CONSIDERATION OF REPORT OF THE
COMMITTEE ON WORKS AND OPERATIONS

The Executive Policy Committee has had before it the Report of the Committee on Works and Operations, dated July 17th, 1990, has concurred in the recommendations contained therein and submits same to Council for approval and adoption.

On motion of Councillor Lorenc, the Report of the Committee on Works and Operations, dated July 17th, 1990, was considered clause by clause.

North Committee Room,
Council Building,
Winnipeg, July 17th, 1990.

His Worship the Mayor and Councillors:-

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

Widening of the East Side of rue Archibald approximately 428 metres South of Elizabeth Road - St. Boniface-St. Vital Community

File DAO 22/87

1366 - 1. In January of 1987, the Board of Commissioners instructed the Land Surveys and Real Estate Department to negotiate for the acquisition of the land required for the above referenced proposed widening as outlined in a report from the Director of Streets and Transportation regarding land acquisition for the 1987 Capital Program. The land is required in order to provide for an adequate boulevard after the reconstruction of rue Archibald has been completed. The owner of the land agreed to its sale to the City and allowed the construction to take place.

No objections were received in response to the usual circularization of all interested City departments and public utilities.

The Department of Environmental Planning has provided all necessary approvals as to planning considerations for this widening approved by the Board of Commissioners.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the opening/widening of the east side of rue Archibald approximately 428 metres south of Elizabeth Road, in accordance with Plan No. SBSV 6765/1, the cost of the by- law, estimated at $200.00, to be borne by the City-at-large.

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

Copy of Misc. Plan No. SBSV 6765/1 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operation, dated July 17th, 1990

Closing of Winnipeg Avenue, West of C.P.R. Line, located within the surrounding boundaries of the Winnipeg Hydro Engineering Yard - City Centre-Fort Rouge Community
File DAC 5/90

1367 - 2. The proposed closing of Winnipeg Avenue, west of the C.P.R. Line, located within the surrounding boundaries of the Winnipeg Hydro Engineering Yard and transfer of jurisdiction of the street proposed to be closed to the Winnipeg Hydro is shown on Land Surveys and Real Estate Department's Misc. Plan No. CCFR 7539. The proposal was initiated by the Land Surveys and Real Estate Department on request made by the Winnipeg Hydro.

Upon acquisition by the City (Hydro) of then privately-owned Block 5, Plan 215 for the expansion and consolidation of Hydro properties at 1315 Notre Dame Avenue, the Hydro became the owner of a large expanse of land with a portion of Winnipeg Avenue contained within the boundaries of Hydro's Engineering Yard.

As illustrated on Misc. Plan No. CCFR 7539, the portion of the street to be closed (which is physically unimproved and not being used as a thoroughfare,) is isolated and for all intents and purposes appears to form part of the Yard.

The proposal was circularized to all interested City departments and public utilities with no objections being received.

On April 17th, 1990, the City Centre-Fort Rouge Community Committee approved the proposed closing as recommended by the Subdivision Branch, Department of Environmental Planning.

At its meeting held on May 14th, 1990, the Committee on Planning and Community Services approved as to planning considerations the closing of that portion of Winnipeg Avenue as shown on said Misc. Plan No. CCFR 7539.

The Committee on Finance and Administration, at its meeting on January 26th, 1990, approved the transfer of jurisdiction of the lands comprising the street to be closed to the Winnipeg Hydro for incorporation with Winnipeg Hydro's Engineering Yard.

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 Winnipeg Avenue, west of the C.P.R. Line, located within the surrounding boundaries of the Winnipeg Hydro Engineering Yard; all costs associated therewith to be borne by the City-at-large.

2. That upon first reading of the by-law being subsequently given, the City Clerk be authorized to post the necessary notices in accordance with The City of Winnipeg Act.

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

Copy of Misc. Plan No. CCFR 7539 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operation, dated July 17th, 1990

Closing of portions of John Hirsch Place (formerly Theatre Way) between Market and Bannatyne Avenues, East and West of Rorie Street - City Centre-Fort Rouge Community File DAC 2/89

1368 - 3. The City Centre-Fort Rouge Community Committee, at its meeting held on May 3rd, 1988, in approving the opening of Theatre Way under Planning Department's File DAO 11/88, recommended the "deletion of certain parcels to be identified as appropriate for transfer to adjacent owners".

The Committee on Planning and Community Services, at its meeting held on May 9th, 1988, in approving the opening of the right-of-way, adopted the Community Committee's recommendation. However, because of the desire of the City to develop the right-of-way in 1988 and due to the fact that at that time the geometrics of "these parcels" had not been identified or established, the legal opening proceeded with in the manner shown on Misc. Plan No. CCFR 5787/3.

By-law No. 4909/88, which opened Theatre Way, was passed by Council on May 26th, 1988.

Eventually, two adjoining owners (136 Market Avenue General Partner Inc. and 79222 Manitoba Ltd.) have identified portions of the right-of-way, shown as "Proposed Closing" on said Misc. Plan No. CCFR 7382/2, which the owners have proposed be conveyed to them, respectively.

The proposed closing was circularized to the usual interested City departments and public agencies in response to which no objections were received.

On June 20th, 1989, the City Centre-Fort Rouge Community Committee recommended approval of the partial closing of portions of Theatre Way.

On July 17th, 1989, the Committee on Planning and Community Services approved as to planning considerations the referenced partial closing.

Committee noted that it is intended that upon completion of the proposed partial closing, sale of the lands will be negotiated with the two adjoining owners, respectively, subject to such terms and conditions as may be approved by the Committee on Finance and Administration.

Council, in the interim, on February 15th, 1989, granted Historic Renovations Ltd. (79222 Manitoba Ltd.) Leave and License to use one of two portions of the right-of-way proposed to be closed.

On April 4th, 1990, Council passed By-law No. 5404/90, which by-law was registered in the Winnipeg Land Titles Office on April 23rd, 1990, officially changing the name of Theatre Way to John Hirsch Place.

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 portions of John Hirsch Place (formerly Theatre Way) between Market and Bannatyne Avenues, east and west of Rorie Street, in the manner shown on Misc. Plan No. CCFR 7382/2, 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.

A copy of Misc. Plans No. CCFR 5787/3 and CCFR 7382/2 referred to herein are on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried

Report of the Committee on Works and Operation, dated July 17th, 1990

Opening and Closing of streets forming part of the Kildonan Corridor between the Red River and Main Street - Lord Selkirk- West Kildonan Community
File DAOC 8/89

1369 - 4. The openings and closings of streets forming part of the Kildonan Corridor between the Red River and Main Street constitute Stage One of the Kildonan Corridor Project, a capital works program initiated in 1975. All of the affected lands are City owned.

The proposal has been circularized to all interested City departments and public utilities with no objections having been received. Manitoba Hydro and the Manitoba Telephone System have indicated that either relocation costs or an easement for the maintenance of their pole line in the portion of High Street to be closed will be required. The Greater Winnipeg Gas Company has advised that the closing of High Street will necessitate the abandonment of their gas line in that right-of-way and that the cost of abandonment will be $3,600.00. These costs will be charged to the project. The portion of High Street to be closed will be consolidated with the adjoining City owned lands.

The subdivision Administrator has advised that it is not necessary to place this matter before the Community Committee or the Committee on Planning and Community Services as this capital works program has received approvals as to planning considerations at all levels. Your Committee on Works and Operations has approved the proposal and recommends:-

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the opening and closing of streets forming part of the Kildonan Corridor between the Red River and Main Street in accordance with Plan No. LSWK 7291, 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 7291 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Closing of Public Lanes and Parts of Parr Street between Jefferson and Hartford Avenues adjacent to C.P.R. Right-of-way - Lord Selkirk-West Kildonan Community File DAC 37/89

1370 - 5. The proposed partial closing of Parr Street and related lanes as illustrated on Misc. Plan No. LSWK 7609 was initiated by the District Engineer, District No. 3 Operations, on the grounds that the rights-of-way are not required for public works purposes. The street and the lane proposed to be closed are vacant and are both unimproved.

Report of the Committee on Works and Operation, dated July 17th, 1990

The usual circulation was made to all interested City departments and public agencies with no objections being received in response. However, both the Manitoba Hydro and the Manitoba Telephone System were informed of their respective requirements for easements for the protection of their facilities. Since the lands will remain in City-ownership upon the closing, Canadian Pacific Railway's existing trackage through the subject rights-of-way will not be affected.

The Lord Selkirk-West Kildonan Community Committee, on May 1st, 1990, approved of the proposed closing.

At its meeting held on May 28th, 1990, the Committee on Planning and Community Services approved the proposed closing as shown on said Misc. Plan No. LSWK 7609 as to planning considerations.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the closing of public lanes and parts of Parr Street between Jefferson and Hartford Avenues adjacent to the C.P.R. Right-of-way in the manner shown on Misc. Plan No. LSWK 7609, 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 7609 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Bishop Grandin Boulevard Extension - Pembina Highway to Waverley Street - Assiniboine Park - Fort Garry Community File DAOC 9/88

1371 - 6. The proposed extension of Bishop Grandin Boulevard from Pembina Highway to Waverley Street was included in the 1987 Capital Program of the Streets and Transportation Department, which was approved by Council on March 25th, 1987.

The City owns the majority of the lands required to open Bishop Grandin Boulevard. Other lands affected are owned by Manitoba Hydro. Manitoba Hydro has entered into an agreement to allow the City to enter and construct the new road. Negotiations to dedicate these lands as public roadway by Manitoba Hydro are being processed at this time. A four foot strip of land of indeterminate ownership not shown on the assessment rolls is to be acquired by the City.

The City land at the west end of the proposed opening (identified as Water Control Works on Plan APFG 7823/4) is under the jurisdiction of the Waterworks, Waste and Disposal Department. It will be necessary to transfer the jurisdiction of this land to the Streets and Transportation Department. Negotiations to effect this transfer of jurisdiction are in progress.

The proposed street closings are lands that are not physically opened as street and which are no longer required for street purposes now that the final alignment of the Bishop Grandin extension has been determined. These lands will be incorporated into adjoining City owned lands and offered for sale upon closure.

Report of the Committee on Works and Operation, dated July 17th, 1990

The subject proposal has been circularized to all interested City departments and public utilities with no objections having been received. Construction of the street is under way.

The opening/closing by-law will be submitted to Council upon the dedication by Manitoba Hydro of their lands required for the opening of the Bishop Grandin Boulevard extension.

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

1. That the City Solicitor be instructed to prepare the necessary opening/closing by-law for submission to Council to effect the Bishop Grandin Boulevard extension - Pembina Highway to Waverley Street, in accordance with Plan No. APFG 7823/4, upon the dedication by Manitoba Hydro of their lands required for the opening of the Bishop Grandin Boulevard extension; the cost of the by-law, estimated at $200.00, to 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. APFG 7823/4 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Opening/Widening at the North-east corner of Pembina Highway and Oakenwald Avenue - Assiniboine Park-Fort Garry Community
File DAO 9/90

1372 - 7. At its meeting on June 26th, 1990, the Committee on Finance and Administration approved acquisition of property for the referenced proposed widening at the north-east corner of Pembina Highway, and requested the Director of Environmental Planning to investigate the status of the encroachments on the City's right-of-way.

The property forms part of the Streets and Transportation's asphalt resurfacing, sidewalk renewal and geometric improvements on Pembina Highway between Merriam Boulevard and McGillivray Boulevard. This project is included in the Council approved 1990 Capital Estimates.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the street opening/widening at the north-east corner of Pembina Highway and Oakenwald Avenue, as shown on Misc. Plan No. APFG 7838, the cost of the by-law, estimated at $200.00, to be charged to the 1990 Capital Program of the Streets and Transportation Department.

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

Copy of Misc. Plan No. APFG 7838 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operation, dated July 17th, 1990

Corner Rounding - South-east Corner of Cumberland Avenue and Hargrave Street - City Centre-Fort Rouge Community
File DAO 8/90

1373 - 8. At its meeting on June 26th, 1990, the Committee on Finance and Administration approved property acquisition to facilitate the corner rounding at the south-east corner of Cumberland Avenue and Hargrave Street. The property forms part of the Streets and Transportation's Hargrave Street Resurfacing Project between Ellice and Notre Dame Avenues, which project is included in the Council approved 1988 Capital Estimates.

The Committee on Finance and Administration has authorized the waiving of any encroachment fees which would otherwise be applicable, and has requested the Committee on Planning and Community Services to approve for the life of the existing building, the resulting encroachment of a balcony into the south-east corner of Hargrave Street and Cumberland Avenue a maximum distance of 0.91 metres as indicated on Misc. Plan No. CCFR 7144, at no cost to the property owner, subject to the approval of the Committee on Finance and Administration.

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

1. That the City Solicitor be instructed to prepare the necessary street opening by-law in accordance with Misc. Plan No. CCFR 7144 for submission to Council to effect the corner rounding at the south-east corner of Cumberland Avenue and Hargrave Street, the cost of the by-law, estimated at $200.00, to be charged to the 1988 Capital Program of the Streets and Transportation Department.

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

Copy of Misc. Plan No. CCFR 7144 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Street Widening at the South-east Corner of Pembina Highway and Point Road - Assiniboine Park-Fort Garry Community
File DAO 7/90

1374 - 9. On June 26th, 1990, the Committee on Finance and Administration approved acquisition of property for the proposed street widening at the south-east corner of Pembina Highway and Point Road. The property forms part of the Streets and Transportation's asphalt resurfacing, sidewalk renewal and geometric improvements on Pembina Highway between Merriam and McGillivray Boulevards. This project is included in the Council approved 1990 Capital Estimates.

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

1. That the City Solicitor be instructed to prepare the necessary street opening by-law in accordance with Misc. Plan No. APFG 7839 for submission to Council, to effect street widening at the south-east corner of Pembina Highway and Point Road; the cost of the by-law, estimated at $200.00, to be charged to the 1990 Capital Program of the Streets and Transportation Department.

Report of the Committee on Works and Operation, dated July 17th, 1990

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

Copy of Misc. Plan No. APFG 7839 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Transit Lottery File TT-7

1375 - 10. On March 21st, 1990, Council referred the following motion to your Committee:

"WHEREAS regular bus transit ridership is critical to the economic viability of public transit;

AND WHEREAS bus passes are carefully numbered with irreplicable designs;

AND WHEREAS promotion and advertisement are essential to increasing clientele of any service;

AND WHEREAS lotteries are a proven success in raising funds for public service;

THEREFORE BE IT RESOLVED that the City of Winnipeg examine a transit lottery using bus pass numbers and a monthly draw as a means of increasing ridership and revenues;

BE IT FURTHER RESOLVED that the City undertake a major advertising campaign to promote the advantage of public transit use."

The Transit Department has investigated and reviewed the possible impact of such a promotion with the Manitoba Lotteries Foundation, other Transit properties, and the Canadian Urban Transit Association. In reviewing this matter, there were two options considered. The first was to sponsor and implement a major Transit "lottery" similar to those held by the Western Canada Lotteries. The second option considered was to implement a promotion similar to a lottery, but with some slight variations to avoid issues regarding licensing and lottery regulations.
Based on information received from the Manitoba Lotteries Foundation (Attachment 1), it is unlikely that Winnipeg Transit would qualify for a lottery license given the general "characteristics of organizations" and "use of funds" criteria specified by the Manitoba Lotteries Foundation. Further, even if the City was able to obtain a license, it is likely we would face substantial public backlash in that there are a limited number of "major" lottery licenses given out each year, and, if one is awarded to the City, another organization such as the St. Boniface Hospital or Children's Hospital, etc., would potentially lose their license. The City would face substantial public criticism and resentment over the fact that a license was awarded to the City that was taken away from another organization.

The Manitoba Lotteries Foundation has indicated that if Transit were to undertake a venture of this type, it would likely be considered a "promotion" as opposed to a lottery because there is no specific "consideration". Transit customers would be obtaining bus passes at the regular rates. (i.e., they would not be purchasing a ticket specifically and only for a lottery). Winnipeg Transit considered the opportunity for a "lottery type" promotion utilizing bus passes and possible prizes based on bus pass numbers. After a thorough review of this option, the Transit Department concluded that it would not be in the best interest of Transit or the City to implement such a promotion for the following reasons:

1. Possible legal issues.
2. Potential adverse public reaction.
3. Potential lost revenues.
4. Possible claims of discrimination.
5. Potential additional costs.
6. General impression/perception of the City and Transit as a public utility.

Report of the Committee on Works and Operation, dated July 17th, 1990

The Transit Department believes very strongly that if any major promotion is to be undertaken, it should focus on and stress the advantages of transit for the traveller; no parking problems, no parking expenses, worry-free driving, economy, convenient express routes, etc. While Transit does not offer many of the advantages of a private automobile, it does at the same time have some very strong advantages which can be conveyed to the public and in this way encourage their use of the transit system.

Legal Issues:

In the letter from the Manitoba Lotteries Foundation, it is proposed that the City legal counsel research the matter of a promotion based on bus passes and in particular, review (R. vs. Canada Trust Company) which sets legal procedures in this area. They also stated that the City should also be aware that promotional schemes are covered by the competition act which is enforced by the Consumer and Corporate Affairs Department. It appears this could become quite a time consuming task for the City to pursue from a legal standpoint.

Potential Adverse Reaction:

If a promotion based on bus pass numbers was implemented, the City could expect to receive adverse reaction from individuals who do not purchase bus passes. There could be claims of discrimination against Transit passengers who prefer to use cash and/or tickets with consequent bad publicity. If the promotion is expanded to include these individuals, there are a host of additional operational problems.

Potential Lost Revenues:

One of the main objectives of the promotion is to increase ridership and revenues. However, these two elements do not necessarily go hand-in-hand. For example, an individual who prefers to use bus tickets travelling to and from work would spend $40.00 per month (40 tickets x $1.00). He/she may prefer this option because it requires a smaller cash outlay, there is no potential loss of a bus pass, and there may be certain months when he/she rides less often and it may be more economical. If this individual is encouraged to purchase a bus pass, the total revenue received by Transit would be $38.00. There would be a $2.00 loss! Further, an adult bus pass is transferrable, and these individuals may pass it on to their wives, children, etc., which would further reduce Transit revenues.

Potential Additional Costs:

If a promotion of this type is undertaken, advertisements would be required to inform the public of the winning number(s). On a monthly basis, Winnipeg Transit sells approximately 38,000 monthly bus passes. Regardless of the fact that the winning numbers could be publicized on radio and TV, it is anticipated that the Transit Department would receive a considerable number of phone calls from the public wanting to know what the winning number is. The Transit phone system is currently very busy, and the additional "winning number" calls could hamper the provision of information to the public, and additional staff would be required to handle these calls. Another option in this regard is to have a special number and recorded message. While this might reduce some of the phone calls, it is anticipated that most people would simply look up the Transit phone number in the telephone book and utilize that number to contact Transit.

Report of the Committee on Works and Operation, dated July 17th, 1990

A promotion of this type can be of substantial cost dependent on the prizes offered and level of advertising. The C.T.C.U.Q. (Quebec City Transit) implemented a "scratch and win" lottery for approximately 3 months from March 17th, 1988, to June 11th, 1988. Total cost of this promotion was $203,000.00, which was shared between Quebec Transit and various co-sponsors. Based on discussions with Quebec Transit, they were not able to identify any permanent increase in ridership as a result of this promotion, and, even the temporary increases (2%) were somewhat questionable given the potential "error factors" in their monthly ridership statistics.

It may not be necessary for Winnipeg Transit to undertake a promotion as large in scope as Quebec Transit, but a reasonable estimate given past promotions undertaken by Winnipeg Transit would be in the order of $100,000.00. This would allow production of appropriate advertisements, point of purchase material, ads informing the public of the "winning numbers", etc. Even if this promotion is undertaken, the Manitoba Lotteries Foundation has indicated that the "lottery" market is becoming quite saturated, and in order to stimulate sales, extremely large prizes may be required to stimulate ticket purchases.

Perception of Transit and The City:

The Transit Department is concerned about the impact such as promotion would have on the image of Transit and the City. Over the last several years, the Transit Department has undertaken a number of significant promotions to enhance its public profile within the City. These ventures include the Santa Bus, free New Years Eve service, the Community Relations bus, a substantially expanded school visitation program, and the accommodation of many special visits to the Transit Base.

The implementation of a lottery type promotion could be considered somewhat "gimmicky" or "frivolous" by the public. Your Committee on Works and Operations endorses the opinion of the Transit Department that if any major promotion is to be undertaken, it should stress the advantages of transit for the traveller; no parking problems, no parking expenses, worry-free driving, economy, convenient express routes, etc. While public transit does not offer many of the advantages of a private automobile, it does at the same time have some very strong advantages which can be conveyed to the public and in this way encourage their use of the transit system.

After due and careful consideration, your Committee on Works and Operations recommends that a Transit Lottery or lottery-type promotion not be undertaken by Winnipeg Transit as a potential method of stimulating increased ridership and revenues.

Moved by Councillor Lorenc,
Adoption of the clause.

Moved by Councillor Murray,
That the clause be laid over until the next regular meeting of Council.

The motion to lay over the clause was put.

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

Yea: Councillors Boychuk, Clement, Demare, Duguid, Laurendeau, Lazarenko, Murray, Reese, Selinger, Thomas, Timmers, Young, and Yuen. 13

Nay: Councillors Douglas, Fleisher, Fraser, Gilroy, Lorenc, Mitchelson, Timm-Rudolph, Mayor Norrie, and Councillor Eadie. 9

and the motion to lay over the clause was declared carried.

Report of the Committee on Works and Operation, dated July 17th, 1990

Traffic Regulations related to Route 17 -
The Kildonan Bridge Project
File SC-2.11

1376 - 11. In conjunction with the Kildonan Bridge project, a divided highway is being constructed on Main Street between Seaforth Avenue and Red River Boulevard.

On September 6th, 1989, the Committee on Works and Operations approved a number of traffic regulations associated with the Kildonan Bridge project (Route 17). Additional traffic regulations, not included in the previous report, are required for safe and efficient traffic flow on Main Street between Seaforth Avenue and Red River Boulevard and at the intersection of Route 17 and Henderson Highway.

As a result of recent design modifications, it is proposed that the median on Main Street not be left open at Le Peress Avenue. The Streets and Transportation Department distributed a letter advising adjacent residents and business owners of the proposed median closure and that any objections may be considered by the Lord Selkirk-West Kildonan Community Committee. On June 12th, 1990, the Lord Selkirk-West Kildonan Community Committee concurred in the Department's recommendation not to construct a median opening on Main Street at Le Peress Avenue.

U-Turn Prohibitions at the Intersection of Route 17 with Henderson Highway and with Main Street

At the signalized intersection of Henderson Highway and Route 17, northbound left turns on Henderson Highway will be accommodated in two traffic lanes with a separate left turn signal phase at the same time as eastbound right turns are accommodated in two traffic lanes with a separate right turn signal phase. Prohibiting northbound U-turns will avoid any potential conflict with eastbound right turning vehicles.

A southbound left turn storage lane will not be provided on Henderson Highway at Route 17. Under such a circumstance, prohibiting the southbound U-turns will ensure that southbound through vehicular traffic is not impeded by vehicles U-turning from the through lane. Furthermore, the traffic control signals at this intersection will be programmed with a northbound green phase that will include a flashing green interval, extended longer than the southbound green phase, to facilitate the northbound left turning movement. Southbound U-turning drivers may be unaware of such an extended green phase provided for the northbound movement and, when the amber signal indication is displayed to them, may begin their turn through the intersection, resulting in a potential collision with a northbound through moving vehicle.

Eastbound left turns on Route 17 at Henderson Highway will be accommodated in two traffic lanes with a separate left turn signal phase at the same time as southbound right turns are accommodated in two traffic lanes with a separate right turn signal phase. Prohibiting eastbound U-turns will avoid any potential conflict with southbound right turning vehicles.

A northbound left turn storage lane will not be provided on Main Street at Route 17. Under such a circumstance, prohibiting northbound U-turns will ensure that northbound through vehicular traffic is not otherwise impeded by vehicles U-turning from the through lane. In addition, the traffic control signals at this intersection will be programmed with a southbound green phase that will include a flashing green interval, extended longer than the northbound green phase, to facilitate the southbound left turning movement. Northbound U-turning drivers may be unaware of such an extended green phase provided for the southbound movement and, when the amber signal indication is displayed to them, may begin their turn through the intersection, resulting in a potential collision with a southbound through moving vehicle.

At the signalized intersection of Main Street and Route 17, westbound left turns will be accommodated in two traffic lanes with a separate left turn signal phase at the same time as northbound right turns are accommodated in two traffic lanes with a separate right turn signal phase. Prohibiting westbound U-turns will avoid any potential conflict with northbound right turning vehicles.

Report of the Committee on Works and Operation, dated July 17th, 1990

Turn Prohibitions on Main Street at Commonwealth Avenue, at Park Manor Boulevard, and at the mid-block median openings at the private approaches serving the North End Water Pollution Control Centre

The proposed highway geometry on Main Street between Seaforth Avenue and Red River Boulevard is shown on Figure 1. The distance on Main Street between Commonwealth and Woodbine Avenues is not sufficient to enable construction of a northbound left turn storage lane at Commonwealth Avenue while maintaining a southbound left turn storage lane at Woodbine Avenue. Similarly, the distance on Main Street between Woodbine Avenue and Park Manor Boulevard is too short to construct a southbound left turn storage lane at Park Manor Boulevard while maintaining a northbound left turn storage lane at Woodbine Avenue. The prohibition of U-turns for northbound vehicular traffic at Commonwealth Avenue and for southbound vehicular traffic at Park Manor Boulevard is required because there will be no storage lane available to accommodate these left turning vehicles out of the through traffic stream.

Two median openings on Main Street between Seaforth and Highland Avenues are intended to serve the private approaches at the North End Water Pollution Control Centre. The south approach will operate one-way eastbound and the north approach will operate one-way westbound. The median openings and the northbound left turn storage lane are designed to accommodate such one-way movements. Prohibiting southbound U-turns on Main Street at both these median openings will avoid any potential collision hazard. Prohibiting northbound left and U-turns is required at the south-most private approach since it will operate one-way eastbound.

Turn Prohibitions and Median Closure on Main Street at Le Peress Avenue

Le Peress Avenue, located approximately 85 metres north of Ridgecrest Avenue, intersects Main Street from the west to form a "T" intersection. In a typical 12 hour weekday between 07:00 and 19:00, 40 northbound vehicles on Main Street turn left at Le Peress Avenue and 10 eastbound vehicles on Le Peress Avenue turn left at Main Street.

A northbound left turn storage lane will be installed at Park Manor Boulevard and a southbound left turn storage lane will be installed at Ridgecrest Avenue. As the area develops, Ridgecrest Avenue will become a collector street when extended east of Main Street and the intersection of Main Street and Ridgecrest Avenue will be signalized. The length of the median on Main Street between Park Manor Boulevard and Ridgecrest Avenue will be insufficient to install a median opening with left turn storage lanes at Le Peress Avenue and, as a result, it is proposed that there be no median opening at this intersection. Motorists will be able to circulate via the median opening at Ridgecrest Avenue to the south or via the median opening at Park Manor Boulevard to the north.

"No Right Turn on Red" Regulations at the Intersections of Route 17
with Henderson Highway and with Main Street

Northbound right turning vehicular traffic at Main Street and Route 17 and southbound and eastbound right turning vehicular traffic at Route 17 and Henderson Highway will be accommodated in two traffic lanes with a separate traffic control signal phase. Prohibiting right turns on a red signal indication for these movements will avoid any potential collision hazard otherwise associated with vehicles turning right in two lanes while being required to yield to traffic on the intersecting street.

Route 17

Route 17 between Henderson Highway and Main Street has been designed to accommodate truck traffic and conforms to the criteria of the Streets and Transportation Department for recommending Full-Time Truck Routes, namely, a Regional Street connecting two or more communities or two or more other Regional Streets, and a Regional Street providing a crossing of the Red River.

Including Route 17 between Henderson Highway and Main Street in Schedule 1 of the Private Approaches By-law will prohibit the installation of private approaches on the route.

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NOTE:- Section 3, sub-section 3 of the Private Approaches By-law states:

> "(3) No deletion or addition shall be made to Schedule 1 unless and until Committee has published a notice in each of two successive weeks in two newspapers having a general circulation in the Winnipeg Area stating the day on which and the time and place at which it will hear objections to the proposed deletion or addition; and the day fixed in the notice for the hearing under this subsection shall not be earlier than fourteen days after the day of the first publication of a notice in the newspapers."

As the City's Traffic Authority, your Committee on Works and Operations has authorized that:

a) i) northbound U-turns, southbound U-turns and eastbound U-turns at the intersection of Henderson Highway and Route 17 be prohibited at all times; and

ii) northbound U-turns and westbound U-turns at the intersection of Main Street and Route 17 be prohibited at all times.

b) northbound U-turns at the intersection of Main Street and Commonwealth Avenue be prohibited at all times.

c) southbound U-turns at the intersection of Main Street and Park Manor Boulevard be prohibited at all times.

d) southbound U-turns at the median openings on Main Street approximately 165 metres and 300 metres north of Seaforth Avenue be prohibited at all times, and the northbound left and U-turns at the median opening on Main Street approximately 165 metres north of Seaforth Avenue be prohibited at all times.

e) northbound left and U-turns, eastbound left turns and southbound U-turns at the intersection of Main Street and Le Peress Avenue be prohibited at all times and that no median opening be provided for vehicular traffic at this intersection.

f) the following vehicular traffic movements be regulated "No Right Turn on Red":

i) northbound vehicular traffic on Main Street at Route 17, and

ii) eastbound vehicular traffic on Route 17 at Henderson Highway, and

iii) southbound vehicular traffic on Henderson Highway at Route 17.

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

1. That Section 40 of The City of Winnipeg Traffic By-law No. 1573/77 be amended by adding Route 17 from Henderson Highway to Main Street to Schedule 1, thereby designating this section of Route 17 as a Full- Time Truck Route; and that the City Solicitor be instructed to prepare the amending by-law for submission to Council.

2. That Section 3 of The City of Winnipeg Private Approaches By-law No. 329/73 be amended by adding Route 17 from Henderson Highway to Main Street to Schedule 1, thereby designating this route as a street on which no private approaches shall be installed, SUBJECT TO the requirements of Section 3, sub-section 3 of the said by-law having first been appropriately complied with; and if so, the City Solicitor prepare the necessary amending by-law for submission to Council.

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.

(Note: See Minute No. 1383 for attachment.)

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Amendment to the Private Approaches By-law - Materials to be used for the Construction of Private Approaches
File SC-1

1377 - 12. The project of widening the right-of-way and of "dualing" (adding another roadway to) McPhillips Street, from Swailes Avenue to the Northern City Boundary and just beyond, was assigned to Damas and Smith Ltd. (now D.S. Lea and Associates Ltd.) on February 26th, 1980. The result was the recommendation to construct a new and additional roadway therein to accommodate northbound vehicular traffic and to create a divided highway having a "rural" cross-section with shoulders along both sides except in the southernmost section between Swailes Avenue and Storie Road where an urban cross-section is more appropriate.

The City has been negotiating since 1981 for the acquisition of adjacent land to achieve the right-of-way widening, throughout which the land owners have been advised that in the course of removing the east ditch and the existing private approaches giving vehicular access to the abutting land along the east side, a new northbound roadway, a new east ditch and new private approaches will be constructed by the City, the private approaches to replace what was there before. However, the new private approaches were constructed only of gravel, and the additional works required to bring an approach into conformance with the City's standard, including paving in concrete, remained the responsibility of the owner of the land served by the private approach.

As of August 16th, 1988, the stipulated length of private approach to be paved in concrete was reduced to 6 metres (the length of a passenger vehicle plus a metre or two), which was a significant reduction from the distance between the edge of concrete roadway in McPhillips Street to the front property line of the adjoining private land (11.4 metres along the west side, 13.2 metres along the east side). The full length of the private approach within the street right-of-way is what is required to be paved in streets having an urban cross-section (with roadway-edge curbs, sidewalks or space for same, and grassed boulevards).

On March 8th, 1989, Mr. R. J. F. Chartier, Inquiry Officer, conducted an Inquiry into the "expropriations by The City of Winnipeg for the Proposed McPhillips Street Widening" pursuant to The Expropriation Act, R.S.M. 1987. In the Inquiry proceedings, three of the affected land owners questioned or objected to the earlier stated requirements repeated in the proceedings that the private approaches along both sides of McPhillips Street were to be paved in concrete from the edge of roadway to 6 metres therefrom (measured at a right-angle to the roadway). In the "Final Comments" of the Inquiry Officer's Report, Mr. R. J. F. Chartier stated "I would personally urge the expropriation authority to do whatever is necessary to ease the burden of these Objectors with respect to their private approaches."

In mid-March of 1989, a notice dated March 13th, 1989, confirming commencement of the project was delivered to each occupied property abutting the project extent, which notice advised that "...the construction of the second two lane pavement to the east of the existing pavement will occur first". Shortly thereafter, all owners of the land abutting the east side of the project were visited and reminded of the obligation to pave 6 metres in length of the private approach, within the 1989 construction season.

It was not until late July of 1989 that most land owners along the west side were visited and advised of the obligation to pave 6 metres in length of the private approach. The reaction of many of the land owners along the west side to this advice was such as to leave little expectation of their conformance with same.

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In a registered letter dated August 21st, and delivered by Canada Post on Monday, August 28th, 1989, the landowners along both sides of McPhillips Street from Swailes Avenue to the Northerly City Boundary were advised as follows:

> "...The private approach that serves your property must be upgraded as it does not conform with The City of Winnipeg Private Approaches By-law 329/73, Section 11, Subsection 5, which reads:" (followed by quotations of said subsection in the letter)
>
> "It is the owner's responsibility to have constructed in concrete that portion of the approach within 6.0 metres of the edge of the concrete roadway as shown on the attached drawing."
>
> "A licensed contractor of your choice must carry out these works by September 9, 1989 as required by the City of Winnipeg Private Approaches By-law. Alternatively, Borland Construction Ltd., General Contractors, 751 Lagimodiere Boulevard, phone 255-6444, Mr. Tom Berry are the McPhillips Street contractors and have quoted a per square metre cost for concrete at $45.00. Otherwise the City will arrange for the construction of a concrete approach during the 1989 construction season, costs of which will be the responsibility of the owner of the property. If the costs are not paid by the owner, they will be added to the taxes on the land and collected in the same manner as the general municipal taxes."

Accompanying each letter was a list of licensed contractors. At the time of preparation of the letter it was thought that the contractor would likely complete construction of the new northbound roadway within a week or so of the September 9th date, opening it temporarily to "two-way" vehicular traffic usage, temporarily closing the old roadway to through vehicular traffic and commencing rehabilitation of same. The new roadway was actually opened to public usage early on Tuesday, September 5th.

The Committee on Works and Operations, at its meeting held on September 12th, 1989, considered a presentation by Councillor O'Shaughnessy accompanied by Mr. Dennis Wawrykow who presented a petition with respect to a directive from the Streets and Transportation Department regarding a requirement for paved approaches on McPhillips Street north of Templeton Avenue.

It was the decision of Committee that the requirement for property owners to pave private approaches in this area be deferred until such time as the Committee on Works and Operations conducted a review of the City's Private Approaches By-law, and the matter was referred to the Streets and Transportation Department for report.

As was stated in the registered letter to the landowners located adjacent to McPhillips Street within the widening/dualing project extent:

> "This is the first time since the coming into force of the City of Winnipeg Private Approaches By-law in the early 1970's that major street works have been conducted upon McPhillips Street north of Beecher Avenue. In the undertaking and completion of this major project, it is important that reasonable steps be taken to prevent movement of gravel onto the travelled way (the roadways). On a rural highway it is generally true that gravel appears upon the roadways only at cross-roads and private approaches. Loose gravel upon a paved highway can cause loss of traction by vehicles travelling upon the highway, and can be propelled by vehicles moving at highway speed and cause damage to other vehicles, etc."

Where cross-roads and private approaches are not paved, the movement of gravel onto the paved roadways is directly related to the volume of vehicular traffic that crosses the gravel shoulder to/from cross-roads and private approaches. Because cross-roads normally serve more than one property and carry the vehicular traffic generated by all of the properties served by the cross-road, unpaved cross-roads generally result in the most gravel movement onto the paved roadways of a highway. In this project the cross-road "turn-outs" are being paved in concrete, from the McPhillips Street roadways to the edge of the McPhillips Street right-of-way, and in asphalt for another 10 metres along the cross-road to reduce the movement of gravel upon the approach to the "stop sign" upon every cross-road controlling vehicular traffic prior to entry onto the highway (McPhillips Street).

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The busier private approaches serving adjacent land result in somewhat lesser movement of gravel onto the paved roadways of the highway than at the cross-road, including land upon which a commercial enterprise is based such as a contractor's business.

The private approaches serving single-family residences result in somewhat lesser movement of gravel onto the paved roadways, because the vehicular traffic volume is lower.

The gravel shoulders across which no vehicles move to/from abutting land result in the least movement of gravel onto the paved roadways.

The foregoing information regarding gravel movement onto the paved roadway(s) is consistent with the experience of the street maintenance personnel of District 3 on this section of McPhillips Street.

The City of Winnipeg Private Approaches By-law 329/73 provides as follows:

"Powers of the Commissioner of Works and Operations

5. Subject as herein provided, the Commissioner is hereby designated as the officer to have supervision, authority and control as to location, construction, materials, workmanship and other matters in connection with the installation, construction, reinstallation, reconstruction and maintenance of private walks and private approaches.

Repairs, Alterations, Reconstructions Initiated by the Commissioner

6. Subject to Section 11:

(a) Should it be necessary at any time, in the opinion of the Commissioner, to repair, alter, reconstruct or relocate a private approach or walk, the Commissioner, after having given seven (7) days notice in writing to the owner, shall cause the work to be done and the cost thereof, as certified by him, shall be paid by the owner. An owner who deems himself aggrieved by the decision of the Commissioner, may appeal the decision to the Committee (on Works and Operations) within the said seven (7) days.

Construction

8. Subject to Section 10:

(b) The location, construction, materials and workmanship of any private walk or approach shall be as the Commissioner requires.

Appeals

10 (7) The decision of the Committee...shall be final and binding.

Cost of Approaches or Walks

11 (5) Notwithstanding anything contained in Section 6 hereof, whenever the City widens, reconstructs of resurfaces a pavement and thereby necessitates alteration or reconstruction of a lawful private approach or walk, the City shall assume the entire cost occasioned by the said widening, reconstruction or resurfacing unless the approach is not constructed to the same standard as the abutting street, in which case the city may assess the cost of improving the approach against the benefiting property."

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The purposes in paving the cross-road "turn-outs" and private approaches is to achieve road user safety by preventing the movement of gravel onto the arterial highway and the resulting loss or reduction of traction on the highway, and the protection of vehicles from "flying stone" damage by avoiding the presence of loose gravel upon the roadway(s), to avoid damage to the highway shoulder by having private approaches constructed to a standard that will survive the regular movement of vehicles across the shoulder to/from private approaches, and the lowest cost of highway maintenance (of removal of gravel from the paved roadways and of the repair of shoulders).

More recently, an inspection has also been made of other Regional Streets having rural cross-section including gravel shoulders, to ascertain the manner of construction of private approaches and the related condition of the main roadway(s) in the Regional Streets. The streets include:

- Dugald Road, Route 20 (Lagimodiere Boulevard) to P.T.H. 101.
- Henderson Highway, Fortier Avenue to P.T.H. 101.
- Main Street, Kildonan Park to P.T.H. 101.

It was found, in general, that:

- cross-roads (at least the cross-road "turnout" across the highway shoulder) are of concrete or asphalt apparently to approximately the same standard as the main roadway(s) in the Regional Street.

- private approaches serving church properties, commercial or industrial establishments are paved, most often apparently to the same standard as the main roadway(s) in the Regional Street.

- private approaches serving single-family residences, the land containing no other additional activity, are served for the most part by private approaches constructed only of gravel to the edge of the main roadway.

- under these conditions, there was little gravel found upon the main roadway(s) of the Regional Street in the vicinity of private approaches, and little damage to the gravel shoulder is in evidence at private approaches constructed to these standards.

In view of these findings, it would adequately serve the stated purposes of road user safety, of protection of vehicles from "flying stone" damage and minimization of highway maintenance were a policy adopted to the effect that a gravel private approach be permitted to be constructed from the edge of the roadway to an abutting property containing a farm or a single-family residence or duplex and containing no other land use, to provide vehicular access to/from a street containing an asphalt or concrete roadway or roadways and gravel shoulder(s); but that under such circumstances all other private approaches be constructed to the same standard as is the roadway in the abutting street to/from which said private approach provides or is to provide vehicular access, from the edge of roadway to the abutting private property or such lesser distance from the roadway as the Commissioner may require.

Your Committee on Works and Operations therefore recommends:-

A. That a gravel private approach be permitted to be constructed from the edge of the roadway to an abutting property containing a farm or a single-family residence or duplex to provide vehicular access to/from McPhillips Street between Storie Road and the Northerly City Boundary; but that under such circumstances all other private approaches be constructed to the same standard as is the roadway in the abutting Regional Street to/from which said private approach provides or is to provide access, from the edge of roadway to the abutting property or such lesser distance from the roadway as the Commissioner of Works and Operations may require.

B. That the Private Approaches By-law be amended as follows:

I. Section 8(b) be amended by adding the sentence printed in italics (underlined):

"8(b) The location, construction, materials and workmanship of any private walk or approach shall be as the Commissioner requires. <u>The material used to construct private approaches for various roadway types shall be as set forth in Schedule 6 hereto</u>."

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II. The following Schedule 6 be added to the by-law:

SCHEDULE 6
(SECTION 8(b))

Roadway Type	Private Approach Construction Material
Concrete roadway:	
with curb	concrete
with asphalt shoulders	concrete
with gravel shoulders	
farm or single family/ duplex residential	gravel, asphalt or concrete
all other land uses	concrete
Asphalt roadway:	
with curb	asphalt or concrete
with asphalt shoulders	asphalt or concrete
with gravel shoulders	
farm or single family/ duplex residential	gravel, asphalt or concrete
all other land uses	concrete
Gravel roadway:	gravel

III. Section 3(1) be amended by adding reference to Schedule 6 in order to read as follows:

"The Schedules attached hereto marked as Schedules 1, 2, 3, 4, 5 and 6 form part of this by-law."

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

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Partial Closing of the Public Lane North of Slater Avenue, West of Henderson Highway - East Kildonan-Transcona Community File DAC 23/89

1378 - 13. The Committee on Planning and Community Services, at its meeting held on February 19th, 1990, approved as to planning considerations the proposal for the partial closing of the public lane north of Slater Avenue, west of Henderson Highway, and also directed that the Land Surveys and Real Estate Department dispose of the closed lane abutting Lots 18 to 29, S.P. Plan 20,905 to the adjoining owners on Slater Avenue, provided that 100% of said Lots 18 to 29 are in agreement; otherwise the closed lane shall be consolidated with abutting City lands. In

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the event there is 100% agreement by the owners of said Lots 18 to 29, then the remaining portion of the closed lane is to be offered to the owner of Lot 30, Plan 20,905.

An inspection by the Land Surveys and Real Estate Department has found the unimproved lane to be maintained by the adjoining owners. Both north/south legs have paved approaches.

The proposal was circularized in the usual manner with some objections being received from the Parks and Recreation Department and District 4 Operations with regard to a total closing.

The Parks and Recreation Department requested that both north/south legs not be closed but retained as public walkways to facilitate pedestrian access to the "Bergen Cut-Off" lands.

District 4 advised of a combined wastewater/land drainage sewer within the most easterly north/south leg of the lane. The District recommended that this portion not be closed for the following reasons:

"a) The lane provides access to the aforementioned sewer. It is noted that this sewer is intended to service the Seniors' Residence proposed under DAZ 209A/89.

b) The lane is currently used to access properties on either side of the lane.

c) Should the property fronting Henderson Highway develop commercially in the future, the lane would not only provide access but also serve as a buffer between residential and commercial property."

The District further recommended at 27.25 metres of the east- west right-of-way be retained for a future lane turn-around that could be constructed within the right-of-way and a portion of the City-owned Lot 2.

The Subdivision Branch had no objection but requested the East Kildonan-Transcona Community Committee to direct that 100% of the adjoining owners on Slater Avenue agree to purchase the lane when closed, otherwise the lands would be transferred to the jurisdiction of the Parks and Recreation Department.

On January 23rd, 1990, the East Kildonan-Transcona Community Committee concurred in the closing, as amended on Misc. Plan No. EKT 7554/2, and also with regard to the 100% requirement. Notwithstanding the recommendation of the Community Committee meeting of January 23rd, 1990, and that of the Committee on Planning and Community Services, regarding the 100% of sale, the East Kildonan-Transcona Community Committee at its meeting held May 22nd, 1990, reconsidered the matter and requested the Land Surveys and Real Estate Department to negotiate 5 year leases with the adjoining owners. In order to facilitate this request, it would be most convenient that the lane first be closed. Terms and conditions of lease will be submitted to the Committee on Finance and Administration subsequent to the closing.

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 that portion of the public lane north of Slater Avenue, west of Henderson Highway, in accordance with Misc. Plan No. EKT 7554/2; 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.

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

Copy of Misc. Plan No. EKT 7554/2 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Widening of Pembina Highway from rue des Trappistes to the South City Limit
Files GG-2 and SC-3.11(21)

1379 - 14. On February 4th, 1981, Council adopted Clause 2 of the Report of the Committee on Works and Operations dated January 26th, 1981, recommending that The City of Winnipeg request the Province of Manitoba to reconstruct and widen the portion of Pembina Highway between rue des Trappistes and the South City Limit as part of the Province's dualling project on Provincial Trunk Highway No. 75. The adopted report was forwarded to the Minister of Highways by the City Clerk on February 9th, 1981.

In a letter dated December 7th, 1982, His Worship Mayor Norrie wrote to the Honourable Eugene Kostyra, (then) Minister of Urban Affairs, regarding the City's request of February 9th, 1981, indicating that no reply had been received and suggesting that the matter be brought to the attention of the Minister of Highways and Transportation.

On April 26th, 1983, the Honourable Samuel Uskiw, (then) Minister of Highways and Transportation, wrote to Mayor Norrie outlining the Province's position on the portion of Pembina Highway south of the Perimeter Highway currently under Municipal jurisdiction. This letter suggested that four provincial roads be considered for transfer to the City.

On July 10th, 1985, Council adopted Clause 5 of the Report of your Committee on Works and Operations dated June 25th, 1985, which recommended:-

a) That the Province of Manitoba be requested to fund and construct a four-lane divided pavement on Pembina Highway from rue des Trappistes to the south city limit in conjunction with the Provincial Trunk Highway No. 75 widening project;

b) That the City on completion of the widening of Pembina Highway as described in a) above, continue to maintain jurisdiction over said section of Pembina Highway as part of The City of Winnipeg Regional Street System; and

c) That The City of Winnipeg add the section of Provincial Road 241 (Roblin Boulevard) from the Perimeter Highway to Provincial Road 334 to the Regional Street System.

At its meeting on February 15th, 1989, Council adopted Clause 4 of the Report of the Committee on Works and Operations dated January 31st, 1989, which recommended:

1. That the Province of Manitoba be requested to dual Pembina Highway (Provincial Trunk Highway No. 75) from rue des Trappistes to the South City Limit.

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

In a letter to Mayor Norrie dated February 28th, 1989, the Minister of Urban Affairs stated that:

> "The Province is prepared to offer financial assistance to the City equivalent to 100% of the four-laning cost of this portion of Pembina Highway and 50% of the La Salle River structure costs, net of civic financing and

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administration, up to a maximum of $8 million, in exchange for the City agreeing to assume responsibility for the following portions of Provincial Roads that largely serve intra-urban traffic:

- Inkster Boulevard, (PR No. 221), from Route 90 to Sturgeon Road (2.9 km),
- Sturgeon Road, from PR No. 221 to the City Boundary (1.6 km),
- Roblin Boulevard (PR No. 241), from the Perimeter Highway to the west City limits (9.8 km)."

On May 10th, 1989, Council adopted Clause 4 of the Report of the Committee on Works and Operations dated April 25th, 1989, and authorized the City administration to negotiate further with provincial staff with a view to deleting the condition previously proposed by the Province, as a condition of Pembina Highway capital cost sharing, that the City assume responsibility for sections of Sturgeon Road and Inkster Boulevard outside The City of Winnipeg boundary; and with a view also to removing the $8 million maximum contribution that the Province had previously contemplated as its share of the Pembina Highway Project.

Senior civic staff have met with appropriate provincial officials over the past several months pursuant to Council's instructions, resulting in the cost-sharing proposed for the Pembina Highway Project shown on Table 1. This proposal meets Council's stipulation that the provincial cost-sharing not be subject to an $8 million "cap".

In return for provincial participation in the widening of Pembina Highway within the City Limits, the Province now proposes that the City assume responsibility for various Provincial Roads within the City Limits as follows:

- PR 241 (Roblin Boulevard) from PTH 100 to the West City Limits (9.8 km);
- PR 425 (Saskatchewan Avenue) from PTH 101 to PR 334 (6.0 km);
- PR 427 (Wilkes Avenue) from PTH 100 to PR 334 (5.5 km); and
- PR 334 (Hogue/Bridge/Dodds Road) from PR 427 to PR 425 (6.23 km).

Prior to transfer of these roads from the Province to the City, the Province will carry out the following upgradings:

a) overlay PR 241 (Roblin Boulevard) from PTH 100 to the east junction of PR 241 with PR 334;

b) reconstruct PR 334 (Bridge Road) on a new alignment between PTH 1 (Portage Avenue) and PR 241, including construction of a new Assiniboine River bridge; upgrade PR 241 from the east junction with PR 334 to a point west of the CPR railway crossing; and traffic control signal installation at the intersection of PTH 1 with PR 334.

The 1990 estimate of the cost of these upgrading works to be undertaken by the Province is $4,115,000.00. By assuming responsibility for the above sections of Provincial Roads, the City will incur significant additional ongoing future expenses for annual maintenance and Capital Projects on these roads.

Your Committee has been advised that a number of other two- lane regional street pavements within The City of Winnipeg are considered to be higher priority candidates for Capital dualling than is Pembina Highway. In the absence of the proposed cost-sharing arrangement for Pembina Highway dualling, it is considered that Pembina Highway would not reach the top of the priority list for such projects for a period of 16 to 20 years.

The net effect of the additional maintenance costs, versus the deferral of Pembina Highway construction without provincial cost-sharing, is shown on Table 2. The City's total expenditure over a 20 year period of analysis will be greater if the current proposal for prompt implementation of Pembina Highway as a cost-shared project is adopted; however, the increase is expected to be limited to approximately $750,000.00.

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This increased expenditure must be considered relative to the benefits to the City of proceeding at an earlier date with the Pembina Dualling Project. Completing the dualling in the 1992 and 1994 period will greatly improve the level of service and capacity on this major entrance into The City of Winnipeg, and in addition will enhance the aesthetics of the route. As well, the project would improve safety on the route; although the Pembina collision rate is low relative to the average for the regional street system, the accidents which do occur tend to be severe and the intersection of Pembina Highway with Turnbull Drive has been of particular concern.

In balance, therefore, it is proposed that The City of Winnipeg enter into a cost-sharing arrangement for implementation of the project within the 1992 to 1994 time period. The Department of Highways would pay the actual cost of dualling the main road pavements on Pembina Highway. The Department of Urban Affairs would pay 50% of the actual cost of upgrading the box culvert on Pembina Highway at the La Salle River. For both these elements of the project, the cost-sharing would exclude only the City's cost of interim financing and administration. The City would be responsible for property acquisition, as well as the cost of constructing frontage roads to control access to the main roadways and to serve adjoining privately owned properties. The City would implement and administer the project.

It should be noted that in his letter of February 28th, 1989, the Minister of Urban Affairs indicated that the Province intends that Provincial Roads transferred to the City under this agreement would revert to the Province to coincide with The City of Winnipeg boundary should Headingley be allowed to separate from the City at some future date. Under this circumstance, the Provincial commitment to cost-sharing of the Pembina Project would still remain as proposed in this report.

Your Committee on Works and Operations therefore recommends:-

A. That approval in principle be given to the cost-sharing proposal for the widening of Pembina Highway from rue des Trappistes to the south City limit as shown on the attached table.

B. That funding for the project implementation be included in the City's Capital Programs for 1992, 1993 and 1994.

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

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

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

(Note: See Minute Nos. 1384, 1385, and 1386 for attachments.)

Construction of Services in Robson Street from Kernaghan Avenue Southerly 113 feet - East Kildonan-Transcona Community Files SL and SL-1

1380 - 15. In 1981, Boundaries Development Ltd. entered into Development Agreement No. 5254 (AG 3/81) to service Robson Street from Kernaghan Avenue southerly to the Public Reserve. The Developer's responsibility included the installation of street pavement, sidewalk on the west side of Robson Street, boulevard sod and trees on the west side of Robson Street, ornamental street lighting, and the extension of the land drainage sewer as shown on the sketch.

In 1984, Shirichlee Ltd. entered into Development Agreement 6612 (AG 36/84) to develop Kernaghan Avenue between Robson Street and Atwood Street. Under this agreement the Developer was required to pay upon demand his fair share of the services to be installed abutting his land on Robson Street. This requirement is currently guaranteed by letter of credit. In turn, Boundaries Development Ltd. would be entitled to recovery of servicing costs upon their installation of the services in that portion of Robson Street.

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In 1990, the East Kildonan-Transcona Community Committee requested that improvements in Robson Street from Pandora Avenue to the Public Reserve be advertised as local improvements to be installed by the City of Winnipeg.

The Land Development Department subsequently advised the East Kildonan-Transcona Community Committee that Boundaries Development Ltd. had an obligation to construct a portion of the services in Robson Street as previously outlined, and by having the City install the services, the Developer would be relieved from his Development Agreement obligations. The City would in effect be subsidizing the Developer since the abutting Boundaries Development lands are now registered as lot flankages and exempt from local improvement assessment under the local improvement by-laws. The Land Development Department further recommended that the services in Robson Street from Kernaghan Avenue to the Public Reserve be excluded from local improvement advertisement until such time as their Department could at least negotiate an amendment to the agreement with the intent to obligate the Developer to pay for at least the services abutting his land.

The East Kildonan-Transcona Community Committee agreed to the Land Development Department's recommendation and the local improvements in Robson Street were advertised only from Pandora Avenue to Kernaghan Avenue.

At the East Kildonan-Transcona Community Committee meeting in April, 1990, the resident on the west side of Robson Street immediately south of Kernaghan Avenue requested that the Robson Street local improvements be extended for approximately 113 feet south of Kernaghan Avenue. The resident argued that the subject services were prepaid by Shirichlee Ltd. In actual fact, the payment has been guaranteed by letter of credit.

At its meeting of May 15th, 1990, your Committee requested a report on the implications of advertising a 113 foot southerly extension to the local improvements for concrete pavement, ornamental street lighting and boulevards on Robson Street from the south line of Kernaghan Avenue as a first charge against any unused 1990 local improvement funds which are defeated.

The proposal to extend the local improvement in Robson Street approximately 113 feet south of Kernaghan Avenue will relieve Boundaries of a further responsibility to bear the cost of the flankage pavement, lights and boulevards on the east side of Kernaghan Avenue, which cost is the $22,000.00 identified to be borne by the City under the terms of the local improvement by-law.

The Law Department has advised that under the Boundaries Development Ltd. Development Agreement (AG 3/81, Finance Department No. 5254) the Developer is entitled to annual extension of time for completion for numerous specific reasons and generally any causes "beyond the Developer's control" which include marketing and financing conditions generally and the Developer's particular situation.

Despite commencement and completion dates, development agreements are essentially permissive, allowing a land owner to develop at its own pace according to its ability and financial judgement of market conditions. There are no facts in this case which would take away the Developer's right to claim extensions of time.

Where the construction of particular services is anticipated to be essential in the interests of the City, the City may, if it can, negotiate and obtain a covenant from the Developer to do the work, whether then required by its subdivision or not, secured by a letter of credit. Alternatively, the City might covenant to do the work in return for the Developer's covenant to pay its share by some specified time, secured by a letter of credit.

However, some Developers may be financially unable to obtain a letter of credit before they have market sales in prospect and sufficient cash flow to support loans.

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The following table identifies the estimated costs to be secured from the 1990 Local Improvement Program for additional local improvements on Robson Street (beyond those successfully advertised during April, 1990) as referenced above. It is noted that the sidewalk improvement on the west side from Pandora Avenue to the south limit of Kernaghan Avenue was not approved by the Committee on Works and Operations at its meeting of May 15th, 1990, and should not be extended in the addition.

	ESTIMATED COST	LETTER OF CREDIT SHIRICHLEE LTD. (KERNAGHAN DEV.)	CITY SHARE TO BE FINANCED THROUGH LOCAL IMPROVEMENT PROGRAM
25' x 6" concrete pavement	$26,332.17	$9,032.17	$17,300.00
Ornamental Street Lights	2,021.77	921.77	1,100.00
20.5' boulevards (2)	3,600.00	0	3,600.00
TOTAL			$22,000.00

There are no such covenants in this Agreement.

The Land Development Department deems that it is unlikely that the existing Development Agreement with Boundaries Development Ltd. could be renegotiated to obtain a prepayment for, or in fact the immediate construction of the referenced services as a way of offsetting the traditional City-at-large obligations towards the local improvement flankage. They also advise that the Developer is not prepared to commit himself to a development schedule at this time.

From a perspective of minimizing City costs in the implementation of the referenced services, the administrative report suggests that proceeding with the advertisement at this time appears to be premature, as the planned and orderly development of the Developer's Planned Area does not require the referenced services until further lands are developed. However, as your Committee deems that the extension at this time at a cost to the City of $22,000.00 is in the overall best interests of the community, it proposes the improvements be advertised as required.

It appears that the proposal to extend the referenced surface works resulted from the concurrence by the East Kildonan Community Committee to a request by the adjacent property owner (flanking the full length of the local improvement extension) to have full services. He has indicated that he paid for these services in his land cost and desired the services be constructed in conjunction with the surface improvement immediately north that were being advertised at that time. Now that the advertisement for the pavement, boulevards and street lighting are successfully carried out, it is timely to consider the referenced works as a complementary project.

To date, the successful advertising of the local improvements to the south limit of Kernaghan Avenue has resulted in removing Boundaries Development of the responsibility to bear the cost of the construction of the pavement intersection at the corner of Kernaghan Avenue and Robson Street, which cost is estimated at $8,000.00. Normally, the City advertises improvements once in the Fall and once in the new year - (i.e. April 6th, 1990). Therefore, unless the City carried the additional $1,800.00 approximate cost for a special local improvement newspaper advertisement, the works could not be legally approved as an add-on to the northerly 1990 improvement construction.

As all property fronting both sides of the 113-foot section of Robson Street, including the requester of services, is deemed to be flankage (non-assessable), a positive "petition for" cannot be obtained. Thus, any improvements cannot be initiated on the basis of a "petition for".

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Your Committee was advised that if Committee/Council's decision is to proceed with the advertising of the local improvements, these projects could be included in the 1991 Capital Estimates and advertised in the Fall of 1990. Alternatively, they could be advertised earlier at the previously mentioned cost of $1,800.00 and added to the 1990 Capital Budget, funded from any unexpended 1990 Local Improvement monies.

Your Committee was also advised that if, due to the lack of timeliness of the Developer's installation of the improvements, it is deemed to be in the best interests of the City to proceed with the work as a local improvement, the cost to the City is $22,000.00 with no recovery from adjacent property owners, and there would be an additional cost of $1,800.00 if there were to be a special advertisement undertaken this year.

Your Committee on Works and Operations recommends:-

1. That authorization be granted to advertise the construction of services in Robson Street from Kernaghan Avenue southerly 113 feet, as an extension to the successful local improvements approved in the 1990 Local Improvement Program for construction in Robson Street (i.e. concrete pavements, ornamental street lighting and boulevards) and funded from any unexpended 1990 Local Improvement monies.

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.

1990 Supplementary Watermain Renewals File WW-2.4

1381 - 16. Due to the high incidence of watermain 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. Approval is required, however, to utilize the available funding in the Watermain Renewal Reserve and the Allowance for Unforeseen Projects in the 1990 Watermain Renewal Program.

All projects, except for Morton Bay, Notre Dame Avenue and the Springfield/Sutton backlane, were identified because of their relatively high leak frequencies which vary from a high of 26.2 to a low of 12.3.
The leak frequency is representative of the number of leaks per kilometre per year.

The 150 mm cast iron watermain on Morton Bay, from Stack Street to Stack Street, has experienced six leaks in 1990 resulting in an overall leak frequency of 10.7. The pipe at the break locations was severely deteriorated and continued break activity is expected. Although the leak frequency identifies the watermain as eligible for the 1991 Watermain Renewal Program, it is recommended that the work be advanced to minimize the disruption of service to the forty-two (42) homes on the street.

Residences along Springfield Road and Sutton Avenue from Graduate Path to Rothesay Street are presently serviced from a 150 mm cast iron watermain located in the common backlane. This watermain, which has experienced 13 leaks over the past four years, has a leak frequency of 7.4. The watermain is located under a gravel lane which is generally higher than the abutting properties, and as a result, when a leak does occur, the runoff may flood the residents' properties causing extensive damage. As frontage mains now exist in both streets, it is proposed that the watermain in the backlane be abandoned and the residences affected be connected to those existing 150 mm watermains on Sutton Avenue and Springfield Road.

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The 450 mm cast iron watermain on Notre Dame Avenue from Tecumseh Street to Arlington Street has experienced four leaks in the last month resulting in a leak frequency of 3.2. Upon completion of the first repair, the watermain was turned on and another leak occurred three metres away. Subsequent repairs resulted in two additional leaks occurring between Tecumseh Street and Arlington Street. While attempting the repairs, field personnel observed that the cast iron pipe was "mushy". After the last leak, repairs were not done and the watermain was shut down. Businesses along this section are serviced by a separate 200 mm watermain and are not affected. However, the 450 mm watermain services the Weston area and it is proposed herein for renewal to provide the necessary functional looping.

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

A.	Funding Available in the 1990 Capital Budget Allowance for Unforeseen Projects	$ 949,825.00	
	Less: Amount Committed in 1990	(832,845.00)	
	Surplus Available as of June 13th, 1990		$116,980.00
B.	Funding Available in Watermain Renewal Reserve Fund (as of June 13th, 1990)	$1,534,752.24	
	Less: Amount Reserved for Future Contingencies	(616,182.24)	
	Amount Available for Recommended Renewals		$918,570.00
	TOTAL FUNDS AVAILABLE FOR RECOMMENDED SUPPLEMENTARY WATERMAIN RENEWALS		$1,035,550.00

Your Committee on Works and Operations therefore recommends:-

1. That the 1990 Additional list of Supplementary Watermain Renewals as identified in Appendix "A" in the amount of $1,035,550.00 be undertaken in 1990 from the available funds in the Watermain Renewal Reserve and the Allowance for Unforeseen Projects in the 1990 Watermain Renewal Program.

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.

(Note: See Minute No. 1387 for attachment.)

Shoal Lake Aqueduct Condition Assessment File WW-3.1

1382 - 17. An amount of $250,000.00 was approved by Council on March 8th, 1989, in the 1989 Capital Estimates for the Shoal Lake Aqueduct Condition Assessment project.

At its meeting held on May 11th, 1989, the Board of Commissioners concurred in a recommendation to appoint M. M. Dillon Limited, Consulting Engineers, to provide professional engineering services contingent upon receiving a

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satisfactory technical, management and fee proposal, and on August 3rd, 1989, M. M. Dillon Limited was assigned professional engineering services for a total estimated cost of $413,000.00.

An amount of $175,000.00 was approved by Council on April 18th, 1990, in the 1990 Capital Estimates for the continuation of the Shoal Lake Aqueduct Condition Assessment project.

The Shoal Lake Aqueduct Condition Assessment, as defined by the original terms of reference, is essentially complete and M. M. Dillon Limited is presently preparing the report. The concept study report, along with an executive summary, is expected to be completed by September, 1990. Initial findings of this study have indicated it is essential that rehabilitation works are undertaken as soon as possible and these works should be budgeted in 1991 and subsequent years. In order to undertake the rehabilitation works in 1991, additional conceptual engineering, testing and trial repairs are required this fall to take advantage of the limited time during the fall each year that the aqueduct can be shut down and accessed. The further study and assessment is considered essential to infill major data needs to more precisely identify the extent of deterioration and life expectancy issues. In addition, valuable data will be collected for the Water Supply Study, the report of which will be prepared in 1991.

The data acquisition works proposed for a fall 1990 shutdown include: 1) interior radar imaging surveys to determine extent of sulphate damage and invert slab thicknesses; 2) exterior test pits and coring to calibrate and verify radar imaging results; 3) geotechnical investigations to evaluate specific foundation conditions; 4) hydraulic testing, pre-test data to obtain detailed base line flow data on proposed test sections for interior surface improvements, and; 5) cavity repairs, and joint repairs to evaluate materials and procedures to provide more accurate determinations of time requirements needed and risks for the full rehabilitation program.

The total value of the additional engineering is $310,000.00. Sufficient funds are available in the Westend Pressure Improvements project which is substantially complete, and which stood at approximately $350,000.00 as at July 10th, 1990.

As Council must approve a change in use of previously approved capital funds, your Committee on Works and Operations recommends:-

1. That $310,000.00 be transferred from the Westend Pressure Improvements project (account no. 43 1181XX 5188070701) to the Shoal Lake Aqueduct Condition Assessment project (account no. 43 1181XX 5188030701) to fund additional engineering, testing and trial repairs.

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.

1383 - Figure I referred to in Clause 11 of the Report of the Committee on Works and Operations, dated July 17th, 1990

(NOTE: SEE PAGE 1859 FOR OFFICIAL SET OF MINUTES FOR ATTACHMENT).

1384 – Table 1 referred to in Clause 14 of the Report of the Committee on Works and Operations, dated July 17th, 1990.

(NOTE: SEE PAGE 1860 FOR OFFICIAL SET OF MINUTES FOR ATTACHMENT).

1385 – Table 2 referred to in Clause 14 of the Report of the Committee on Works and Operations, dated July 17th, 1990.

(NOTE: SEE PAGE 1861 FOR OFFICIAL SET OF MINUTES FOR ATTACHMENT).

1386 – Figure 1 referred to in Clause 14 of the Report of the Committee on Works and Operations, dated July 17th, 1990.

(NOTE: SEE PAGE 1862 FOR OFFICIAL SET OF MINUTES FOR ATTACHMENT).

1387 – Appendix “A” referred to in Clause 16 of the Report of the Committee on Works and Operations, dated July 17th, 1990.

(NOTE: SEE PAGE 1863 OFFICIAL SET OF MINUTES FOR ATTACHMENT)

COMMITTEE ON WORKS AND OPERATIONS
MOTIONS

Moved by Councillor Gilroy,
Seconded by Councillor Selinger,
1388 - THAT the Board of Commissioners be directed to prepare the 1991 current budget estimates with an objective of a municipal property tax rate increase of less than inflation, over 1990;
AND THAT any alternate sources of revenue reduce the guideline.

Required to Stand as Notice of Motion.

CONSIDERATION OF BY-LAWS

1389 - On motion of Councillor Lorenc, the following By-laws were each read a second and third time, and were passed and ordered to be signed and sealed, namely:-

By-law No. 5470/90, a By-law of the City of Winnipeg, being an initial borrowing by-law of the City of Winnipeg to authorize the borrowing of money by the issue and sale of debentures of the City in the principal amount of Ten Million, Seven Hundred and Two Thousand Dollars ($10,702,000.00) to fund the expansions of the South End Water Pollution Control Centre and the West End Water Pollution Control Centre. File Nos. WS-7.3 & WS-7 (c/r FC-2).

By-law No. 5481/90, a By-law of the City of Winnipeg to close part of Dakota Street at the North-East corner of Dakota Street and John Forsyth Road. File No. DAC 29/89.

By-law No. 5482/90, a By-law of the City of Winnipeg to close and open the lane North of Grant Avenue and between Laxdal Road and Elmhurst Road. File No. DAOC 6/89.

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. 5483/90, a By-law of the City of Winnipeg to repeal The City of Winnipeg By-law No. 4136/85 and to reintroduce a By-law of the City of Winnipeg to provide for the widening of the North-West corner of Lagimodiere Boulevard and Grassie Boulevard. File No. DAO 4/84.

By-law No. 5484/90, a By-law of the City of Winnipeg to open the South-West corner of Selkirk Avenue and Arlington Street. File No. DAO 32/88.

By-law No. 5485/90, a By-law of the City of Winnipeg to widen the East Side of Osborne Street North between Cooper Avenue and York Avenue. File No. DAO 31/87.

By-law No. 5486/90, a By-law of the City of Winnipeg to amend the Traffic By-law. File No. ST-5.2 (c/r ST-9.2).

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. 5492/90, a By-law of The City of Winnipeg to widen the East side of rue Archibald. File No. DAO 22/87.

By-law No. 5493/90, a By-law of The City of Winnipeg to widen the North East and South East Corners of St. James Street and Dublin Avenue. File No. DAO 5/87.

By-law No. 5494/90, a By-law of The City of Winnipeg to amend The Solid Waste By-law No. 1340/76. File No. WT-1.3.

QUESTION PERIOD

1390 - Councillor Golden asked if Mayor Norrie could undertake on behalf of Council to approach the Federal Government with a view to changing the concept and improving the enhanced development of the Forks in the East Yards.

Mayor Norrie replied that this item was discussed at the last meeting held with the Federal Government and advised he would again raise the matter for consideration with the Federal Government.

Councillor Mitchelson advised that at the last meeting of the Executive Policy Committee a discussion took place with respect to a presentation made by the Chief Commissioner relative to the three or four options for the relocation of the Tecumseh Yards, and asked when this matter will be coming forth before Council.

Mayor Norrie replied that a report regarding the proposed relocation of the Tecumseh Yards was discussed by the Executive Policy Committee and only one item was adopted and the balance of the report was laid over. He assured that the balance of the items as contained in the said report will certainly be coming to Council for consideration.

Councillor Fraser stated that there seems to be a lack of information in connection with the planning of the Grey Cup which is to be hosted by the City of Winnipeg. He asked if Mayor Norrie had any information he might provide to Council and suggested that perhaps a special presentation be made by the Executive Policy Committee in September so that all members of Council could be brought up to date on the plans for hosting this event which is to be held a very short time away.

Mayor Norrie replied that the Commissioner of the Grey Cup League had been in Winnipeg recently, and had expressed the view that he was very pleased with the progress being made with respect to the Grey Cup. He also advised that he felt it was an excellent suggestion to have a presentation made by the Executive Policy Committee in order to update the members of Council on the planning process for the Grey Cup and that he would undertake to do so.

Councillor Yuen asked if Mayor Norrie was aware of the fact that the Fringe Festival was held during the week of July 16th, 1990, and while the festival was taking place, the Fire Department actually had an on-site demonstration of rescue equipment across two buildings immediately above a performance location of the Fringe Festival. He stated that since the Fire Department was making so much noise, he received several complaints from performers and producers of the festival as well as from spectators.

Mayor Norrie replied that he was not aware of this incident.

Councillor Yuen asked Mayor Norrie, if on the occasion of the twentieth anniversary of Folklorama, the City of Winnipeg is planning to participate in recognizing the twenty thousand volunteers who over the past twenty years volunteered their services toward Folklorama.

Mayor Norrie replied that the City of Winnipeg supports Folklorama on an annual basis. He advised that this evening he is going to represent the City at a dinner when a number of volunteers will be installed into the new Hall of Fame, which is, he feels, indicative of the support from the City of Winnipeg. He also stated that the City recognizes the ambassadors, formerly called mayors, at the installation service held at the University of Winnipeg. He further advised that he will be visiting all the pavilions again this year.

Councillor Timm-Rudolph advised that at the last regular meeting of the Executive Policy Committee a motion was passed for the purchase by the City of the C.N.R. lands adjacent to the Forks site. She asked whether or not this matter is required to come before Council to determine whether or not there is Council support before any negotiations take place.

Mayor Norrie replied it is his understanding that the Executive Policy Committee had referred the motion in question to the Land Surveys and Real Estate Department for the purpose of obtaining land valuations as well as to establish a negotiating procedure. He stated he would determine the status of this matter.