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 May 14th, 1991, has concurred in the recommendations contained therein and submits same to Council for approval and adoption.

On motion of Councillor Fraser, the Report of the Committee on Works and Operations, dated May 14th, 1991, was considered clause by clause.

West Committee Room,
Council Building, Winnipeg.
May 14th, 1991.

His Worship the Mayor and Councillors:

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

Additions to the Regional Street System.
File SC-2

876 - 1. Council on May 2nd, 1973, adopted a set of criteria for the determination of the Winnipeg Regional Street System. This set of criteria was revised by Council on February 29th, 1984, and is included as Appendix A.

Based on the set of criteria outlined in Appendix A, a number of street sections need to be added to the City's Regional Street System. These street sections and the criteria that each section meets are detailed below.

(1) Bishop Grandin Boulevard from Pembina Highway to Waverley Street

The extension of Bishop Grandin Boulevard from Pembina Highway to Waverley Street as a four lane divided roadway was opened to traffic in November, 1990.

Bishop Grandin Boulevard from Lagimodiere Boulevard through to Waverley Street provides direct access between major radial routes and hence the above-noted extension satisfies Criterion (3) of Group "A" in Appendix A.

The above-noted extension of Bishop Grandin Boulevard included the construction of an interchange at Pembina Highway. The ramps of this interchange satisfy Criterion (2) of Group "B" and hence should also be added to the Regional Street System.

The location of the above-noted section of Bishop Grandin Boulevard is illustrated on Figure 1.

(2) Kenaston Boulevard from McGillivray Boulevard to Scurfield Boulevard

Kenaston Boulevard from the St. James Bridge to McGillivray Boulevardis presently designated as a Regional Street. The section of Kenaston Boulevard between McGillivray Boulevard and Scurfield Boulevard is a two lane roadway and provides access to and from the Whyte Ridge residential area, the Whyte Ridge Industrial Park and the South Winnipeg Technical Centre, a technical college. This section of Kenaston Boulevard satisfies Criterion (4) of Group "B".

The above section of Kenaston Boulevard recommended for designation as a Regional Street is illustrated on Figure 1.

(3) Dakota Street from Paddington Road to Aldgate Road

At present, Dakota Street is designated as a Regional Street from St. Mary's Road to Paddington Road and complies with Criterion (2) of Group "A" by providing a reasonably direct and continuous route for a residential area (South St. Vital) with the Central Business District. The section of Dakota Street between Paddington Road and Aldgate Road also satisfies Criterion (2) of Group "A" and should therefore

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be designated as a Regional Street. The location of this section of Dakota Street is illustrated on Figure 2.

(4) Warde Avenue from St. Mary's Road to Dakota Street

This section of Warde Avenue contains a two lane pavement and satisfies Criterion (4) of Group "B". This section of Warde Avenue is illustrated on Figure 2.

(5) Chief Peguis Trail (Route 17) from Henderson Highway to Main Street

This roadway section, which was opened to traffic in October, 1990, includes a bridge over the Red River and contains a four lane divided cross-section. It provides direct access between the two major radial routes, Main Street and Henderson Highway, and hence satisfies Criterion (3) of Group "A".

The location of this section is illustrated on Figure 3.

Table 1 details the respective lengths of the above-noted street sections recommended for addition to the Regional Street System.

Your Committee on Works and Operations recommends:-

1. That the following sections of streets be added to the City of Winnipeg Regional Street System:

   1) Bishop Grandin Boulevard (Route 165) from Pembina Highway to Waverley Street.
   2) Kenaston Boulevard (Route 90) from McGillivray Boulevard to Scurfield Boulevard.
   3) Dakota Street from Paddington Road to Aldgate Road.
   4) Warde Avenue from St. Mary's Road to Dakota Street.
   5) Chief Peguis Trail (Route 17) from Henderson Highway to Main Street.

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

Moved by Councillor Fraser,
Adoption of the clause.

Carried.

(Note: Appendix "A" referred to in the above clause is on file in the Office of the City Clerk.)

Feasibility Study - Senior Citizen's Public Transportation Service.
Files TT-5 and TT-1.3.1

877 - 2. Council at its meeting of 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 appointed Councillor Kaufmann, Councillor Lazarenko and Councillor Young to an ad hoc committee to study this proposal. On January 8th, 1991, Councillor Boychuk was named to replace Councillor Young on this ad hoc committee.

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, and on December 12th, 1990, Council granted a 90-day extension.

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On March 6th, 1991, Council granted your Committee a 90-day extension of time in which to report on the above motion referred to it by Council.

On March 27th, 1991, Council referred the following motion to your Committee on Works an Operations:-

> "That the mandate of the Ad Hoc Committee on Works and Operations to study the feasibility of a seniors' transportation service be expanded to apply city- wide."

Inasmuch as your Committee on Works and Operations has not received its ad hoc committee's recommendation(s) in this regard, a further extension of 90 days is requested in which to report back to Council.

Moved by Councillor Fraser,
Adoption of the clause.

Carried.

Amendment to the Parking Meter By-law
File ST-2

878 - 3. On April 2nd, 1991, your Committee on Works and Operations considered a communication dated March 12th, 1991, from the Community Clerk, City Centre-Fort Rouge Community, advising that on March 5th, 1991, the City Centre-Fort Rouge Community Committee passed the following motion, namely:

> "That the Committee on Works and Operations be requested to give favourable consideration to amending City of Winnipeg Parking Meter By-law No. 820/74 to adjust the parking restrictions for the parking lot at Stradbrook Avenue and Osborne Street from 12:00 midnight to 9:00 p.m."

The City Centre-Fort Rouge Community Committee was advised by Councillor Murray that the above-noted City-owned metered parking lot requires that persons utilizing the facility pay for parking until 12:00 midnight.

The Community Committee was also advised that all other City- owned metered parking lots do not require payment after 9:00 p.m.

Section 489A of The Winnipeg Charter, 1940, as amended, provided that the City may establish and regulate parking sites on land not part of a highway for the purpose of affording accommodation to the public, with or without charge, for the parking of vehicles. It also provided that the City may operate the sites or arrange for them to be operated by other persons under agreement with the City. Therefore, in order that the City might establish and operate the parking site at the north-west corner of Osborne Street and Stradbrook Avenue as a public parking site, the City passed By-law No. 17293 on August 3rd, 1954, to provide for the operation of the Osborne Street and Stradbrook Avenue lot as a metered public parking site under the direction of the Traffic Commission of the City.

At the outset, the on-site parking meters were in operation between 09:00 and 18:00, Monday to Saturday, (to compensate for the removal of the on-street metered parking on Osborne Street in the River Avenue/Stradbrook Avenue area).

The time of operation of the meters was subsequently extended to midnight at the request of the area merchants, some of whom were open for business after 18:00, and to eliminate the monopolizing long-term free use of the lot after 18:00 until 10:00 the next morning by residents/visitors to the multi-tenant apartments in the adjoining sector.

The Community Committee's motion (as afore stated) was prompted by a written request to Councillor Murray from Donna Lagopoulas, President of the Osborne Village Business Improvement Zone. This request appears to represent the wishes of the majority of business owners in the area and, therefore, conforms to the policy in use of addressing this matter.

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It is anticipated that if the requested reduction in hours of operation of the on-site meters is implemented, there will be an annual revenue loss in the order of $9,300.00 to the City.

Your Committee on Works and Operations recommends that:

a) The City of Winnipeg Parking Meter By-law No. 820/74 be amended as follows:

Schedule "D" to By-law No. 820/74 of The City of Winnipeg be amended by striking out the figures "24:00" where the same appears in clause 8(d) thereof and substituting therefor the figures "21:00";

b) The City Solicitor be requested to draft the necessary amending by-law in accordance with the foregoing for direct submission to Council for approval.

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

Moved by Councillor Fraser,
Adoption of the clause.

Carried.

Proposal for the Restoration of At-Grade Pedestrian Crossing at the Intersection of Portage Avenue and Main Street.
File SC-3.2.1

879 - 4. The Portage and Main Pedestrian Concourse was opened to public use in February, 1979, after which pedestrians were prohibited from crossing the intersection at-grade. Since then, the vehicular traffic at this intersection has increased by approximately 20% though congestion has not. The accident rate has been reduced by more than 50%.

In 1990, the Management Boards of the Downtown Winnipeg Business Improvement Zone and the Exchange District Business Improvement Zone expressed interest in restoration of at-grade pedestrian crossing at the intersection of Portage Avenue and Main Street.

Council, on June 20th, 1990, referred the following motion to your Committee on Works and Operations, namely:

"THAT the City of Winnipeg re-open Portage Avenue and Main Street, street level pedestrian crossing."

A report entitled "A Study to Determine the Effects of Restoration of At-Grade Pedestrian Crossing of the Intersection of Portage Avenue and Main Street" was laid over by the Committee on Works and Operations on September 4th, 1990, awaiting advice from His Worship Mayor Wm. Norrie, Q.C., regarding responses from the signatories to agreements with the City of Winnipeg that obliged the City to prohibit at-grade pedestrian crossing at the intersection.

There were eight original signatories to the participation agreements. A summary of the replies received shows that James Richardson and Sons, the Bank of Montreal and the Royal Bank have each indicated that they do not object to the removal of the pedestrian prohibition. The Scotiabank, Trizec Manitoba Ltd. and Bentall Development/CN Real Estate/Toronto-Dominion Bank have advised they are not in favour.

Council, at its meeting held on March 27th, 1991, referred the following motion to the Committee on Works and Operations:

"THAT the City of Winnipeg Law Department negotiate with parties to the agreement to close Portage and Main, to have said parties agree to the re-opening and report to Council within 42 days."

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Council, on May 8th, 1991, granted your Committee an extension of time to May 29th, 1991, to report back to Council. At the same meeting, Council referred the following motion to your Committee:

> "THAT Council instruct administration to negotiate with the parties to the agreement to close Portage Avenue and Main Street with the intent to re-open this intersection to pedestrian traffic and report the results of these negotiations through the Committee on Finance and Administration within 30 days."

Due to unforeseen circumstances, your Committee on Works and Operations was again unable to deal with this whole matter and therefore recommends a further extension of time until the Council meeting of June 19th, 1991, in which to report back to Council.

Moved by Councillor Fraser,
Adoption of the clause.

In amendment,

Moved by Councillor Fraser,
Seconded by Councillor Kaufmann,
THAT Clause 4 of the Report of the Committee on Works and Operations, dated May 14th, 1991, be amended by deleting the words, "June 19th, 1991" where they appear in the last paragraph thereof, and replacing them with the words, "July 10th, 1991".

In amendment,

Moved by Councillor Fleisher,
Seconded by Councillor Murray,
THAT Council not concur in the recommendation contained in Clause 4 of the Report of the Committee on Works and Operations, dated May 14th, 1991;

AND THAT the administration of the City of Winnipeg be directed to do all that is required to remove the barriers and restore the corner of Portage and Main to its former condition to open it to pedestrian traffic.

The Speaker declared the motion to be in order.

The Speaker called Councillor Wade to the Chair in order to participate in the debate.

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

The motion was put.

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

Yea: Councillors Brown, Clement, Demare, Douglas, Duguid, Fraser, Hyman, Kaufmann, Lazarenko, O'Shaughnessy, Yuen, Mayor Norrie and Councillor Wade. 13

Nay: Councillors Boychuk, Diamant, Eadie, Fleisher, Golden, Mitchelson, Murray, Reese, Thomas, Timmers and Young. 11

and the motion that the question be put was declared carried.

The amendment proposed by Councillors Fraser and Kaufmann was put.

Mayor Norrie called for the yeas and nays, which were as follows:-

Yea: Councillors Demare, Douglas, Gilroy, O'Shaughnessy, Yuen, Mayor Norrie and Councillor Wade. 7

Nay: Councillors Boychuk, Brown, Diamant, Eadie, Fleisher, Fraser, Golden, Hyman, Kaufmann, Lazarenko, Mitchelson, Murray, Reese, Thomas, Timmers, and Young. 16

and the amendment was declared lost.

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The Speaker here resumed the Chair.

The amendment proposed by Councillors Fleisher and Murray was put.

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

Yea: Councillors Boychuk, Diamant, Fleisher, Golden, Hyman, Kaufmann, Murray, Reese, Thomas and Timmers. 10

Nay: Councillors Wade, Brown, Clement, Demare, Douglas, Duguid, Fraser, Gilroy, Lazarenko, Mitchelson, O'Shaughnessy, Young, Yuen, Mayor Norrie and Councillor Eadie. 15

and the amendment was declared lost.

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

1991 Supplementary Watermain Renewals. File WW-2.4

880 - 5. Due to the high incidence of breaks on various watermains during the winter and spring following the adoption of estimates of the Watermain Renewal Program, it has been the practice to undertake supplementary watermain renewals where watermains have a high leak frequency and funding is available to undertake additional projects. It has also been the practice for the City to renew cast iron watermains which indicate leak activity and are located under major Capital surface projects.

Approval is required for this Supplementary Watermain Renewal Program to proceed and to utilize the available funding in the Watermain Renewal Reserve, the Allowance for Unforeseen Projects in the 1991 Watermain Renewal Program, and additional funding as approved by Council on March 20th, 1991.

All projects, except for the Munroe Avenue/Raleigh Street intersection, and the two locations on Ash Street, were identified because of their high leak frequency which varies from a high of 16.70 to a low of 9.41. The leak frequencies from past supplementary watermain renewal programs ranged as follows:

1990 - 26.20 to 12.30
1989 - 18.50 to 10.90
1988 - 17.30 to 10.50

The leak frequency is representative of the number of leaks per kilometre per year.

The Munroe Avenue/Raleigh Street Intersection is scheduled for Capital improvements in 1991. The 250 millimetre Cast Iron watermain located at this intersection has had three (3) leaks over the recommended 100 metre renewal, which gives it a leak frequency of 6.00.

The 350 millimetre Cast Iron Universal watermain on Ash Street from Academy Road to approximately 250 metres north is located on a scheduled 1991 Street Reconstruction project. The existing main, installed in 1941, will be downsized to a 150 millimetre pipe, as the present size reflects an abandoned feedermain which crossed the Assiniboine River. The existing main, which has had one leak to date, has 20 services of which seven (7) are lead and are scheduled for replacement. Ash Street from Corydon Avenue to Grosvenor Avenue is scheduled for reconstruction in 1991 and the existing 150 millimetre Cast Iron Universal watermain has had three (3) leaks in the last five (5) years which gives it a leak frequency of 1.10. The existing watermain, installed in 1941, has 58 services of which 38 are lead and are scheduled for replacement.

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

A.	Funding Available in the 1991 Capital Watermain Renewal Allowance for Unforeseen Projects	$ 868,000.00
	Less: Amount Committed from the Allowance for Unforesseen Projects	169,000.00
	Amount Available for Recommended Renewals	698,000.00
B.	Funding Available in the Watermain Renewal Reserve (as of March 31st, 1991)	1,347,381.91
	Less: Amount Reserved for Future Contingencies	954,217.85
	Amount Available for Recommended Renewal	$ 393,164.06
C.	Additional Funding Available as Approved by Council on March 20th, 1991, By-law No. 543/73	$2,760,000.00
	Total Funds Available for Recommended 1991 Supplementary Watermain Renewals	$3,852,000.00

Your Committee on Works and Operations therefore recommends:-

1. That the Supplementary Watermain Renewal Program, as identified in Appendix "A" in the amount of $3,852,000.00 be approved and undertaken in 1991 from the available funds in the Watermain Renewal Reserve; the Allowance for Unforeseen Projects in the 1991 Watermain Renewal Program; and additional funds as approved by Council March 20th, 1991, from the Frontage By-law No. 543/73.

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

Moved by Councillor Fraser,
Adoption of the clause.

Carried.

(Note: See Minute No. 881 for attachment.)

881 - SEE OFFICIAL SET OF MINUTES FOR ATTACHMENT.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

882 - On motion of Councillor Fraser, 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. 5696/91, a By-law of The City of Winnipeg to open the north-east corner of Henderson Highway and Springfield Road. File No. DAo 15/89.

By-law No. 5697/91, a By-law of The City of Winnipeg to open the north-east corner of Henderson Highway and Stafford Street. File No. DAO 14/90.