelters affecting all fifteen wards;

AND WHEREAS the problem that affected the Point Douglas area residents could easily affect the residents of any ward;

AND WHEREAS the problems associated with the removal of the bus shelters could easily be avoided with proper consultation of the community;

AND WHEREAS the City of Winnipeg currently has in place a policy of consultation for street closures, stop signs and other similar issues that affect Winnipeggers' daily lives;

THEREFORE BE IT RESOLVED that the City of Winnipeg Transit Department establish a policy to provide for the Committee on Works and Operations to approve the bus shelter relocation;

AND FURTHER BE IT RESOLVED that the Committee on Works and Operations consider the policy of acquisition of new bus shelters with the intention of increasing the number of new bus shelters that are purchased every year without increasing the cost to the City.

On February 8, 1994, your Committee on Works and Operations considered the above motion and requested the Administration to report back in this connection. Council on April 12,1994 granted your Committee on Works and Operations a 60 day extension of time in which to report back to Council on this matter.

The current shelter placement process has been in effect since 1973. All shelter location requests are evaluated based on a number of criteria, including the number of passengers boarding, waiting time at the bus stop, exposure to the elements, proximity of senior residences or hospitals, number of dwelling units beyond a reasonable walking distance, and transferring activity. Following the evaluation, shelter requests are either considered to be a high priority and placed on a priority waiting list, or rejected as being a low priority location.

The high priority locations are fulfilled in order of priority, subject to there being no operational or safety impediments to installing a shelter at the requested location and the availability of new shelters. Prior to placing the shelter at a specific site, the area Councillor is advised and feedback is requested.

Currently, there are 527 requests on file and 60 of these locations have been evaluated as "high priority" sites for a shelter. The 1994 Current Estimates do not contain any provision for new shelters. However, the acquisition of seven large and fifteen regular passenger shelters from the 1992 and 1993 Innovative Transit Projects budget is pending.

Of the 569 shelters in place throughout the City, 200 are MediaCom shelters (shelters with advertising panels). These shelters were installed in 1982/83 at no cost to the City under a contract with MediaCom. Discussions with Mediacom to add more shelters under this contract have not been successful given the current economic situation and the high costs to clean and repair these shelters.

The Transit Department have advised that they will continue to pursue the option of including the provision of transit shelters by subdivision developers as part of any development agreements with the City.

Existing shelters have been removed from a specific location for the following reasons:

- a shelter is damaged by a vehicle and is not functional or safe to shelter users (these shelters are replaced with new ones as soon as possible)

- there is no longer any physical space for a shelter because of major roadway reconstruction (a smaller shelter may be placed if there is sufficient space)

- a shelter that is located on private property has to be removed at the request of the property owner (the shelter is not replaced due to limited space on public property)

- adjacent residential or commercial property owners petition for the removal of a shelter and the Community Committee and Committee on Works and Operations agree with this request (sometimes a shelter is subsequently returned based on strong community support for the shelter)

- a shelter creates a vehicle visibility problem (shelter is removed for safety reasons)

- a shelter is repeatedly vandalized (shelter is removed due to budget and resource limitations).

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In the past, the area Councillors have not always been advised of the removal of a shelter. In some situations, timing is of the essence and the Transit Department requires the capability to react to these situations immediately. In the case of shelters that are repeatedly vandalized, it may become impossible to continue to maintain the shelter within the budget resources approved by Council for this purpose. In 1993, approximately $30,000.00 was spent on glass replacement and repairs to structural elements due to vandalism. In previous years, costs have been as high as $70,000.00. This does not include the cost of cleaning and removing graffiti and other offending elements, which is usually done at the expense of adequate cleaning and maintenance of other shelters.

The Transit Department has expressed the view that no changes be made to present procedures regarding the removal of shelters. However, in recognition of the sensitivity of this issue and the concerns of transit shelter users, when a shelter is to be removed permanently, the Transit Department has suggested to first consult with the area Councillor to discuss the issue and explore alternatives.

Your Committee on Works and Operations therefore recommends:-

I. That prior to the permanent removal of a transit shelter, the Transit Department will consult with the area Councillor to discuss the issue and explore alternatives.

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.

Proposed Closing of a Portion of Blackmore Avenue Adjoining 58 Blackmore Avenue
File DAC 24/91

722 - 6. The proposed closing, shown on Misc. Plan No. RIEL 7138/6 and designated as Appendix A, was requested by Rodney and Mary Anne Hartley of 58 Blackmore Avenue who have recently purchased the subject property.

Mr. Ogden, the original owner of 58 Blackmore Avenue, had requested that the City close the 4.8 feet of Blackmore Avenue upon which his driveway was encroaching, which was approved by the Committee on Planning and Community Services in 1988, under File DAC 36/88. Subsequently, Mr. Ogden requested a further closing, to a width of 6 feet, for the entire length of his property.

The second application was circularized to all interested City departments and public utilities. No objections were received from the majority, but District No. 5 Operations agreed to the closing of the 6 feet only to the depth of the encroachment, citing a concern with dyke maintenance and drainage swales. Easements would be required for Manitoba Hydro and the Manitoba Telephone System. The Committee on Planning and Community Services approved the revised closing on March 9, 1992.

Since purchasing the subject property, the new owners have mistakenly landscaped and erected a chain-link fence on the 6 feet to the southerly limit of the former lane at the rear of their holding. They have also installed a gate in the fence to facilitate repairs by the City to the dyke and swales.

The District has indicated that they are now prepared to accept an easement for dyke and swale maintenance.

On October 13, 1993, the Riel Community Committee recommended that the Committee on Planning and Community Services rescind its approval of March 9, 1992, and approve the closing as requested, subject to the property owners entering into the required easement agreements.

On October 26, 1993, the Committee on Planning and Community Services reconsidered the subject proposal and concurred in the recommendations of the Riel Community Committee.

The Committee on Finance and Administration, at its meeting held on April 7, 1994, approved the terms and

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conditions of the proposed partial closing and the sale of the subject property outlined as Parcel "A", subject to consolidation and an easement to allow the City access to the dyke.

Your Committee on Works and Operations has approved the proposal and recommends:-

I. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the closing of a portion of Blackmore Avenue adjoining 58 Blackmore Avenue in the manner shown on Misc. Plan No. RIEL 7138/6 and designated as Appendix A; all costs, including the by-law, estimated at $200.00, to be borne by the City-at-large.

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.

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

Adopted by consent.

1994 Supplementary Watermain Renewals
File WW-2.4 (Vol. 8)

723 - 7. It has been the practice of the City to renew aged watermains which are considered to be in poor condition and fall within the limits of the Capital Budget Surface Works.

All the watermains submitted for the 1994 Supplementary Watermain Renewal Program fall within the limits of the Joint 1994 Federal/Provincial/Municipal Infrastructure Renewal Program and the 1994 Capital Budget Program.

The selected watermains are aged and are at various degrees of deterioration. Renewing the watermains in conjunction with the applicable infrastructure program will avoid untimely and costly maintenance under rehabilitated street, sidewalk and boulevard structures.

The funding for the Supplementary Watermain Renewal Program is as follows:

Funding Available in Watermain Renewal Reserve (as of March 31, 1994)	$ 107,971.86
Funding Available in Allowance for Unforeseen	$1,469,000.00
Less: Amount Reserved for Contingencies	($ 281,971.80)
Amount Available for Recommended Renewals	$1,295,000.00

Council approval is required to utilize the available funding in the Watermain Renewal Reserve and the Allowance for Unforeseen.

Your Committee on Works and Operations recommends:-

I. That the following list of Supplementary Watermain Renewals in the amount of $1,295,000.00 be undertaken in 1994 from the available funds in the Watermain Renewal Reserve and the Allowance for Unforeseen:

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Dist.	Street	From	To	Estimated Cost
WC	Albert Street	McDermot Avenue	Bannatyne Avenue	$73,000.00
NW	Atlantic Avenue	10m N/McKenzie St.	10m S/McKenzie St.	$10,000.00
WC	Balmoral Street	Mostyn Place	Young Street	$105,000.00
NW	Cathedral Avenue	25m E/St. Cross Street	65m W/St. Cross Street	$45,000.00
SW	Cockburn Street	Fleet Avenue	Dudley Avenue	$70,000.00
SW	Dalhousie Drive	Millikin Road	St. Dunstan's Bay	$79,000.00
SW	Dudley Avenue	Pembina Highway	Cockburn Street	$110,000.00
SW	Guelph Street	Academy Road	Kingsway	$50,000.00
NW	Main Street	N/L Smithfield Avenue	70m South	$53,000.00
WC	Pacific Avenue	King Street	Princess Street	$87,000.00
WC	Parkhill Street	Hamilton Avenue	215m South	$97,000.00
NW	Redwood Avenue	Artillery Street	Battery Street	$123,000.00
WC	Rupert Avenue	King Street	Princess Street	$59,000.00
WC	Wellington Avenue	East Line Valour Road	53m WWL Erin Street	$96,000.00
WC	William Avenue	Jordan Street	Langford Street	$104,000.00
WC	Young Street	Balmoral Street	Westminster Avenue	$37,000.00
NW	Cathedral Avenue	Emslie Avenue	180m East	$66,000.00
NW	Cathedral Avenue	Emslie Avenue	80m West	$31,000.00
	TOTAL			$1,295,000.00

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.

Program Change to the 1994 Capital Estimates - Impoundment Shoreline Replacement/Upgrading Project - Construction of Lake 2-2
File WS-5.2 (Vol. 9)

724 - 8. On January 26, 1994, Council adopted the 1994 Annual Capital Estimates and the 1995-1999 Five Year Forecast. The 1994 Capital Estimates approved $80,000.00 toward the Waterworks, Waste and Disposal Department's on-going Stormwater Retention Basins Program for impoundment replacement/upgrading of Lake 4-5 (Page 26).

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Lakeshore revetment replacement and/or upgrading is required because early impoundments were not built to current standards in terms of bank stability and erosion protection. Deterioration of the shorelines reduces safety and creates maintenance problems.

The program is based on a priority listing of lakes. The priority listing is based on a visual inspection of the revetment condition. From 1986 to 1993 the program was based on a 1985 priority list as follows:

ORIGINAL (1985) PRIORITY LIST

Stormwater Retention Basin (Lake)	Budget Year	Construction Year
3-2	1986	1986
3-3	1987	1987
6-7[1.]	1988	1990
6-9	1989	1990
6-6[1.]		1990
6-8[1.]		1990
6-13	1991	1991
6-12	1991	1991
2-4	1991	1991
4-2[2.]	1991/1992/1993	1993
4-5[3.]	1994	

1. Early heavy snowfall in 1989 postponed reconstruction of Lake 6-7 to 1990. Low bid prices in 1990 on Lakes 6-7 and 6-9 allowed Lakes 6-6 and 6-8 to be included within budgeted funds.

   This was taken advantage of since water levels in all four lakes had to be lowered together for reconstruction on any one of these chain of lakes.

2. The large size of Lake 4-2 required three years funding.

3. Lake 4-5 was the last remaining residential basin.

Shoreline revetment was replaced/upgraded on ten lakes. Lake 4-5 is the last residential lake on the 1985 priority list.

Recently, the priority list was revised inasmuch as Lake 4-5 was "topped up" by the developer in 1987, and therefore other lakes have been identified as having a greater priority than Lake 4-5.

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NEW (1993) PRIORITY LIST

Stormwater Retention Basin (Lake)	Budget Year	Construction Year
2-2	1994	1994 (proposed)
6-10	1995/1996	1996 (proposed)
5-5		
5-7		
5-8		
5-9		
5-10		
5-6		
3-1		
4-5		

Proposed Lake 2-2, outlined in Appendix A, is the first lake on the new priority list. Sufficient funds are available in the 1994 Capital Estimates for the construction of Lake 2-2.

Your Committee on Works and Operations therefore recommends:-

I. That Lake-2-2 replace Lake 4-5 identified under the Impoundment Shoreline Replacement/Upgrading project of the 1994 Capital Estimates.

II. 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.

Additions to the Regional Street System
File SC-2 (Vol. 6)

725 - 9. On May 2, 1973, Council adopted a set of criteria for the determination of the Winnipeg Regional Street System. This set of criteria was revised by Council on February 29, 1984, and is outlined on Appendix A.

Based on the set of criteria outlined in Appendix A, two street sections need to be added to the City's Regional Street System. These street sections and the criteria that each section meets are detailed below.

1) McGregor Street from Leila Avenue to Templeton Avenue

The extension of McGregor Street from Leila Avenue to Templeton Avenue as a two lane pavement (half of a future four lane divided) was opened to traffic in October, 1993. At present, McGregor Street is designated as a Regional Street from Dufferin Avenue to Leila Avenue and complies with criterion (2) of Group "A", providing a reasonably direct and continuous route for a residential area (West Kildonan) with the central business district. The section of McGregor Street between Leila Avenue and Templeton Avenue also satisfies criterion (2) of Group "A" and should therefore be designated as a Regional Street. This street also serves the industrial lands along Ferrier Street.

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The location of the above-noted section of McGregor Street is outlined on Figure 1.

2) Warde Avenue from Dakota Street to St. Anne's Road

This extension of Warde Avenue from Dakota Street to St. Anne's Road as a two lane pavement (half of a future four lane divided) was opened to traffic in August, 1993. At present, Warde Avenue is designated as a Regional Street from St. Mary's Road to Dakota Street and complies with criterion (4) of Group "B", providing a roadway which forms part of a proposed future Primary Regional Street and fulfils a significant transportation service at the present time.

The location of the above-noted section of Warde Avenue is outlined on Figure 2.

Table 1 details the respective lengths of the above-noted street sections recommended for addition to the Regional Street System.

TABLE 1

LENGTH OF STREETS RECOMMENDED FOR ADDITION TO THE REGIONAL STREET SYSTEM

STREET NAME	LENGTH (KM.)	NUMBER OF LANES	TOTAL LANE KILOMETRES
McGregor Street - Leila Avenue to Templeton Avenue	0.48	2	0.96
Warde Avenue - Dakota Street to St. Anne's Road	1.24	2	2.48
TOTAL	1.72		3.44

Your Committee on Works and Operations therefore recommends:-

I. That the following sections of streets be added to The City of Winnipeg Regional Street System:

1) McGregor Street from Leila Avenue to Templeton Avenue

2) Warde Avenue from Dakota Street to St. Anne's Road

II. 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.

Temporary Closing of Peguis Street between Almey Avenue and the South Limit of Park Part Lot R, Plan 3957
File SC-3.13(33) (Vol. 1)

726 - 10. On June 15, 1993, the East Kildonan-Transcona Community Committee considered a request from Mrs. Judy Pshednovak, 484 Almey Avenue, and a group of petitioners, to close Almey Avenue at Peguis Street due to an increase of traffic on Almey Avenue. Committee referred the matter for investigation and report to include the feasibility of a cul-de-sac at the east end of Almey Avenue or any other alternative solutions.

On January 18, 1994, the Ward Councillor requested the Administration to investigate the feasibility of closing a portion of Peguis Street between Almey Avenue and the south limit of Park Part Lot R, Plan 3957.

Peguis Street contains an 8.0 metre concrete roadway (one-half a proposed four lane divided street) between Regent Avenue and the south limit of Park Part Lot R, Plan 3957, which was constructed in conjunction with the Costco

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Development on the east side of Peguis Street. The section of Peguis Street north of this development contains an asphalt roadway and carries approximately 300 vehicles north of Almey Avenue and 540 vehicles south of Almey Avenue during a typical 12 hour weekday. Almey Avenue is a local street and carries approximately 610 vehicles during the same time period. The lands east of Peguis Street are owned by Genstar Developments which proposes to improve Peguis Street between Regent Avenue and Ravelston Avenue West at such time as they proceed with the construction of the Beacon Landing Development.

The closure of Peguis Street immediately south of Almey Avenue would prevent traffic destined to Regent Avenue from using Almey Avenue and Peguis Street between Almey Avenue and Ravelston Avenue West. However, such a diversion may result in additional traffic on Almey Avenue and Peguis Street north of Almey Avenue and in circuitous routing for those residents in the vicinity of the proposed closure.

The Streets and Transportation Department does not object to the proposed closure from a traffic circulation standpoint.

Superintendent D. McLean, Traffic Division, Winnipeg Police Department, and Mr. J. H. Enns, Director, Ambulance Department, have no objection to the closure.

Deputy Fire Chief W. G. Burton and Superintendent G. Stewart of Division #14, Winnipeg Police Department, do not object to the closure, however, they have expressed concern that the closure could increase emergency response time in the vicinity of Almey Avenue.

Mr. A. Zielonko, P. Eng., North East District, expressed concern regarding the closure, namely:

...that the subject proposed temporary closing would reduce access to the snow storage area at the 'deep pond' as well as the emergency access options for the area and for these reasons we have difficulty supporting the proposal.

A six-month physical closure of Peguis Street will enable the Streets and Transportation Department to assess the traffic impact of said closure. It should be noted, however, that Peguis Street may be opened earlier than six months should Genstar Developments proceed with their development plans.

On May 10, 1994, your Committee on Works and Operations heard Silvio Marinelli and Judy Pshednovak in support of the proposed temporary closure.

Your Committee on Works and Operations has approved the proposal and recommends:-

I. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the temporary closing for a six-month period commencing June 1, 1994, of a portion of Peguis Street between Almey Avenue and the south limit of Park Part Lot R, Plan 3957.

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.

Moved by Councillor Duguid,
Adoption of the clause.

Moved by Councillor Golden,
That the clause be referred to the Committee on Works and Operations.

Lost.

The Speaker called Councillor Thomas to the Chair in order to participate in the debate, and after speaking, resumed the Chair.

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In amendment,

Moved by Councillor Angus,
Seconded by Councillor Boychuk,
THAT Recommendation No. 1 be amended by replacing the words "June 1, 1994" with the words "August 1, 1994".

The amendment was put and declared carried.

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

Boundary Changes for Solid Waste Collection Contracts
File WT-1.2 (Vol. 9)

727 - 11. Council policy has established that refuse collection services will be delivered with the current mix of City forces and contract forces.

On November 21, 1990, Council approved the implementation of Automated Refuse Collection in the Phase 1 area of North West District, and on September 10, 1991, Committee on Works and Operations approved the award of tender for the Autobin system in the Phase 1 area.

On July 16, 1991, your Committee on Works and Operations approved the award of the existing seven Residential Collection Contracts and the existing four Apartment and Commercial Establishments contracts, to run from February 1, 1992 to January 31, 1995.

In June, 1992, the automated refuse collection commenced in North West District in the Phase 1 area.

Council, on July 8, 1993, adopted the report of the Committee on Works and Operations, as amended by Executive Policy Committee, which:

a) advised of the start-up conditions experienced in the Phase 1 implementation of automated refuse collection in North West District, as well as the resultant improved back lane and high levels of acceptance of the system by the citizens; and

b) proposed to defer consideration of the expansion of Autobin to other areas of the City while expanding the Autobin in North West as part of the optimizing process to achieve economies of scale, starting in Spring of 1994, with the flexibility to proceed with the program earlier.

The Operations Department has determined that the greatest economies available with automated collection are in the back lanes using the multi-family bins.

In the North West District, the remaining City forces served area has a mixture of predominantly back lane area (which is proposed to be automated in Phase 2 in 1994), and a mixed area of back lane and front street in the Tyndall Park area of the Old Kildonan Ward.

The portion of the contract refuse collection area in former Kildonan Park (now part of the expanded Mynarski Ward) contiguous to the City forces Phase 1 automated area is predominantly back lane, and is therefore suited to expansion and optimization of the Autobin system.

In view of the foregoing, the Administration has proposed the following changes, namely:

- Contract Boundaries - to City Forces - the area north of McAdam to Armstrong Avenues, and west of Scotia to Arlington Streets (3,642 back lane premises)

- City Forces Boundaries - to Contract - the area west of CPR Arlington Railway, excepting a portion bounded by Railway Street, Gilbert Avenue, Chudley Street, Manitoba Avenue, Keewatin Street, Burrows Avenue, King Edward Street, and Selkirk Avenue (change area = 3,593 mixed premises).

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The existing four contracts for Apartment and Commercial Establishments (front-loading container system) Contract are the former District 2 (7,000 suites), District 5 (12,400 suites), District 6 (12,500 suites), and a combination of Districts 1, 3 and 4 (29,800 suites). With the growth in Districts 3 and 4 and the amalgamation of Districts 1 and 2 into West Central District, the continuation of these boundaries for contracts would have produced a wide spread of contract sizes.

The revision of boundaries into three areas separated by the natural boundaries of the rivers will produce three more uniform contracts:

1.	East of the Red River	24,000 suites
2.	South West of the Red and Assiniboine Rivers	16,800 suites
3.	North West of the Red and Assiniboine Rivers	27,400 suites

The Administration has suggested that tenders for these Collection Contracts be advertised in May with first closing in the middle part of June, 1994.

Your Committee on Works and Operations therefore recommends:-

I. That the boundaries of the North West District Solid Waste Collection Tender for 1995 to 1998 be altered to provide for equivalent transfer of premises between Contract and City forces.

II. That the City forces automated refuse collection be expanded into the predominantly back lane area formerly serviced by contract.

III. That the current four Apartment and Small Commercial Collection Contracts be changed to three, more uniformly-sized contracts.

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.

Change in High School Student Age Criteria and Identification Requirements to Qualify for Reduced Transit Fares
File TT-2 (Vol. 9)

728 - 12. Since the inception of public transit service in Winnipeg, high school students have been allowed to use public transit at reduced fare. While the discount given to high school students, and the criteria used to determine eligibility have changed over the years, the principle has remained the same (i.e., to provide a reduced transit fare to eligible high school students).

The current age criteria identifying eligible high school students has been utilized for 25 years since 1969, and stipulates: "high school students 17 or 18 years of age". The rationale for this age criteria was that individuals up to age 16 are required to attend school and are considered minors (children). As such, they qualify for children's fares on Transit service. The stipulation of 17 or 18 years of age was based on the premise that students should complete their high school education by that age. Eligible high school students are required to obtain a Transit "photo student permit" as identification to qualify for reduced transit fares. To accommodate students, Winnipeg Transit visits high schools in September to take photos, and also has photo facilities at its 421 Osborne Street location.

The existing age criteria and process for providing Transit identification to high school students has not kept pace with changes in the school system, and is cumbersome for students, schools and the Transit Department.

The Public Schools Act essentially provides an upper age limit of 21 years of age for high school students. This leads to some inequity given the Transit age criteria (17 or 18 years of age). Two students attending the same high school would be required to pay different fares if one was 18 years of age and the other was 20 years of age. Yet they are both obtaining a high school education.

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The existing age criteria is also less than ideal for Winnipeg Transit. It requires a visit to each high school to take photos (with associated costs), and, because the existing criteria are not consistent with the Public Schools Act age guidelines, there are frequently disagreements between operators and students regarding eligibility.

To determine any potential concerns/issues related to the proposed changes in the age criteria and student identification guidelines, Winnipeg Transit Customer Services staff have met with Josten's Canada Ltd., Amora School Services, School Division Superintendents, the Principles of School Division No. 1, the St. Boniface and St. Vital School Divisions, as well as the Catholic Schools. Without exception, the response to the proposed changes has been very positive. There are benefits for all groups involved.

Students would no longer be required to carry 2 forms of identification and would no longer have to pay a $3.00 fee to Transit for a photo permit. Their regular high school I.D. (modified to Transit's specifications) would be suitable for school purposes and Transit needs. This I.D. would still be provided to them free of charge through their schools by the photograph suppliers.

Schools would no longer have to accommodate separate visits by Transit and photographers, therefore there would be less disruption to students and teachers.

The proposed changes would also provide a consistent form of universal identification for high school students, thereby facilitating better monitoring and control of those students eligible for reduced fares and ultimately reducing the potential for conflicts between Transit operators and students. In addition, it would eliminate the need for Transit to visit schools, thereby providing for the reallocation of funds associated with the existing Photo Permit Program for increased promotion to students.

This proposal is not expected to result in any reduced revenues or increased costs for Transit. Any lost revenues associated with extending the age limit to 21 years of age (which are expected to be relatively minimal) will be more than offset by increased revenue as a result of reduced abuse of the existing fare guidelines which will be achieved through greater control by Transit operators.

Students will be clearly informed of the value and importance of the new I.D. card and that they must show it to Transit operators in order to qualify for reduced fares. Transit operators will now be assured that virtually all high school students within the City will have had the opportunity to obtain this card at their schools (free of charge) and there should be no reason why they do not have one. If for whatever reason they have lost their card or were not able to obtain one at the school, they will still be able to visit the Fort Rouge Transit base to obtain a similar photo I.D. permit at a cost of $3.00 (to cover costs). When the program is implemented, Transit will provide promotional material to all high schools specifically informing students of the benefits of this new card and the obligation of students to show it in order to qualify for reduced fares. As previously indicated, these promotional funds will be reallocated from the existing high school photo program at no increase in cost to the Transit system.

The existing high school I.D. card will be modified to make it suitable for Transit purposes. The new student I.D. card will have a large colour bar and large colour years so that the cards will be easily recognized by Transit operators. Within the large colour will be stipulated the termination date, age criteria, and Transit logo.

In brief, the suggested changes are more reflective of the age of high school students in Winnipeg and have significant benefits for students, schools, and Winnipeg Transit. However, the development of a new form of identification will only be feasible if the age guidelines are changed to be consistent with the Public Schools Act (up to age 21). Without the change in the age criteria, the new high school identification card does not provide the necessary security provisions for Transit to minimize potential fare loss.

Your Committee on Works and Operations recommends:-

I. That effective November 1, 1994, the age criteria for those high school students attending City of Winnipeg high schools to be eligible for reduced Transit fares, be extended to age 21 to be consistent with The Public Schools Act.

II. That Winnipeg Transit accept the regular high school photo I.D. card, modified to Winnipeg Transit's specifications, as identification to qualify for reduced Transit fares.

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.

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Traffic Regulations and Amendments to the Traffic By-law and the Parking Meter By-law Related to the Graham Avenue Transit Mall
Files ST-5(32) (Vol. 3), ST-2 (Vol. 19) and ST-5.2 (Vol. 20)

729 - 13. Phase One of the construction of the Graham Avenue Transit Mall includes the section between Vaughan Street and Donald Street and is expected to be completed in September, 1994. Phase Two which includes the section between Donald Street and Fort Street is scheduled for construction in 1995. There are a number of traffic regulations associated with this new facility.

The section of Graham Avenue between Vaughan and Carlton Streets will be open to all vehicles with a single traffic lane in each direction. A series of pavement widenings on the north and south sides will accommodate parking, loading/unloading and turning lanes for eastbound right turning vehicles at Kennedy and at Carlton Streets. A survey of the adjoining businesses has indicated that one-hour metered parking and loading zones are preferred. Stopping will be prohibited where parking and loading are not otherwise allowed.

Eastbound vehicles, except buses and cyclists, on Graham Avenue will be required to turn right at Carlton Street since the five block section further east will be exclusively for buses and cyclists.

Prohibiting westbound left turns at Kennedy Street and eastbound left turns at Edmonton Street will ensure that no delayed turning vehicles will block through bus movements.

Rescinding the "No Right Turn on Red" regulations for drivers on Vaughan Street and on Kennedy Street at Graham Avenue will reduce delays to right turning traffic. As a result, north-south vehicle queues on these streets will likely be shorter, thereby reducing delay for through vehicles as well.

Stopping will be prohibited on the narrowed portions of Kennedy, Edmonton and Carlton Streets immediately north and south of Graham Avenue to maintain traffic movement on those north-south streets.

The section of Graham Avenue between Carlton and Fort Streets will be prohibited to all vehicles, except buses and cyclists. An amendment to the Traffic By-law No. 1573/77 is required to enable the Streets and Transportation Department to issue permits authorizing vehicles, other than emergency, Transit, City of Winnipeg and utility vehicles, to travel on this section of Graham Avenue for the purpose of carrying out maintenance of the adjoining properties or works within the Graham Avenue right-of-way.

Eastbound vehicles, except buses and cyclists, will be required to turn right at Garry Street since the one block section of Graham Avenue further east will be exclusively for buses and cyclists.

Stopping will be prohibited on both sides of this section of Graham Avenue, except for buses.

A portion of the north/south public lanes which intersect Graham Avenue to the north between Smith and Garry Streets and Garry and Fort Streets will be closed and replaced by a new east/west lane connection.

All traffic, except buses and cyclists, on Carlton, Hargrave, Smith, Donald and Garry Streets will be prohibited from turning on to Graham Avenue. Therefore, the "No Right Turn on Red" regulations at Hargrave, Donald and Smith Streets are no longer required.

The section of Graham Avenue between Fort and Main Streets will accommodate four traffic lanes. Westbound vehicles, except buses and cyclists, on Graham Avenue will be required to turn right at Fort Street since the five block section of Graham Avenue further west will be exclusively for buses and cyclists.

Prohibiting stopping on the north side will ensure that stopped vehicles do not block westbound vehicles turning right on to Fort Street.

Northbound vehicles on Fort Street, except buses and cyclists, will be prohibited from turning left at Graham Avenue.

For the information of members of Council, amendments to the traffic regulations associated with the Graham Avenue Transit Mall were approved by the Committee on Works and Operations on May 10, 1994.

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Your Committee on Works and Operations therefore recommends:-

I. That the Parking Meter By-law No. 820/74 be amended to enable the installation of one-hour parking meters on sections of Graham Avenue between Carlton Street and Kennedy Street.

II. That Graham Avenue between Carlton Street and Fort Street be rescinded as a Full Time Truck Route.

III. That the Traffic By-law No. 1573/77 be further amended as follows:

1. to prohibit vehicles other than buses and cyclists from travelling on Graham Avenue between Carlton Street and Fort Street, and

2. to enable the Streets and Transportation Department to issue permits to vehicles which must be used on this section of Graham Avenue to maintain the adjoining buildings or to carry out works within the right-of-way.

IV. That the Law Department be requested to prepare the necessary amending by-laws to the Traffic By-law No. 1573/77 and the Parking Meter By-law No. 820/74 for submission to Council.

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

Adopted by consent.

Award of Contracts over $1,000,000 for the Canada/Manitoba/City of Winnipeg Infrastructure Works Program
Files GL-9 (Vol. 6) and S-7 (Vol. 1)

730 - 14. Council, on April 14, 1994, adopted that projects in the total amount of $90,453,500.00 be approved as The City of Winnipeg's Program for inclusion in the Canada/Manitoba Infrastructure Works Program.

The Canada-Manitoba Infrastructure Program Agreement requires that no more than 15% of federal and provincial funds may be incurred after March 31, 1996, and in any case, shall be incurred on or before March 31, 1997. In addition, 35% of federal and provincial funds must be incurred by March 31, 1995.

On February 10, 1988 Council adopted The City of Winnipeg's Policy on Purchasing Procedures and the Disposal of Surplus Supplies requiring that the Committee on Works and Operations approve the award of contracts for contracts over $1,000,000.00 for the Works and Operations Division.

Your Committee on Works and Operations meets on a 4-week cycle with no meetings scheduled between July 5 and September 2, 1994.

When the Federal Government announced the Infrastructure Renewal Program in late 1993, the City of Winnipeg anticipated a quick approval for its program, with works starting with the arrival of the construction season in April of 1994.

The Federal and Provincial Governments announced The City of Winnipeg's Program on April 6, 1994, with subsequent Council approval on April 14, 1994, thus delaying the originally estimated start of construction.

The Administration now anticipates that tenders will be called starting in mid to late May, 1994, with award of contracts to follow during the next number of months. The established meeting schedule of the Committee on Works and Operations to accommodate approval of contract awards over $1,000,000.00 could negatively affect the Administration's ability to complete the necessary works in 1994 (and possibly again in 1995) given the later than anticipated approval for the program, the now tight timeframe to undertake the works during the 1994 construction season and the requirement to expend a required amount of funding during a specific timeframe.

To ensure that the award of contracts and resulting construction works are not unduly delayed, the Administration has suggested that the Commissioner of Works and Operations, in consultation with the Chairperson of the Committee on Works and Operations, be directed to call Special Meetings of the Committee on Works and Operations to approve

the

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award of contracts over $1,000,000.00 for the Canada/Manitoba/City of Winnipeg Infrastructure Works Program.

Your Committee on Works and Operations recommends:-

I. That the delegation of authority to award contracts pursuant to Policy C261, Purchasing Procedures and Disposal of Surplus Supplies, be waived in this instance to provide that the Commissioner of Works and Operations, in consultation with the Chairperson of the Committee on Works and Operations, be delegated the authority to approve award of contracts over $1,000,000.00 for the Canada/ Manitoba/City of Winnipeg Infrastructure Works 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.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

731 - On motion of Councillor Duguid, the rule was suspended and By-law No. 6415/94, a By-law of the City of Winnipeg to close the public walkway between Ness Avenue and Bancroft Bay, east of Cavalier Drive, was read a first time. File DAC 15/92

Councillor Duguid moved that this constitute the first reading of By-law No. 6415/94, which motion was carried.