CONSIDERATION OF REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

The Executive Policy Committee has had before it the Report of the Committee on Works and Operations, dated September 8th, 1992, has concurred in the recommendations contained therein and submits same to Council for approval and adoption.

On motion of Councillor Duguid, the Report of the Committee on Works and Operations, dated September 8th, 1992, was considered clause by clause.

North Committee Room,
Council Building, Winnipeg.
September 8th, 1992.

His Worship the Mayor and Councillors:

Your Committee on Works and Operations submits the following Report and recommends:

Opening of Stafford Street from the First Lane South of Yale Avenue to the First Lane North of Harvard Avenue - City Centre-Fort Rouge and Assiniboine Park-Fort Garry Communities.
File DAO 10/92

1442 - 1. Due to an error in the Winnipeg Land Titles Office record keeping, the subject portion of Stafford Street, which has been physically open for over sixty years, has never been legally opened as a public right-of-way. It is necessary to regularize this matter.

This proposed opening has been circularized to all interested City departments and public utilities with no objections having been received.

As Stafford Street is the boundary street between the City Centre-Fort Rouge and Assiniboine Park-Fort Garry Communities, this matter has been referred to both Community Committees. The Community Committees and the Committee on Planning and Community Services have approved the proposed opening as to planning considerations.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the opening of Stafford Street from the first lane south of Yale Avenue to the first lane north of Harvard Avenue in accordance with Plan No. 8105/1; the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

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

Copy of Misc. Plan No. 8105/1 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operations, dated September 8th, 1992.

Opening of a Public Lane Lying East of and Adjoining the C.N.R. Letellier Subdivision Right-of-Way and to the West of Pembina Highway between Chancellor and Southpark Drives – Assiniboine Park-Fort Garry Community.
Files DAO 1/89 and DAO 11/92

1443 - 2. The following historical data with respect to the above property is provided:

DAO 1/89

Lot 3, Plan 15985, was acquired by the City in 1981 for future lane purposes. In 1989, an application to develop multiple family housing units to the east (DCU 205/88 and DAV 854/88) identified the need to use Lot 3 as a means of secondary access. A portion of Lot 3 is now paved and used for that purpose. The opening of Lot 3, Plan 15985, was approved by the Assiniboine Park-Fort Garry Community Committee and the Committee on Planning and Community Services under DAO 1/89 in June of 1989.

DAO 11/92

Lot 11, Plan 14089, was acquired by the City in 1978 for future lane purposes. The opening of Lot 11, Plan 14089, was approved by the Community Committee and the Committee on Planning and Community Services under DAO 11/92 in June of this year. The Manitoba Telephone System has advised that any removal or relocation of its plant in the area will be at the City's expense. There are no plans to construct this lane in the immediate future. Any costs involved will be charged to the project when the lane is paved.

The proposed lane openings have been circularized to all interested City departments and public utilities with no objections having been received.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the opening of a public lane lying east of and adjoining the C.N.R. Letellier Subdivision Right-of-Way and to the west of Pembina Highway between Chancellor and Southpark Drives in accordance with Plan No. APFG 8528/2; the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

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

Copy of Misc. Plan No. APFG 8528/2 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Pursuant to The Municipal Council Conflict of Interest Act, Councillors Boychuk and Lazarenko advised Council that they would refrain from entering the discussion and from voting on the clause due to their employment association with C.N.R., and left the Chamber.

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

Councillors Boychuk and Lazarenko here returned to the Chamber.

Report of the Committee on Works and Operations, dated September th, 1992.

Street Corner Widenings at the North-west Corner
of Century Street and St. Matthews Avenue and the
South-east Corner of Century Street and Wellington Avenue
- St. James- Assiniboia Community.
File DAO 21/92

1444 - 3. The proposed street corner widenings at the north-west corner of Century Street and St. Matthews Avenue and the south-east corner of Century Street and Wellington Avenue, are a 1990 Capital Works project and have been circularized to all interested parties through the Capital Works process with no objections having been received. The subject lands have since been acquired and the project has been constructed. It now remains to legally open the lands as public streets.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the street corner widenings at the north-west corner of Century Street and St. Matthews Avenue and the south-east corner of Century Street and Wellington Avenue in accordance with Plan No. SJA 7840/1; the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

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

Copy of Misc. Plan No. SJA 7840/1 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Street Opening - North-west Corner of
Wellington Avenue at King Edward Street –
St. James-Assiniboia Community.
File DAO 22/92

1445 -4. At its meeting on July 29th, 1992, Council adopted Clause 2 of the Report of the Committee on Finance and Administration dated July 14th, 1992, and thereby authorized the partial acquisition of property located on the north-west corner of Wellington Avenue at King Edward Street, to permit future radius modifications to accommodate WB-15 semi-trailer trucks.

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

1. That the City Solicitor be instructed to prepare the necessary by-law to effect the street opening at the north-west corner of Wellington Avenue at King Edward Street in accordance with Misc. Plan No. SJA 8506, for submission to Council; the cost of the by-law, estimated at $200.00, to be charged to Account No. 03-118117-5187100705.

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

Copy of Misc. Plan No. SJA 8506 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operations, dated September 8th, 1992.

Street Widening - South-west corner Maryland Street and Broadway - City Centre-Fort Rouge Community.
File DAO 23/92

1446 - 5. The lands shown as "Proposed Street Widening" at the south-west corner of Maryland Street and Broadway, shown on Misc. Plan No. CCFR 7237/2, are required to permit future radius modifications and intersection improvements at this location. At its meeting of October 14th, 1988, the Board of Commissioners considered the September 30th, 1988 report from the Acting Director of the Streets and Transportation Department and instructed the Director of the Land Surveys and Real Estate Department to commence negotiations for the property required.

The proposed project, both land acquisition and construction components, have since been included in the 1992 Capital Estimates adopted by Council on March 25th, 1992.

The Committee on Finance and Administration, at its meeting on July 14th, 1992, approved the terms and conditions for the acquisition of the subject property required by the City for road widening purposes, which have been accepted, on behalf of the owner.

As a result of the proposed widening, a portion of a concrete step along the east side of the building will encroach into the widening area and will have to be regularized.

The Committee on Finance and Administration, at its meeting on July 14th, 1992, also waived any encroachment fees which would otherwise be applicable.

The Committee on Planning and Community Services, at its meeting on September 8th, 1992, authorized the granting of a license to allow the encroachment of the concrete step for as long as the step exists.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to widen/open the street at the south-west corner of Maryland Street and Broadway, in accordance with Misc. Plan No. CCFR 7237/2; the cost of the by-law, estimated at $200.00, to be charged to Account No. 02-118117-5192070703.

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

Copy of Misc. Plan No. CCFR 7237/2 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Lane Openings - AG 405/90 (DAV 801/90) and DASSF 595/91 - North of Lucas Avenue between Tallman Street and Barnham Crescent - Lord Selkirk-West Kildonan Community.
File DAO 29/92

1447 - 6. In 1990, the Winnipeg School Division No. 1 submitted an application for a zoning variance, (DAV 801/90) to permit the establishment of a school site on the north side of Lucas Avenue, west of Torwood Crescent. One of the conditions of the approval of the variance was that the School Division enter into a Servicing Agreement with the City.

Report of the Committee on Works and Operations, dated September 8th, 1992.

In January of 1992, the City entered into Servicing Agreement AG 405/90 with the Winnipeg School Division No. 1. Clause 1 of Schedule "C" to that agreement states that the School Division is to transfer to the City the lands identified as "Proposed Lane Opening" on Misc. Plan No. LSWK 8529 and that the School Division is to pay all costs associated with the lane opening.

This proposal has been circularized to all interested City departments and public utilities with no objections having been received and has received approval as the planning considerations from the Lord Selkirk-West Kildonan Community Committee and the Committee on Planning and Community Services.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the lane openings north of Lucas Avenue between Tallman Street and Barnham Crescent in accordance with Plan No. LSWK 8529; the cost of the by-law and all other costs associated with the openings to be borne by the Winnipeg School Division No. 1.

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

Copy of Misc. Plan No. LSWK 8529 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Street Corner Widening at the South-east Corner of Henderson Highway and Munroe Avenue - East Kildonan-Transcona Community.
File DAO 30/92

1448 - 7. In 1986, the Board of Commissioners instructed the Land Surveys and Real Estate Department to negotiate for the lands required for a 3 metre by 4.5 metre street corner widening at the south-east corner of Munroe Avenue and Henderson Highway.

The owner of the property refused to negotiate with the City, and in January of 1987, Council adopted a report from the Committee on Works and Operations recommending the expropriation of the lands required for the street corner widening. At this point, the owner of the land indicated that she would be willing to sell her entire lot to the City. In March of 1988, the City purchased the property. Upon the acquisition of the entire lot, the Streets and Transportation Department revised its requirement to improve the street corner widening alignment from 3 by 4.5 metres to 6 by 6 metres.

The construction of the street corner widening has been completed, and it now remains to legally open the land as public street.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the street corner widening at the south-east corner of Henderson Highway and Munroe Avenue in accordance with Plan No. EKT 6444/1; the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

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

Copy of Misc. Plan No. EKT 6444/1 regarding this proposal is on file in the office of the City Clerk.

Report of the Committee on Works and Operations, dated September 8th, 1992.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Closing of a Portion of Lydia Street between
McDermot and Bannatyne Avenues –
City Centre-Fort Rouge Community.
File DAC 23/91

1449 - 8. The proposed partial closing of Lydia Street between McDermot and Bannatyne Avenues was requested by the Winnipeg School Division No. 1, which has taken possession of the former Sacre Coeur School site (Block M, Plan 16) from the Roman Catholic Archiepiscopal Corporation of Winnipeg.

The School Division intends to construct a new elementary school on the site and the additional land comprising the street proposed to be closed would ensure that sufficient lands are available for the proposed school and playground area.

The proposal was circulated to various applicable City departments and public utilities for information and comments in the usual manner, with no objections being received in reply.

District No. 1 Operations, however, advised that the cost of the following engineering works necessitated by the closing would have to be borne by the School Division:

- removal of the McDermot/Lydia intersection approach and restoration of curb, boulevard and sidewalk; - restoration of street drainage on McDermot;

- removal of any pavement or sidewalk in the section to be closed;

- curb and installation and drainage works at the Lydia Street/lane intersection.

As well, the Streets and Transportation Department recommended that 5.0 metres of the right-of-way remain open to provide the owners of 579 McDermot Avenue access to their fire escape located on the west side of the building.

Winnipeg Hydro has also advised of relocation costs of existing facilities which would be at the School Division's expense.

At its meeting held on March 3rd, 1992, the City Centre-Fort Rouge Community Committee considered the proposal and concurred in the recommendation of the Subdivision Branch, Planning Department, that the proposed partial street closing be approved, with provision made for an easement in favour of the owners of 579 McDermot Avenue (Great West Paper Products Ltd.) for access to the fire escape and for maintenance purposes to the west side of the company's building.

On March 30th, 1992, the Committee on Planning and Community Services approved the subject closing as to planning considerations.

The School Division requires access to the area of the proposed street closure as soon as possible in order to commence construction of the gymnasium on the former Sacre Coeur Building location which is to be demolished. In order, therefore, that the partial street closing not be delayed, it is intended that a separate report relative to terms and conditions of conveyance of the street lands to the School Division will be submitted to the Committee on Finance and Administration upon finalization of negotiations with the School Division, for its consideration.

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

Report of the Committee on Works and Operations, dated September 8th, 1992.

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the closing of Lydia Street between McDermot and Bannatyne Avenues, in the manner shown on Misc. Plan No. CCFR 8306/2; the cost of the by-law, estimated at $200.00, to be borne by the Winnipeg School Division No. 1.

2. 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.

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

Copy of Misc. Plan No. CCFR 8306/2 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Closing of the Public Lane Bounded by
Edmonton and Carlton Streets and Cumberland
and Qu'Appelle Avenues –
City Centre-Fort Rouge Community.
File DAC 6/92

1450 - 9. The lane bounded by Edmonton and Carlton Streets and Cumberland and Qu'Appelle Avenues has been physically closed and has formed part of the Central Park since it was established many years ago. The lane has never been legally closed by by-law.

The proposed closing has been circularized to all interested City departments and public utilities with no objections having been received, and has been approved as to planning considerations by the City Centre-Fort Rouge Community Committee and the Committee on Planning and Community Services.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the closing of the public lane bounded by Edmonton and Carlton Streets and Cumberland and Qu'Appelle Avenues in accordance with Plan No. CCFR 8108; the cost of the by- law, estimated at $200.00, to be borne by the City-at-large.

2. 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.

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

Copy of Misc. Plan No. CCFR 8108 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operations, dated September 8th, 1992.

Closing of Part of the Public Lane West of Keewatin Street between Pacific and Alexander Avenues - City Centre-Fort Rouge Community.
File DAOC 3/90

1451 - 10. The proposal to close and purchase the lane west of Keewatin Street between Pacific and Alexander Avenues was initiated by the adjoining owner, Palm Enterprises Ltd., shown as the Applicant on Misc. Plan No. CCFR 8036/3.

The usual circulation was made to all interested City departments and public utilities with no objections having been received in response, although the Streets and Transportation Department recommended the following:

a) the initial 2.0 metres proposed closing be enlarged to 2.026 metres (as illustrated on the sketch) leaving a standard 7.25 metre lane at the rear of Lots 1 to 6, Block 1, Plan 766.

b) that the balance of the lane be widened by 1.154 metres along the rear of Lots 42 to 46, Block 10, Plan 795, to achieve the standard lane width of 7.25 metres.

District No. 1 Operations, however, suggested that the widening may not be feasible given the location of a building on Lots 42 to 46. On this basis, the Subdivision Branch recommended that the proposed widening of the lane abutting Lots 42 to 46, Block 10, Plan 795, be not proceeded with.

The Manitoba Hydro and the Manitoba Telephone System informed of their requirements for easements to protect their existing facilities.

On December 11th, 1990, the City Centre-Fort Rouge Community Committee approved the proposed closing as shown on said Misc. Plan No. CCFR 8036/3; the Community Committee, at the same time, recommended against the proposed widening of the lane abutting Lots 42 to 46, Block 10, Plan 795.

On January 7th, 1991, the Committee on Planning and Community Services approved the proposed closing as to planning considerations, and directed that the proposed widening of part of the public lane as recommended by the Streets and Transportation Department not be proceeded with.

Palm Enterprises Ltd. has agreed to purchase part of the lane proposed to be closed under terms and conditions approved by the Committee on Finance and Administration at its meeting on July 14th, 1992, subject to Palm Enterprises providing by equivalent exchange a 3 m x 3 m corner cut on the public lane at the north-west corner of Lot 42, Block 10, Plan 795. Westbrook Inn Ltd., whose holdings adjoin part of the lane to be closed shown as Parcels "B", "C" and "D" on said Misc. Plan No. CCFR 8036/3, has also advised it is prepared to purchase the balance of the lane to be closed.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the proposed closing of part of the public lane west of Keewatin Street between Pacific Avenue and Alexander Avenue, in accordance with Misc. Plan No. CCFR 8036/3; the cost of the by-law, estimated at $200.00, to be shared by the City-at-large and the Applicant.
2. 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.
3. That the Proper Officers of the City do all things necessary to implement the foregoing.

Copy of Misc. Plan No. CCFR 8036/3 regarding this proposal is on file in the office of the City Clerk.

Report of the Committee on works and Operations, dated September 8th, 1992.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Closing and Opening of East/West Lane Connections - West of Raglan Road - City Centre-Fort Rouge Community.
File DAOC 3/91

1452 - 11. The proposed closing and opening of the east/west lane connections west of Raglan Road was initiated for the Mennonite Brethren Church of Manitoba to facilitate an exchange of lane lands to allow for the creation of a building site for a minister of the Church.

The location of the relocated lane on Lot 9, Block A, Plan 3305, is presently encumbered by a land drainage sewer easement granted by the Church to the City for $1.00 and registered as a caveat against the Church's title to the lot. The sewer, however, is located approximately 10 feet from the northerly boundary of the lot so that the caveat as it affects the southerly 30 feet of the lot may be discharged.

The referenced proposal was circulated to various applicable City departments and public utilities for information and comments. Although no objections were received in reply, the Streets and Transportation Department suggested that 3 m x 3 m lane corner cuts be established where the new lane connections would intersect with the existing north/south lane. The Parks and Recreation Department also informed of boulevard restoration costs to be incurred.

On March 3rd, 1992, the City Centre-Fort Rouge Community Committee concurred in the recommendation of the Subdivision Branch to close and open the lane. On March 30th, 1992, the Committee on Planning and Community Services approved as to planning considerations the subject closing and opening.

Solicitors for the Church have now advised that the terms and conditions (including provision for their client to dedicate lands for the corner cuts) are acceptable to their client. Briefly, the Agreement provides for a straight exchange of lands with the Church responsible for costs.

The Committee on Finance and Administration, at its meeting on July 14th, 1992, approved the terms and conditions of the proposed exchange of lands, as well as the partial discharge of the caveat as it affects the southerly 30 feet of Lot 9, Block A, Plan 3305.

The Land Surveys and Real Estate Department is of the opinion that although planning approval given by the Committee on Planning and Community Services did not cover the opening of the corner cuts, sufficient authority may be implied considering that both the Community Committee and the Committee on Planning and Community Services were aware of the Streets and Transportation Department's recommendation for the establishment of the corner cuts. The Administration has therefore recommended that the proposed closing and opening be as illustrated on Misc. Plan No. CCFR 4229/6, which includes the corner cut openings.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the street closing and opening of the east/west lane connections, west of Raglan Road, in accordance with Misc. Plan No. CCFR 4229/6; the cost of the by-law, estimated at $200.00, to be borne by the Mennonite Brethren Church of Manitoba.
2. Should the east/west portion of this lane be improved, the Church or its successor to be responsible for all costs related thereto.

Report of the Committee on Works and Operations, dated September 8th, 1992.

3. 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.

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

Copy of Misc. Plan No. CCFR 4229/6 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Downtown Shuttle Routes - 96 THE FORKS
and 99 D.A.S.H.
File TT-1.4

1453 - 12. The current routings of the 96 THE FORKS and the 99 D.A.S.H. services are shown in Figure 1. The history of each of these services is described below.

99 D.A.S.H.

The Downtown Area Shuttle (99 D.A.S.H.) service was implemented on February 17th, 1975, with the following objectives:

1. To reduce travel by auto to the downtown area.
2. To increase mobility within the downtown area during the off- peak period.
3. To reduce the requirement for parking within the downtown area.

Since its inception in February 1975, the 99 D.A.S.H. service has operated with various combinations of routing, hours of operation, service frequency, and passenger fare. The various service levels are shown in the following table:

Effective Date	Hours of Operation	Headway (Minutes)	Cash Fare
February 1975	9:00 a.m. - 4:00 p.m.	5	None
September 19769:00 a.m. - 11:00 a.m.		10	None
	11:00 a.m. - 2:00 p.m.	8	None
	2:00 p.m. - 4:00 p.m.	10	None
June 1978	9:00 a.m. - 11:00 a.m.	10	10 cents
	11:00 a.m. - 2:00 p.m.	8	10 cents
	2:00 p.m. - 4:00 p.m.	10	10 cents
June 1979	9:00 a.m. - 11:00 a.m.	10	10 cents
	11:00 a.m. - 2:00 p.m.	5	10 cents
	2:00 p.m. - 4:00 p.m.	10	10 cents
June 1981	11:00 a.m. - 3:30 p.m.	5	None
July 1982	11:00 a.m. - 3:30 p.m.	6	None
September 1986	11:00 a.m. - 3:30 p.m.	7	None
September 1989	11:00 a.m. - 3:30 p.m.	9	None
May 1991	11:00 a.m. - 3:30 p.m.	9	50 cents

Report of the Committee on Works and Operations, dated September 8th, 1992.

*Routing extended into the Exchange and Chinatown districts. Prior to this routing change, 99 D.A.S.H. operated in the Centennial Concert Hall area.

** Service restructured to provide direct service to The Forks from the Broadway area.

96 THE FORKS
The 96 THE FORKS service was implemented in October 1989 to provide direct service to The Forks Market and to The Forks National Historic Park from the Portage Avenue area of downtown. Since its introduction, the service has operated between the hours of 11:00 a.m. and 7:00 p.m. on weekdays and between the hours of 9:00 a.m. and 7:00 p.m on Saturdays, Sundays and Holidays. The 96 THE FORKS service does not operate on those days that The Forks Market is closed.

The service levels that have been operated on the 96 THE FORKS can be summarized as follows:

Effective Date	Days of Operation	Headway (Minutes)	Cash Fare
October 1989	Weekdays	10/13	None
	Saturdays	13	None
	Sundays/Holidays	20	None
May 1991	Weekdays	10/13	50 cents
	Saturdays	13	50 cents
	Sundays/Holidays	20	50 cents
June 1991	Weekdays	10/12	50 cents
	Saturdays	15	50 cents
	Sundays/Holidays	15	50 cents
October 1991	Weekdays	15/18	50 cents
	Saturdays	15	50 cents
	Sundays/Holidays	15	50 cents

At its meeting held on January 9th, 1992, the Committee on Works and Operations requested that the Transit Department review the following changes to the downtown shuttle service:

1. The reinstatement of the former routing (not into The Forks) and the elimination of the shuttle cash fare for the 99 D.A.S.H. service.
2. The cancellation of the 96 THE FORKS service.
3. The extension of regular transit routes to provide service to The Forks.

In addition, Committee requested that the Downtown Business Improvement Zone and The Forks Renewal Corporation be consulted about this proposal.

1. CURRENT SERVICE, OPERATING COSTS, REVENUES, AND RIDERSHIP

99 D.A.S.H.
The current routing of the 99 D.A.S.H. service is shown in Figure 1. At present, 6 buses operate on Route 99 to provide a service headway of 9 minutes between the approximate hours of 11:00 a.m. and 3:30 p.m. on weekdays. At the end of service, each D.A.S.H. bus is entered into P.M. peak service on a regular transit route. This minimizes deadheading costs to and from the garage. The annual variable cost of the service is $170,400.00

Since the implementation of the 50 cent shuttle cash fare on May 1st, 1991, ridership on 99 D.A.S.H. declined by over 60% from 2,200 passengers per day to 700-800 passengers per day. Given the pattern of paid fares and the reduced level of ridership, it is estimated that the annual passenger revenue generated by the shuttle cash fare is $36,800.00.

Report of the Committee on Works and Operations, dated September 8th, 1992.

96 THE FORKS

The current routing of the 96 THE FORKS service is shown in Figure 1. Prior to October 1991, 3 buses operated on Route 96 to provide headways of 10-12 minutes between the approximate hours of 11:00 a.m. and 7:00 p.m. on weekdays. Since October, 2 buses have been operated on the route to provide service headways of 15-18 minutes during the same service hours. On Saturdays, Sundays, and Holidays, 2 buses operate on the route at 15 minute intervals between the hours of 9:00 a.m. and 7:00 p.m. The annual variable cost of the current service is $156,300.00.

Since the implementation of the 50 cent shuttle cash fare on May 1st, 1991, ridership on 96 THE FORKS declined by 40% on weekdays, by 36% on Saturdays, and by 9% on Sundays and Holidays. Current ridership levels are low on the route:

Weekdays	200-300 passengers
Saturdays	300-400 passengers
Sundays/Holidays	300-400 passengers

Given the pattern of paid fares and the reduced level of ridership, it is estimated that the annual passenger revenue generated by the shuttle cash fare is $21,700.00.

2. SERVICE OPTIONS
   a) Committee's Request

Your Committee on Works and Operations requested that the impacts be identified for the following changes to the downtown shuttle services:

1. The reinstatement of the former routing (not into The Forks) and the elimination of the shuttle cash fare for the 99 D.A.S.H. service.
2. The cancellation of the 96 THE FORKS service.
3 The extension of regular transit routes to provide service to The Forks.

Proposed Service:

Prior to September 1989, the 99 D.A.S.H. service operated on the routing shown in Figure 2. The Blue route operated counter- clockwise through the downtown. The Gold route operated on the same streets in a clockwise direction.

If this routing were reinstated and operated with headways of 7 minutes on each of the Blue and Gold routes, 10 buses would be required. At present, only 6 buses operate on 99 D.A.S.H.

If the former routing of the 99 D.A.S.H. were reinstated and if the 96 THE FORKS route were cancelled, then it would be necessary to reorganize regular transit service to provide a direct connection between Portage Avenue and The Forks.

To provide replacement service between Portage Avenue and The Forks, the 38 SALTER service could be extended as shown in Figure 3. The extension of Route 38 would provide regular transit service to The Forks between the approximate hours of 9:00 a.m. and 7:00 p.m on all days of the week. During the busier summer months at The Forks, Route 38 could be extended until 10:00 p.m. to provide evening service on all days of the week. Weekday peak period headways on this service would be 11-12 minutes; off-peak headways would be 17-22 minutes.

Impacts:

This option would have the following impacts:

1. If the former 99 D.A.S.H. routing were reinstated and if the 50 cent shuttle cash fare were eliminated, it is estimated that ridership on Route 99 would grow to 2,000-2,500 passengers per day from the current 700-800 passengers per day.

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2. The reinstatement of the former 99 D.A.S.H. routing would eliminate the current direct service between the Broadway area and The Forks.

3. An unproductive service, 96 THE FORKS, would be eliminated. The current productivity of the service is significantly below the system average. In addition, passenger counts show that only about one-third of those passengers who use Route 96 board or alight at The Forks.

4. The extension of 38 SALTER to The Forks would maintain a direct transit connection between Portage Avenue and The Forks.

5. The revised service would result in a net increase in annual operating costs of $108,800.00, primarily as a result of the additional buses required to operate the former routing of the 99 D.A.S.H. service.

b) A Cost-Neutral Option

The Streets and Transportation Department has advised that the service option suggested by Committee has two disadvantages. Direct transit service between the Broadway area and The Forks would be eliminated. Secondly, the option would require a substantial increase in operating costs. To overcome these disadvantages, it is proposed that the following be implemented for the downtown shuttle services:

1. The current routing of the 99 D.A.S.H. service not be changed.
2. The current $0.50 shuttle cash fare be eliminated for the 99 D.A.S.H. service.
3. The 96 THE FORKS service be cancelled.
4. The 38 SALTER service be extended as described above to provide a direct transit link between Portage Avenue and The Forks.

This alternative option would have the following impacts:

1. The elimination of the 50 cent shuttle cash fare on 99 D.A.S.H. would result in a growth in ridership from the current 700-800 passengers per day to 2,000-2,500 passengers per day. The route would again become a very productive service.
2. Direct transit service between the Broadway area and The Forks would be maintained by Route 99 during the midday time period on weekdays.
3. An unproductive service, 96 THE FORKS would be eliminated.
4. The extension of 38 SALTER to The Forks would maintain a direct transit connection between Portage Avenue and The Forks.
5. The revised service could be implemented within the 1992 Current Estimates for the Transit Department. The costs of extending Route 38 to The Forks plus the revenue forgone as a result of the elimination of the shuttle cash fare would be offset by savings realized from the cancellation of the 96 THE FORKS service.

These changes could be implemented effective the first regular transit schedule change subsequent to this report being approved.

3. REACTION TO THE COST-NEUTRAL OPTION

Downtown B.I.Z.

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The Downtown B.I.Z. is supportive of the recommendations contained in this report.

The Forks Renewal Corporation

The Forks Renewal Corporation is opposed to the recommendation that the 96 THE FORKS service be cancelled.

The Forks Renewal Corporation considers the provision of public transit service to be very important for The Forks site. In particular, officials of the Corporation feel strongly that transit service to the site must have the following attributes:

1. It must provide a direct link between The Forks and the shopping/employment area adjacent to Portage Avenue.
2. The service must operate at frequent intervals.
3. The service must operate when The Forks Public Market is open.
4. The service must possess a distinct identity that associates the service with The Forks development.
5. Fare-free service should be provided to accommodate short shuttle-type trips made by passengers between the Portage Avenue area and The Forks.

The proposals in this report meet only the first three of these requirements. For effective transportation, The Forks Renewal Corporation feels that fare-free shuttle service must be provided by a distinct service. A service that has "The Forks" prominently displayed in the route name is important. The use of the specially- painted "environment" buses on Route 96 also makes it easy for the public to determine the correct route to use to travel to The Forks.

The Forks Renewal Corporation recognizes that ridership on Route 96 has been low. However, it strongly feels that the removal of the shuttle cash fare will encourage additional ridership. Over the longer term, the Corporation is of the opinion that transit must play a larger role in transportation to The Forks. Parking is often congested at The Forks. As the number of persons visiting The Forks continues to increase, the parking supply will not correspondingly increase. Consequently, a greater number of visitors will need to use transit to access the site. The Corporation feels that a sound basis for public transit has been established for The Forks. The service is important and should be continued. Mr. Harry Finnigan of the Downtown Winnipeg Business Improvement Zone was heard in delegation in support of the recommendations set out hereunder.

Your Committee on Works and Operations recommends that effective November 8th, 1992:-

1. The 96 THE FORKS service be cancelled.
2. The 38 SALTER service be extended as shown in Figure 3 to provide replacement service to The Forks.
3. The $0.50 shuttle cash fare currently in effect for the 99 D.A.S.H. service be eliminated.
4. The Proper Officers of the City do all things necessary to implement the foregoing.

Moved by Councillor Duguid,
Adoption of the clause.

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

At the request of Councillor Mitchelson, the Speaker advised that each of the recommendations in the clause will be considered separately.

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Recommendation No. 1 was put.

The Deputy Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Boychuk, Brown, Clement, Diamant, Duguid, Fleisher, Fraser, Gilroy, Golden, Hyman, Kaufmann, Lazarenko, Mendelson, Mitchelson, Murray, Prystanski, Reese, Selinger, Thomas, Timmers, Timm-Rudolph, Young and Demare 23

Nay: Councillor Lorenc. 1

and Recommendation No. 1 was declared carried.
Recommendation No. 2 was put.
The Deputy Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Boychuk, Brown, Clement, Diamant, Duguid, Fleisher, Fraser, Gilroy, Golden, Hyman, Kaufmann, Lazarenko, Lorenc, Mendelson, Mitchelson, Murray, Prystanski, Reese, Selinger, Thomas, Timmers, Timm-Rudolph, Young and Demare. 24

Nay: Nil. 0

and Recommendation No. 2 was declared carried.
Recommendation No. 3 was put.

The Deputy Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Boychuk, Brown, Clement, Diamant, Duguid, Fleisher, Fraser, Gilroy, Golden, Hyman, Lazarenko, Lorenc, Mendelson, Murray, Reese, Selinger, Thomas, Timmers, Timm-Rudolph, Young and Demare. 21

Nay: Councillors Kaufmann, Mitchelson and Prystanski. 3

and Recommendation No. 3 was declared carried.
Recommendation No. 4 was put and declared carried.

Closure of City Weigh Scale Operations at 1051 Arlington Street. File S-1

1454 - 13. The City, from 1963 to 1985, provided a public scale function at the corner of Logan and McPhillips under the direction of the Finance Department. Prior to that, a public scale was provided in the old market square area. In 1984, an assessment was made of the economical viability of the public scale service and it was determined that the public scale operation was not economical to run because of the low volume of public weigh-ins resulting in a loss of $18,000.00 per year, and the facility was closed. After a month, because of public concern with respect to the availability of alternative scaling facilities, the scale was reopened. Council agreed in 1985 that when the Operations Department decided to replace the Ross and Tecumseh yard scale, that the public scale service would be combined with the Operations Department Ross and Tecumseh yard scale which was to be built at 1051 Arlington. The new Ross and Tecumseh yard scale was built off Arlington with sufficient truck queue storage area, a deck scale, an axle scale, (which is used primarily for Police enforcement of The Highway Traffic Act weight regulations) and a storage area for overloaded vehicles.

The new Pacific Avenue site for the combined District No. 1, District No. 2, and Ross and Tecumseh yard facilities does not leave any room for the provision of a public and/or Police scale operation at that location. The Operations Department functions

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do not require the full facility that now exists at 1051 Arlington Street and may not require any scale facility depending upon the continuation of the operation of the asphalt and concrete plants.

A deck scale requiring no queuing truck storage area, no load storage area, and a sharper turning radius than the public scale, would be required for deliveries to asphalt and concrete plants in the new Pacific yard. This yard scale with minimal space requirement would be built inside the yard area away from Pacific Avenue and would not interfere with the public works facilities.

The use of the present public scale is approximately 8,000 trucks per year, and the service can be provided by a number of private scales located around the City. The use of the axle scale by the Police Department is nominal (approximately 250 trucks per year) and could be replaced by portable scales or the axle scale could be relocated.

The rate for weighing a truck at the City and private scales throughout the City is between $5.00 to $6.00. At 8,000 trucks this would generate $48,000.00, which is not sufficient to cover the cost of operation and amortization of a scale. The use of the axle scale is limited (mostly by the Police Department). Using portable scales, the
Police would not be able to ticket, however, trucks whose weight approached or exceeded the legal allowable weight would be escorted to a certified scale such as one of the Highway Department scales located at the junction of Highway 2 and 3, Perimeter Highway and Highway No. 59, or at Headingley on P.T.H. No. 1 west. The Police Department has indicated that it would be much more preferable to have an axle scale in the downtown area because of the concern of sending overweight trucks to a Highways Scale located on the perimeter of the City.

A list of other scales available in the City is on file in the office of the City Clerk.

It is proposed that the relocation of the Police scale be the subject of another report. The Police Department is reviewing its requirements and options at the present time.

The scale operation will be closing about November 1st, 1992, in order to permit the transfer of portions of the Central Yards to the Federal Government for the siting of their Virology Laboratory.

This issue was reviewed by Executive Policy Committee on June 10th, 1992, which concurred with the closure recommendation proffered by the Board of Commissioners.

The Operations and Civic Properties Departments are currently assisting the Police Department in finding a suitable City-owned property to locate an alternative limited weigh scale operation to meet their enforcement needs. The Police Department will co-ordinate those activities. It is intended that the replacement scale for Police use will be unattended with operation by Police staff, as required, and will have the capability of weighing axle loadings only and not the total vehicle.

The formal approval of this closure will facilitate notice to the public.
Your Committee on Works and Operations therefore recommends:-

1. That the City weigh scale operations at 1051 Arlington Street, serving the public, the Police Department and the Equipment and Material Services Branch Primary Material Operations, be permanently discontinued on or about November 1st, 1992.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

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Councillor Thomas asked to be recorded as having voted against the clause, in accordance with Section 50.7 of the Procedure By-law.

The Speaker here returned to the Chamber and resumed the Chair.

Assiniboine River Water Diversion Project,
Pembina Valley Water Co-operative Inc. File ER-3

1455 - 14. At its meeting held on July 8th, 1992, Council amended and adopted a report of the Executive Policy Committee recommending:

- That the Administration do all things necessary to prepare terms of reference per scope of services required as outlined under the heading Consultant Services on page 12 for a proposal for engineering consultant services to commence preparations for Clean Environment Commission hearings on the Pembina Valley Water Supply proposal.

- That funds required for consultant services estimated at $75,000.00 be provided by transferring funds in the amount of $75,000.00 from Capital Account No. 44 1181XX 5190065701 - Metcalfe Pumping Station Forcemain Renewal.

The Assignment of Consultants Policy dated October 31st, 1990, provides that the Board of Commissioners may directly assign consultant services for minor projects subject to submission of an acceptable proposal.

The Waterworks, Waste and Disposal Department proposes to directly assign engineering consultant services for review of the Pembina Valley Water Supply proposal and for preparation for Clean Environment Commission hearings to be held thereon. Calling for competitive proposals for this project is not feasible and, in the Department' s opinion, is also unwarranted. Manitoba Environment has advised that the Pembina Valley Environmental Impact Statement (EIS) is tentatively scheduled for completion by the proponent by the end of September, 1992. Review of the EIS by the Provincial Technical Advisory Committee for this project will be undertaken after submission of this document. It is also expected that the EIS will be available for public scrutiny shortly thereafter. It is therefore necessary that the consultant be retained to assess the Pembina Valley proposal on behalf of the City in a timely manner. The consultant will then be able to commence review of water quality and flow issues which will impact the City as a result of the Pembina Valley proposal. This work must be undertaken in preparation for review of the proponent's EIS.

The Waterworks, Waste and Disposal Department proposes to retain TetrES Consultants Inc. to provide consultant services for this project. TetrES Consultants Inc. were recently involved in providing services to the City in connection with the Clean Environment Commission hearings on surface water quality objectives for the Red and Assiniboine Rivers. This consultant will be utilizing and building upon knowledge, expertise and technical methods which were developed in their undertaking of the study on the Red and Assiniboine Rivers. This will include utilization of a calibrated river water quality simulation model. By directly assigning the Pembina Valley project to TetrES Consultants Inc., the City is taking advantage of an investment which was made in developing resources for the Red and Assiniboine River Study, many of which are common to the assessment of the Pembina Valley proposal. TetrES Consultants Inc. can also provide:

- multidisciplinary expertise, specifically water resources engineering and biophysical environmental expertise;

- extensive knowledge of the Manitoba surface water quality objectives and their relationships to the Pembina Valley proposal and the City's operations;

- a sound understanding of the interactions between the City's discharges from all its wastewater collection and treatment systems and the flows in the rivers which are key to assessing the impacts of the Pembina Valley proposal;

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- a high level of knowledge of the Red and Assiniboine River water quality dynamics including development of a river water quality simulation model which will be utilized to assess the impacts on wastewater assimilation in the receiving stream as a result of any reduction in flow rates;

- proficiency in functioning within the environmental review process prescribed by the Manitoba Environment Act and to which the Pembina Valley water supply proposal will be subjected to and the Federal regulatory review processes which may potentially be imposed;

- experience in providing evidence at regulatory hearings.

It is extremely unlikely that competitive proposals would result in a cost saving to the City as another consultant would expend considerable effort to reach the same level of familiarity with local water quality issues which TetrES Consultants already possess. Therefore, it is proposed that the Director of the Waterworks, Waste and Disposal Department negotiate technical and fee proposals with TetrES Consultants Inc. in accordance with the Terms of Reference in Appendix "A" which have been prepared in accordance with the Council Order of July 8th, 1992.

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

1. That a direct assignment for consultant services to prepare for Clean Environment Commission hearings on the Pembina Valley water supply proposal be made to TetrES Consultants Inc. subject to negotiation of satisfactory technical and fee proposals by the Director of the Waterworks, Waste and Disposal Department.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

1992 Supplementary Watermain Renewals.
File WW-2.4

1456 - 15. It has been the practice to undertake additional watermain renewals where watermains have a high leak frequency and funding is available to undertake additional projects.

A Supplementary Watermain Renewal Program was approved by Council on July 29th, 1992, and since that program, a further surplus has been realized due to the tendering process, providing an opportunity to formulate another program.

All projects identified herein were identified because of their relatively high leak frequencies which vary from a high of 12.80 to a low of 9.60. The leak frequency is representative of the number of leaks per kilometre per year.

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

Funding Available in Watermain Renewal Reserve Fund (as of July 31st, 1992)	$151,253.70
Funding Available in Allowance for Unforeseen Projects Fund	712,290.00

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Less: Amount Reserved for Contingencies	(62,043.70)
Amount Available for Renewals	$801,500.00

Your Committee on Works and Operations therefore recommends:-

1. That the Supplementary Watermain Renewals in the amount of $801,500.00 be undertaken in 1992 from the available funds in the Watermain Renewal Reserve and the Allowance for Unforeseen, namely:

Street	From	To	Estimated Cost
Barker Boulevard	Sinnott Street	Stack Street	$ 45,000.00
Dowling Cr. N/Leg	E. Leg of Dowling Cr.	80m South N/Leg on W/Leg	58,500.00
Blue Ridge Bay N/Leg	Brewster Bay	100m East	48,000.00
Brazier Street	Linden Avenue	Greene Avenue	48,000.00
Kimberly Avenue	Roch Street	100m East	51,000.00
Larche Crescent	Wabasha Street	100m East	48,000.00
President's Court	Premier Place	E/Leg President's Court	48,000.00
Ravenhill Road	Tu-Pelo Avenue	Ravenhill Road N/Leg	45,000.00
Arrowwood Drive N.	Arrowwood Dr.	W/Leg Viola Street	44,000.00
Burrin Avenue	8m E/Andrews St.	85m W/Andrews St.	51,000.00
Marnie Place	Blechner Drive	Masterton Crescent	38,000.00
Salvia Bay	68m E/Sinclair St.	11m W/Sinclair St.	36,000.00
Belvidere Street	Bruce Avenue	100m S/Bruce Ave.	35,000.00
Parkdale Street	135m N/Ness Ave.	235m N/Ness Ave.	35,000.00
Spruce Street	92m N/Wolever Ave.	27m S/Felix Ave.	118,000.00
McCurdy Street	35m S/Macklin Ave.	4.572m N/Richardson Avenue	$ 53,000.00
TOTAL			$801,500.00

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

Moved by Councillor Duguid,
Adoption of the clause.

Pursuant to The Municipal Council Conflict of Interest Act, Councillor Brown advised Council that he would refrain from entering the discussion and from voting on the clause due to a possible business conflict, and left the Chamber. The motion for the adoption of the clause was put and declared carried.

Councillor Brown here returned to the Chamber.

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Proposal for Free-Metered Parking.
File ST-2

1457 - 16. Council, at its meeting on July 8th, 1992, directed automatic referral of the following motion to the Committee on Works and Operations in accordance with Section 16.1 of the Procedure By-law, namely: "

Moved by Councillor Kaufmann,
Seconded by Councillor Selinger,
That parking at meters be free of charge in downtown Winnipeg on Saturdays, Sundays and holidays."

Your Committee on Works and Operations, at its meeting on July 14th, 1992, reiterated its most recent decision in this regard, namely, that this request be laid over for consideration upon the completion and evaluation of the "Easy Streets" (BIZ) program. In view of the above, your Committee on Works and Operations requests a 90-day extension of time in which to report back to Council in this regard.

Moved by Councillor Duguid,
Adoption of the clause.

In amendment,

Moved by Councillor Kaufmann,
Seconded by Councillor Hyman,
That the clause be amended by deleting the words "90-day" in the last paragraph and substituting the words "21-day".

The amendment was put and declared carried.

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

Councillors Golden and Mitchelson asked to be recorded as having voted against the clause, in accordance with Section 50.7 of the Procedure By-law.

Local Improvement - Lane Lighting in the First North-South Lane West of Sackville Street from Bruce Avenue to the First East-West Lane North of Portage Avenue. File SL

1458 - 17. The local improvement - lane lighting in the first north-south lane west of Sackville Street from Bruce Avenue to the first east-west lane north of Portage Avenue, was initially submitted for the 1992 Capital Budget as part of two portions: the first portion being the first north-south lane west of Sackville Street from Bruce Avenue to the first east-west lane north of Portage Avenue, and the second portion being the first east-west lane north of Portage Avenue from Sackville Street to the first north-south lane west of Sackville Street. This local improvement was deleted by Finance Department due to an existing lane lighting local improvement in the second portion of the lane.

A revised local improvement for the lane lighting in the first north-south lane west of Sackville Street from Bruce Avenue to the first east-west lane north of Portage Avenue was included in the October 18th, 1991, advertisement and was successful. However, due to an oversight this revised local improvement was not included in the 1992 Capital Budget.

In order for the revised local improvement to be installed, Council approval is required for the allocation of funds from the unused 1992 local improvement account. The estimated cost of the local improvement is $2,000.00.

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Your Committee on Works and Operations therefore recommends:-

1. That the lane lighting on the first north-south lane west of Sackville Street from Bruce Avenue to the first east-west lane north of Portage Avenue be installed and that funds in the amount of $2,000.00 be allocated from the unused 1992 Local Improvement account for the construction of this local improvement.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

1459 - On motion of Councillor Duguid, By-law No. 6036/92, a By-law of the City of Winnipeg to close part of the public lane west of Keewatin Street between Pacific and Alexander Avenues, was read a first time. File No. DAOC 3/90.

Councillor Duguid moved that this constitute the first reading of By-law No. 6036/92, which motion was carried.

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. 6028/92, a By-law of the City of Winnipeg to widen Niakwa Road East at a point approximately 765 metres east of the intersection of Fermor Avenue and Lagimodiere Boulevard. File No. DAO 24/87.

By-law No. 6037/92, a By-law of the City of Winnipeg to widen rue Archibald, north and south of Elizabeth Road. File No. DAO 12/92.

COMMITTEE ON WORKS AND OPERATIONS

QUESTION PERIOD

1460 - Councillor Timm-Rudolph questioned why the City had replaced the sidewalks between Smith, Ellice, Notre Dame and King Street given that such were less than three years old.

Councillor Duguid noted that he will take the question as notice, and will compile information in consultation with the Chairperson of Planning and Community Services.

Councillor Fraser wished to be apprised of the date and how many recycling depots would be coming onstream in the City of Winnipeg.

Councillor Duguid replied that there were to be agreements with six shopping centres and that the Committee on Works and Operations was led to believe that the depots would be open in late September and early October, but noted that such has been delayed. An update will be forthcoming at the next meeting of the Committee on Works and Operations, from Mr. S. Yoshino, Director of the Waterworks, Waste and Disposal Department.

Councillor Fraser referred to the Calgary Depot Program and questioned whether consideration had been given to providing citizens with special green bins.

Councillor Duguid acknowledged the merit of the green boxes, noting that it did not form a part of the City's program but would be brought forward to the Committee.

Councillor Golden questioned why the park in front of the Walker Theater had a hard surface in lieu of grass as initially discussed.

Councillor Duguid took the question as notice.

Councillor Young questioned why there were the delays in the recycling program.

Councillor Duguid put forth that there was some reluctance with three of the shopping centres who had initially indicated their support. Further he noted that this had only been brought to his attention recently and reiterated that the Committee would be dealing with the matter at its next meeting.