REPORT "A" OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED JULY 25, 1995

On motion of Councillor Duguid, Report “A” of the Committee on Works and Operations, dated July 25, 1995, was considered clause by clause.

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

1062 - Councillors Boychuk and Golden asked to be recorded as having voted against Clause 4 in accordance with Rule 50.7 of the Procedure By-law.

1063 - Councillor Thomas asked to be recorded as having voted against Clause 5 in accordance with Rule 50.7 of the Procedure By-law.

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

Her Worship the Mayor and Councillors:

1995 Supplementary Local Improvement Program
File SL (1995) (Vol. 1)

1064 - 1. On July 25, 1995, the Committee on Works and Operations considered a report dated July 13, 1995, from the Commissioner of Works and Operations, advising that in addition to the local improvement projects passed by Council on April 19, 1995, there are certain local improvement projects under consideration arising out of a supplementary advertisement.

The results of the advertising have been communicated and those cases requiring consideration by the Community Committees have been reported and considered. The projects which have been recommended to be approved for implementation in 1995 are identified in Appendix "A".

The Committee on Works and Operations therefore submits the following recommendations and draft By-law for favourable consideration:-

I. That the local improvement projects listed in Appendix "A", at a cost of $47,500.00, be approved for implementation in 1995 to be funded from the 1995 Unused Borrowing Authority, Local Improvement Category.

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.

(See Minute No. 1073 for attachment)

Establishment of a Policy affecting Manitoba Hydro Transmission Line Frontages - Local Improvement Projects
File HG (Vol. 2) [c/r SL (1995)]

1065 - 2. On July 25, 1995, the Committee on Works and Operations considered a report from the Commissioner of Works and Operations, requesting approval for the establishment of a policy to deal with local improvements impacting on Manitoba Hydro transmission rights-of-way on the same basis as railway rights-of-way, to achieve a more streamlined administrative process.

Report "A" of the Committee on Works and Operations dated July 25, 1995

In various areas throughout the City, streets and lanes cross or flank Manitoba Hydro transmission rights-of-way, as well as other Manitoba Hydro-owned property which may be vacant or developed, for a wide range of purposes.

Currently, when proposed local improvement projects involve streets and/or lanes which cross or flank Manitoba Hydro transmission rights-of-way, Manitoba Hydro generally objects to being assessed for the associated costs. Administrative time and effort is expended in preparing reports to Council, where the exemption is routinely approved. In the interim, the viability of the project may have been adversely affected by Manitoba Hydro's refusal to accept the local improvement charges and considerable effort is expended on the part of both the City and Manitoba Hydro.

In contrast, the City-adopted policy respecting railway rights-of-way provides for a recommendation to Council for an exemption for railway rights-of-way prior to the advertising of the local improvement project. As a result, the local improvement is advertised on the basis of the railway property being excluded, allowing other property owners who may have a voice in any petition against the subject property to proceed. Another significant benefit is that the administrative process of putting the assessment into place is avoided.

In the case of the current process for hydro rights-of-way where the assessment is subsequently eliminated, there is the further administrative work of removing the charges from the assessment roll.

Pursuant to Section 375 of The City of Winnipeg Act, Council can declare a property unfit for building purposes. The intended policy would provide for the Commissioner of Works and Operations to recommend to Council an exemption under said category in order that, with Council's approval, Manitoba Hydro would be notified at the time of advertising of Council's prior determination that the Hydro lands be exempt as unfit for building purposes.

If at some future time, the purpose of said lands changed and were classified as buildable sites, the City would be empowered to recoup the local improvement costs for the installation of services prior to any connections being made to underground improvements and access to above-ground improvements.

Pursuant to Sections 372 (2) and 372 (3) of The City of Winnipeg Act, the City can reactivate, for the full term of the improvement, any levy assumed by the City for exempt land when such land again becomes subject to taxation.

Over the years, the local improvement assessment against some Manitoba Hydro properties other than transmission lines, has been a matter of controversy as to whether or not it is appropriate that Manitoba Hydro pay the local improvement charges. The Administration advises that in discussions with Manitoba Hydro, the City has secured an administrative understanding that, if the recommendations contained in this report are adopted by the City, properties other than transmission rights-of-way would be assessable for local improvement charges on the same basis as any other properties under private ownership in the City of Winnipeg.

It should be noted that Council will still have the authority to accept or reject each recommendation on its merits inasmuch as all exemptions will be forwarded through Committee to Council for approval prior to the advertising of the local improvement.

The Committee on Works and Operations therefore submits the following for favourable consideration, namely:-

I. That the following policy be established for local improvements impacting on Hydro Transmission Line rights-of-way owned by Manitoba Hydro:

If the Commissioner of Works and Operations deems that Manitoba Hydro property, used for the purpose of power transmission right-of-way, is unfit for building purposes, that a recommendation be forwarded to Council, prior to advertising the local improvement, that the property be deemed unfit for building purposes, subject to the condition that if at any future time the property is deemed to be a buildable site, that prior to any connection being allowed, the City be empowered to recoup the local improvement costs.

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

Adopted by consent.

Report "A" of the Committee on Works and Operations dated July 25, 1995

Establishment of a Policy for the Reconstruction/Resurfacing of Asphalt Surface Pavements of Non-Regional Street File SC-3.4 (Vol. 20)

1066 - 3. The Committee on Works and Operation has been advised that paved street surfaces have been installed on streets to very different standards, particularly prior to amalgamation in 1972 and the adoption of uniform construction standards in 1974. Low cost pavements were installed with a known resultant shorter service life, often with the intention that these pavements would not be renewed by the respective municipality at the end of their useful life.

Streets of this type, for example, Gaboury Place in St. Boniface, have been deliberately deleted from renewal programs. In many cases the upgrading from an asphalt pavement to a concrete pavement has been financed as a local improvement chargeable to the fronting property owners with some 23 projects totalling 9.038 kms. undertaken on this basis in the years 1963-1985 in the St. James-Assiniboia area. Upgrading to concrete pavement has also been financed under the Neighbourhood Improvement Program (N.I.P.) and the Continuous Improvement Program (C.I.P.) with no change to fronting property owners in the former District 2, for 24 projects totalling 8.566 kms. Prior to amalgamation, the standard street reconstruction in the former District 6, consisted of concrete curb and gutter, lime stabilized base and 2.5-3 inches of hot mix asphalt. In other cases, asphalt pavements were installed on the basis that they were equivalent to portland cement concrete pavements and design inadequacies have at times resulted in service lives that are substantially inferior to concrete pavements.

In summation, it is evident that there have been variations in policy between the various municipalities prior to amalgamation as well as a lack of consistency since amalgamation.

The streets qualifying under sections 1 (a), 1 (b) and 1 (c), of the recommended policy have previously qualified for reconstruction or resurfacing, as may be required, under the policy in place at the present time. These streets were constructed or intended to be constructed in accordance with the full standards of the day, recognizing that these standards varied from time to time. Thus the adoption of 1 (a), 1 (b), and 1 (c) is a reaffirmation of existing policy.

The recommended policy, under item 1 (d), provides for reconstruction or resurfacing for those streets that were built to an intermediate standard including land drainage sewers and thus the city would take on the responsibility for renewal which in effect means maintenance in perpetuity without a further local improvement. This criteria requiring both hot-mix asphalt pavement and a land drainage pipe system is judged to be a sufficiently close approximation to criteria 1 (a), 1 (b) and 1 (c) that it is reasonable extension to the existing criteria. It is often difficult to distinguish between streets in item 1(b) and those now recommended to be included in item 1 (d). The streets outlined in Appendix "A", totalling 84.10 kms., are those that have been identified in this group.

The streets referred to in item (2) were installed so as to avoid the expense of a land drainage system and generally would also have a lower grade pavement that was installed at less cost to the fronting property owners than a standard pavement. The provision for the City to consider these streets for reconstruction or renewal, contingent upon the installation of land drainage as a local improvement, would essentially place these streets into an equivalency with those streets in item 1 (d). At present rates, the local improvement assessment for land drainage is $48.00 per frontage foot. The streets outlined in Appendix "B", totalling 1.94 kms. are those that have been identified in this group.

Streets built not qualifying under sections (1) or (2) of the recommended policy will qualify only for ongoing maintenance in accordance with city standards. Any renewal or upgrading, either by means of asphalt resurfacing or concrete construction, would only be done as a local improvement chargeable against the fronting property. Streets in this category would include:

(a) oiled surface roadways
(b) asphalt surfaced roadways without a pipe land drainage sewer system.
(c) other roadways improved to a lower standard.

Report "A" of the Committee on Works and Operations dated July 25, 1995

The Administration has also suggested that an amendment be included in the policy whereby hot-mix asphalt pavements, without a pipe land drainage system, would qualify for asphalt resurfacing only, as a city-at-large expense. These are streets that were built to a substantially sub-standard (and lower cost) specification. The property owners at the time of original construction benefitted by means of the cost saving, usually with the understanding that future city input would be limited to ongoing maintenance and would not include reconstruction or renewal. The streets listed in Appendix "C", totalling 25.91 kms., are those that have been identified in this group. These streets are generally in a rural area or otherwise in an area where a pipe land drainage system is not feasible or for other reasons has not been installed. It is considered that it would not be equitable to provide the benefit of city-at-large renewal for these streets.

The Committee on Works and Operations therefore recommends that a policy be adopted to define the criteria whereby a non-regional street pavement will be considered as a candidate for either reconstruction or renewal (asphalt resurfacing) at city-at-large expense, as follows:

I. That a non-regional street pavement will qualify for reconstruction or renewal at city-at-large expense as follows:

A. The pavement was installed with any required land drainage pipe system and was built of:

(a) portland cement concrete;

(b) a design intended to meet the service life equivalency of a portland cement concrete pavement;

(c) in the case of a pre-1945 pavement, a macadam surface, or equivalent, that was constructed to the standard of the day;

(d) a hot mix asphalt surface, with or without curb and gutter.

II. The street pavement was installed without a required land drainage pipe system, but otherwise meeting the criteria of Recommendation I. above, contingent upon such reconstruction or renewal being done in conjunction with the installation of any required land drainage pipe system as a local improvement.

Note: In addition to the foregoing policy recommendations, consideration could be given to an addition to the policy whereby a hot-mix asphalt pavement not qualifying under Recommendation I. or II., and installed without a land drainage pipe system, will qualify for asphalt resurfacing only.

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

Copy of the referenced Appendices to this report are on file in the Office of the City Clerk.

Adopted by consent.

"Downtown Flyer" Shuttle Bus Service
File RR-1 (Vol. 27)
(c/r FL-7.4 (Vol. 5))

1067 - 4. Council, on December 14, 1994, considered the report and recommendations of the CentrePlan Committee. Included amongst the recommendations approved by Council was the following:

That a shuttle service in the downtown be pursued, beginning with a demonstration project to establish viability and that Council commit $75,000.00 to share the operating costs with CentrePlan partners of the demonstration project.

Given the lead time required to plan the service and to develop partnerships, implementation was not anticipated to be until late 1995. Consequently, the $75,000.00 committed by Council was to be the City's share of funding for only a partial year of operation to the end of 1995.

Report "A" of the Committee on Works and Operations dated July 25, 1995

In early 1995, a working group was established to coordinate the development of the shuttle bus demonstration project comprising representatives of the City Council, CentrePlan Committee, Downtown Winnipeg Business Improvement Zone, Exchange District Business Improvement Zone, The Forks - North Portage Partnership, Tourism Winnipeg, Transit Department, and the Community Services Department.

The working group has priorized the areas of the downtown to be linked by the service, evaluated alternative routings, hours of service, and headways, reviewed the types and costs of vehicles currently available from bus manufacturers, evaluated alternative names for the service, developed a financial plan for the service, identified the components of a promotional program, and developed a plan of implementation. During development of the plan, the concept of a shuttle service in the downtown was discussed with three focus groups: frequent users of downtown, infrequent users of downtown, and senior citizens. Comments provided by focus group participants were used by the working group to plan various aspects of the service.

The recommendations of the working group for the downtown shuttle service are summarized in Appendix "B".

Upon approval of the recommendations in this report, these arrangements would be formalized in a Management Agreement between the City and the private partners.

The Committee on Works and Operations therefore recommends:

I. That, effective Tuesday, September 5, 1995, the "Downtown Flyer" service, as shown in Figure 1, designated as Appendix "A", be implemented to provide shuttle bus service:

a) between The Forks and the downtown shopping district, and
b) between The Forks and the Exchange/Chinatown Districts.

II. That the "Downtown Flyer" operate between 11:30 a.m. and 3:30 p.m. on weekdays, between 11:00 a.m. and 5:00 p.m. on Saturdays, and between 12:00 noon and 5:00 p.m. on Sundays and Holidays.

III. That the passenger fare for the "Downtown Flyer" service be set at $0.25 for each one-way trip for all persons aged 5 years and older.

IV. That, as previously approved by Council, the City commit $75,000.00 (contained in the 1995 Current Estimates for the Transit Department) as its share of funding for the "Downtown Flyer" to the end of 1995.

V. That the City commit $105,000.00 as its share of funding for the "Downtown Flyer" for the 1996 calender year as a first commitment against the Transit Department's 1996 Current Estimates, contingent upon receipt of a formal commitment for 1996 from the Downtown Winnipeg Business Improvement Zone and the Exchange District Business Improvement Zone.

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

For the information of members of Council, the Committee on Works and Operations requested the Administration to develop a plan to incorporate Broadway into one of the two routes and report back with associated costs to the Executive Policy Committee.

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

In amendment,

The Executive Policy Committee concurs in the recommendations of the Committee on Works and Operations and the additional administrative report from the Transit Department dated July 31, 1995, as outlined in Appendix "C", (which incorporates other revisions and changes to Clause 4 of Report "A" of the Committee on Works and Operations dated July 25, 1995), relative to the Broadway Routing Option for the "Downtown Flyer" bus service and recommends:

I. That the City commit an additional $25,000.00 as its share of funding for the "Downtown Flyer" to the end of 1995.

Report "A" of the Committee on Works and Operations dated July 25, 1995

II. That the City commit an additional $45,000.00 as its share of funding for the "Downtown Flyer" for the 1996 calendar year as a first commitment against the Transit Department's 1996 Current Estimates, contingent upon receipt of a formal commitment for 1996 from the Downtown Winnipeg Business Improvement Zone and the Exchange District Business Improvement Zone.

Adopted by consent.

(See Minute No. 1062 opposition recorded by Councillors Boychuk and Golden.)

Charleswood Bridge/Moray Street between Roblin Boulevard and Ness Avenue File SB-19 (Vol. 2)

1068 - 5. On July 25, 1995, the Committee on Works and Operations considered a report from the Director of Streets and Transportation relative to the construction of the Charleswood Bridge and approach roadways between Roblin Boulevard and Portage Avenue, and the associated roadway modifications on Portage Avenue and on Roblin Boulevard (outlined on Figure 1) which are expected to be completed and open to traffic in the Fall of 1995.

Council on October 26, 1988, adopted the following resolutions contained in the report of the Committee on Works and Operations dated September 20, 1988 respecting the Charleswood Bridge project, namely:

The Streets and Transportation Department is to apply to The Highway Traffic Board for a speed limit of no greater than 60 km\h on the proposed bridge.

Moray Street between Portage and Ness Avenues is not to be designated as a truck route or a bus route.

The Streets and Transportation Department is to monitor traffic patterns related to the new bridge and report back to the Assiniboia Community Committee on a six month basis and as may be required by Community Committees.

The Charleswood Bridge/Moray Street route will contain a 4 lane divided cross-section between Roblin Boulevard and Ness Avenue. It is appropriate that this arterial connection of the two communities across a major river be designed as a Regional Street and designed as a Snow Route.

The Administration proposes that to retain the ascending number sequence from east to west of north-south routes, it is proposed that the Charleswood Bridge and approach roadways between Roblin Boulevard and Portage Avenue be assigned the designation "Route 96". In addition, it is proposed that this new major transportation facility be designated as a Full-Time Truck Route between Roblin Boulevard and Portage Avenue.

On July 25 1995, the Committee on Works and Operations approved the following:

1. a) The regulations requiring northbound and southbound vehicular traffic on Moray Street to stop at both Lodge Avenue and Bruce Avenue; and eastbound and westbound vehicular traffic on both Lodge and Bruce Avenues to stop before entering Moray Street be rescinded.

   b) Traffic control signals be installed and maintained at the intersections of:

      i) Moray Street and Lodge Avenue;
      ii) Moray Street and Bruce Avenue; and
      iii) Moray Street and Roblin Boulevard, including the southbound right turn cut-off.

   c) Southbound traffic on Moray Street turning right at Roblin Boulevard be regulated "No Right Turn on Red".

2. The Streets and Transportation Department be authorized to apply to The Highway Traffic Board to establish a 60 km/h speed limit on the Charleswood Bridge/Moray Street between Roblin Boulevard and Portage Avenue.

Report "A" of the Committee on Works and Operations dated July 25, 1995

The Committee on Works and Operations also adopted the associated traffic regulations outlined in Appendix "A". For the information of members of Council, outlined in Appendix "B" are the traffic particulars relative to the foregoing regulations.

The Committee on Works and Operations therefore recommends:

I. Moray Street, including the Charleswood Bridge and the new approach roadways, be designated a Regional Street between Roblin Boulevard and Ness Avenue.

II. That the following amendments be made to the Snow Route By-law No. 6548/95, namely:

a) The section of Moray Street between Assiniboine Crescent and Ness Avenue be deleted from Schedule "B";

b) Moray Street between Roblin Boulevard and Ness Avenue be added to Schedule "A" being that schedule which specifies those streets being Regional Street Snow Routes.

III. Moray Street, including the Charleswood Bridge and the new approach roadways between Roblin Boulevard and Portage Avenue be designated and signed as *"Route 96"*.

IV. Route 96 between Roblin Boulevard and Portage Avenue be added to Schedule 1 of the Traffic By-law No. 1573/77, being that schedule which specifies those streets being Full-Time Truck Routes.

V. Route 96 between Roblin Boulevard and Pinewood Drive be added to Schedule 1 of the Private Approaches By-law No. 6546/95, being that schedule which specifies those streets upon which the construction of private approaches is prohibited.

VI. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary amending by-laws to The Snow Route By-law No. 6548/95; the Traffic By-law No. 1573/77, and the Private Approaches By-law No. 6546/95, in accordance with the foregoing and submit same directly to Council for approval.

VII. 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.

(See Minute No. 1063 for opposition recorded by Councillor Thomas.)

Paving of Shaftesbury Boulevard between Wilkes and Grant Avenues
Files SC-3.4 (Vol. 20) and SL (1995) (Vol. 1)

1069 - 6. On April 19, 1995, Council adopted Clause 1 of the Report of the Committee on Works and Operations dated April 7, 1995 that Shaftesbury Boulevard between Wilkes Avenue and Grant Avenue be added to the regional street system and that it be paved as a capital project, at an estimated cost of $1,800,000.00, to be funded from Unused Borrowing Authority available in the 1992 Capital Estimates/Local Improvements Section.

Subsequent to Council's approval, the project was assigned to an engineering consultant to provide engineering for the design and construction of the land drainage sewer and pavement. A recent estimate prepared by the engineering consultant indicates that the land drainage sewer is estimated to cost $342,000.00 and the pavement is estimated to cost $1,658,000.00, for a total project cost of $2,000,000.00. Therefore, additional funding in the estimated amount of $200,000.00 is required.

Report "A" of the Committee on Works and Operations dated July 25, 1995

The Committee on Works and Operations therefore recommends:-

I. That additional funding in the amount of $200,000.00 be approved, to be funded from Unused Borrowing Authority available in the 1992 Capital Estimates/Local Improvements Section.

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 Amendments to the Highway Traffic Act Files ST-1 (Vol. 3) and ST-5(33) (Vol. 3)

1070 - 7. On July 25, 1995, the Committee on Works and Operations considered a report from the Streets and Transportation Department outlining additional suggestions for revisions/additions to The Highway Traffic Act, relative to pedestrian corridors, residential parking permits, parking in public lanes and at the head of "T" Intersections, separate left turn signal indications/multiple indicators, speed limit signing, bike path signage, U-turns at left turn green arrows, amber arrow signal indication, flashing "Don't Walk" Symbol, and "Transit Priority" signals, outlined on Appendix "A".

The Committee on Works and Operations has been advised that, to expedite revisions to The Highway Traffic Act, these suggestions have already been submitted to the Ad Hoc Committee established to rewrite The Highway Traffic Act and are in addition to previous submissions. These revisions are critical to resolving many of the outstanding traffic issues in the City of Winnipeg.

The Department of Highways has advised that due to resource limitations this review and subsequent implementation process will be extended substantially. In addition, the Assistant Deputy Minister of Highways has indicated that a limited number of revisions could be dealt with at the next sitting of the Legislature.

The Committee on Works and Operations therefore recommends:

I. That the Streets and Transportation Department be authorized to request the Province of Manitoba to amend The Highway Traffic Act to effect the following changes:

A) REVISIONS TO EXISTING LEGISLATION:

1) Section 78 (Approval of pedestrian corridors.)

Rescind the requirement that the location of a pedestrian corridor device in Manitoba be approved by The Highway Traffic Board.

2) Section 93(2) (Residential parking permits.)

Enable the issuance of residential parking permits to all vehicle owners subject to conditions and restrictions as provided by municipal by-law as opposed to only those vehicle owners who reside adjacent to or in the vicinity of the highway as is presently the case.

3) Section 122(1) (Where stopping, standing, parking prohibited.)

Prohibit parking in a back lane if the public lane right-of-way is not more than 9 metres wide.

Allow parking on that section of street contained within the right-of-way of an intersecting street opposite the stem of "T" intersections.

Report "A" of the Committee on Works and Operations dated July 25, 1995

4) Section 88(3) (Green traffic control light at intersections.)

Prohibit drivers at or approaching an intersection at which a circular green traffic control signal indication is displayed from turning left if a separate left turn traffic control signal indication is provided at the intersection that is distinct from the indication provided for the through and right turn movements, in which case the left turning driver shall be governed by the indication displayed on the separate left turn signal indication.

5) Section 103(6) (Speed to be expressed in kilometres per hour.)

Rescind Section 103(6), which specifies that a speed limit related by-law or regulation which does not express the speed limit in kilometres per hour is of no effect and is unenforceable.

6) Section 145(2.3) (Bicycles on sidewalks).

Operators of bicycles with a rear wheel having a diameter that is more than 410 millimetres (16 inches) should be allowed to operate on a sidewalk in conjunction with pedestrians provided that such a sidewalk is specifically signed as a bicycle facility with devices approved by The Highway Traffic Board.

7) Section 88(9) (Green arrow or green arrow with red light).
Section 88(17) (Flashing green arrow).

Motorists should be permitted to "U" turn when facing a left turn green or flashing green arrow indication since no movements which may be in conflict are permitted at the intersection for either motorists or pedestrians during such an interval.

B) PROPOSED ADDITIONS TO EXISTING LEGISLATION:

1. Section 88 (Traffic control signals).

A provision should be included in this section to describe the instruction to:

a) a driver when an amber arrow signal is displayed at an intersection;

b) a pedestrian when a flashing "Don't Walk" symbolic signal is displayed at an intersection; and,

c) a driver and a pedestrian when a "Transit Priority Signal" is displayed at an intersection.

II. 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.

Use of Non-Ozone Depleting Substances in Retro-fitting Projects File FB (Vol. 7)

1071 - 8. On July 25, 1995, the Committee on Works and Operations heard representation from Christine Common-Singh, Project Coordinator, Zer-O-Zone, Grace De Jong, Project Manager, Zer-O-Zone and Mark Miller, Executive Director, Manitoba Ozone Protection Industry Association (MOPIA), requesting that the City of Winnipeg establish a policy whereby non-ozone depleting substances are used in retro-fitting projects.

Report "A" of the Committee on Works and Operations dated July 25, 1995

The Committee was advised that the Sierra Club of Canada, in conjunction with Environment Canada, The Winnipeg Foundation and the Manitoba Ozone Protection Industry Association (MOPIA), is initiating a campaign, known as the ZER-O-ZONE project, to develop alternatives to protect the ozone layer from further depletion and that the Government of Canada views the ZER-O-ZONE project as a national pilot project, to be replicated in other jurisdictions, and, if successful, will be highlighted at the renegotiation of the Montreal Protocol in Vienna.

The Committee on Works and Operations therefore submits the following resolution for favourable consideration, namely:

WHEREAS the City of Winnipeg "seeks to fully integrate sustainable development considerations within the planning, budgeting and development process" as stated in Plan Winnipeg;

AND WHEREAS the Sierra Club of Canada, in conjunction with Environment Canada, The Winnipeg Foundation and the Manitoba Ozone Protection Industry Association (MOPIA), is initiating a campaign to protect the ozone layer from further depletion;

AND WHEREAS the Government of Canada views the ZER-O-ZONE project as a national pilot project to be replicated in other jurisdictions;

AND WHEREAS this project, if successful, will be highlighted at the renegotiation of the Montreal Protocol in Vienna, thus showcasing Winnipeg as a leader in environmental protection;

THEREFORE BE IT RESOLVED THAT The City of Winnipeg shall incorporate the principles and objectives of the ZER-O-ZONE project into its forthcoming energy retrofit of City Hall and in so doing, shall assume a leadership role in environmental protection.

Adopted by consent.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

1072 - On motion of Councillor Duguid, the following by-laws were read a first, second and third time, the rule being suspended for the third reading of each by-law, and were passed and ordered to be signed and sealed, namely:-

By-law No. 6683/95, a By-law of the City of Winnipeg to amend By-law No. 6547/95, being a by-law of the said City concerning the reservation of certain portions of streets and public parking sites for the purpose of parking vehicles and the use of parking meters in connection therewith. File ST-2 (Vol. 20)

By-law No. 6684/95, a By-law of the City of Winnipeg to authorize the undertaking of certain local improvements during the year 1995. File SL(1995) (Vol. 1)

On motion of Councillor Duguid, the rule was suspended and By-law No. 6686/95, a By-law of The City of Winnipeg to close the existing public lane south of Benn Avenue between Rivercrest Road and Main Street was read a first time. File DAC 20/89.

Councillor Duguid moved that this constitute the first reading of By-law No. 6686/95, which motion was carried.

1073 - Appendix "A" referred to in Clause 1 of the Report of the Committee on Works and Operations dated July 25, 1995

APPENDIX "A"

To be funded from 1995 Unused Borrowing Authority

CLASS OF WORK	DISTRICT AND LOCATION	DOLLAR VALUE
	WEST CENTRAL DISTRICT	
LANE LIGHTING	On the lane in the block bounded by Lismore Avenue and Legion Avenue, Oddy Street and King Edward Street	$1,000.00
	On all lanes in the block bounded by Logan Avenue and Alexander Avenue, Ada Street and King Edward Street	3,000.00
	NORTH WEST DISTRICT	
ORNAMENTAL LANE LIGHTING	On the lane in the block bounded by Egesz Street Gaynor Place and Alwood Crescent including the lane outlet to Egesz Street	14,000.00
	NORTH EAST DISTRICT	
LANE LIGHTING	On the first north-south lane west of Henderson Highway from Hazel Dell Avenue to Oakview Avenue	600.00
	On the first east-west lane north of Chelsea Avenue from Watt Street to and including the north-south lane outlet to Chelsea Avenue West, west of Watt Street	1,000.00
	On all lanes in the block bounded by MacAulay Crescent and Edison Avenue, MacAulay Place and Rothesay Street	3,500.00
	On the first east-west lane south of Springfield Road from Rothesay Street to a point approximately 1852.1 feet east of the east line of Rothesay Street including the first north-south lane outlet east of Rothesay Street	4,500.00
ORNAMENTAL LANE LIGHTING	On the lane in the block bounded by Simpson Avenue, Moncton Avenue and Battershill Street	10,300.00
	SOUTH EAST DISTRICT	
LANE OILING	On the first east-west lane south of Rosewarne Avenue from the first north-south lane west of St. Mary's Road to the first north-south lane east of Killarney Street including the second north-south lane east of Killarney Street	7,000.00
	SOUTH WEST DISTRICT	
LANE LIGHTING	On the east-west lane north of Bayridge Avenue from the east line of Ulster Street to Bayridge Avenue	2,600.00
TOTAL		$47,500.00