CONSIDERATION OF REPORT OF THE
COMMITTEE ON WORKS AND OPERATIONS

The Executive Policy Committee has had before it Report "B" of the Committee on Works and Operations, dated September 4th, 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, Report "B" of the Committee on Works and Operations, dated September 4th, 1990, was considered.

West Committee Room,
Council Building, Winnipeg,
September 4th, 1990.

His Worship the Mayor and Councillors:

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

Funding - Waste Minimization Study
File WT-1.3

1561 - 1. On March 8th, 1989, Council authorized utilization of monies to a limit of $50,000.00 from approved funds for the refuse transfer station, to carry out an investigation into the costs, benefits and feasibility of a recycling program in the City.

On March 14th, 1989, the Committee on Works and Operations approved addressing the issue of banning the manufacture, sale, distribution and use of Chlorofluorocarbons and Halons within the report on Solid Waste Recycling in the City, and the budget was subsequently increased to $57,000.00 to accommodate this additional work.

The original assignment was anticipated for completion by the end of 1989. Subsequent to this assignment, significant developments occurred which affected the study timing, including the Manitoba Recycling Action Committee being informed on June 8th, 1989, of a pilot recycling project being started in September, 1989, and the introduction of legislation by the Province on waste reduction and prevention.

At its meeting of February 20th, 1990, the Committee on Works and Operations considered the report of the Waterworks, Waste and Disposal Department dated February 8th, 1990, regarding Waste Minimization and Recycling and referred same to all Community Committees and the Manitoba Recycling Action Committee for comment back to the Commissioner of Works and Operations. The Committee on Works and Operations instructed the Administration to prepare and present an amended report considering the responses.

In a letter dated May 7th, 1990, M.M. Dillon Ltd., the Consultant for this study, advised that the original budget has been exceeded as the result of additional tasks requested outside of the original scope of the work. The additional work included the following:

- attendance at Recycling Action Committee (RAC) open houses in October, 1989

- interim executive summary

- preparation of materials for presentation to Works and Operations Committee for February 20th, 1990 meeting

- listing of waste minimization activities in other Canadian Centres in February, 1990

- preparation of presentation at RAC Symposium in March, 1990

- presentation at Recycling Council of Manitoba meeting in March, 1990

Report "B" of the Committee on Works and Operations, dated September 4th, 1990

As additional work was foreseen in preparing for the presentation to the Works and Operations Committee on June 26th, 1990, Dillon were requested to estimate a final project cost.

On July 11th, 1990, Council approved the Waste Minimization and Recycling Action Plan.

In a letter dated July 11th, 1990, the Consultants advised that the total fee for this study and related tasks is $101,000.00. The additional items identified from their previous letter were as follows:

- preparation of material for presentation
- presentation to Commissioner of Works and Operations
- presentation to the Board of Commissioners (which subsequently resulted in preparation of a report addressing diversion credits)
- presentation to Works and Operations Committee
- presentation to Executive Policy Committee

The reasons for the additional cost of this project can be summarized as follows:

- unanticipated developments such as the Recycling Action Committee Provincial Legislation and the pilot recycling project, all of which were important considerations for the study

- stemming from the above developments and developments elsewhere, the need to place more emphasis on reduction and reuse as opposed to the original focus on recycling

- requests for additional interim reports including waste minimization activities elsewhere and diversion credits

- extended study period

- presentations

For the most part, the extent of the extra work involved could not have been predicted at an earlier date.

Committee has been advised that there is sufficient funding in the transfer station capital budget to accommodate this project in the total amount of $101,000.00.

Your Committee on Works and Operations recommends:-

1. That funds in the approved transfer station capital budget be utilized to accommodate the costs of the Waste Minimization Study in the total amount of $101,000.00, including an amount of $44,000.00 for the additional engineering services provided by the Consultants, M.M. Dillon Ltd., as described herein.

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

Moved by Councillor Lorenc,
Adoption of the report.

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 September 25th, 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 September 25th, 1990, was considered clause by clause.

West Committee Room,
Council Building, Winnipeg,
September 25th, 1990.

His Worship the Mayor and Councillors:

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

Reconfiguration of the Westerly Terminus of Riverton Avenue, West of Brazier Street (Proposed Closing and Opening) - East Kildonan- Transcona Community

File DAOC 2/90

1562 - 1. On December 23rd, 1987, Council approved the partial closing of Riverton Avenue and the opening of a cul-de-sac and subsequently passed By-law No. 4789/88. The By-law and the closing/opening plan were subsequently registered at the Winnipeg Land Titles Office (File DAOC 5/86).

The subject proposal was initiated by the Mennonite Brethren Collegiate Institute to change the present legally registered terminus of Riverton Avenue from a cul-de-sac to a branch type turnaround in order to save valuable parking spaces.

On August 22nd, 1989, upon representation made by the Collegiate Institute, the East Kildonan-Transcona Community Committee favourably recommended to the Committee on Works and Operations and the Committee on Finance and Administration approval of the requested change in the turnaround configuration as shown on Misc. Plan No. EKT 6320/4.

On September 12th, 1989, the Committee on Finance and Administration, after hearing further representation from the Institute, referred the Community Committee's recommendation to the Works and Operations Committee for approval.

On October 3rd, 1989, the Committee on Works and Operations, after considering a report from the Streets and Transportation Department which the Committee had requested earlier, acceded to the requested change in the configuration of the turnaround.

The proposal was circularized by the Subdivision Branch in the usual manner with no objections being received other than the concerns earlier expressed by the Transportation Department in its report to the Committee on Works and Operations indicating preference to the present cul-de-sac which, the Transportation Department suggested, provided proper vehicular movement in the area.

At its meeting held on May 14th, 1990, the Committee on Planning and Community Services approved as to planning considerations the referenced street opening and closing, changing the turnaround from a cul-de-sac to a branch-type configuration.

The Collegiate Institute has requested that portions of the turnaround proposed to be closed be conveyed to the Institute including that portion which it had previously dedicated for the construction of the turnaround.

Report of the Committee on Works and Operations, dated September 25th, 1990

The Collegiate Institute has now agreed to the following terms and conditions, depositing with the City the amount of $2,345.00 ($2,145.00 purchase price and $200.00 by-law costs):-

1. Enactment of the necessary street opening/closing by-law.

2. City of Winnipeg to transfer or deed to the Mennonite Brethren Collegiate Institute (the "Institute") -

   a) portion of the turnaround to be closed shown lettered Parcel "A" on Misc. Plan No. EKT 6320/5, containing 199.2 square metres, more or less (2,144.2 square feet).

   b) portion of the turnaround to be closed shown lettered Parcel "B" on said Sketch Plan No. EKT 6320/5, containing 188.9 square metres, more or less (2,033.36 square feet).

3. The Institute to pay to the City the amount of $2,145.00 for said Parcel "A", and $1.00 for Parcel "B".

4. The Institute to transfer to the City, free and clear of all costs, charges, and encumbrances, for street opening purposes those lands shown lettered Parcel "E" on the sketch containing 89 square metres (958 square feet, more or less); the City to dedicate those lands shown lettered Parcel "D" on the sketch to complete the turnaround.

5. The Institute will pay to the City upon request the full cost and expenses which will be incurred by the City in connection with the street opening/closing and, without limiting the generality of the foregoing, will pay by-law costs, estimated at $200.00.

6. The Institute to pay adjustments as of the day of the enactment of the by-law.

7. The Institute to pay as an adjustment an amount equal to the total of such taxes, rates and charges, which would have been levied or charged against Parcels lettered "A" and "B" for the unexpired portion of the current taxation year as though the said parcels had been entered on the Assessment Rolls of the City as privately owned and subject to taxation.

8. The Institute to obtain possession of the lands at the Institute's expense.

9. The Institute to accept Title to the lands subject to all and any exceptions, reservations or encumbrances expressed or implied in the City's title.

10. The Institute to pay any and all additional costs and charges which would arise out of the street opening/closing.

11. The Institute to indemnify the City against all claims arising out of the street opening/closing.

12. Upon enactment of the by-law, the Institute agrees to complete the purchase of the lands and to be bound by the terms and conditions herein outlined, failing which the Institute shall forfeit all amounts thus far mentioned in Clauses 3 and 5 in favour of the City.

13. Easements

   (a) Sale of the lands comprising the street to be closed would be subject to easements -

      1. in favour of the Greater Winnipeg Gas Company for construction and maintenance of a 2" diameter gas main;

      2. in favour of the Manitoba Telephone System for the maintenance of its existing pole line and aerial cable located along the south side of Riverton Avenue from Henderson Highway to the City's Power Transmission Line.

Report of the Committee on Works and Operations, dated September 25th, 1990

3. in favour of the City for -

   i) construction and maintenance of a combined sewer and water main approximately 20' below grade;

   ii) construction and maintenance of a 12" watermain which is interconnected with the 12" main in Henderson Highway and Grey Street forming an integral part of the main water loop supply to the Elmwood area, east of Henderson Highway.

4. in favour of the City (Winnipeg Hydro) for the construction and maintenance of its existing overhead plant;

together with the right to enter upon the easement area at any time, with or without equipment for said construction and maintenance, and subject to the Institute covenanting not to erect or cause to be erected upon the easement area any building or structures without the prior written consent of the City or the utility/ies requiring such easement.

(b) The Institute to enter into agreements satisfactory to the City and/or utility/ies.

(c) The Institute acknowledges that the City may grant the easements before the transfer of land issues.

(d) Should it be deemed desirable to relocate or remove the facilities, the Institute agrees to pay all costs associated therewith.

14. In regard to the proposed opening over Winnipeg Hydro lands (Parcel "D"), the following conditions apply:

(a) The Institute shall reimburse Winnipeg Hydro for all costs of modification and/or relocations of its plant, including temporary relocation charges if these costs are made necessary by the construction of the turnaround.

(b) All roadway construction methods including excavations and any future installations of any kind including landscaping must be approved by the Winnipeg Hydro.

(c) The existing land drainage system of the transmission line Right-of-way in the immediate area shall be maintained, if necessary, by construction of suitable underground works at the Institute's expense.

15. The Institute to enter into a formal agreement with the City embodying the foregoing terms and conditions.

It should be noted that parcels lettered "C" and "F" shown on Misc. Plan No. EKT 6320/5 will remain in City ownership.

Upon completion of the subject proposal and the conveyance of the lands (Parcels "A" and "B") to the Institute, the turnaround and the Institute's holdings at this location will be as is illustrated on Misc. Plan No. EKT 6320/6.

The Committee on Finance and Administration, at its meeting on September 4th, 1990, approved the terms and conditions of the proposed closing/opening and sale as outlined in this report and also approved the dedication of part of the City Power Transmission Line Right-of-way (Parcel lettered "D" on Misc. Plan No. EKT 6320/5) for opening purposes.

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/opening of the westerly terminus of Riverton Avenue, west of Brazier Street, upon the foregoing terms and conditions having been met, in the manner as shown on Misc. Plan No. EKT 6320/4; the cost of the by-law and all other costs to be borne by the Mennonite Brethren Collegiate Institute.

Report of the Committee on Works and Operations, dated September 25th, 1990

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 Nos. 6320/4, 5 and 6 regarding this proposal are on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Amendment to Traffic By-law - Issuance of Resident Parking Permits on Streets where Parking is Prohibited for Part of the Day File ST-1

1563 - 2. On June 21st, 1989, Council adopted the following recommendations contained in the report entitled "Resident Parking Permits", namely:

1. That the City of Winnipeg Traffic By-law be amended to allow the issuance of Resident Parking Permits and to exempt those vehicles displaying such a permit from the posted limited time parking regulation on the street on which the vehicle is registered with the exception of Regional Streets and sections of streets where parking is controlled with parking meters.

2. That a fee of $7.00 be charged for each Resident Parking Permit issued.

3. That the residential area immediately south of the University of Manitoba be selected for an initial evaluation of the parking permit system.

4. That an evaluation report be subsequently submitted for consideration by the Committee on Works and Operations.

On November 29th, 1989, Council approved an amendment to the Traffic By-law to enable the issuance of Resident Parking Permits. On May 9th, 1990, Council adopted the recommendation of the Committee on Works and Operations that the Resident Parking Permits be issued City-wide.

On May 22nd, 1990, at the request of the St. Boniface-St. Vital Community Committee, the residents of Tamarac Bay were advised by letter that they are eligible to apply for a Resident Parking Permit. Parking on the outer side of Tamarac Bay is prohibited between 08:00 and 16:00, Monday to Friday, September to June, inclusive. The wording of the Traffic By-law has been interpreted as allowing the issuance of Resident Parking Permits to residents of all eligible streets with parking prohibitions during part of the day. As a result, permits were issued to residents of Tamarac Bay.

Section 26.1 of the Traffic By-law reads as follows:

"(1) Upon application to the Director of Streets and Transportation, and in accordance with the provisions of Schedule 9 hereof, a person may obtain a residential parking permit.

(2) Where a traffic control device is placed or maintained to limit the time during which vehicles may be parked on the street or any portion thereof, either during the whole of any day or during a part thereof a person may park a vehicle displaying a residential parking permit on a street specified in the residential parking permit, without restriction, during the period of time specified by the traffic control device."

Report of the Committee on Works and Operations, dated September 25th, 1990

Schedule 9 reads as follows:

"Residential Parking Permits

Eligibility:

1. Any person whose residence fronts on a street other than a regional street may apply for a residential parking permit for a vehicle registered in such person's name where parking on the street is limited by traffic control devices other than parking meters.

2. No permit will be issued respecting a vehicle with a weight in excess of 3700 kilograms.

Application Procedure:

1. Provide a copy of the vehicle registration certificate to the Streets and Transportation Department, 100 Main Street, Winnipeg;

2. Payment of a fee of $7.00."

The intent of the Resident Parking Permit is to exempt vehicles from the "limited time parking regulation" on a street, i.e., a regulation limiting the duration of parking (e.g. one-hour or two-hours). The phrase "...to limit the time during which vehicles may be parked on a street..." contained in Section 26.1(2) of the Traffic By-law, has been interpreted as being applicable to streets where parking is prohibited for part of the day. Such an interpretation enables Resident Parking Permits to be used to provide on-street parking exclusively for the residents of a street and is not considered to be the intention of the Resident Parking Permits.

There are many sections of local or collector streets in the City of Winnipeg where parking or stopping is prohibited for a portion of the day for various purposes:

- adjacent to schools to accommodate the loading and unloading of school children by bus or private vehicle and/or to eliminate obstructions to driver-pedestrian visibility adjacent to schools,

- to provide loading and unloading space in front of the homes of handicapped or infirm residents,

- to discourage all-day parking by employees or patrons of nearby business premises, or

- to accommodate peak period vehicular traffic volumes.

Allowing residents to park adjacent to schools where parking is now prohibited during a portion of the day would obstruct driver- pedestrian visibility, increase the potential for collision, and create congestion when children are being picked up or dropped off at school. Allowing other residents of a street to park in loading zones intended to accommodate handicapped or infirm residents during a portion of the day would reduce, if not eliminate, the convenience provided by such a loading zone. A one-hour or two-hour parking regulation on a street has generally proven successful in removing most vehicles which would otherwise be parked all day, while enabling short-term parking to occur for the time allowed by the regulation. Allowing residents to park their vehicles where stopping is prohibited during peak traffic periods would restrict vehicular traffic movement causing delay and back-up, and obstruct visibility, thereby increasing the potential for collisions.

Accordingly, it is proposed that the Traffic By-law be amended so that Resident Parking Permits may be issued to vehicles registered only on those streets on which parking is not prohibited for all or part of the day, (i.e. the duration of parking is limited to one-hour or two-hours). If the Traffic By-law is amended, the Resident Parking Permit issued to the residents of Tamarac Bay where parking is prohibited between 08:00 to 16:00, Monday to Friday, September to June, inclusive, will no longer be valid. Under such a circumstance, if these residents wish to take advantage of their Resident Parking Permits, they may submit a majority petition for the consideration of the St. Boniface-St. Vital Community Committee and the Committee on Works and Operations regarding a one-hour or a two-hour parking regulation on their street.

Report of the Committee on Works and Operations, dated September 25th, 1990

Your Committee on Works and Operations recommends:-

1. That Schedule 9 of the Traffic By-law be amended by adding the following statement:

   "No permit will be issued where parking on the fronting street is prohibited during a period or periods of the day."

2. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council, and the Proper Officers of the City do all things necessary to effect the foregoing.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Traffic By-law Amendment - Weight Limit on Gunn Road File ST-1

1564 - 3. On July 19th, 1989, the District No. 4 Engineer advised the East Kildonan-Transcona Community Committee that large tandem trucks and trailers transporting earth fill are using Gunn Road east of Plessis Road to access Rural Municipality of Springfield properties north of Gunn Road. The Gunn Road roadbed is prairie clay and silt covered with street sweepings and limited gravel and deteriorates rapidly as a result of the continuing heavy truck traffic. The City assumes the cost of restoration since the right-of-way is totally within our boundary.

At its meeting held on July 25th, 1989, the Community Committee recommended:

"That application be made to the Provincial Highway Traffic and Motor Transport Board, through the Streets and Transportation Department, for a permanent load limit designation of 20,000 kg G.V.W. on Gunn Road between Plessis Road and Day Street in order to preserve the roadway as a limited light truck and vehicular traffic thoroughfare as well as to limit roadway maintenance costs at a reasonable amount."

On September 12th, 1989, your Committee requested the Law Department to prepare the necessary by-law amendment which was submitted to Council with your Committee's report of November 14th, 1989.

Council passed By-law No. 5296/89 in this regard at its meeting held on November 29th, 1989.

On January 17th, 1990, an application was then made by the Streets and Transportation Department to the Highway Traffic Board seeking approval of the legislation.

The Highway Traffic Board, at its hearing held in Winnipeg on March 21st, 1990, heard an application from the City of Winnipeg for a maximum weight limit of 20,000 kg on Gunn Road. At the meeting, several representatives from businesses located in the Municipality of Springfield but fronting on Gunn Road appeared to object to the load limit since it would restrict deliveries to/from their place of business.

After due consideration, the Board denied the City's application for a permanent load limit designation on this boundary road with the Rural Municipality of Springfield.

Report of the Committee on Works and Operations, dated September 25th, 1990

In view of the fact that Highway Traffic Board approval is required to validate such legislation, the above schedule has no legal effect and, therefore, it is proposed that it be repealed.

Your Committee on Works and Operations, therefore, recommends:-

1. That Schedule 7 of By-law No. 1573/77 be amended by the deletion of the following clause:

   "5. No person shall operate a vehicle in excess of 20,000 kilograms gross vehicle weight on Gunn Road between Plessis Road and Day Street."

2. That the City Solicitor be instructed to prepare the necessary amending by-law for submission to Council and the Proper Officers of the City do all things necessary to effect the foregoing.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Tree Planting - North Side of Bishop Grandin Boulevard, East of River Road
File PB-2

1565 - 4. During the construction of Bishop Grandin Boulevard, between River Road and St. Mary's Road, two retention ponds were constructed on the north side for land drainage. It was necessary to remove the trees near the two ponds during construction; however, a strip of trees remains on the north side between the two ponds as illustrated in Figure 1.

The lands north of the strip of trees (including the retention ponds) are Manitoba Hydro right-of-way. The City of Winnipeg is finalizing acquisition of this Manitoba Hydro right-of-way, and will provide an easement for the existing Manitoba Hydro plant consisting of two hydro transmission lines on steel lattice towers and a wood pole line. These existing transmission lines and wood pole line preclude the placing of trees north of the retention ponds.

The noise level in this area as measured by the Province of Manitoba in October, 1989, is below the recommended design noise level of 65 Ldn dBA for outdoor recreation areas and in order to provide sound attenuation, the vegetation growth must be dense with both underbrush and a tree canopy, extend 5 m above the line of sight, and be a minimum of 30 metres thick. As there is a width of only approximately 10 metres in which to plant the trees, it would take many years to establish the dense growth necessary for sound attenuation and as the existing noise level is presently below 65 Ldn dBA, such a dense planting is not recommended.

However, it is feasible for aesthetic purposes to extend the existing strip of trees to both the east and west, as shown in Figure 1. The consultant for the Bishop Grandin Boulevard, Red River to Waverley Street project, UMA Engineering Ltd., has developed preliminary plans for such a proposal which could involve the planting of 168 trees at an estimated cost of $63,500.00, including a two year maintenance program, engineering costs and finance and administration charges.

Representatives of Manitoba Hydro and the Parks and Recreation Department have reviewed the preliminary plan and following some minor revisions, Manitoba Hydro has agreed in principle. The Parks and Recreation Department indicated that the lakes are elements of visual interest for motorists and suggested that clumps of trees be interspersed with opportunities to view the lakes framed by single tree trunks and on that basis the Parks and Recreation Department accepts the preliminary planting design as a maximum planting but would prefer a reduced planting.

The Streets and Transportation Department advises that "an aesthetic planting of trees could be placed between the travelled roadway on Bishop Grandin Boulevard and the two ponds as an extension of the project works currently in progress on the west side of the Red River." It has been determined that the necessary funding ($63,500.00) could be provided for this purpose from the Bishop Grandin Boulevard capital project.

Report of the Committee on Works and Operations, dated September 25th, 1990

Your Committee on Works and Operations therefore recommends:-

1. That authority be granted for an aesthetic planting of trees between the travelled roadway on the north side of Bishop Grandin Boulevard and the two ponds east of River Road as an extension of the project works currently in progress on the west side of the Red River.

2. That the necessary funding ($63,500.00) be provided for this purpose from the Bishop Grandin Boulevard Capital Project.

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.

Street Lighting - Regent Avenue Reconstruction, Rougeau Avenue to 130 metres East of Owen Street File SC-6

1566 - 5. On July 11th, 1990, Council passed By-law No. 5361/90 confirming the expropriation of the lands for the Regent Avenue widening.

On April 18th, 1990, Council approved the 1990 Capital Program including the amount of $3,469,000.00 for property acquisition and detailed engineering design for Regent Avenue, Rougeau Avenue to Plessis Road.

Construction on the Regent Avenue widening project is scheduled to begin in April, 1991, with the construction of a roadway diversion on the south side of Regent Avenue, followed by reconstruction of the westbound (north) pavement. In order to begin the roadworks contract in April, 1991, it is essential that some utility relocations occur on the lands required for street widening beginning September 4th, 1990.

The critical item to be completed prior to the start of construction in April, 1991, is the relocation of the existing street lighting on Regent Avenue between Rougeau Avenue and 130 metres east of Owen Street. The roadway diversion requires the removal of street lighting on the south side of Regent Avenue and the initial reconstruction requires the removal of street lighting on the north side of Regent Avenue. New street lighting must be in place prior to the start of construction of the roadway diversion in April, 1991, and must be installed when the ground is not frozen (June through November). If the street lighting is not relocated in the fall of 1990, either there will be no street lighting (providing an unacceptable condition), or the start of reconstruction must be delayed to July, 1991 (a situation where the planned work cannot be completed on schedule). In addition, proposed upgrading work by Manitoba Telephone System involving the installation of a new underground conduit will cause substantially less inconvenience to property owners and the users of Regent Avenue if it also occurs prior to the start of roadway construction.

There is one expropriation by-law (5361/90) for all properties required for the Regent Avenue project. However, the recommended dates for property possession for this project have been established as follows to meet the construction schedule:

Report of the Committee on Works and Operations, dated September 25th, 1990

DATE	REQUIREMENT
September 3rd, 1990	Properties on the north and south sides of Regent Avenue between Rougeau Avenue and 130 metres east of Owen Street for the installation of street lighting on both sides by Manitoba Hydro and the installation of Manitoba Telephone System plant on the north side.
May 1st, 1991	Southwest corner of Regent Avenue and Rougeau Avenue.
September 2nd, 1991	Properties on the north and south sides of Regent Avenue between Owen Street and Plessis Road for new street lighting.
May 1st, 1991	Corner cuts on the east side of Plessis Road at Regent Avenue and the corner cuts at Pandora Avenue and Plessis Road.

The September 1990 and 1991 possession dates for the majority of the project will also facilitate the relocation of improvements by each property owner under thawed ground conditions.

The funds for the new street lighting in the amount of $159,000.00 and funds for the City share of the cost of placing the overhead pole line underground in the amount of $94,900.00 are identified in the proposed 1991 Capital Program. There is no approved capital funding to authorize Manitoba Hydro to proceed with the street lighting design and installation on Regent Avenue between Rougeau Avenue and Owen Street.

The required $253,900.00 for street lighting and relocation of the overhead pole line represents 6% of the $4,300,000.00 approved in the 1989 and 1990 Capital Programs for property acquisition. Typically, property settlements on a large project such as Regent Avenue occur over several years. Therefore, the required funding for land acquisition can be reallocated in a subsequent Capital Program without a funding shortfall.

In the event the Regent Avenue project is deferred, the work is not throwaway. New street lighting must be in place in the year prior to the start of construction. The new street lighting will illuminate the existing pavement and the existing wood hydro poles and ornamental street light stands which currently represent a hazard as non-frangible fixed objects will have been removed from the section of Regent Avenue between Rougeau Avenue and 130 metres east of Owen Street.

Your Committee on Works and Operations recommends:-

1. That a capital funding commitment in the amount of $253,900.00 be approved to be reallocated from Property Acquisition to Utilities (Construction) for the Regent Avenue project on page 6 of the 1990 Capital Estimates, to enable the Manitoba Hydro to proceed with the street lighting design and installation on Regent Avenue between Rougeau Avenue and Owen Street.

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.

COMMITTEE ON WORKS AND OPERATIONS
MOTIONS

Moved by Councillor Lorenc,
Seconded by Councillor Timmers,
1567 - WHEREAS in 1988, St. Matthews Avenue was reconstructed from Arlington Street to Banning Street for which funds in the amount of $440,000.00 were included in the 1988 Capital Estimates, and surplus funds of $13,900.00 remain in this project (account number 03-118XXX- 5188040106);

AND WHEREAS St. Matthews Avenue contains a 14.0 metre roadway within a 20.1 metre right-of-way west of Arlington Street and a 7.6 metre roadway within a 15.0 metre right-of-way east of Arlington Street, and the centre of the roadway on St. Matthews Avenue west of Arlington Street is offset to the north by 2.5 metres from the centre of the roadway east of Arlington Street, with stopping being prohibited on the south side of St. Matthews Avenue between a point 15 metres west of Arlington Street and Arlington Street;

AND WHEREAS your Committee on Works and Operations has been advised that eastbound motorists on St. Matthews Avenue often utilize the right-hand traffic lane to proceed through the intersection in order to by-pass delayed left turning vehicles, and when eastbound through vehicles enter the intersection two abreast, drivers must merge within the intersection because the roadway narrows east of the intersection to allow only one lane of eastbound vehicular traffic;

AND WHEREAS requiring eastbound drivers in the left-hand traffic lane on St. Matthews Avenue to turn left at Arlington Street is compatible with the reduction from two traffic lanes to one traffic lane for eastbound vehicular traffic and will eliminate the potential hazard associated with vehicles merging within this intersection, and ensure that the right-hand traffic lane is able to accommodate eastbound through and right turning drivers, as stopping must be prohibited on the south side of St. Matthews Avenue from a distance of 40 metres west of Arlington Street;

AND WHEREAS a "Left Lane Must Turn Left" regulation requires the installation of an overhead lane designation sign for maximum conspicuity and effectiveness;

AND WHEREAS your Committee on Works and Operations, at its meeting on September 25th, 1990, authorized that:

a) eastbound drivers in the left hand traffic lane on St. Matthews Avenue be required to turn left at Arlington Street;

b) the south side of St. Matthews Avenue between a point 40 metres west of Arlington Street and a point 25 metres further east thereof be regulated "No Stopping Anytime"; NOW

THEREFORE BE IT RESOLVED, in conjunction therewith, your Committee on Works and Operations recommends that:-

c) authorization be granted to utilize $10,500.00 of the $13,900.00 surplus available in the St. Matthews Avenue Reconstruction Project (No. 03-51-04-6 on page 198 of the approved 1988 Capital Works Program) for the supply and installation of an overhead lane designation sign support structure for eastbound vehicular traffic on St. Matthews Avenue west of Arlington Street, and the Proper Officers of the City do all things necessary to implement the foregoing.

Carried.

COMMITTEE ON WORKS AND OPERATIONS
CONSIDERATION OF BY-LAWS

1568 - On motion of Councillor Lorenc, By-law No. 5525/90, a By-law of The City of Winnipeg to close a portion of the east/west public lane north of Portage Avenue, east of David Street, was read a first time. File No. DAC 22/87.

Councillor Lorenc moved that this constitute the first reading of By-law No. 5525/90, which motion was carried.

On motion of Councillor Lorenc, By-law No. 5529/90, a By-law of The City of Winnipeg to widen the lane corners in the block bounded by Machray and Church Avenues, Salter and Aikins Streets, was read a first, second, and third time, the rule being suspended for the third reading, and was passed and ordered to be signed and sealed. File No. DAO 14/85.

On motion of Councillor Lorenc, the rule was suspended and By-law No. 5534/90, a By-law of The City of Winnipeg to close part of Public Lane, Bard and Bower Boulevards, was read a first time. File No. DAC 4/89 (c/r DAC 6/89 and DASZ 1/89).

Councillor Lorenc moved that this constitute the first reading of By-law No. 5534/90, which motion was carried.