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 July 16th, 1991, has concurred in the recommendations contained therein, except as noted below, and submits same to Council for approval and adoption.

On motion of Councillor Lazarenko, the Report of the Committee on Works and Operations, dated July 16th, 1991, was considered clause by clause.

North Committee Room,
Council Building, Winnipeg.
July 16th, 1991.

His Worship the Mayor and Councillors:

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

Street Corner Widening at the South-west Corner of King Street and Henry Avenue - City Centre-Fort Rouge Community.
File DAO 6/86

1196 - 1. The Streets and Transportation Department requested that the Land Surveys and Real Estate Department negotiate for the acquisition of the land required for the street corner widening at the south-west corner of King Street and Henry Avenue, the monies for the acquisition having been included in the 1985 Capital Works Program. The property has since been acquired and the corner widening has been constructed.

This proposal has been circularized to all interested City departments and public utilities as part of the Capital Works process with no objections having been received.

Your Committee on Works and Operations recommends:-

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the opening at the south-west corner of King Street and Henry Avenue in accordance with Plan No. CCFR 6017/1; 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. CCFR 6017/1 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lazarenko,
Adoption of the clause.

Carried.

Widening of the First Lane South of Logan Avenue, East of Laura Street - City Centre-Fort Rouge Community. File DAO 39/89

1197 - 2. The proposed widening of the first lane south of Logan Avenue, east of Laura Street, has been requested by the Streets and Transportation Department. The lands required are City-owned properties which have been reserved for the purpose of widening the existing sub-standard lane from 3.52 metres (11.55 feet) to 5.04 metres (16.55 feet).

Report of the Committee on Works and Operations, dated July 16th, 1991.

The proposal has been circularized to all interested City departments and public utilities, and no objections were received.

District No. 1 Operations has advised that the lane is not paved and that any paving will have to be as a local improvement. Until a local improvement is initiated by the property owners, the lane will remain in its present condition.

The Manitoba Telephone System and Winnipeg Hydro have advised that existing overhead services will require relocation when improvements to the lane are made. Relocation costs will be charged to the project when the lane is paved.

The City Centre-Fort Rouge Community Committee and the Committee on Planning and Community Services have approved the proposed widening 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 the first lane south of Logan Avenue, east of Laura Street, in accordance with Plan No. CCFR 6656/2; 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. CCFR 6656/2 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lazarenko,
Adoption of the clause.

Carried.

Street Corner Widening at the North-east
Corner of Arlington Street and Portage
Avenue - City Centre-Fort Rouge Community.
File DAO 9/91

1198 - 3. In January of 1989, the Board of Commissioners considered the report of the Director of Streets and Transportation regarding land acquisition for the 1989 Capital Program and instructed the Land Surveys and Real Estate Department to negotiate for the land required for the street corner widening at the north-east corner of Arlington Street and Portage Avenue.

The proposed widening has been circularized as part of the Capital Works process with no objections having been received. The land has since been acquired by the City by way of agreement and the street corner widening has been constructed as part of the Capital Works Program.

In conjunction therewith, your Committee on Works and Operations recommends:-

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the opening at the north-east corner of Arlington Street and Portage Avenue in accordance with Plan No. CCFR 7480/1; 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. CCFR 7480/1 regarding this proposal is on file in the office of the City Clerk.

Report of the Committee on Works and Operations, dated July 16th, 1991.

Moved by Councillor Lazarenko,
Adoption of the clause.

Carried.

Widening of the West side of St. Mary's Road between Highfield and Coniston Streets - St. Boniface-St. Vital Community.
File DAO 10/91

1199 - 4. The Board of Commissioners, having considered the report of the Director of Streets and Transportation regarding land acquisition for the 1985 Capital Program, instructed the Land Surveys and Real Estate Department to negotiate for the lands required for the widening of the west side of St. Mary's Road between Highfield and Coniston Streets.

The land has since been acquired by the City and the widening has been constructed as part of the Capital Works Program.

The proposed widening has been circularized as part of the Capital Works process 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 the west side of St. Mary's Road between Highfield and Coniston Streets in accordance with Plan No. SBSV 8268; 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. SBSV 8268 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lazarenko,
Adoption of the clause.

Carried.

Greater Winnipeg Water District Railway – Gravel Haul Contract. Files SC-3.4 and WR-1

1200 - 5. On March 2nd, 1983, Council approved a contract for hauling gravel over the Greater Winnipeg Water District Railway for Supercrete Ltd. The term of the contract was fifteen (15) years. On December 21st, 1990, Supercrete, a Division of Lafarge Canada Inc., served notice of termination of the above contract as of December 31st, 1992.

The existing contract between the City of Winnipeg and Supercrete requires that Supercrete ship not less than 420,000 tonnes per year of material via the Greater Winnipeg Water District Railway, at rates set out in the agreement, or alternatively pay 17.7% of the shipping rate for each tonne shortfall, if the total haul is less than 420,000 tonnes per year. It is necessary to operate two 40-car trains per day on average during the gravel haul season to transport this quantity of material. In practice, haul requirements have fluctuated between one and three trains per day depending upon the time of year, concrete and aggregate sales, and equipment breakdowns at Supercrete's pit.

The City of Winnipeg is obligated by contract to haul up to 5,000 tonnes per day of material on demand by Supercrete. It is necessary to operate three trains per day to transport this quantity of material. The rate per tonne which is charged for the gravel haul is set out in the contract and is adjusted annually according to certain economic indicators. In addition, the rate is subject to negotiation at five year intervals.

Report of the Committee on Works and Operations, dated July 16th, 1991.

During "normal" gravel haul years, the foregoing arrangement has been beneficial to both parties to the contract, i.e., the short line railway business has resulted in profits to the Waterworks, Waste and Disposal Department, and has offered transportation economies and a convenient means of moving large volumes of aggregate to Supercrete. Two circumstances have recently occurred to change this situation. Firstly, the Canadian economy has gone into a down-turn which has had a significant effect on the market for concrete and aggregate. As a result, gravel haul volumes have been significantly reduced. The haul volumes for 1988 and 1989 were in the order of 450,000 tonnes per year, with gross revenues in the order of $1.6 million dollars per year for the Department. In 1990, the haul fell to approximately 216,000 tonnes per year, with a gross revenue of around $940,000.00. The duration and extent of the current recession are impossible to predict.

Secondly, the Supercrete pit at Reynolds has become increasingly costly and difficult to operate, due to the high water levels in the pit, as the depth of the excavation increases. Supercrete intend to stockpile material in 1991, and relocate the pit in 1992, while hauling from the stockpile. For this reason, Supercrete exercised their right under contract to give two years' notice of termination at the end of 1990 and served notice that they wished to terminate the contract on December 31st, 1992.

It is not in the Department's nor Supercrete's best interest to allow the situation which existed in 1990 to persist. As stated earlier, the City is required by contract to provide sufficient resources to haul up to 5,000 tonnes per day of material. The low haul in 1990 resulted in significant under-utilization of resources, and placed the Waterworks, Waste and Disposal Department in a loss situation with respect to the gravel haul. At the same time, Supercrete was required by contract to pay approximately $132,000.00 in penalties for the short haul.

With this background, the Department undertook negotiations with Supercrete with the objectives of:

a) restoring the overall profitability of the operation, and
b) extending the termination date for the contract, if possible.

In reviewing how best to restore the profitability of the operation, it was considered that measures that would reduce the fluctuation in demand on railway resources, thereby avoiding under- utilization, would be beneficial. Establishing a uniform, consistent volume of business would also result in "work simplification" and reduce the overall level of effort associated with managing the business.

It was also considered beneficial to identify the product groups which could be most efficiently delivered by rail, from the customer's perspective, as well as the products where rail delivery resulted in added cost due to double handling, or where product volumes were very unpredictable on a day-to-day basis, i.e., the Waterworks, Waste and Disposal Department wanted to focus on a consistent volume of business where profits could be maximized.

It has been established that Supercrete have a base volume of material consisting of concrete aggregate and other specialty products which can be efficiently and profitably delivered by rail, on a relatively uniform basis. This volume is in the order of 200,000 tonnes per year. Other material such as sand and gravel is most efficiently delivered directly to the end user by truck. This avoids the double handling associated with rail delivery. It is noted that the sand and gravel market is extremely competitive and the Greater Winnipeg Water District Railway cannot profitably handle this business within Supercrete's pricing constraints.

Supercrete representatives are adamant that the contract termination date of December 31st, 1992, cannot be extended, due to uncertainties relative to the location of their aggregate source. Accordingly, the City's arrangement with Supercrete will be short-term, and should provide the capability to efficiently "wind down" the operation with minimum disruption, should this be necessary.

Report of the Committee on Works and Operations, dated July 16th, 1991.

With this background, the Waterworks, Waste and Disposal Department has undertaken negotiations with Supercrete to establish a haul rate for a 200,000 tonne per year operation, and to assure a constant work flow in order to minimize staff requirements. A minimum take-or-pay has been negotiated with a minimum haul of 200,000 tonnes per year at a rate of $3.66 per tonne for 1991. This is the same rate which was applied for the 1990 gravel haul season. The rate would be escalated to reflect changes in fuel, labour, and maintenance costs in 1992, in accordance with procedures outlined in the existing contract.

This would guarantee the Department a minimum annual revenue of $732,000.00 in 1991 and 1992, even if the gravel haul fell below the 200,000 tonne per year minimum. The maximum shipping demand would be limited to one train per day on weekdays during the shipping season. Supercrete would have the option to request additional trains during the week but the Department would have the right of refusal should inadequate resources exist. Supercrete would have the right to demand an additional train on Saturdays, which the Department would be obligated to provide. Supercrete would pay the overtime premiums associated with the Saturday operation.

Any material hauled in excess of the 200,000 tonne per year minimum take-or-pay would also be subject to a rate of $3.66 per tonne in 1991, and escalated in 1992.

The foregoing arrangement, with appropriate adjustments in staffing, will result in profit levels similar to those experienced under the original agreement. Staffing adjustments are achievable due to the reduced work volume and work simplification which result from the arrangement. Staffing reductions and reallocation are desirable to properly position the railway for further adjustments which may be necessary at the end of 1992, at which time the railway may only be required to satisfy the Department's needs.

The proposal, which is more fully described in the Contract Documents in Appendix "A", is acceptable to both the Department and Supercrete. Accordingly, it is proposed that amendments to the existing contract dated January 1st, 1983, between Supercrete, a Division of Lafarge Canada Inc., and the City of Winnipeg for transportation of gravel by the Greater Winnipeg Water District (GWWD) Railway as described in Appendix "A" of this report be authorized by the City of Winnipeg.

These amendments will allow the Waterworks, Waste and Disposal Department to operate the business at profit levels similar to those experienced in the years preceding the 1990 loss, and facilitate recouping of the 1990 loss.

All other provisions of the original contract will remain in force until the contract termination date. The Law Department has reviewed the contract amendments proposed herein and is satisfied that the amendments are satisfactory with respect to legal details.

Your Committee on Works and Operations recommends:-

1. That amendments to the existing contract dated January 1st, 1983, between Supercrete, a Division of Lafarge Canada Inc., and the City of Winnipeg for transportation of gravel by the Greater Winnipeg Water District (GWWD) Railway as described in Appendix "A" of this report be authorized by the City of Winnipeg.

2. That 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. 1202 for attachment.)

Report of the Committee on Works and Operations, dated July 16th, 1991.

Addition to the 1991 Watermain Renewal Program. Files WW-2.4 and WW-2.4(26)

1201 - 6. It is the practice for the City to renew aged cast iron watermains which are located under major Capital Surface Reconstruction Projects.

Whytewold Road from Lodge Avenue to Portage Avenue is to be reconstructed in 1991. The existing 9.449 metre wide pavement is to be widened to 10.058 metres. The 150 millimetre cast iron watermain, constructed in 1926, is presently located under the boulevard at an offset of 0.20 metres from the pavement.

Due to the pavement widening, the existing watermain would be located under the new pavement. It is expedient that the watermain be renewed at this time to prevent undermining of the new pavement in the repair of future breaks.

The funding available for this project is as follows:

| | |
|---|---|
| Funding Available in the Watermain Renewal Reserve (as of May 31st, 1991) | $541,235.30 |
| Less: Amount Reserved for Future Contingencies | 419,235.30 |
| Funds Available for Recommended 1991 Renewal of Whytewold Road | $122,000.00 |

Your Committee on Works and Operations recommends:-

1. That the renewal of the 150 millimetre cast iron watermain on Whytewold Road from Lodge Avenue to Portage Avenue be undertaken at a cost of $122,000.00 from the available funding in the Watermain Renewal Reserve Fund.

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

Moved by Councillor Lazarenko,
Adoption of the clause.

Carried.

1202 - SEE OFFICIAL SET OF MINUTES FOR ATTACHMENT.

CONSIDERATION OF REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

The following clause contained in the Report of the Committee on Works and Operations, dated July 16th, 1991, was laid over by the Executive Policy Committee on July 24th, 1991, and referred to the Board of Commissioners for report.

The Executive Policy Committee again considered this clause on July 31st, 1991, together with a report from the Acting Chief Commissioner, dated July 30th, 1991, and has taken the action noted below.

On motion of Councillor Lazarenko, the rule was suspended and Clause 7 of the Report of the Committee on Works and Operations, dated July 16th, 1991, was considered.

Proposal for Traffic Control Signals
at St. Anne's Road and Gosford Avenue.
Files ST-5(25) and ST-1.1

1203 - 7. During the meeting of the St. Boniface-St. Vital Community Committee held on June 11th, 1991, Councillor Kaufmann submitted a communication dated June 9th, 1991, received from Mrs. Nancy Brooks, 64 - 625 St. Anne's Road, advising that she was one of the witnesses to a recent traffic accident involving the death of Ryan Malashewski, the six year old boy who was killed while trying to cross St. Anne's Road at Gosford Avenue.

In this connection, it was the unanimous decision of the Community Committee to request that a crosswalk or set of traffic lights be installed at the corner of St. Anne's Road and Gosford Avenue and that consideration be given by the Committee on Works and Operations to the installation of traffic lights at Nova Vista Drive and St. Anne's Road.

The Community Committee further recommended that the speed limit on St. Anne's Road from the Perimeter Highway to Compark Boulevard be reduced from 80 km/h to 60 km/h.

Your Committee on Works and Operations, at its meeting on June 25th, 1991, referred this matter to the Administration for report in September regarding the speed limit issue, et al, and with a view to consideration during 1992 budget deliberations relative to the other traffic improvements proposed.

Further to the above, the Committee on Works and Operations, at its meeting on July 16th, 1991, heard a delegation of residents from the above area urging the immediate installation of the above signalization, following an unfortunate accident which resulted in fatal injury to a child endeavouring to cross the busy roadway.

The Streets and Transportation Department has advised that the traffic characteristics for this intersection represent -9 priority points. The current warrant system indicates that the installation of traffic control signals may be warranted when the total priority points equal or exceed 100.

The estimated cost for this installation is $63,200.00.

Your Committee on Works and Operations recommends:-

1. That due to the number of small children in the area, traffic control signals be installed at the intersection of St. Anne's Road and Gosford Avenue, subject to the proviso that monies for this installation be provided from unallocated capital funds in the Seine Valley Ward.

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

Your Executive Policy Committee recommends that recommendation 1. above be deleted in its entirety and the following substituted therefor:-

Report of the Committee on Works and Operations, dated July 16th, 1991.

"1. That traffic control signals be installed at the intersection of St. Anne's Road and Gosford Avenue, and that funds for this installation be allocated from the surplus funds in the 1988 Regional Street Project for the widening of Bishop Grandin Boulevard.

Moved by Councillor Lazarenko,
Adoption of the clause.

In amendment,

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

In amendment,

Moved by Councillor Kaufmann,
Seconded by Councillor Hyman,
That the proposed amendment from Executive Policy Committee to Clause 7 of the Report of the Committee on Works and Operations, dated July 16th, 1991, be amended to add a further Condition No. 3, to read as follows:-

"3. That the traffic control signals be installed within 45 days and that they be of the timed variety as opposed to demand- activated."

Carried.

The amendment proposed by the Executive Policy Committee, as amended, was put and declared carried.

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

## COMMITTEE ON WORKS AND OPERATIONS

### MOTIONS

Moved by Councillor Mendelson,
Seconded by Councillor Lorenc,

1204 - WHEREAS Councillor Greg Selinger has declined to serve on the Committee of Council charged with the responsibility of negotiating a pedestrian opening of the intersection at Portage and Main;

AND WHEREAS the Committee on Works and Operations will not be meeting again until September to consider and recommend a replacement for Councillor Selinger and in any event, any recommendation would still have to be approved by Council;

BE IT RESOLVED that Councillor Peter Diamant be appointed to the Committee of Council to replace Councillor Selinger to negotiate an opening to pedestrian traffic at the intersection of Portage and Main.

Carried.

## CONSIDERATION OF BY-LAWS

1205 - On motion of Councillor Lazarenko, the following By-laws were each read a first time, namely:-

By-law No. 5732/91, a By-law of The City of Winnipeg to close part of east/west lane between Portage Avenue and Broadway Avenue, Inglenook Street and Cameron Street. File No. DAC 34/89.

By-law No. 5740/91, a By-law of the City of Winnipeg to close Vulcan Avenue between Brunswick Street and Gateway Road. File No. DAC 35/89.

Councillor Lazarenko moved that this constitute the first reading of By-laws numbered 5732/91 and 5740/91, which motion was carried.

On motion of Councillor Lazarenko, By-law No. 5719/91, a By- law of the City of Winnipeg to close part of Paris Avenue and public lane west of Auburn Street and north of Mission Street, was read a second and third time, and was passed and ordered to be signed and sealed. File No. DAC 5/91.

On motion of Councillor Lazarenko, By-law No. 5733/91, a By- law of the City of Winnipeg to amend By-law No. 1481/77, being the City of Winnipeg Streets By-law, was read a first, second and third time, the rule being suspended for third reading, and was passed and ordered to be signed and sealed. File No. ST-5.3.

## QUESTION PERIOD

1206 - Councillor Golden asked Mayor Norrie why the Audit Committee meetings are not listed on the weekly schedule of meetings. He asked if, in future, Council will be informed when the Audit Committee meets so that interested members of Council could attend these meetings. He also inquired as to the exact date of the last meeting of the Audit Committee.

Councillor Reese referred to the three Audit Reports that all members of Council have recently received. She asked if the recommendations contained in these special reports would be considered by the Executive Policy Committee and subsequently referred to Council for adoption of appropriate policy changes.

QUESTION PERIOD (continued)

Mayor Norrie replied that he would take the matter under advisement, inasmuch as some of the recommendations outlined by the Audit Department have already been acted on and implemented.

Councillor Fraser asked Councillor Gilroy, Chairman of the Winnipeg Convention Centre Board, to provide a written report documenting all resources that have been allocated toward the preparation of the concept plan for the Manitoba Gardens by the Convention Centre. He requested that the report specifically identify all costs, including staff resources used in the development of the concept plan, as well as a financial statement of the Convention Centre for the previous 6 month term of operation.

Councillor Gilroy advised that he would submit the requested information. He added that the Convention Centre will be introducing a public report after a meeting which is scheduled to take place on August 1st with the Mayor's Task Force on the Winnipeg Jets.