REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED NOVEMBER 30, 1993

On motion of Councillor Duguid, the Report of the Committee on Works and Operations, dated November 30, 1993, was considered clause by clause.

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

Carried.

Her Worship the Mayor and Councillors:

Proposed Winnipeg River Health District
File H (Vol. 5)

197 - 1. Your Committee on Works and Operations has been advised there is a proposal for a new health care district be formed to include the facilities operated by the Lac du Bonnet District Health Board and Atomic Energy of Canada, Ltd. (AECL). To accomplish this, the primary parties, namely the Lac du Bonnet District Health Board and AECL, are willing to have their facilities joined under a new governing board. This new board will be formed from representatives of four municipal entities (Village of Lac du Bonnet, R.M. of Lac du Bonnet, the LGD of Alexander and the LGD of Pinawa), and Winnipeg Hydro (in respect of Pointe du Bois). The proposed name of the new health care district is the Winnipeg River Health District. Once formed, ownership of the health care facilities under the board's jurisdiction will be transferred to the new health district.

Formation of the proposed Winnipeg River Health District has the support of the Provincial Department of Health and Family Services. The rationalization of service delivery which will occur under the new health district conforms to the Province's objective for health care reform.

Winnipeg Hydro has had indirect representation on the Lac du Bonnet District Health Board since its inception in 1974. The by-law governing election of the directors to the Lac du Bonnet District Health Board includes one director being elected by and from the residents of Pointe du Bois. Under the proposal for the new health district, the City of Winnipeg will have the right to appoint to the Board, one member who is a resident of Pointe du Bois or a representative of Winnipeg Hydro. This will help ensure that Winnipeg's interests are appropriately considered by the new board.

In general, capital and operating expenditures incurred by the new health district are reimbursed by the Manitoba Health Services Commission or other funding arrangement, such as ambulance and handivan grants and user fees. It will be the responsibility of the new board not to incur operating or capital deficits in the future. If the new board was to authorize expenditures which are not reimbursed by the Manitoba Health Services Commission or otherwise recoverable through grants or user fees, a deficit for that year will result. Any such deficit is to be apportioned among the participating municipal entities on the basis of population. Based on present population figures of the proposed health district, Winnipeg Hydro's share with respect to the residents of Pointe du Bois is approximately 2.5%. Up to now, the boards operating the Pinawa Hospital and the Lac du Bonnet District Health Centre have not incurred deficits.

The other municipal entities (ie. Village of Lac du Bonnet, R.M. of Lac du Bonnet, the LGD of Alexander, and the LGD of Pinawa) have approved their participation in forming the new health district. They, and the Province, are now awaiting a decision by the City of Winnipeg on whether Winnipeg Hydro will also be participating with respect to Pointe du Bois.

Your Committee on Works and Operations recommends that the following be approved, namely:-

I. Inclusion of Winnipeg Hydro's Pointe du Bois townsite in the proposed Winnipeg River Health District for a three-year trial period with the intent to review participation at that time.

II. Appointment of Mr. R. T. Neumann, Power Plants Superintendent, as the City's representative to the board of the proposed Winnipeg River Health District for a term of three (3) years.

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III. The principle of cost sharing any operating and capital expenditures (unapproved deficit) of the proposed health district which are not reimbursed by the Manitoba Health Services Commission or otherwise recovered through grants or users fees, on a per capita basis amongst the municipal entities participating in the Winnipeg River Health District.

IV. The Proper Officers of the City be authorized to do all things necessary to implement the above recommendations, including signing and execution of an agreement with the Manitoba Health Services Commission and the other municipal entities participating in the Winnipeg River Health District.

Adopted by consent.

Residential Overnight Parking Prohibition
File ST-5.2 (Vol. 20)

198 - 2. Council, at its meeting held on November 17, 1993, referred the following motion to your Committee on Works and Operations, namely:

"THAT Exhibit 'B' of Clause 1 of the Report of the Committee on Works and Operations dated November 2, 1993, be amended to include the following:

That under the 'Residential Overnight' Proposed Parking Restrictions, a mechanism be built in to allow for cancellation of parking tickets issued where ploughing did not occur."

On November 30, 1993, your Committee on Works and Operations was advised by the Director of Operations that the Department was not supportive of implementing a mechanism to allow for cancellation of parking tickets.

Your Committee on Works and Operations therefore recommends that this matter be received as information.

Adopted by consent.

Establishment of a Park and Ride System along Major Public Transportation Routes
File TT-5 (Vol. 4)

199 - 3. The development of an experimental park and ride program was recognized in the Transportation Component of Plan Winnipeg (By-Law No. 2960/81) adopted by City Council in 1986. The Transportation Component of Plan Winnipeg contained specific recommendations to initiate two park and ride pilot projects. Facilities were to be constructed on City-owned properties located north of Portage Avenue at Sturgeon Road and at Henderson Highway at the southeast corner of Douglas Avenue. The Transportation Component also included the recommendation that, should the pilot projects be successful, a program of park and ride lots at strategic locations adjacent to other major transit corridors be initiated.

In addition to the park and ride program contained in the Transportation Component of Plan Winnipeg, two City-owned properties in the south Winnipeg area are currently held in reserve as potential park and ride sites for the proposed Southwest Transit Corridor.

Chapter 5, Part C of Plan Winnipeg...Toward 2010 (By-Law No. 5915/92) adopted by Council on June 23, 1993, makes a commitment to "Transit System improvements ... where transit is considered to have a potential advantage over the private automobile." An overall review of the transportation plan associated with Plan Winnipeg...Toward 2010, which will include the transit system, is about to commence. This transportation plan will hereinafter be referred to as Transplan 2010.

The Role of Park and Ride in an Integrated Urban Transportation System

An integrated urban transportation system includes land-use planning, zoning, a roadway network, public transit, bikeways, pedestrian walkways and public parking facilities. Park and ride combines the line-haul advantages of public transit in high density corridors with the flexibility of the private automobile for the collection-distribution of passengers in low-density residential areas. Commuters drive their vehicles to the park and ride sites, safely park their cars, and then transfer to public transit to complete the next part of their journeys. On the return trip, the process is reversed.

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When supportive conditions exist, park and ride can be very successful. The benefits of park and ride facilities include increased public transit usage, reduced commuter trip time and cost, and reduced traffic congestion. To be successful, however, park and ride must provide significant time and cost savings to commuters.

Characteristics of Successful Park and Ride Programs

Based on experience in other cities, park and ride appears to be most successful when the following conditions exist:

1. A rapid transit system or other forms of fast line-haul service;

2. A congested downtown with limited and expensive monthly parking; and

3. A significant number of low-density "bedroom" communities located at the fringe of the city.

Park and ride is very successful in those cities in Canada where it is combined with rapid transit to provide significant travel time and cost advantages to downtown commuters.

In Calgary, for example, successful park and ride facilities are located adjacent to Light Rail Transit (LRT) stations. Compared to making the trip by automobile, this arrangement provides the commuter with faster travel times to the downtown. The utilization rates of the parking lots at the LRT stations are 90 to 100 percent. In Ottawa, park and ride facilities are integrated into the Transitway system and offer significant travel time savings compared to driving. The high cost of downtown parking in Ottawa also serves to promote the use of park and ride facilities adjacent to the rapid transit corridors.

In contrast to Calgary and Ottawa, no rapid transit corridors currently exist in Winnipeg to offer travel time savings to suburban and regional commuters. Even in those transportation corridors where Winnipeg Transit currently operates express bus services, the transit travel time to downtown is significantly longer than that that can be attained by driving a car. In Calgary, a few park and ride lots have been established adjacent to arterial roadways on which express bus service is provided. However, the utilization of these lots has been low (50 to 60 percent). While express bus services are faster than local bus services, they are significantly slower than driving an automobile. The potential of park and ride is limited unless the travel time differences between the transit and automobile modes can be significantly reduced. The implementation of rapid transit corridors and transit priority measures in the downtown are necessary pre-requisites for a successful park and ride system.

In addition to travel time advantages, park and ride must offer cost savings to the automobile commuter. A key requirement is that the supply and price of downtown long-term parking must be managed to ensure that travel by public transit is less expensive than by commuting by automobile. Compared to Ottawa, for example, monthly parking rates in downtown are significantly cheaper in Winnipeg. Furthermore, the supply of long-term parking spaces in downtown Winnipeg has increased significantly during the past decade despite Plan Winnipeg's objective to manage and control the supply of downtown parking and encourage use of the public transit system. There are several areas in the downtown where cars can be parked for $40.00 per month; a monthly bus pass is currently priced at $45.00 per month. Moreover, many downtown employers subsidize employee parking. The availability of cheap parking discourages transit use and makes it difficult to implement successful park and ride programs.

Potential Markets for Park and Ride

Given the nature of the existing transportation system in Winnipeg, there are two possible markets for park and ride:

1. The implementation of small park and ride lots adjacent to arterial roadways (on which express bus services operate) in low-density areas that have limited suburban transit service.

2. The implementation of park and ride facilities near the edge of the city for use by commuters from the municipalities neighbouring Winnipeg.

Ex-Urban Commuting

During the last two decades, the bedroom communities near Winnipeg have experienced major population growth. Between 1986 and 1991, the population for the City of Winnipeg increased by 3.7 percent whereas the populations of the neighbouring municipalities increased by 14 percent. The external trips coming into the city from outlying areas have also shown a similar increase. According to the 1991 Census, approximately 17,900 persons commute to Winnipeg from neighbouring municipalities for the purpose of employment.

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At present, limited public transportation services are available to those who commute to work in the City of Winnipeg from the neighbouring municipalities. The only corridor where a commuter type bus service is offered to the public is along Provincial Highway #9 and Main Street North. Beaver Bus Lines Limited provides a high level of bus service between the Town of Selkirk, the southeast area of St. Andrews, and West St. Paul to the City of Winnipeg. The company carries approximately 400 passengers on a typical weekday into the city. Because of the limited availability of frequent public transportation services, commuters from elsewhere in the region must rely on their automobiles for transportation to the city for work purposes.

There would appear to be an opportunity to attract these commuters into park and ride facilities so that they may complete their trip within the city by transit and reduce congestion. The potential exists for the City to recover some form of revenue (bus pass and parking fees) from those who live outside of the city but work in Winnipeg. In Ottawa, the park and ride facilities were developed close to the entry points of the city with the intention of intercepting the commuter traffic entering from outside of the transit service area. Revenue recovered from the Ottawa commuters is equivalent to a monthly charge for parking and a monthly transit pass.

At present, it is difficult to assess the potential demand for Park and Ride facilities in Winnipeg based on traffic flow from the commutershed areas. In 1992, a private intercity bus carrier, Lorette Bus Lines, inaugurated service for rural - urban commuters between Lorette and Winnipeg. However, it recently ceased operations due to low ridership.

A Strategy for Park And Ride in Winnipeg

Over the long-term, park and ride may be an important component in the development of a more integrated transportation system and will be considered as part of the review of the transportation system plan (Transplan 2010). In the short-term, it is difficult to develop an extensive network of park and ride sites because public transit does not currently offer significant travel time and cost advantages over the private automobile. However, there are two sites that might potentially be used as low cost demonstration projects.

Short-term Options for Park and Ride

A number of sites where small park and ride lots could be established at low cost have been reviewed. Of these, two provide opportunities for pilot projects to test the feasibility of park and ride in Winnipeg.

1. Grant Avenue and Chalfont Road Site -

The site is located at the southeast corner of Grant Avenue and Chalfont Road, and can accommodate approximately 25 to 30 cars. The site does not abut any residential properties, and access and egress to and from the site is via Chalfont Road. This site is currently maintained by the Parks and Recreation Department as a parking area for those using the Assiniboine Forest walking and cycling trails. The utilization of the parking lot is low. It is primarily used during the summer months and on weekends.

Adjacent Transit Service

The 66 GRANT and 66 GRANT EXPRESS services operate on Grant Avenue adjacent to this site. Both provide direct links to downtown, Grant Park Shopping Centre, Unicity Shopping Centre, and several high schools.

Potential Market

There is some possibility of attracting the residents of Charleswood to the park and ride site at Grant and Chalfont. Located immediately to the southwest of the site, the area is currently provided with peak period feeder service on weekdays only. There is also some potential that external traffic from the Headingley Municipality might use this park and ride site. Grant Avenue is a continuation of Provincial Highway #241 and Roblin Boulevard which approaches the city from the Headingley area. The magnitude of this traffic, however, is significantly lower compared to the other travel corridors that approach the city.

Site Improvements Required

The eastbound bus stop is currently located at the nearside of Chalfont Road and would be required to be moved to the far side of Chalfont Road directly in front of the proposed park and ride lot. No electrical plug-ins would be supplied.

There is some concern about security at this site. The Parks and Recreation Department has reported problems with vandalism and theft.

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Costs

The development costs of this site would be minimal. Costs would be incurred to supply a transit passenger shelter, transit schedule information units, and to move the bus stop location. These costs are estimated to be $10,000.

2. Main Street and Jefferson Avenue/Main Street IGA Site -

This site is located at Main Street between Jefferson and Enniskillen Avenues. This is a commercial land-use site and the parking lot services the Seven Oaks Plaza/Main Street IGA shopping centre. The surrounding land use is a low to medium density residential area. The proposed park and ride site could accommodate 20 to 30 cars. This site is clearly visible to approaching traffic on Main Street and additional signage at strategic locations would improve site recognition. The site can be easily accessed from northbound and southbound Main Street via Jefferson and Enniskillen Avenues.

Adjacent Transit Service

The site is currently serviced by the 18 NORTH MAIN/CORYDON bus route and is located at the point where all three branches of this route join at the common portion leading into downtown.

Potential Market

The site has some potential to attract commuters from north of Jefferson Avenue in the West Kildonan neighbourhood. It also has some potential to intercept the external traffic entering the city from the north along Main Street and Provincial Highway #9 from the Town of Selkirk, south St. Andrews Municipality, and West St. Paul Municipality. Traffic from East St. Paul Municipality that crosses over the Perimeter Highway or the Chief Pegius Trail bridges could also use this site.

Costs

The development costs of this site would be minimal as the lot is fronted by two well established bus stop areas on Main Street. Transit passenger shelters are located at the adjacent bus stops. A pedestrian corridor exists nearby. No electrical plug-ins would be supplied. Transit schedule information units and additional signage identifying the park and ride lot would need to be provided. These costs are estimated to be $6,000.

Other Benefits

In some cities, park and ride facilities have been developed as joint public/private ventures between the City and a local shopping centre owner. Some malls find such arrangements economically advantageous because of the potential to attract a certain number of park and ride users into the malls. Research suggests that 40 to 50 percent of users of park and ride sites at shopping malls usually stop to shop at the mall. Initial contact with the shopping centre management indicates favourable response to the park and ride concept for this site.

Over the long-term, park and ride may be an important component in the development of a more integrated transportation system and will be considered as part of the review of the Transplan 2010 process that is about to begin.

Your Committee on Works and Operations recommends:-

I. That two small park and ride lots be established as low cost pilot projects to test the feasibility of park and ride in Winnipeg at the following locations:

   1. Grant Avenue and Chalfont Road (Southeast corner);

   2. Main Street and Jefferson Avenue/Main Street IGA parking lot.

II. That the Proper Officers of the City do all things necessary to implement the foregoing.

Adopted by consent.

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Removal of Parking Meters on Gertie Street between Notre Dame and McDermot Avenues File ST-2 (Vol. 19)

200 - 4. Your Committee on Works and Operations has been advised that the west side of Gertie Street is regulated "No Parking Anytime" between Notre Dame and McDermot Avenues and "Two-Hour Parking - 09:00 to 17:30, Monday to Saturday" between McDermot and William Avenues. The east side of Gertie Street is regulated "One-Hour Metered Parking - 09:00 to 17:30, Monday to Saturday" between Notre Dame and McDermot Avenues and "No Parking Anytime" between McDermot and William Avenues.

The one-hour parking meters on Gertie Street were installed to promote turnover of parkers oriented to the nearby businesses, particularly those on Notre Dame Avenue. Parking meters allow more efficient enforcement and promote a greater compliance than signed limited time parking regulations.

A parking meter usage study of the 11 metered spaces on Gertie Street between McDermot and Notre Dame Avenues undertaken on October 6, 1993, showed that approximately 10% of the available space-hours were used and that an average of 0.2 vehicles used each metered space. The installation of parking meters is normally considered if at least 65% of the available space-hours are used and an average of at least 1.75 vehicles use each space. A recent revenue check indicated that these 11 metered spaces generate approximately $1,300.00 per year. By comparison, it costs $2,200.00 per year to maintain and collect the revenue from these meters. Seventy-five percent of the adjoining property owners surveyed preferred retaining a parking time limit.

Parking meters on Gertie Street are not warranted. A signed parking time limit would ensure that the parking spaces would not be monopolized by employees of nearby businesses. Should the meters be replaced with signed two-hour parking, residents adjoining this section of Gertie Street may apply for a Residential Parking Permit to exempt their vehicles from the limited time parking regulation, but not from parking when it is otherwise prohibited such as during street cleaning/clearing or when declared during winter months.

Your Committee on Works and Operations recommends:-

I. That the City of Winnipeg Parking Meter By-law No. 820/74 be amended by deleting the following from Schedule A:

"East side of Gertie Street between Notre Dame Avenue and McDermot Avenue."

II. That the Law Department be requested to prepare and submit the necessary amending by-law to Council for approval.

III. That the east side of Gertie Street between Notre Dame and McDermot Avenues be regulated "Two-Hour Parking - 09:00 to 17:30, on any day excepting Sundays and public holidays."

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

Adopted by consent.

Removal of Parking Meters in the Vicinity of the Health Sciences Centre File ST-2 (Vol. 19)

201 - 5. Your Committee on Works and Operations has been advised that the University of Manitoba has purchased Emily Street between McDermot and Bannatyne Avenues and a portion of Bannatyne Avenue between Emily Street and a point approximately 20 metres (66 feet) west of Emily Street. A consolidation of lands on the east side of Emily Street together with the Emily Street right-of-way and a portion of Bannatyne Avenue will enable the University of Manitoba to begin construction of a new eight-storey building. The above street closures have necessitated the removal of five metered parking spaces on Emily Street and three metered parking spaces on Bannatyne Avenue.

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The Lord Selkirk-West Kildonan Community Committee, at its meeting held on November 9, 1993, concurred with the proposal to remove the five metered parking spaces on Emily Street and three metered parking spaces on Bannatyne Avenue.

Your Committee on Works and Operations recommends:-

I. a) That the parking meters on the west side of Emily Street between Bannatyne and McDermot Avenues be removed; and

b) That the parking meters on the north side of Bannatyne Avenue between a point approximately 230 metres (754 feet) east of Tecumseh Street and a point approximately 20 metres (66 feet) west thereof be removed.

II. That the Parking Meter By-law 820/74 be amended as follows:

a) Schedule "B" to By-law No. 820/74 of The City of Winnipeg be amended by deleting therefrom the following:

"15.1 West side of Emily Street between Notre Dame Avenue and Bannatyne Avenue."

" 3.1 North side of Bannatyne Avenue between Emily Street and Tecumseh Street."

b) Schedule "B" to By-law No. 820/74 of The City of Winnipeg be amended by adding thereto the following:

" 3.1 North side of Bannatyne Avenue between a point approximately 210 metres east of Tecumseh Street and Tecumseh Street."

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

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

Adopted by consent.

Access to the Proposed Development Located at Taylor Avenue and Waverley Street File SC-1 (Vol. 39)

202 - 6. Your Committee on Works and Operations, at its meeting on November 30, 1993, considered an application for the construction of two 12.5 metre concrete approaches on the east and west sides of Waverley Street approximately 45.7 metres south of Mathers Avenue (as shown on Drawing No. A-8372).

This application is non-conforming under the City of Winnipeg Private Approaches By-Law No. 329/73, Section 3, Subsection (5):

"(5) No approach shall be constructed, erected or installed on any of the streets or portions of streets set forth in Schedule 3 except where there is no other means of access; and in such instance the approval of any application will be on a temporary basis effective only until other streets, lanes or service roads are provided, from which access may be obtained."

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Schedule 3 reads as follows:

"This is Schedule 3 to By-Law No. 329/73 of the City of Winnipeg

SCHEDULE 3
(Subsection (5) of Section 3)

1) Bison Drive between Waverley Street and Pembina Highway.

2) Waverley Street between Mathers Avenue and Wilkes Avenue.

2.1) Waverley Street between Victor Lewis Drive/Willson Place and Bison Drive except on the east side between Seal Avenue and Buffalo Place. (B/L 3709/84) (B/L 4497/87) (B/L 5396/90)

3) The Trans-Canada Highway between Highway 59 and the eastern boundary of the City. (B/L 704/74)"

This section of Waverley Street contains a four lane divided roadway and carries approximately 10,500 vehicles in a typical 12 hour weekday period between 07:00 and 19:00.

The lands on the east and west sides of Waverley Street, north of Taylor Avenue, which are currently undeveloped, are proposed to be developed as single family residential condominiums.

There are no existing private approaches to serve these sites, however, it is proposed that two 12.5 metre wide private approaches, one on the east side of Waverley Street and one on the west side of Waverley Street, both approximately 45.7 metres south of Mathers Avenue, be constructed to serve the proposed developments. It is also proposed that access be gained to the sites via two private approaches on Taylor Avenue, one east of Waverley Street and one west of Waverley Street.

Although the proposed private approaches on Waverley Street are not conforming under The City of Winnipeg Private Approaches By-Law, the locations of these approaches will not conflict with the future plans for a grade separation and underpass of Waverley Street at the CNR Mainline.

It is expected that, with the proposed development of 29 dwelling units, an additional 100 vehicle trips per day will occur on Waverley Street and another 100 vehicle trips per day will occur on Taylor Avenue. This additional traffic is not expected to have an adverse effect on traffic operations on Waverley Street or Taylor Avenue.

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

I. That Schedule 3 of the Private Approaches By-Law No. 329/73 be amended as follows:

Delete: *"2)Waverley Street between Mathers Avenue and Wilkes Avenue."*

Add: *"2)Waverley Street between a point 58.2 metres south of Mathers Avenue and Wilkes Avenue."*

II. That the application for the construction of two 12.5 metre concrete approaches on the east and west sides of Waverley Street approximately 45.7 metres south of Mathers Avenue (as shown on Drawing No. A-8372) be approved.

III. That the Proper Officers of the City do all things necessary to implement the foregoing.

Copy of Drawing No. A-8372 is on file in the office of the City Clerk.

Adopted by consent.

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Proposed Closing of:
a) Maplewood and Baltimore Avenues between Churchill Drive and the Red River
b) Part of the following Streets and a Lane Located in the Block between Red River and Osborne Street: Part of Togo and Glasgow Avenues and Part of the Public Lane Situated between Glasgow and Woodward Avenues
c) Part of the following Streets and Lanes Located West of the Red River: Wardlaw, Gertrude, McMillan Avenues East of Donald Street South; the Lanes between the above Avenues and Part of Jessie and Corydon Avenues East of Osborne Street
City Centre Community Files DAC 8/93, DAC 9/93 and DAC 10/93

203 - 7. Your Committee on Works and Operations has been advised that in March of 1992, the Committee on Protection, Parks and Culture adopted a policy report regarding the establishment of a riverbank walkway system running between Churchill Drive Park and the Forks Development.

In order to implement this proposed walkway along the Red River, a number of closings of legally existing rights-of-way are required. Some of these rights-of way are not physically open.

Those portions of the streets and lanes proposed to be closed are shown, respectively, on Misc. Plan Nos. CC 8812; CC 8813; and CC 8811.

The subject street and lane closings were circulated in the usual manner to various applicable City Departments and public utilities for information and comment. Although no objections were received in response to the circulation, a number of installations and services situated on or in the various street rights-of-way were identified as follows:

DAC 8/93: A sewage pumping station and sewer outfall; Winnipeg Hydro underground and overhead services, within the Baltimore Road right-of-way.

DAC 9/93: A storm relief sewer outfall located in the Glasgow Avenue right-of-way.

DAC 10/93: A sewage pumping station and sewer outfall, as well as Winnipeg Hydro overhead service, are located in the Jessie Avenue right-of-way.

The Manitoba Telephone System also advised of the existence of its facilities on Corydon Avenue right-of-way proposed to be closed for which easements would be required - otherwise, relocation costs estimated at between $400,000.00 to $600,000.00 would be expended by the City.

Winnipeg Hydro has further recommended that portions of the rights-of-way under File DAC 10/93 upon which railway tracks are located should not be sold to the respective railway until electrical and other service requirements for the riverbank walkway have been determined.

Noting the lack of any opposition to all of the above closings and taking into consideration the fact that the majority of the riverbank lands adjoining all of the streets and lanes proposed to be closed are City-owned, the Subdivision Branch recommended approval of the proposed closings.

On September 7, 1993, the City Centre Community Committee concurred in the recommendation made by the Subdivision Branch.

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On September 28, 1993, the Committee on Planning and Community Services approved the proposed closings described in Files DAC 8/93, DAC 9/93 and DAC 10/93, and shown respectively on Misc. Plan Nos. CC 8812, CC 8813 and CC 8811.

Pursuant to policy adopted by Council on July 21, 1993 the Director of Land Surveys and Real Estate Department has been authorized to approve transfers of jurisdiction on all City-owned properties, excluding Parks and Recreation properties. Once closed, jurisdiction of these lands comprising the rights-of-way will be transferred to the Parks and Recreation Department for the establishment of the riverbank walkway system.

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/s for submission to Council to effect the closing in accordance with Misc. Plan Nos. CC 8812, CC 8813 and CC 8811; cost of the by-laws/s, 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 do all things necessary to implement the foregoing.

Copy of Misc. Plan Nos. CC 8812; CC 8813; CC 8811 regarding this proposal are on file in the office of the City Clerk.

Adopted by consent.

Proposed Closing of Street ends to the Assiniboine River at Cornish Avenue and Spence Street - City Centre Community
File DAC 12/93

204 - 8. Your Committee on Works and Operations has been advised that the proposed closing of the street ends shown on Misc. Plan No. CC 8818 is made in conjunction with the proposal to extend the public walkway along the north bank of the Assiniboine River between Mostyn Place Park and Cornish Avenue.

The extension of the pathway is proposed to be constructed along riverbank portions of privately-owned properties and upon the termini of Spence Street and Cornish Avenue.

Negotiations with property owners whose riverbank portions of their respective holdings would be affected has been authorized by the Board of Commissioners and is presently nearing conclusion. If negotiations are successful, construction is expected to commence soon thereafter.

The usual circulation made to all interested City departments and public utilities elicited the following comments:

Streets and Transportation Department

1) The closure of Cornish Avenue should be from approximately 1.0m east of the east limit of the concrete pavement to the Assiniboine River; approximately 26.0m along the north property line of Cornish Avenue. (Instead of approximately 35m from the river).

2) The closure of Spence Street should be from approximately 1.0m south of the south limit of the concrete pavement to the Assiniboine River; approximately 49.0m along the east property line of Spence Street. (The proposal shows 50m down to the river).

3) There are existing Storm Relief Sewers under both streets proposed to be closed.

West Central District

Spence Street - An easement of 6m in width centered on the existing 900mm outfall pipe would be required. If the Spence Street gate chamber structure is within the closing limits, a 3m easement around the structure would be required.

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Cornish Avenue - An easement of 6m in width centered on the existing 1500mm outfall pipe would be required. If the gate chamber and pumping station are within the closing limits, a 3m easement around these structures would be required.

Winnipeg Hydro

Hydro informed of existing overhead plant on both the streets to be closed.

The exact location of the pathway will not be determined until construction is underway. The depth of the closing proposed at 50m ± to the river in the case of Spence Street and 35m ± of Cornish Avenue, therefore, can be adjusted prior to the enactment of the by-law to accommodate Streets and Transportation Department's suggestions.

In the matter of easements to protect existing facilities, it should be noted that the lands comprising the street ends, once closed, are to remain in City ownership. Easements, therefore, are not required.

On September 7, 1993, the City Centre Community Committee concurred in the recommendation made by the Subdivision Branch that the proposed closings be approved.

At its meeting held on September 28, 1993, the Committee on Planning and Community Services approved as to planning details the proposed closing of the street ends as shown on Misc. Plan No. CC 8818.

Pursuant to policy adopted by Council on July 21, 1993 the Director of Land Surveys and Real Estate Department has been authorized to approve transfers of jurisdiction on all City-owned properties, excluding Parks and Recreation properties. Once closed, jurisdiction of these lands comprising the rights-of-way will be transferred to the Parks and Recreation Department for the establishment of the public walkway system.

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 street ends to the Assiniboine River at Cornish Avenue and Spence Street in accordance with Misc. Plan No. CC 8818; the cost of 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 do all things necessary to implement the foregoing.

Copy of Misc. Plan No. CC 8818 regarding this proposal is on file in the office of the City Clerk.

Adopted by consent.

Proposed Closing/Opening - River Avenue and Osborne Street and East Side Henderson Highway at Whellams Lane - East Kildonan-Transcona Community
Files DAO 25/93 and DAOC 8/93

205 - 9. Council, at its meeting on November 17, 1993, adopted Clause 6 of the Report of the Committee on Finance and Administration dated October 25, 1993, relative to the expropriation settlement/acquisition/sale of the northwest corners of River Avenue and Osborne Street and East side Henderson Highway at Whellams Lane.

Your Committee on Works and Operations has been requested to approve the proposed street opening/closing and to instruct the City Solicitor to prepare the necessary street opening/closing by-law in accordance with Misc. Plan No. CC 8768 and EKT 8394/2 for submission to Council; the cost of the by-law, estimated to be $200.00, be recovered from the net sale proceeds.

Report of the Committee on Works and Operations dated November 30, 1993

In conjunction therewith, your Committee on Works and Operations has approved the proposal and recommends:-

I. That the City Solicitor be instructed to prepare the necessary street opening/closing by-law/s in accordance with Misc. Plan Nos. CC 8768 and EKT 8394/2 for submission to Council, and the costs of the by-law, estimated to be $200.00, be recovered from the net sale proceeds.

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 implement the foregoing.

Copies of Misc. Plan Nos. CC 8768 and EKT 8394/2 regarding this proposal are on file in the office of the City Clerk.

Adopted by consent.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

206 - On motion of Councillor Duguid, By-law No. 6274/93, a By-law of the City of Winnipeg to close the Public Walkway lying between 23 and 27 Rivergate Drive, was read a first time. File DAC 6/90

Councillor Duguid moved that this constitute the first reading of By-law No. 6274/93, which motion was carried.

207 - On motion of Councillor Duguid, the following By-laws were each 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. 6275/93, a By-law of the City of Winnipeg to amend By-law No. 1991/78, being a by-law to regulate traffic on certain streets during periods of transportation emergency occasioned by the fall or drifting of snow. Files ST-5.2 (Vol. 20) and SC-3.6 (Vol. 16).

By-law No. 6287/93, a By-law of the City of Winnipeg to amend By-law No. 329/73, being a by-law of the said City to regulate the construction, maintenance and removal of private approaches and private walks. Files SC-1.1 (Vol. 5) and SC-1 (Vol. 38)

By-law No. 6288/93, a By-law of the City of Winnipeg to amend By-law No. 1573/77, being the City of Winnipeg Traffic By-law. File ST-5.2 (Vol. 20)

208 - On motion of Councillor Duguid, the rule was suspended and By-law No. 6290/93, a By-law of the City of Winnipeg to close the public lane lying south of Sandusky Drive between Waverley Street and Bairdmore Boulevard, was read a first time. File DAC 18/92.

Councillor Duguid moved that this constitute the first reading of By-law No. 6290/93, which motion was carried.

COMMITTEE ON WORKS AND OPERATIONS

QUESTION PERIOD

209 - In response to a query, Councillor Duguid explained that the snow-clearing policy had been dealt with and passed at Council and noted that a progress report on plowing would be made available for the Speaker.

Councillor Hyman questioned whether the Standing Committee on Works and Operations would be creating a subcommittee on transportation.

Councillor Duguid noted that there were a number of alternative strategies to deal with transportation issues and that the Committee would be having seminars to discuss this matter in the near future.

Councillor Reese requested an update on the current snow-clearing budget, given that she had been receiving complaints from her constituents on snow-clearing being done where it was not required.

Councillor Duguid noted that he was unaware of this problem and that he would be circulating an update on the budget to Councillors in the new year.