REPORT OF THE
COMMITTEE ON WORKS AND OPERATIONS
DATED NOVEMBER 23RD, 1992

On motion of Councillor Duguid, the rule was suspended and the Report of the Committee on Works and Operations, dated November 23rd, 1992, was considered.

Her Worship the Mayor and Councillors:

Award of Contract Re: Construction of Central Yard Directorate and District Office Building - 1155 Pacific Avenue - P.D. 92-177. File S-1

141 - 1. Council, on November 29th, 1989, approved that a portion of the present Central Yard Site at Tecumseh and Elgin be offered to the Federal Government for one dollar ($1), and that the present City Yard Facility be relocated along with the Asphalt and Concrete Plants to another site. Early in January 1990, a consultant consortium consisting of the engineering firm of D.S. Lea Consultants Limited and the architectural firm of Friesen Tokar Reynolds was hired to assist the City in carrying out site evaluation for the proposed Central Yard relocation program.

Based on the primary cost estimates presented in the November 21st, 1989 report titled "Capital Cost of the Alternative Locations of the Central Works Yard", funding was authorized in the 1990, and in the 1991-1995 Five Year Capital Program for a ten year program to relocate the present Central Yard Site. With the attainment of more detailed information via the assistance of the consultant for the program of work required by this project, a presentation was made to the Executive Policy Committee on September 12th, 1990, utilizing the July 23rd, 1990, report titled "Use of Central Works Yard as Site for the Laboratory Centre for Disease Control". That presentation recommended the relocated yard site be at the Public Market Site as part of a new proposed District 5 Operations facility. The tentative budget presented to the Executive Policy Committee for this option was $35,958,000.00 in 1990 dollars (exclusive of funds that may be required for E.I.A.).

Your Committee on Works and Operations, at its special meetings dated November 13th, 1992, and November 23rd, 1992, considered an administrative report re: Award of Contract for the Construction of Central Yard Directorate and District Office Building - 1155 Pacific Avenue - P.D. 92-177, which recommended:-

1. That a contract for the total amount of $4,127,000.00 plus G.S.T. be awarded to Crystal Construction Ltd., the lowest responsive bid meeting the specifications.

2. That Alternate #2 for $52,741.00 and Alternate #3 for $20,100.00 be added to the above contract and that the contract price be increased from $4,127,000.00 plus G.S.T. to $4,199,841.00 plus G.S.T.

3. That the Director of Civic Properties, for this contract, be delegated the authority to spend up to a maximum of $240,000.00 for contingency items to complete the contract and report same to the Commissioner of Works and Operations on a regular basis (monthly). This amount exceeds the Director's standard delegated authority of the lesser of 10% or $50,000.00.

4. That the City Solicitor prepare the required contract, and bid bonds or deposits of the other tenderers be returned.

For the perusal of Committee prior to its November 23rd special meeting, a binder entitled "Winnipeg Central Yard Relocation Project", being a project summary as requested by the Committee on Works and Operations, was circulated (a copy of which was distributed to all members of Council).

Further thereto, additional information was distributed to members of Committee under the heading, "Operations Department - District Building Facilities".

The lowest tender meeting the specifications was Crystal Construction Ltd. with a base bid of $4,127,000.00.

Report of the Committee on Works and Operations, dated November 23rd, 1992

Utilizing Crystal Construction Ltd.'s bid, the following is a rationalization of the account for the provision of the Directorate and District Office Building:

Funds Available (as budgeted):	
Source of Funds as Budgeted for this Facility:	
Contract [as part of the $7,337,000.00 approved in 1992 (Year Three) Capital Budget]	$4,630,000.00
25% for Contingency, Consultant, Overhead and Interest Costs	1,158,000.00
	$5,788,000.00
Anticipated Expenditures:	
Crystal Construction Ltd. Contract	$4,127,000.00
*Alternative 2	52,741.00
*Alternative 3	20,100.00
Total Crystal Construction Ltd.	$4,199,841.00
Other work required, but carried out by other contracts to complete the building	280,000.00
	$4,479,841.00
G.S.T.	313,600.00
	$4,793,441.00
Contingency	240,000.00
	$5,033,441.00
Consultant (including G.S.T.)	485,000.00
Overhead and Interest Costs	287,559.00
	$5,806,000.00
G.S.T. Municipal Rebate	-232,000.00
	$5,574,000.00
Apparent Surplus	$ 214,000.00

*Adding Alternates #2 and #3 to Crystal's base bid does not change the order of the bids.

The tender submitted by Crystal Construction Ltd. was the lowest base bid received, contains no informalities, is within the construction budget, and as such is responsive.

The award recommended by the Administration is based on the total bid price as stipulated in SC.4 Bid evaluation criteria which specifies "if the lowest evaluated responsive bid is within the budgetary provision for this project, award will be on the basis of Total Bid Price."

The Director of Civic Properties also advised Committee there is an apparent surplus of $214,000.00 in this contract, which, however, must be retained in the project to offset additional costs caused by the soil conditions being encountered in the "on site" work that is nearly completed; and environmental testing and remediation measures.

The consultant has confirmed that the Crystal Construction Ltd. tender meets the specifications, that Crystal has all the resources to fulfil the requirements of the specifications and that Crystal has satisfactorily carried out construction work of a similar nature in the past.

The Director of Purchasing has advised that each tender submission was accompanied by a bid bond and an agreement to bond, and the Law Department has advised that the same are in good order.

Your Committee was advised that although the tenders do not lapse until January 27th, 1993, time is of the essence in awarding this contract since the facility has to be ready for occupancy by September 15th, 1993, so that the City can meet its contractual requirements in providing 820 Elgin Avenue to the Federal Government by September 30th, 1993.

The Director of Civic Properties gave a verbal presentation to Committee and the Commissioner of Works and Operations responded to the questions raised.

Mr. W. Diawol, 414 Ross Avenue, accompanied by E. Meyer, representing the Weston Residents' Association, were heard in opposition to the Central Yard Relocation Project. Councillors Prystanski and Golden were also heard.

Report of the Committee on Works and Operations, dated November 23rd, 1992

After consideration of all aspects, your Committee on Works and Operations resolved that the Contract for the construction of the Central Yard Directorate and District Office Building at 1155 Pacific Avenue - P.D. 92-177, be not recommended for award by this Committee, and the matter be referred through Executive Policy Committee to Council for consideration at its meeting on November 25th, 1992.

Your Executive Policy Committee recommends:

1. ***That a contract for the total amount of $4,127,000, plus G.S.T. for the construction of a Central Yard Directorate and District Office Building - 1155 Pacific Avenue (PD 92-177), be awarded to Crystal Construction Limited, the lowest responsive bid meeting the specifications.***

2. ***That Alternate #2 for $52,741.00 and Alternate #3 for $20,100.00 be added to the above contract and that the contract price be increased from $4,127,000.00 plus G.S.T. to $4,199,841.00 plus G.S.T.***

3. ***That the Director of Civic Properties, for this contract, be delegated the authority to spend up to a maximum of $240,000.00 for contingency items to complete the contract and report same to the Commissioner of Works and Operations on a regular basis (monthly). This amount exceeds the Director's standard delegated authority of the lesser of 10% or $50,000.00.***

4. ***That the City Solicitor prepare the required contract, and bid bonds or deposits of the other tenderers be returned.***

Moved by Councillor Duguid,
Adoption of the clause.

In amendment,

Moved by Deputy Mayor Clement,
That the recommendation of the Executive Policy Committee be adopted.

The Speaker called the Deputy Speaker, Councillor Reese, to the Chair and left the Chamber.

The Speaker returned to the Chamber and resumed the Chair.

Moved by Deputy Mayor Clement,
That the question be now put.

Carried.

The amendment was put and declared carried.

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

Councillor Duguid called for the yeas and nays, which were as follows:-

Yea: Councillors Boychuk, Duguid, Eadie, Fraser, Hyman, Lazarenko, Murray, O'Shaughnessy, Thomas, Clement and Mayor Thompson. 11

Nay: Councillors Reese, Golden, Prystanski, Silva and Angus. 5

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

Council here reverted back to the order of business - "Executive Policy Committee - Motions".

EXECUTIVE POLICY COMMITTEE
MOTIONS

Moved by Councillor Angus,
Seconded by Councillor Clement,

142 - That the matter of a consent agenda be referred to the Sub-Committee on Rules for investigation and consideration.

Automatic referral to Sub-Committee on Rules in accordance with Section 4 of the Procedure By-law.

EXECUTIVE POLICY COMMITTEE
CONSIDERATION OF BY-LAWS

143 - On motion of Deputy Mayor Clement, the rule was suspended and 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. 6076/92, a By-law of the City of Winnipeg to amend By-law No. 4860/88, being a by-law prescribing the fee for issuing tax certificates. File FL-2.1.

By-law No. 6077/92, a By-law of the City of Winnipeg to amend By-law No. 5850/92, being a by-law to provide compensation for members of Council. File GC.

Moved by Councillor O'Shaughnessy,
That Council recess until 7:30 p.m.

Carried.

Council reconvened at 7:50 p.m.

Same members present, except Mayor Thompson and Councillor Duguid.

Council here proceeded to the order of business - "Report of the Committee on Works and Operations".

CONSIDERATION OF REPORT OF THE COMMITTEE ON WORKS AND OPERATIONS DATED DECEMBER 3RD, 1992

On motion of Councillor Lazarenko, the Report of the Committee on Works and Operations, dated December 3rd, 1992, was considered clause by clause.

Her Worship the Mayor and Councillors:

Closing of Public Lane and Drain Right-of-Way South of Blackmore Avenue, West of River Road - Riel Community File DAC 4/92

144 - 1. The Committee on Finance and Administration, on January 28th, 1992, instructed the referenced City land be offered for sale at $1.00 subject to the adjoining owners entering into an easement agreement with the City for land drainage.

Although the initial closing was approved as to planning details in the manner shown on Misc. Plan No. SBSV 6660, the disposition of the north/south leg running parallel to River Road was not agreed to by the owner of Lot 37 and 38, Block 2, Plan 1844, the Manitoba Housing and Renewal Corporation. Therefore, in order for the Corporation to retain access to the parking area at the rear of its holdings, the proposed closing was revised and approved administratively as shown heavily outlined on Misc. Plan No. SBSV 6660/3, which now also includes the drain plan.

The Land Surveys and Real Estate Department requested that the drain plan be also closed, and the matter was circularized in the usual manner with no objections being received. The St. Boniface-St. Vital Community Committee, at its meeting held April 14th, 1992, recommended that the closing be approved as to planning details. The Committee on Planning and Community Services, at its meeting held May 11th, 1992, also approved the closing as to planning details.

Easements are required in both closings for a land drainage swale as well as the Manitoba Hydro and Manitoba Telephone System.

The Committee on Finance and Administration, at its meeting on September 29th, 1992, approved the sale of the subject land, and recommended to the Committee on Works and Operations that the necessary closing by-law be initiated.

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

I. That the City Solicitor be instructed to prepare the necessary closing by-law for submission to Council to effect the closing of public lane and drain right-of-way south of Blackmore Avenue, west of River Road, as shown on Misc. Plan No. SBSV 6660/3; the cost of the by-law, estimated to be $200.000, to be charged to 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. SBSV 6660/3 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lazarenko,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operations, dated December 3rd, 1992

Multi-Materials Recycling Depots File WT-1.3

145 - 2. The historical background in this regard is as follows:

- On July 11th, 1990, Council approved a Waste Minimization and Recycling Action Plan which includes support to recycling projects.

- On March 10th, 1992, a recommendation to award a contract for a system of depots to a private contractor was denied by the Committee on Works and Operations.

- On May 12th, 1992, the Committee on Works and Operations concurred in principle with a set of principles and a framework for a depot program, pending a further report.

- On June 17th, 1992, Council instructed that the final decision relating to recycling programs proposed to be City-wide or pilot in nature in the City, including any contract awarded, be a decision of Council.

- At its special meeting on June 23rd, 1992, the Committee on Works and Operations receive as information an administrative report dated June 18th, 1992, which outlined the consensus of the Special Working Group on Waste Minimization and Recycling at its meeting on June 8th, 1992, as well as a brief submitted by Councillor Golden entitled "A Recycling Strategy for Winnipeg". Several other delegations were also heard.

- At another special meeting on July 8th, 1992, the Committee on Works and Operations gave further consideration to a multi-material depot recycling program for the City.

In this connection, Council, on July 29th, 1992, authorized as follows:-

1. That the Administration be instructed to immediately commence the construction of five to six recycling depots at a cost of $214,000.00 ($150,000.00 fixed costs and $64,000.00 operating costs), chargeable to the Waste Minimization Account, with a minimum of five depots, at regional shopping centres, with one in each district, and in this regard, that an agreement be made with Manitoba Soft Drink Recycling Inc. (MSDR).

2. That the Administration be instructed to prepare a request for proposals (RFP) from the private and public sector, for approximately 16 recycling depots, based on the principles concurred in, in principle, by the Committee on Works and Operations at its meeting on May 12th, 1992.

3. That all old newspaper (ONP) from the five/six depots be delivered to Versatech Industries Inc. at no cost to the City of Winnipeg.

The Committee on Finance and Administration, at its meeting on September 29th, 1992, authorized the Director of Land Surveys and Real Estate Department to approve leases for implementation of recycling depots at regional shopping centres in accordance with specified general terms and conditions.

The status of implementing the first five recycling depots is as follows:

Manitoba Soft Drink Recycling Inc. - MSDR has agreed to participate in this program. The Operations and Waterworks, Waste and Disposal Departments have reviewed plans for receipt of beverage container material with MSDR and a workable arrangement is possible.

Versatech Industries Inc. - The Operations and Waterworks, Waste and Disposal Departments have reviewed plans for receipt of old newsprint with Versatech and a workable arrangement is possible.

Shopping Centres -

Kildonan Place - This centre has not agreed with some of the conditions approved by Committee on Finance, and siting has not been finalized.

Unicity - This centre is supportive but cannot commit to a depot at this time. They want to analyze their parking situation over the winter.

St. Vital and Grant Park - These centres have declined on the depot sites proposed at their centres.

Garden City - This centre has recently authorized the City to proceed with a variance for a recycling depot on their property and advise that an agreement is imminent.

In spite of the setbacks in depot implementation owing to difficulties in security siting agreements, the Administration is of the opinion that the program approved by Council is still viable.

Your Committee on Works and Operations recommends:-

I. That the Administration be authorized to proceed with implementation of a recycling depot at the Garden City Shopping Centre in District 3.

II. That the Administration continue to pursue implementation of the recycling depots in the remaining districts at regional shopping centres, or other privately held lands or City-owned property near or on route to major public destinations.

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

Moved by Councillor Lazarenko,
Adoption of the clause.

Carried.

"Consider the Source": Waste Minimization Grants Competition File WT-1.3

146 - 3. On July 11th, 1990, Council approved a Waste Minimization and Recycling Action Plan.

On March 25th, 1992, Council approved the 1992 Current Estimates which include an amount of $46,000.00 for a special grant.

On June 2nd, 1992, the Committee on Works and Operations received a report from the Administration advising of the Waste Minimization Grants Competition.

On June 17th, 1992, Council instructed that the final decision relating to recycling programs proposed to be City-wide or pilot in nature in the City be a decision of Council.

The purpose of the waste minimization grants competition is to fund educational activities and demonstration projects on waste minimization in Winnipeg. The competition provides for a structured approach to the City's funding of waste minimization proposals. Each year, a new theme for the grant will be established. The theme established for 1992 is source reduction education and information programs.

The waste minimization grants competition was advertised since June, 1992, through radio, bus boards, and direct mail to special interest groups. Eighteen applications were received up to the closing date of September 19th, 1992, from the following:

Manitoba Eco-Network
International Coalition
Biomass Energy Institute
Recycling Council of Manitoba
Dr. John Sinclair
Canadian Coalition for Ecology, Ethics and Religion Inc.
Institute of Urban Studies
Gwyn Salisbury
Adrian Peek
Helena Kaufman
Red River Exhibition Association
Ernie Bailey
Manitoba Advanced House
Manitoba Institute for Community Ecology
Ailsa Lauder
Samir Sinha
Denis D'Eshambault
Green Kids

Report of the Committee on Works and Operations, dated December 3rd, 1992

The applications have been reviewed by an adjudication committee with respect to the theme of the grant and criteria for evaluating waste minimization projects. The adjudication committee consisted of representatives from Manitoba Environment, Environment Canada, International Institute for Sustainable Development and the Technical Advisory Committee on Waste Minimization.

The projects recommended for funding are all based on education and information on reducing waste at source:

- Dr. John Sinclair proposes a project entitled, "Diet for Overconsumers". The purpose of this project is to provide educational materials that address the need for waste reduction and the possible lifestyle changes that might lead to this reduction.

- The Recycling Council of Manitoba's project, entitled, "Less is More", involves the development and testing of a community outreach education model to raise awareness in reduction or lifestyle issues with the ultimate goal of obtaining attitude or behavioral change.

- The Biomass Energy Institute's (BEI) project, entitled "Waste Minimization through Utilization", is aimed at the commercial/industrial sector. The BEI will hold workshops to identify opportunities for reducing or reusing commercial/industrial waste, and to provide information on waste audits with the objective of minimizing waste from this sector.

- The International Coalition proposes a "Smart Shoppers' Program", which focuses on educating the general public on ways in which they can reduce their waste by becoming smart waste-reduction shoppers and reducing waste generation in the home. The program will be undertaken with the joint cooperation of major grocers.

- The Manitoba Eco-Network's project, "One Bag a Week", is an educational and information program to help households obtain the goal of producing only a single bag of garbage per week. The project will involve production and dissemination of information, and conducting of several hands-on workshops throughout the City.

Based on the results of the evaluations of the adjudication committee, your Committee on Works and Operations recommends that:

I. The waste minimization grant, "Consider the Source" be awarded to the following applicants:

Dr. John Sinclair	$ 7,210.00
Recycling Council of Manitoba	7,857.00
Biomass Energy Institute	5,000.00
International Coalition	7,800.00
Manitoba Eco-Network	16,437.00
	$44,304.00

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

Moved by Councillor Lazarenko,
Adoption of the clause.

Carried.

Proposed Detour of Heavy Trucks to or from P.T.H. 100/101 (West Perimeter Highway. File ST-5(21)

147 - 4. The Manitoba Highways and Transportation Department has established P.T.H. 100/101 (the Perimeter Highway) as an RTAC route so that large and heavy truck-trailer combinations may by-pass the City of Winnipeg. This routing prevents RTAC trucks from using City streets if they do not originate from, or are not destined to, an address in the City of Winnipeg.

However, due to structural limitations, the West Perimeter Highway overpass of Portage Avenue is limited to truck-trailer gross vehicle weights of 56,500 kg or less. Consequently, RTAC trucks that exceed 56,500 kg (approximately 20 per day) detour around this overpass. Three traffic movements are affected by the weight limitation on the structure:

1. trucks originating from Portage Avenue West and destined north on P.T.H. 101,
2. trucks originating from P.T.H. 100 and destined to Portage Avenue West, and
3. through trucks on P.T.H. 100/101.

Currently, truck operators are using several informal options to by-pass the weight limit on the overpass structure, such as:

a) making an eastbound U-turn on Portage Avenue at St. Charles Street or in front of the Unicity Fashion Square;

b) using Roblin Boulevard/Grant Avenue/Route 90 to Inkster Boulevard, as previously indicated; or

c) utilizing the Provincially owned lot at Portage Avenue and St. Charles Street by entering via the approach on St. Charles Street, making a U-turn on the lot and then exiting out onto St. Charles Street back to Portage Avenue.

On June 15th, 1992, Councillor Clement advised the Assiniboine Park-Fort Garry Community Committee that RTAC trucks transporting aviation fuel from Regina are not able to use the West Perimeter Highway Overpass en route to Inkster Boulevard because of weight restrictions on the overpass. As a result, some RTAC trucks are travelling south on the Perimeter Highway to Roblin Boulevard, east on Roblin Boulevard to Route 90, and north on Route 90 to Inkster Boulevard. The Community Committee requested the Streets and Transportation Department to investigate the possibility of providing a median opening on Portage Avenue east of the West Perimeter Highway to permit eastbound RTAC trucks to turn left and use the westbound to northbound interchange ramp to proceed north on the Perimeter Highway.

There are two detour options for trucks affected by the weight limit on this overpass structure.

Option "A" utilizes the Provincially-owned property at the south-west corner of Portage Avenue and St. Charles Street to accommodate eastbound U-turns on Portage Avenue immediately east of the Perimeter Highway. Northbound trucks on the Perimeter Highway and eastbound trucks on Portage Avenue would enter the property via a new approach on the south side of Portage Avenue, turn left onto St. Charles Street via an approach on the west side of St. Charles Street, turn left at the traffic control signals at Portage Avenue, travel west on Portage Avenue and either continue west on Portage Avenue or enter the westbound to northbound interchange ramp to travel north on the Perimeter Highway.

This alternative permits trucks to cross Portage Avenue via the traffic control signals at St. Charles Street and is preferred for both safety and congestion reasons. St. Charles Street immediately south of Portage Avenue contains a 12.5 metre (42 foot) roadway and carries approximately 2,700 vehicles per typical 24 hour weekday. It is not expected that the 20 RTAC trucks per day expected to use this routing will have a detrimental impact on traffic operation on St. Charles Street south of Portage Avenue.

In a letter dated July 30th, 1992, Mr. D. J. Struthers, Assistant Deputy Minister, Manitoba Department of Highways and Transportation, requested approval from the City of Winnipeg to detour those RTAC trucks exceeding the 56,500 kg weight limit on the West Perimeter Highway overpass via the Provincially-owned property on the south side of Portage Avenue immediately west of St. Charles Street (formerly occupied by William's Trailer Sales) and north on St. Charles Street (as per Option "A" attached), returning to Portage Avenue westbound at the traffic signals at Portage Avenue and St. Charles Street (Option "A").

Option "B" utilizes a new median opening on Portage Avenue at the Perimeter Highway to accommodate eastbound left turns on Portage Avenue directly onto the westbound to northbound interchange ramp and to accommodate a northbound detour of the Perimeter Highway overpass.

However, the existing narrow median on Portage Avenue would create a potential for traffic congestion and collisions unless long trucks were able to cross both roadways on Portage Avenue without stopping. It is unlikely that sufficient simultaneous gaps in the eastbound and westbound traffic stream on Portage Avenue would occur. Consequently, this option is not viable unless it was signalized.

When the overpass is actually under construction, the signalized version of this option will be utilized. At that time, the detour will carry all northbound traffic including RTAC trucks. However, because of the time required to build the necessary roadways and traffic signals, et al, this option is not feasible in the short term.

Mr. B. Woroby, P. Eng., Assistant District Engineer, has expressed concerns respecting Option "A", with respect to potential pavement damage, truck noise and traffic safety on St. Charles Street and has recommended that a trial period be imposed so that the actual impact may be evaluated.

The Department of Highways and Transportation has agreed to reconstruct their lot in limestone/gravel and treat it with calcium for dust control, install a visual screen/fence along the south property line (adjacent to the service road parallel to Portage Avenue). They have also agreed to restore St. Charles Street between Portage Avenue and the proposed exit approach to its former condition if damage occurs. (See attached letter dated July 30th, 1992, from D. J. Struthers, Assistant Deputy Minister.)

In summary, it is proposed that RTAC trucks be temporarily permitted to exit Portage Avenue eastbound and hence access St. Charles Street via private property, returning to Portage Avenue westbound at the traffic signals at Portage Avenue/St. Charles Street. No firm construction schedule is yet available, however, it is anticipated that the full detour will be in operation in the fall of 1993 and thus, the proposed temporary detour will no longer be required at that time.

At its meeting of September 21st, 1992, the Assiniboine Park-Fort Garry Community Committee concurred with this proposal. At its meeting on September 15th, 1992, the St. James-Assiniboia Community Committee considered and laid over the matter for review with the Administration and the Province. This proposal has been subsequently discussed with the Ward Councillor, George Fraser, and area residents.

At the meeting of the Committee on Works and Operations held on December 3rd, 1992, Councillor Fraser spoke to this matter in delegation.

After considering all aspects, your Committee on Works and Operations recommends that:

I. The temporary detour routing for RTAC trucks shown as Option "A" attached be approved.

II. If the proposed temporary routing for RTAC trucks is approved, the following related regulations be approved:

   A. a 10.0 metre asphalt angular entrance approach on the south side of Portage Avenue approximately 81.5 metres west of St. Charles Street be temporarily approved to permit RTAC trucks to exit Portage Avenue;

B. the existing 8.5 metre bi-directional concrete approach on the west side of St. Charles Street be temporarily relocated further south to a point approximately 31.3 metres south of Portage Avenue to better accommodate RTAC trucks when entering St. Charles Street (as per drawing A-8212 attached);

C. eastbound vehicles exiting this private approach on the west side of St. Charles Street be required to turn left toward Portage Avenue;

D. the "No Stopping - Except Buses" regulation on the west side of St. Charles Street be temporarily relocate a distance of 17 metres further north;

E. the Province of Manitoba Highways and Transportation Department be required to install a 1.8 metre non-transparent light duty fence along the south line of their property at the south-west corner of Portage Avenue and St. Charles Street between the west limit of St. Charles Street and a point approximately 100 metres west thereof; and

F. the portion of St. Charles Street between Portage Avenue and the first public service road south thereof, a distance of approximately 45 metres, be temporarily designated as a full-time truck route.

III. The Province of Manitoba install lighted warning signs to warn eastbound traffic on Portage Avenue and traffic on the entrance ramp to Portage Avenue from the Perimeter Highway, that slow moving trucks may be lane changing and exiting ahead (such as 'Truck Manoeuvring' signs).

IV. If damage occurs, the Province of Manitoba Highways and Transportation Department be required to restore St. Charles Street, between Portage Avenue and the proposed exit approach, to its former condition.

V. The Proper Officers of the City do all things necessary to implement the foregoing.

Moved by Councillor Lazarenko,
Adoption of the clause.

Carried.

(Note: See Minute No. 148 for attachment.)

148 - Option "A" referred to in Clause 4 of the Report of the Committee on Works and Operations, dated December 3rd, 1992.

(Copy of the attachment is on file in the City Clerk’s Department)

REPORT "A" OF THE
COMMITTEE ON WORKS AND OPERATIONS
DATED DECEMBER 3RD, 1992

On motion of Councillor Lazarenko, Report "A" of the Committee on Works and Operations, dated December 3rd, 1992, was considered.

Her Worship the Mayor and Councillors:

Access to Brar Brothers Auto Service Centre on Main Street at Flora Avenue (c/o Harbans Brar, 914 Main Street, Winnipeg, Manitoba, R2W 3P3.
File SC-1

149 - 1. Your Committee on Works and Operations has considered an application by Brar Brothers Auto Service Centre on Main Street at Flora Avenue for 1 - 4.0 metre concrete angular "exit only" approach on the west side of Main Street approximately 12.5 metres south of Flora Avenue (as shown on Drawing No. A-8036).

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 street set forth in Schedule 2 hereto, except where two separate directional approaches, one for access to, and one for egress from the 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 Main Street is contained within Schedule 2 of the By-law, i.e.,

1. Main Street between Sutherland Avenue and the northern boundary of The City of Winnipeg.

Portage Avenue and Main Street historically have been the two major arterial streets in Winnipeg and, as such, have been treated in a special way over the years in terms of allowing vehicular access to private property. The by-law requirement for a pair of conforming angular directional approaches is intended to eliminate the proliferation of approaches on this important thoroughfare and to maintain the high capacity nature of this street. Until the mid-1960's, approaches were prohibited on Main Street (except under the most unusual circumstances) and vehicular access to adjacent property was accommodated via the side streets and rear lanes. In the mid-1960's, the Private Approaches By-law was revised to allow front approach access to larger existing or newly consolidated sites that were, or would be, inadequately served by side street and/or rear lane access and that had sufficient frontage to allow installation of an angular entrance and an angular exit pair of approaches on the frontage conforming in all respects with the By-law.

This section of Main Street contains an 8-lane divided highway and carries approximately 31,500 vehicles in a typical 12 hour weekday period.

The property, which currently contains a service station, is served by two bi-directional private approaches on the south side of Flora Avenue. The proposed 4.0 metre private approach is intended to serve as an exit onto Main Street..

The 20.1 metre property frontage on Main Street is insufficient to install a pair of angular approaches 15.0 metres apart in conformance with the provisions of the City of Winnipeg Private Approaches By-law.

Your Committee on Works and Operations recommends:

I. That Schedule 2 of By-law 329/73 be amended by the deletion of Item 1 thereof and substituting therefor the following:

   1. Main Street between Sutherland Avenue and the northern boundary of The City of Winnipeg, except on the west side between Flora Avenue and a point approximately 17 metres south thereof.

II. That the Law Department be instructed to prepare the necessary amending by-law.

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

Moved by Councillor Lazarenko,
Adoption of the clause.

Carried.

COMMITTEE ON WORKS AND OPERATIONS
MOTIONS

Moved by Councillor Fraser,
Seconded by Councillor Golden,

150 - WHEREAS the Mayor can implement "The Residential Overnight Parking Prohibition" to allow the clearing of snow from residential streets;

AND WHEREAS the prohibition prevents anyone from parking a vehicle for more than one hour between 3:00 a.m. and 6:00 a.m.;

AND WHEREAS the Administration of this prohibition is not as effective as anticipated and does not achieve the goal of removing vehicles to allow efficient snow removal in residential areas;

AND WHEREAS it would be appropriate to lengthen that time frame from 1:00 a.m. to 6:00 a.m. and to adjust the process of ticketing vehicles providing their immediate removal upon issue of the citation;

AND WHEREAS the purpose of this regulation is to provide for the efficient delivery of snow removal services;

AND WHEREAS the City of Winnipeg could consider alternative ticketing methods (such as issuing a ticket with a fine equal to the cost of removing vehicles to the closest cleared street or area) which would not onerously punish owners of offending vehicles; (as opposed to the present practice of fining offenders $20.00 plus a $45.00 tow fee in addition to a $7.50 per day storage fee for a minimum cost of $72.50);

THEREFORE BE IT RESOLVED that the Committee on Works and Operations review this aspect of the by-law and implement changes that will improve the removal of snow from City streets.

Carried.

Moved by Councillor Duguid,
Seconded by Mayor Thompson,

151 - WHEREAS Shoal Lake is an interjurisdictional body of water found in both Manitoba and Ontario;

AND WHEREAS previous Council motions have resolved that mining activity is not compatible with the use of the Lake as the source of water for Winnipeg's 630,000 people;

AND WHEREAS the Province of Ontario has called for an environmental assessment of the Consolidated Professor mine site on Shoal Lake;

AND WHEREAS Kenora Miners and Prospectors (KMP) has received authorization from the Government of Ontario to proceed with exploratory mining on the shores of Shoal Lake;

THEREFORE BE IT RESOLVED THAT the City of Winnipeg recommend to the Governments of Manitoba and Ontario that the KPM mine be subject to a joint Ontario/Federal Environmental Assessment prior to the commencement of any mining activity;

BE IT FURTHER RESOLVED THAT the City of Winnipeg convey to the Governments of Manitoba, Ontario, and Canada, its commitment to protect its drinking water supply as outlined in PLAN WINNIPEG: Toward 2010:

> "The City shall protect its drinking water supply by requesting the other levels of government to prepare, implement, and periodically review, in consultation with all parties concerned, a management plan for the Shoal Lake area which will include an environmental assessment of the entire watershed."

Carried.

COMMITTEE ON WORKS AND OPERATIONS
CONSIDERATION OF BY-LAWS

152 - On motion of Councillor Lazarenko, the following By-laws were each read a second and third time, and were passed and ordered to be signed and sealed, namely:-

By-law No. 6061/92, a By-law of the City of Winnipeg to close part of Cosmo Place adjoining Lots 17 to 19, Plan 1034. File DAC 26/90.

By-law No. 6062/92, a By-law of the City of Winnipeg to close part of Four Mile Road, west of the Perimeter Highway. File DAC 3/91.

On motion of Councillor Lazarenko, the rule was suspended, and 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. 6078/92, a By-law of the City of Winnipeg to open part of the Canadian Pacific Railway Spur Line as rue Archibald, north of Fermor Avenue. File DAO 5/91.

By-law No. 6079/92, a By-law of the City of Winnipeg to widen the northwest corner of Dumas Avenue and Pembina Highway. File DAO 19/92.

By-law No. 6080/92, a By-law of the City of Winnipeg to widen the southwest corner of Maryland Street at Broadway. File DAO 23/92.

COMMITTEE ON WORKS AND OPERATIONS
QUESTION PERIOD

153 - Councillor Fraser requested that Council be brought up to date on the affairs of the Winnipeg Water Protection Group, who in past had received City of Winnipeg grants.

Councillor Lazarenko, the acting Chairperson for the Committee on Works and Operations, agreed to pursue the matter.

Council here reverted back to the order of business - "Report of the Committee on Protection, Parks and Culture".