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 January 30th, 1990, was referred by the Executive Policy Committee on February 7th, 1990, to the St. Boniface-St. Vital Community Committee for consideration. The Executive Policy Committee has further considered this clause together with the recommendations of the St. Boniface- St. Vital Community Committee, and has taken the action noted below.

On motion of Councillor Lorenc, Clause 8 of the Report of the Committee on Works and Operations, dated January 30th, 1990, was considered.

Amendment to Traffic By-law - Deletion of rue Archibald between Marion Street and Fermor Avenue as Full-Time Truck Route - St. Boniface - St. Vital Community.
Files ER-1.2 and ST-5.2

217 - 8. On June 21st, 1988, the St. Boniface - St. Vital Community Committee recommended that the Committee on Works and Operations delete rue Archibald between Marion Street and Fermor Avenue as a Truck Route.
On December 13th, 1988, the Committee on Works and Operations considered and laid over an administrative report recommending that rue Archibald between Marion Street and Fermor Avenue remain as a Full-Time Truck Route. On May 24th, 1989, at a meeting held between the (then) Committee Chairman, the (then) local Councillor and the Director of Streets and Transportation, it was determined that the main concern related to concrete trucks using rue Archibald and Lakewood Boulevard to reach construction sites in south St. Boniface. Councillor Brown subsequently wrote to Building Products and Concrete Supply Ltd. and to Supercrete requesting that, on a co-operative basis and as an alternative to deleting this section of rue Archibald as a Truck Route, they redirect their vehicles so as to eliminate the problem.

On November 14th, 1989, the St. Boniface - St. Vital Community Committee again referred to the Committee on Works and Operations a recommendation to delete rue Archibald between Marion Street and Fermor Avenue as a Truck Route. Councillor Reese was heard in support of this proposal, in light of the nuisance factor caused to nearby residences as a result of this truck activity.

Rue Archibald (Route 30) between Marion Street and Fermor Avenue contains a 4-lane roadway, is a Regional Street and a Full-Time Truck Route, and was designed and constructed to accommodate truck travel on a regular basis. Rue Archibald serves as a major north-south arterial street connecting the north-east and south-east sectors of the City. The maximum speed limit on rue Archibald is 60 km/h between Marion Street and Cottonwood Road and 50 km/h south thereof. A study of truck traffic on rue Archibald between Marion Street and Fermor Avenue undertaken between 07:00 and 18:00 indicated that of the 537 trucks entering rue Archibald at Marion Street in the north and at Fermor Avenue in the south, 355 trucks (66%) used this section of rue Archibald as a through route while 182 trucks (34%) were on local deliveries within the community. Of the 355 through trucks on this section of rue Archibald, 172 trucks originated from Marion Street and 183 trucks originated from Fermor Avenue.

The criteria used to recommend the establishment of Full-Time Truck Routes include:-

- A Regional Street connecting two or more communities or two or more other Regional Streets. Rue Archibald satisfies this criterion between Marion Street and Fermor Avenue.

- A street or section of street that provides for trucking movements within or adjacent to an industrial park or other industrial/commercial area. Rue Archibald serves industrial areas in the St. Boniface Community.

Report of the Committee on Works and Operations, dated January 30th, 1990.

The Streets and Transportation Department has suggested that truck travel in Winnipeg should be confined to arterial (Regional) streets as much as is practicable to minimize nuisance to the occupants of residences on local residential streets and to minimize the effects of heavy truck travel upon residential street pavements which are designed and constructed to lower standards of thickness and strength than arterial streets. Committee was also advised that it is generally reasonable and appropriate in the planning of an urban area to provide a grid of arterial streets and Truck Routes with a separation of approximately 1.6 km between adjacent parallel arterial streets:-

- to minimize the length of road constructed to arterial street standards, having roadway width adequate to accommodate peak period vehicular traffic volumes, and pavement thickness (and strength) adequate to accommodate the larger trucks on a regular basis;

- to maximize the utilization of arterial streets for "through" trips and trucks, and thereby minimize "through" trips and trucks, on "local" streets;

- to provide no more than approximately 0.8 km of travel on "local" streets to reach an arterial street or truck route from any point within a residential (or other form of) development.

Without rue Archibald as a Truck Route, the adjacent parallel Truck Routes would be approximately 3.1 km apart. Removal of rue Archibald between Marion Street and Fermor Avenue from the Truck Route System would result in a more circuitous routing for the displaced through trucks, adding to the trip length and time, and in addition, the displaced through trucks might use Nairn Avenue, Provencher Boulevard, rue Des Meurons, Tache Avenue, Marion Street/Goulet Street, St. Mary's Road, St. Anne's Road, Lagimodiere Boulevard and Fermor Avenue as alternative routes. The Streets and Transportation Department advised that these routes also have residential frontage or residential development in close proximity thereto, thereby transferring a perceived problem on rue Archibald onto streets in other communities; and local delivery trucks may be transferred onto residential streets such as Elizabeth Road, Cottonwood Road, Autumnwood Drive, Westmount Drive, Betournay Street and Paterson Street as truck operators seek the shortest routing to Marion Street, Lagimodiere Boulevard and Fermor Avenue, the nearest available Truck Routes adjacent to Windsor Park.

Your Committee on Works and Operations recommends:-

1. That rue Archibald between Marion Street and Fermor Avenue be deleted from the Full-Time Truck Route system.

2. That the City Solicitor be instructed to prepare the necessary amendment to Schedule I of Traffic By-law No. 1573/77.

3. That the proper officers of the City do all things necessary to implement the foregoing.

Your Executive Policy Committee recommends that the above recommendations not be approved and that the administration be instructed to make application to the Highway Traffic Board to reduce the speed limit between Marion Street and Fermor Avenue from 60 km/hr to 50 km/hr.

For your information, the administration has been requested to review the landscaping that has been provided in substitution as a buffer area adjacent to Archibald Street, with a view to up-grading, for report back to the Standing Committee and the Community Committee.

Moved by Councillor Lorenc,
Adoption of the clause.

In amendment,

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

Report of the Committee on Works and Operations, dated January 30th, 1990.

Moved by Councillor Kaufmann,
That the question be now put.

Carried.

The amendment proposed by Executive Policy Committee was put and declared carried.

The clause, as amended, was put and declared carried.

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 November 27th, 1990, has concurred in the recommendations contained therein, except as noted below, and submits same to Council for approval and adoption.

On motion of Councillor Lorenc, the Report of the Committee on Works and Operations, dated November 27th, 1990, was considered clause by clause.

West Committee Room,
Council Building, Winnipeg.
November 27th, 1990.

His Worship the Mayor and Councillors:

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

Closing of a Portion of Diplomat Drive at the Junction of Laurel Bay - Lord Selkirk-West Kildonan Community.
File DAC 22/86

218 - 1. The above noted proposal was initiated by the District Engineer, District No. 3 Operations, who advised that the subject portion of Diplomat Drive was not required for public works purposes and therefore, could be legally closed and disposed of.

As illustrated on Misc. Plan No. LSWK 6295/1, the closing originally proposed included the whole width of the right-of-way - designated as Parcels "A", "B" and "C". It was, however, determined that Parcel "B" was being used extensively as a footpath, particularly by children attending Belmont and Forest Park Schools. In addition, District Operations No. 3 advised of the existence of a watermain within said Parcel "B".

It was, therefore, the recommendation of the Subdivision Branch of the Planning Department that since there was no alternate route available to the school children attending the two previously mentioned schools, Parcel "B" should be retained by the City as a footpath. Further, ownership of Parcel "B" by the City would obviate the need for an easement in the event that the right-of-way was disposed of.

There were no objections to the circulation of the subject proposal other than the concern expressed by the School Board regarding access for school children to the above-noted schools.

The Lord Selkirk-West Kildonan Community Committee, at its meeting held on November 12th, 1986, concurred with the recommendation of the Subdivision Branch for the closing of Parcels "A" and "C" only, with Parcel "B" to be retained as a public footpath.

On January 5th, 1987, the Committee on Planning and Community Services approved as to planning considerations the closing of Parcels "A" and "C", with Parcel "B" to be retained by the City to be used as a footpath.

Closing of Parcels "A" and "C", however, was delayed pending resolution of a request made to the Lord Selkirk-West Kildonan Community Committee by the owner of the adjoining property at 1021 Diplomat Drive for the up-grading of the right-of-way in order to maintain a similar landscaping profile with the neighbouring residential properties.

The Board of Commissioners, on March 23rd, 1989, after considering a report from the General Manager of Parks and Recreation regarding the proposal to landscape and upgrade the right-of-way as a public open space, referred the matter to the Community Committee for its consideration.

Report of the Committee on Works and Operations, dated November 27th, 1990.

At its meeting held on July 11th, 1989, the Community Committee advised that the Committee still preferred the option approved by the Committee on Planning and Community Services at its meeting held on January 5th, 1987, i.e., that the City retain the existing public walkway (Parcel "B") and dispose of Parcels "A" and "C" after closing.

Subsequent to the closing of Parcels "A" and "C", Parcel "A" (corner cut) will be offered to the owner of Lot 26, Block 4, Plan 9175, for $1.00 in accordance with existing City policy; Parcel "C", on the other hand, will be tendered for sale for residential development after variances approvals for substandard lot and yard areas are applied for subject to terms and conditions as the Committee on Finance and Administration may approve.

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 a portion of Diplomat Drive at the junction of Laurel Bay in accordance with Misc. Plan No. LSWK 6295/1; 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. LSWK 6295/1 regarding this proposal, is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Closing of Kirkdale Street - West of
Lyndale Drive - St. Boniface-St. Vital
Community. File DAC 8/90

219 - 2. Since 1968, the Winnipeg Rowing Club has been leasing the subject 66' road allowance for landscaping/fencing purposes as part of the Club's operations on the adjacent property to the north of 144 Lyndale Drive.

The Winnipeg Rowing Club, early this year, has relocated its facilities on Parks and Recreation property (Lyndale Drive Park) and will be disposing of its 144 Lyndale Drive property for residential purposes. Consequently, lease of the Kirkdale Street right-of-way has been terminated.

The Land Surveys and Real Estate Department, therefore, has initiated the closing of the subject street with the end in view of disposing of the lands as a residential building site.

The proposed closing was circulated to various applicable City departments and public utilities for information and comments. No objections were received in reply, although certain specific requirements were noted by the respondents because of the fact that the road allowance is located on the banks of the Red River. These requirements which primarily refer to restrictions dealing with construction of any building on the site, however, can be addressed in the sale agreement with any prospective purchaser of the right-of-way.

At its meeting held on May 22nd, 1990, the St. Boniface-St. Vital Community Committee concurred in the recommendation made by the Subdivision Branch, Department of Environmental Planning, that the closing be approved.

On June 25th, 1990, the Committee on Planning and Community Services approved as to planning considerations the proposed closing.

Report of the Committee on Works and Operations, dated November 27th, 1990.

It is intended that subsequent to the closing, the lands comprising the right-of-way proposed to be closed will be offered for sale by way of public tender upon terms and conditions as may be approved by the Committee on Finance and Administration.

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 Kirkdale Street, west of Lyndale Drive, in accordance with Misc. Plan No. SBSV 7862; 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. SBSV 7862 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Closing of Parts of Pacific and Alexander Avenues between the Winnipeg Transfer Railway Right-of-Way (Plan 4776) and the Red River - City Centre-Fort Rouge Community. File DAC 16/90

220 - 3. The City is presently in the process of acquiring the Alexander Avenue Wharf Site (Alexander Docks) and adjoining related lands from the Federal Government, and those portions of lands within the Alexander Dock Site owned by the Canadian Pacific Railway.

For the purpose of assembling one consolidated site, the Alexander and Pacific Avenues stubs which lie within the dock area are required to be closed.

Once the lands are consolidated into one site, it is proposed to lease the lands on a long term basis to the River Rouge Tours Ltd., which plans to develop a permanent docking facility on the site for operating boat tours. Other groups also have expressed interest in initiating various activities within the same general area.

The proposed closing was circulated to various applicable City departments and public utilities. Although no outright objections were received from the respondents, a number of concerns were identified, the most notable of which being the concerns expressed by the Waterworks, Waste and Disposal Department with regard to the Branch 1 Aqueduct (water supply) which is partly located within the Pacific Avenue right-of-way proposed to be closed. The Waterworks, Waste and Disposal Department, therefore, has strongly recommended that the Pacific Avenue street stub, once closed, remain in City ownership in order to protect the aqueduct. That Department, further, has suggested a number of conditions if a lease of the lands, inclusive of the street stubs, were to be entered into.

Both the Winnipeg Hydro and the Manitoba Telephone System have advised of their requirements for easements to maintain existing facilities.

The City Centre-Fort Rouge Community Committee, at its meeting held on September 18th, 1990, concurred in the recommendation of the Subdivision Branch, Department of Environmental Planning, that the closing of the street-ends be approved.

Report of the Committee on Works and Operations, dated November 27th, 1990.

At its meeting held on October 15th, 1990, the Committee on Planning and Community Services approved as to planning considerations the proposed closing of parts of Pacific and Alexander Avenues as illustrated on said Misc. Plan No. CCFR 7916.

Any lease of the Alexander Dock site inclusive of the two street ends will contain those terms and conditions suggested by various City departments and public utilities at the time that the proposed closing was being circularized. 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 parts of Pacific and Alexander Avenues between the Winnipeg Transfer Railway Right-of-Way (Plan 4776) and the Red River; the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

2. That upon first reading being subsequently given, the City Clerk be instructed 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 7916 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Feasibility Study - Senior Citizen's Public Transportation Service. File TT-5

221 - 4. Council at its meeting on December 20th, 1989, referred the following motion to your Committee on Works and Operations:-

> "THAT Council approval be given to a feasibility study on the operation of a senior citizens' public transportation service within the City in such areas as the North End, St. James, Transcona, East Kildonan and St. Vital."

On January 30th, 1990, the Committee on Works and Operations authorized that Councillor Kaufmann, Councillor Lazarenko and Councillor Young comprise an ad hoc committee to study this proposal.

On May 30th, 1990, Council granted your Committee a 180-day extension of time in which to report on the above motion referred to it by Council.

Inasmuch as your Committee has not received any ad hoc committee recommendation in this regard, a further extension of 90 days is requested in which to report back to Council.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operations, dated November 27th, 1990.

User-Pay/Utility System for Solid Waste Management. File WT-1.2

222 - 5.
REFERRED BACK BY EXECUTIVE POLICY COMMITTEE TO THE COMMITTEE ON WORKS AND OPERATIONS

(Note: See Page 204 for official set of minutes with respect to the above Clause 5)

City Watermain Easement in Property known as 133 and 135 Niakwa Road - Proposed Subsequent Declaration by the Land Owner, creating further Easement Rights amongst future purchasers. File WW-2.4

223 - 6. On July 16th, 1990, the City Solicitor advised that the City had Caveats registered against the subject apartment block complex property in connection with an Easement Agreement covering the construction, maintenance and replacement of our watermain loop in the subject property.

The Solicitor also advised that the owner proposed to file a Declaration, which is a new mechanism under The Real Property Act, allowing the creation of Easements thereby but only with the consent of all persons with a prior registered interest.

The text of the proposed Declaration negotiated by the Law Department contains a provision giving the City's existing watermain easement priority over new Easements that may be created and requires the written (prior) consent of the City before any other construction in, over or upon the City's Easement Area takes place.

Report of the Committee on Works and Operations, dated November 27th, 1990.

The proposed Declaration gives the City equal or better protection for its watermain. Thus, it is proposed that the execution of the Declaration be approved.

Your Committee on Works and Operations therefore recommends:-

1. That the execution of a required Consent under The Real Property Act by the Mayor and City Clerk be approved.

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

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Request for the Temporary Closure of boulevard Provencher between avenue Tache and rue St. Jean Baptiste on the north side and avenue Tache to rue St. Jean Baptiste on the south side (Le Grand Rendez-Vous sur le Boulevard) .File SC-3.13

224 - 7. On July 27th, 1988, Council adopted a policy on temporary closures of streets for entertainment purposes, effective January 1st, 1989. The policy includes the following provisions:

- The closure should not involve high volume and/or high speed major Regional thoroughfares providing a major transportation connection into, out of or within the City;

- The closure should not be located where emergency service to or from hospital, fire station or ambulance station will be impaired;

- The closure should not be part of the connecting roadway(s) to a bridge crossing;

- The closure should occur during weekday evenings 6:00 P.M. to 7:00 A.M. or on weekends from 6:00 P.M. Friday to 7:00 A.M. Monday;

- The applicant for a street closure should pay all costs associated with the closure.

Your Committee on Works and Operations has been advised that on November 13th, 1990, the St. Boniface-St. Vital Community Committee considered request from Festival du Voyageur, to have boulevard Provencher closed in conjunction with a large street celebration entitled "Le Grand Rendez-Vous sur le Boulevard", to be held on Friday, February 8th, 1991, as part of the opening ceremonies for the Festival du Voyageur.

The St. Boniface-St. Vital Community Committee has recommended that boulevard Provencher, between avenue Tache to rue St. Jean Baptiste, north side, and avenue Tache to rue St. Jean Baptiste, south side, be closed to vehicular traffic for a period of five and one half (5 ½) hours, that is, from 6:00 P.M. to 11:30 P.M., on Friday, February 8th, 1991.

Boulevard Provencher contains a six lane divided highway and carries approximately 30,700 vehicles during an average weekday (approximately 5,300 vehicles between 6:00 P.M. and 11:30 P.M.)

Your Committee on Works and Operations recommends:-

1. That the Council policy adopted on July 27th, 1988, relating to temporary street closures for entertainment purposes (effective as of January 1st, 1989) be waived in this instance, to facilitate a temporary street closure in conjunction with "Le Grand Rendez-Vous sur le Boulevard".

Report of the Committee on Works and Operations, dated November 27th, 1990.

2. That the request from the Festival du Voyageur for the temporary closure of boulevard Provencher between avenue Tache and rue St. Jean Baptiste on the north side and avenue Tache to rue St. Jean Baptiste on the south side between 6:00 P.M. and 11:30 P.M. on Friday, February 8th, 1991 be approved, subject to the usual standard terms and conditions as in previous years, and all costs associated therewith being borne by the Festival du Voyageur.

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

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Proposed Establishment of a Flat Rate and Elimination of Bulk Rates for Large Water Consumers.
Files WW-2.3 and FE(1990)

225 - 8. Council at its special meeting held on March 21st, 1990, referred the following motion to your Committee on Works and Operations, namely:-

"WHEREAS Council has argued correctly that the City must find new sources of revenue while protecting the environment;

AND WHEREAS Winnipeg is one of the few cities left in Canada that gives a preferential or lower rate to large consumers of water (bulk rate);

AND WHEREAS Winnipeg faces major public expenditures in the replacement of the City aqueduct to Shoal Lake and the separation of sanitation and storm sewers;

THEREFORE BE IT RESOLVED that the Committee on Works and Operations consider establishment of a flat water rate and the elimination of the bulk rates for large consumers."

The Committee on Works and Operations advised Council that the proposal cited above with respect to the issue of a flat water rate and elimination of bulk rates for large consumers would be considered by Committee in conjunction with its annual review of water rates for budget purposes.

A brief history of the water rate structure is provided below:-

1972 - A declining block rate structure based on a Functional Cost Allocation method was implemented for the amalgamated City of Winnipeg.

1979 - The Waterworks, Waste and Disposal Department undertook an in-house Water Rate Study.

1982 - Council adopted the concept of the Base-Extra Capacity Cost Allocation method, which uses a declining block rate structure, for use in setting City of Winnipeg water rates. 1986 - A review of the water and sewer rate setting methodologies proposed to be used by the City of Winnipeg was completed by Woods Gordon.
1988 - A new water rate structure using the Base-Extra Capacity Cost Allocation method was implemented. This structure included a declining block water rate and a fixed quarterly charge irrespective of water use.

The waterworks industry, as represented by the American Water Works Association, believes that society is best served when all costs are recovered from the users of the water supply system, and further, that the cost of water be equitably distributed among all classes of customers, according to the cost of providing the service. The rate structure implemented April 1st, 1988, was based on this philosophy and continues to be the rate-setting policy that is recommended by the Waterworks, Waste and Disposal Department as being the most equitable for all customers.

Report of the Committee on Works and Operations, dated November 27th, 1990.

The motion referred to the Committee on Works and Operations by Council states that "Winnipeg is one of the few cities left in Canada that gives a preferential or lower rate to large consumers of water (bulk rate)".

The block three rate is not a "bulk rate" but a rate designed to recover the costs of providing the volume and timing of usage by large users. The large users generally demand their water on a relatively even basis so there is not the same storage and pumping requirements for them as there is for residential users. Residential users, as a class, have extremely high peak demand requirements such as in the morning, around dinner time and during the evening, particularly during the summer lawn watering period.

Cities using a flat rate structure usually do so for reasons of simplicity in the case of small cities and for conservation purposes in the case of large cities. In terms of Canadian cities, Edmonton and Calgary, which are often used for comparison to Winnipeg, both have declining block rates, Edmonton having a five block structure and Calgary having a three block structure. A 1990 National Water and Wastewater Rate Survey published by Ernst & Young showed 59 of 119 cities using a declining block rate structure while only 36 cities had a flat rate.

If the motion is intended to deal with the issue of conservation, then the City would be better served by awaiting the results of the Regional Water Supply Conceptual Planning Study which is underway. Part of this study deals with a review of potential demand reductions which includes a review of changes in rate structure to encourage conservation by financial incentive.

The motion also refers to upcoming major expenditures for the separation of sanitation and storm sewers. It should be noted that any additional revenues from a flat water rate would benefit the Water Utility and not the Sewage Disposal Utility which would be funding the separation of sewers.

The current rate structure is set with the objective of recovering all of the costs of providing the service from the customers who have caused the costs. This is a rational and equitable basis of charging that could withstand scrutiny from an outside agency such as the Public Utilities Board. To change to an arbitrary rate-setting methodology may invite a change in the approval process.

Your Committee on Works and Operations therefore recommends:-

1. That the current water rate structure of a declining block rate and fixed quarterly charge be continued for the City of Winnipeg Utility.

2. That the Proper Officers of the City continue to implement the foregoing.

Moved by Councillor Lorenc,
Adoption of the clause.

Moved by Councillor Thomas,
That the clause be referred back to the Committee on Works and Operations.

Lost.

The motion for the adoption of the clause was put.

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

Yea: Councillors Brown, Demare, Douglas, Fleisher, Fraser, Gilroy, Kaufmann, Lazarenko, Lorenc, Timm-Rudolph, Yuen, Mayor Norrie and Councillor Eadie. 13

Report of the Committee on Works and Operations, dated November 27th, 1990.

Nay: Councillors Wade, Boychuk, Diamant, Duguid, Golden, Mendelson, Murray, O'Shaughnessy, Selinger, Thomas and Young. 11

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

Advance Approval of Regent Avenue 1991 Capital Estimates.
Files FC(1991) and SC-3.11(23)

226 - 9. On March 8th, 1989, Council approved the 1989 Capital Estimates including $1,555,000.00 for property acquisition and detailed engineering design for the Regent Avenue reconstruction and widening.

On April 18th, 1990, Council approved the 1990 Capital Estimates including $3,469,000.00 for property acquisition and detailed engineering design for the Regent Avenue reconstruction and widening.

On July 11th, 1990, Council passed By-law No. 5361/90 confirming the expropriation of the lands for the Regent Avenue widening.

Regent Avenue is proposed to be reconstructed and widened from Rougeau Avenue to Plessis Road over two construction seasons beginning in late March, 1991. Funding for the first year of construction of the project is included in the proposed 1991 Capital Estimates of the Streets and Transportation Department. Funding for the second year of construction is included in the 1992-1996 Five Year Capital Program for implementation in 1992.

Presently, Regent Avenue between Rougeau Avenue and Moroz Street is a four-lane undivided highway providing direct access to all intersecting side streets and existing properties. The existing 12 hour (7:00 a.m. - 7:00 p.m.) traffic volume on this section of Regent Avenue is 24,380 vehicles per day which is among the highest volume for a four-lane undivided street in the City of Winnipeg. Regent Avenue is proposed to be upgraded to a six-lane divided highway from Stapon Road to Plessis Road to adequately accommodate existing and future traffic volumes. The proposed centre median will accommodate left-turn storage lanes, and will separate the opposing traffic flows, thus improving traffic safety.

Regent Avenue between Rougeau Avenue and Day Street was originally constructed with a rural cross section (ditch drainage) in 1935 as a 200 mm reinforced concrete pavement 6.1 metres wide. It was widened to a 13.7 metre curb and gutter cross-section and overlaid with asphalt in 1961-62. The entire pavement was resurfaced in 1983 and given a projected life of five to seven years. At present the existing pavement has deteriorating rideability.

Due to the pavement age and condition, the need for proper roadway vertical alignment to accommodate drainage, and the change in street cross-section to improve traffic operations and safety, the entire street must be reconstructed as a six-lane divided highway in the widened right-of-way.

This project is scheduled to be completed over two construction seasons, 1991 and 1992. The following outlines the components of the project to be completed in each construction year:-

1991 - Stage I

- Reconstruction and widening of Regent Avenue as a six-lane divided facility from Rougeau Avenue to 100 metres east of Owen Street.

- Widening eastbound Regent Avenue from two lanes to three lanes from Stapon Road to Rougeau Avenue.

- Construction of Public Street No. 1 located approximately 370 metres east of the existing Pandora Avenue and Regent Avenue intersection.

- Construction of Owen Street between Regent Avenue and Pandora Avenue.

Report of the Committee o Works and Operations, dated November 27th, 1992.

1992 - Stage II

- Reconstruction and widening of Regent Avenue from 100 metres east of Owen Street to Moroz Street.

- Widening and channelization of Plessis Road from Barry Avenue to Ravelston Avenue.

- Realignment of Pandora Avenue at Plessis Road.

If construction activity is limited to the normal construction season (May to October), then Stage I of the project may not be complete prior to the end of the construction season in October, 1991. It is proposed that each stage of the project be completed in a single construction season, to ensure normal traffic operation resumes during the winter months and because the project is likely to be viewed as more acceptable by local businesses and residents if there is a completed section of street at the end of each construction season.

Bringing this project on-stream earlier each year than most other construction projects will also permit better scheduling of the demands upon utility companies and contractors.

In order for Stage I of the Regent Avenue pavement reconstruction project to be completed by October, 1991, the project must commence in late March, 1991. Since all necessary approvals for the 1991 Capital Estimates normally would not take place until late March or early April, 1991, advance approval of Stage I of the project is recommended to permit tendering in January, 1991; contract award in March, 1991; and completion of Stage I in October, 1991.

An engineering consultant, Reid Crowther and Partners Ltd., has been assigned to provide all the engineering services for the project. The detailed design of this project commenced in 1989 and is presently nearing completion.

A tentative schedule for carrying out Stage I of this project is as follows:-

January 19th - February 7th, 1991	Tendering
March 13th	Contract Award
March 25th - May 3rd	Miscellaneous Underground Renewals and Temporary Diversion Construction
May 6th - July 5th	Excavation (North Side)
May 13th - July 12th	Grading (North side)
May 21st - July 19th	Paving (North side)
June 3rd - July 26th	Sidewalk Construction (North Side)
July 29th	North Side Open to Two-Way Traffic
July 29th - September 27th	Excavation (South Side)
August 6th - October 4th	Grading (South Side)
August 13th - October 11th	Paving (South Side)
August 27th - October 18th	Sidewalk Construction (South Side)
September 30th - October 25th	Centre Median and Turning Lane Construction

Your Committee on Works and Operations therefore recommends:-

1. That the following project included in the proposed 1991 Capital Estimates be fully approved, as a first call on 1991 Capital borrowing authority, for tender in January, 1991, and award of the contract in March, 1991, prior to final approval of the overall 1991 Capital Program, namely:-

Report of the Committee on Works and Operations, dated November 27th, 1990.

Project Description	Total
REGENT AVENUE - Rougeau Avenue to Plessis Road: Stage I Reconstruction of Regent Avenue from Rougeau Avenue to 100 metres east of Owen Street	$ 7,313,000.00

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

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Northeast Interceptor Sewer Extension - Stage VI request for advance funding from the 1991 Capital Estimates.
Files FC(1991) and WS-5.3

227 - 10. An amount of $583,000.00 is included on Page 176 of the 1991 Capital Estimates as submitted by the Board of Commissioners for engineering and construction of the Northeast Interceptor Sewer extension.

The extension of the Northeast Interceptor Sewer along Peguis Street from the Nelson Avenue/Peguis Street intersection to a location slightly south of the Regent Avenue/Peguis Street intersection is necessary to meet the continuing pressure to develop lands east of Lagimodiere Boulevard and north of Regent Avenue as well as to receive flow from the Pandora wastewater sewer once it is renewed in 1992.

The timing of this project is sensitive to the Regent Avenue pavement reconstruction works which are scheduled to commence in April of 1991. Part of the interceptor sewer extension works will include the construction of an inverted siphon on the existing Regent Avenue land drainage sewer as the elevation of the existing land drainage sewer is in conflict with the proposed interceptor sewer. The construction of the inverted siphon will require a large excavation to effect the works. This excavation will be in the existing boulevard if this work is done in the winter of 1990/91. However, once the Regent Avenue pavement reconstruction is complete, it will be located under the new pavement. This Department, as well as the Streets and Transportation Department, are of the opinion that it would be prudent to complete the recommended interceptor works prior to the pavement reconstruction works commencing.

In order for the recommended works to be in place prior to the commencement of the Regent Avenue pavement reconstruction, it will be necessary to tender the works and award a contract by the end of December, 1990.

The current schedule for approval of the 1991 Capital Estimates proposes first reading by Council by December 14th, 1990 and the Provincial approval and second and third readings by Council thereafter, usually in mid-March. The normal procedure of calling tenders and awarding contracts after complete budget approval will not allow time for the recommended works to be undertaken during the construction period of this coming winter.

Alternative

The alternative is to wait for final approval of the 1991 Capital Estimates by Council before undertaking the works, however, this alternative is not recommended for the following reasons:-

1. If the works were to go ahead immediately after approval of the 1991 Capital Estimates, a construction conflict with the Regent Avenue pavement reconstruction project would occur. The location of the inverted siphon excavation would interfere with the proposed temporary re-routing of traffic on Regent Avenue which would add greatly to the disruption of the normal traffic flow. Also, the length of time the excavation would be open could delay the pavement works to a point where it may be possible that that portion of the pavement reconstruction would not be completed in 1991.

Report of the Committee on Works and Operations, dated November 27th, 1990.

2. If the interceptor sewer works proceed after the pavement reconstruction works are completed, the newly installed pavement at the location of the inverted siphon would have to be removed and traffic would be disrupted for up to three more months while the works were completed. Afterwards, the pavement which had recently been constructed and then removed would have to be restored.

To ensure that there is no conflict of construction activities with the interceptor sewer extension works and the Regent Avenue pavement works, which could result in project delays, extra expense and possible criticism by the public, the Streets and Transportation Department has proposed the approval of funds in the amount of $583,000.00 as a first charge against the funds budgeted in the 1991 Capital Estimates, and authorization for the Administration to do all things necessary to expedite awarding this contract prior to final approval of the 1991 Capital Estimates.

Your Committee on Works and Operations therefore recommends:-

1. That funds in the amount of $583,000.00 be approved as a first charge against the funds budgeted in the 1991 Capital Estimates, Page 176 of the November 7th, 1990, issue as submitted by the Board of Commissioners.

2. That the Administration do all things necessary to expedite awarding of this interceptor extension contract prior to final approval by Council of the 1991 Capital Estimates.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Advance Approval for Tylehurst Outfall
Project in 1991 Capital Estimates.
Files FC(1991) and WS-5

228 - 11. Page 207 of the 1991 Capital Estimates as submitted by the Board of Commissioners on November 7th, 1990, contains the following project:

"Repairs to the Tylehurst Outfall on the Assiniboine River" $ 170,000.00

The City Centre-Fort Rouge Community Committee considered said 1991 Capital Estimates on November 13th, 1990, and agreed to seek advance approval for this project from the Committee on Works and Operations.

This project is intended to arrest the erosion occurring at the outlet of the 2250 mm Tylehurst sewer at the Assiniboine River. Included in this work would be the following:

- Rip-rap the hole at the end of outlet pipe;
- Construct concrete wing walls at the outlet pipe;
- Place grouted rip-rap adjacent to wing walls;
- Clean up and sod riverbank in immediate vicinity of outlet.

In order to commence and complete this work while the Assiniboine River is frozen and before river waters rise next spring, immediate advance approval is required so the work may be tendered and awarded. Otherwise, the work may have to be delayed until the winter of 1991/1992 resulting in further erosion which is less desirable than proceeding as soon as possible.

Your Committee on Works and Operations therefore recommends:-

1. That immediate advance approval be given to proceed with the Tylehurst Outfall Project identified in the 1991 Capital Estimates.

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

Report of the Committee on Works and Operations, dated November 27th, 1990.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Additional Appropriation - Snow Removal.
Files SC-3.6 and E-5.1

229 - 12. A report dated July 20th, 1990, prepared by the Operations Department, (identified as Appendix "A"), was submitted to the Commissioner of Works and Operations recommending the following:-

1. That direction be given to the Operations Department with respect to the application for a Rivers and Streams Permit for the operation of the Bangor Snow Disposal Site for the 1990/91 snow disposal season.

2. That if a Rivers and Streams Permit is not received for the 1990/91 snow disposal season, then $40,000.00 be added to the 1990 Current Estimates for Snow Disposal (District 1 Regional Account No. 01 552404 172106 - $28,000.00 and District Account No. 01 552404 171106 - $12,000.00), and $80,000.00 (1990 dollars) should be added to subsequent Current Estimates for Snow Disposal.

On August 30th, 1990, the Board of Commissioners considered the report and instructed the Operations Department "to make application for a Rivers and Streams Permit for the operation of the Bangor Avenue Snow Disposal Site for the 1990/91 snow disposal season".

The application was forwarded on September 28th, 1990, to Mr. D. Kingerski, P. Eng., Authority Engineer for the Rivers and Streams Authority. It is the understanding of the Operations Department that the application was considered by the Permits Committee (which is an adjunct to the Riverbank Management Committee) on October 19th, 1990, and referred to the Riverbank Management Committee for consideration since it involves the management of City-owned riverbank land. The Committee on Planning and Community Services has advised it does not have the authority under the Rivers and Streams Act nor the Political and Administrative Organization By-law to grant the request of the Operations Department for interim authority to place snow at the Bangor Avenue Snow Disposal Site.

With regard to the request for additional funding in the amount of $40,000.00 for the remainder of 1990 to cover the cost of increased hauling distances, the Committee on Planning and Community Services referred the said request to your Committee for its consideration, as the matter of authorizing an additional appropriation for this purpose does not fall within the jurisdiction of the Committee on Planning and Community Services in this instance.

In anticipation that an event may occur whereby snow hauling and disposal is required between now and the end of the year, authorization is required for interim snow disposal at the Bangor Snow

Disposal Site, or alternatively, additional funding in the amount of $40,000.00 for increased haul distances would have to be authorized for the remainder of 1990.

The Riverbank Management Committee will not be meeting until December 13th, 1990, so that date will be the earliest that the matter may be considered.

Your Committee on Works and Operations therefore recommends:-

1. That an additional appropriation in the amount of $40,000.00 be authorized, to be charged to the District 1 Regional Account No. 01 552404 172106 and District Account No. 01 552404 171106, for increased snow hauling distances for the remainder of 1990 as may be needed in the above connection.

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

Report of the Committee on Works and Operations, dated November 27th, 1990.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Rapid Transit System - Busway (Diesel or Trolley), Light-Rail (LRT) et al.
File TT-5.1

230 - 13. LAID OVER BY EXECUTIVE POLICY COMMITTEE FOR FURTHER CONSIDERATION IN CONJUNCTION WITH THE 1991 CAPITAL ESTIMATES AND THE 1992-1996 FIVE-YEAR CAPITAL PROGRAM

(Note: See page 213 – 218 for official set of minutes for the above Clause 13)

COMMITTEE ON WORKS AND OPERATIONS

MOTIONS

Moved by Councillor Boychuk,
Seconded by Councillor Wade,

231 - THAT in order that annual ridership and breakdown of individual fares deposited be directly and accurately recorded/determined, Winnipeg Transit be instructed to enter into a demonstration project and/or purchase negotiations with Pulse Engineering Limited, a local firm which has perfected a "state-of-the-art" electronic farebox for the system-wide use of its product.

With the permission of Council and his seconder, Councillor Boychuk was permitted to withdraw his motion.

Moved by Councillor Murray,
Seconded by Councillor Duguid,

232 - WHEREAS the Works and Operations Department report acknowledges the conservation of water resources that results from a flat water rate system, yet neglects to propose a strategy to achieve this policy objective;

AND WHEREAS Council has argued correctly that the City must find new sources of revenue while protecting the environment;

AND WHEREAS Winnipeg is one of the few cities left in Canada that gives a preferential or lower rate to large consumers of water (bulk rate);

AND WHEREAS Winnipeg faces major public expenditures in the replacement of the city aqueduct to Shoal Lake and the separation of sanitation and storm sewers;

THEREFORE BE IT RESOLVED that Council requests that the Committee on Works and Operations develop a policy and rate structure that will reduce water consumption and ensure rates for large volume water users are more equitable relative to small volume users.

Referred to the Committee
on Works and Operations.

Moved by Councillor Boychuk,
Seconded by Councillor Wade,

233 - THAT in preference to continuing to allow fares to rise unchecked without due recourse to the long-term viability of our public transit system and, in view of the acknowledged loss of 7 million annual rides since 1986, Winnipeg Transit instead initiate a one-year trial period, during which cash fares are lowered to $1.00 or $0.75 (and other fares by a commensurate amount); service levels enhanced, and a program of intensified advertising and public information carried out, in an attempt to see if greater ridership (and thereby, farebox revenue) can therefore be generated than would be accomplished by raising fares from their current levels.

With the permission of Council and his seconder, Councillor Boychuk was permitted to withdraw his motion.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

234 - On motion of Councillor Lorenc, 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. 5566/90, a By-law of the City of Winnipeg to widen the North West Corner of Sargent Avenue and Maryland Street. File No. DAO 22/89.

By-law No. 5571/90, a By-law of the City of Winnipeg to amend The Solid Waste By-law No. 1340/76. File No. WT-1.3.

On motion of Councillor Lorenc, 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. 5583/90, a By-law of The City of Winnipeg to widen East Side of Keewatin Street, South of Burrows Avenue. File No. DAO 1/90.

By-law No. 5586/90, a By-law of The City of Winnipeg to correct By-law No. 5101/89 being the By-law to authorize the undertaking of certain local improvements during the year 1989. File No. SL.