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 June 4th, 1991, has concurred in the recommendations contained therein, except as noted below, and submits same to Council for approval and adoption.

On motion of Councillor Lorenc, the Report of the Committee on Works and Operations, dated June 4th, 1991, was considered clause by clause.

West Committee Room,
Council Building, Winnipeg.
June 4th, 1991.

His Worship the Mayor and Councillors:

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

Closing of Public Lane East of Main Street between York Avenue and the Proposed Extension of St. Mary Avenue - City Centre-Fort Rouge Community.
File DAC 33/87

984 - 1. In 1987, the Manager of Transportation, Research and Development advised that once construction of railway underpasses as part of the York/St. Mary extension to the Provencher Bridge was completed, vehicular access to the subject lane will become physically impossible. The Streets and Transportation Department therefore proposed that the lane be closed.

It was also intended that the lane, once closed, could be made available for land exchange to acquire lands necessary for widening Main Street on the east side between York and St. Mary Avenues.

The proposal was circulated to all interested departments and public utilities with no objections being received. Both the Winnipeg Hydro and the Greater Winnipeg Gas Company, however, advised of the existence, respectively, of overhead/underground facilities, and an 8-inch diameter gas main, which, if the lane lands were to be disposed of, would require easements.

On September 29th, 1987, the City Centre-Fort Rouge Community reviewed the proposal and recommended that the closing be proceeded with.

On October 26th, 1987, the Committee on Planning and Community Services approved the proposed closing as to planning considerations.

Processing of the proposed closing was held in abeyance pending accurate identification of the property requirements for the widening of Main Street on the east side north of York Avenue, and determining the position of the owners (CNR and 131562 Canada Inc.) with respect to the Main Street widening and their attitude towards a land exchange involving the public lane, and/or compensation expectations.

The Canadian National Railway and the City have now come to an agreement whereby the City will close and transfer to the CNR a portion of the lane proposed to be closed and the CNR to transfer to the City lands located at the north-east corner of York Avenue and Main Street sufficient for the widening.

Preliminary negotiations for a similar exchange of lands have been commenced by the Land Surveys and Real Estate Department with 131562 Canada Inc. Indications are that the corporation would be receptive to an exchange of lands with the City, i.e. part of the lane shown as Parcel "A" on said Misc. Plan No. CCFR 7801/4 for corporation lands necessary for the widening of Main Street.

Report of the Committee on Works and Operations, dated June 4th, 1991.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the closing of the public lane east of Main Street between York Avenue and the proposed extension of St. Mary Avenue, in the manner shown on Misc. Plan No. CCFR 7801/4, 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. CCFR 7801/4 regarding this proposal is on file on the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Pursuant to Section 5(1) of The Municipal Council Conflict of Interest Act, Councillor Lazarenko and Councillor Boychuck advised they would refrain from entering the discussion and from voting on the clause because of a potential conflict due to their employment association with the CNR, and left the Chamber.

The motion for adoption of the clause was put.

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

Yea: Councillors Wade, Brown, Clement, Demare, Douglas, Fleisher, Fraser, Kaufmann, Lorenc, Mitchelson, Prystanski and Eadie. 12

Nay: Councillors Duguid, Golden, Hyman, Mendelson, Murray, O'Shaughnessy, Reese, Selinger, Thomas and Yuen. 10

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

Councillors Lazarenko and Boychuk here returned to the Chamber.

Street and Lane Closings in Area Bounded by Dollard Boulevard, Goulet Street, Kenny Street and Tache Avenue - St. Boniface-St. Vital Community.
File DAC 19/90

985 - 2. The proposal for street and lane closings in the area bounded by Dollard Boulevard, Goulet Street, Kenny Street and Tache Avenue was made on behalf of the St. Boniface General Hospital concurrently with application to subdivide and rezone the adjacent lands, under Development Application DASZ 15/90 and DAZ 263/90, to allow consolidation of Hospital lands, shown dotted on Misc. Plan No. SBSV 7502/8, for the purpose of constructing a four level parking garage with space for 460 vehicles.

The proposal was circulated to all interested City departments and public utilities with no objections being received in reply. However, easements will be required to protect Manitoba Hydro, Manitoba Telephone System and ICG Utilities (Manitoba) Ltd. facilities. Any abandonment/relocation of facilities will be at the expense of the Hospital.

The Fire Department and District No. 5 Operations have recommended that all vacant buildings be demolished before the streets are physically closed, and various departments have recommended that the new connection between Bertrand Street and Thomas Berry Street be paved before the streets and lanes are physically closed.

Report of the Committee on Works and Operations, dated June 4th, 1991.

The St. Boniface-St. Vital Community Committee recommended that the street and lane closings be approved subject to a number of conditions which are being addressed under Development Application No. DASZ 15/90.

On November 26th, 1990, the Committee on Planning and Community Services approved as to planning considerations the proposed street and lane closings in the blocks bounded by Tache Avenue and Kenny Street, Dollard Boulevard and Goulet Street, subject to the owners of part Lot 7 and Lots 8/10, Plan 737, fronting on Dollard Boulevard, being given the right of first refusal to acquire that portion of the east/west lane, shown as Parcel "A" in the detail on Misc. Plan No. SBSV 7502/8.

In order for the owners of part Lot 7 and Lots 8/10 to acquire Parcel "A", it will be necessary for them to also acquire that portion of the City-owned 4-foot strip, shown as subject City property, in order to consolidate. However, the City will retain the remainder of the 4-foot strip as well as Parcel "B" in order to prevent access to and from the balance of the lane from the said part Lot 7 and Lots 8/10.

The widening of Tache Avenue and other openings including turnarounds will be done under DASZ 15/90. Those portions of Thomas Berry Street and the east/west lane south of Thomas Berry Street, where they adjoin Tache Avenue, will be re-dedicated rather than closed and subsequently re-opened as Tache Avenue.

Council, on February 13th, 1991, approved the rezoning of 152 Bertrand Street under DAZ 263/90 to allow for the construction of a parking garage, and 152 Bertrand Street was acquired by the Hospital subsequent to the application under DASZ 15/90.

The two outstanding private holdings within the limit of hospital expansion, 129 and 151 Bertrand Street, are being pursued by the Hospital. The owner of 129 Bertrand Street has given the Hospital a right of first refusal and the owner of 151 Bertrand Street has agreed to review the matter of sale when he feels he no longer wishes to reside here.

Subsequent to the aforementioned circularization, District No. 5 Operations has identified a need for 2.78 metres (9 feet) of part Lot 6, Lot 7/10, Plan 2819, in order to extend the existing land drainage sewer. The Hospital is agreeable to this request. The District has requested this land not be opened.

In order that the proposed closing of streets and lanes not be unreasonably delayed, it is intended that a separate report with respect to terms and conditions of conveyance of the street and lane lands to the Hospital and the City's acquisition of Hospital lands for opening of streets and lanes will be submitted to the Committee on Finance and Administration upon conclusion of negotiations with the St. Boniface General Hospital.

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 closings in the area bounded by Dollard Boulevard, Goulet Street, Kenny Street and Tache Avenue in accordance with Misc. Plan No. SBSV 7502/8; the cost of the by-law, estimated to be $200.00, and all related costs, to be borne by the St. Boniface General Hospital.

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

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

Copy of Misc. Plan No. SBSV 7502/8 regarding this proposal is on file in the office of the City Clerk.

Report of the Committee on Works and Operations, dated June 4th, 1991.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Partial Closing of Paris Avenue and Public Lane, West of Auburn Street and North of Mission Street - St. Boniface-St. Vital Community. File DAC 5/91

986 - 3. Council, at its meeting held on January 23rd, 1991, declared City-owned rearage lands (Lots 18/26; Part Lots 27, Blocks 1 and 2; Part Lot 58, Lot 59, Block 2 and all Plan 1028) surplus to the City's requirements and concurred in the recommendation of the Committee on Finance and Administration that the said lands, inclusive of the intervening portions of the subject rights-of-way, be sold/exchanged to the respective adjoining owners, subject to, among others, the closing of the rights-of-way.

Prior to the conveyancing of the lands by the City to the purchasers, it is necessary to legally close a portion of the street and lane. The street and the lane do not exist physically.

The proposed closing has been circularized in the usual manner to all interested City departments and public utilities with no objections having been received. The Manitoba Hydro, however, has informed of the need for easements for the maintenance of overhead distribution in that portion of the lane proposed to be closed.

At its meeting held on April 9th, 1991, the St. Boniface-St. Vital Community Committee concurred in the recommendation made by the Subdivision Branch, Planning Department, that the closing be approved.

On May 13th, 1991, the Committee on Planning and Community Services approved as to planning considerations the proposed closing.

The additional closings of the street and lane marked "G" and "H" on Misc. Plan No. SBSV 7071/3 have been included in the proposed closing in anticipation of future transactions involving the adjacent rearage City-owned lands.

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 partial closing of Paris Avenue and public lane, west of Auburn Street and north of Mission Street in accordance with Misc. Plan No. SBSV 7071/3, the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

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

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

Copy of Misc. Plan No. SBSV 7071/3 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 Operations, dated June 4th, 1991.

Corner Cut at the North-west Corner of Cromwell Street and St. Mary's Road - St. Boniface-St. Vital Community.
File DAO 4/87

987 - 4. In 1985, the Board of Commissioners considered the report of the Director of Streets and Transportation regarding land acquisition for the 1985 Capital Program and instructed the Land Surveys and Real Estate Department to negotiate for the land required for the subject corner cut. The land has since been acquired by the City and the corner cut constructed. No objections were received in response to the circularization of this proposal to all interested City departments and public utilities.

The Planning Department has provided all necessary approvals for this Capital Works project.

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/corner cut at the north-west corner of Cromwell Street and St. Mary's Road in accordance with Misc. Plan No. SBSV 5946/D; 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 5946/D regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Opening/Widening of Summit Road between Saskatchewan Avenue and the Four Mile Road - St. James-Assiniboia Community.
File DAO 3/91

988 - 5. In March of 1987, the Board of Commissioners considered the Report of the Director of Waterworks, Waste and Disposal Department regarding the acquisition of lands for the District No. 2 Landfill Access Road Project in the 1987 Capital Works Program, and instructed the Land Surveys and Real Estate Department to commence negotiations for the property needed to widen the existing Summit Road Right-of-Way. This property is required to accommodate the road cross section required for heavy refuse truck traffic and in order to accommodate bridge approach embankments where the road crosses Sturgeon Creek.

The result of the subsequent negotiations was that the owner of the land (Genstar Development Company) agreed to exchange the property identified as "Land Required for Summit Road" on Misc. Plan No. SJA 6682/9 for the City property identified as "Subject City Property" on that plan. This proposed land exchange, recommended in the report of the Committee on Finance and Administration dated July 14th, 1987, was approved by Council on July 29th, 1987.

This Capital Works Program has received approvals as to planning considerations at all levels.

The physical construction of the widening of Summit Road has been completed, and it is now in order to dedicate the lands as public street.

Report of the Committee on Works and Operations, dated June 4th, 1991.

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/widening of Summit Road between Saskatchewan Avenue and the Four Mile Road in accordance with Plan No. SJA 6682/9, 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. SJA 6682/9 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Street Opening/Widening - 2665 Ness Avenue - St. James School Division No. 2 - St. James-Assiniboia Community.
Files SC-3.11(26), FC(1991) and DA0 4/91

989 - 6. At its meeting held January 10th, 1991, the Board of Commissioners, in consideration of a report from the Director of the Streets and Transportation Department, dated December 31st, 1990, instructed the Director of the Land Surveys and Real Estate Department to negotiate for the acquisition of the subject property under the 1991 Capital Program. Council subsequently approved this project in the 1991 Capital Budget.

On May 14th, 1991, the Committee on Finance and Administration approved the acquisition for the above street widening on the north side of Ness Avenue, west of Thompson Drive, subject to the following terms and conditions which have been agreed to by the owner, namely:-

1. An all inclusive purchase price of $2,700.00 for the subject property as illustrated on Misc. Plan No. SJA 8135;

2. The subject property to be conveyed to the City free and clear of any liens or encumbrances;

3. The date for vacant possession - free of leasehold interest - and adjustment of taxes, etc., to be the date that a Caveat is filed by the City in the Winnipeg Land Titles Office respecting a duly executed Sales Agreement to be prepared by the City's Law Department regarding this transaction or sooner by mutual agreement;

4. The City to attend to the survey work required by the Winnipeg Land Titles Office in order to dedicate the subject property as street right-of-way at no cost to the owner;

5. Each party to be responsible for their own legal costs incurred with regards to this transaction;

6. The owner agrees to enter into an appropriate Sales Agreement with the City embodying the within terms and conditions and in form satisfactory to the City Solicitor; it is acknowledged that the Sales Agreement will be filed as a Caveat against the owner's title pending registration of the necessary street opening plan by the City;

7. The owner agrees to consent on a Real Owner Application Form, to add the City of Winnipeg as Real Owner of the subject property on the assessment rolls of the City;

Report of the Committee on Works and Operations, dated June 4th, 1991.

8. This proposal is subject to approval by the City of Winnipeg Council or its delegated authority;

9. If it is determined that the School Division's existing sign is impacted by the widening, the City will, at its discretion, either:

a) Leave the existing sign where it presently is located and formalize an agreement allowing it to remain, or;

b) Reimburse the owner for the cost of relocating the sign within the subject area; said costs to be the lowest of at least three quotations to be obtained by the owner for this work and to be submitted to the City for approval prior to commencement of the work;

10. The School Division to advise the City of their Goods and Services Tax Registrant Number;

11. The City will self-assess any Goods and Services Tax payable on this transaction;

12. In addition to the foregoing, the School Division has also stipulated that upon completion of the construction, the lawn will be returned to its original condition at no cost to the Division.

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. SJA 8135 for submission to Council and that the cost of the by-law, estimated to be $200.00, be charged to the 1991 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. SJA 8135 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Sewer Renewal in Sargent Avenue between Erin Street and Clifton Street. File WS-5

990 - 7. On Wednesday evening, May 8th, 1991, a large cave-in measuring approximately 6 metres (20 feet) in diameter and 4.5 metres (15 feet) deep occurred in the centre of Sargent Avenue immediately west of Erin Street, causing the complete closure of Sargent Avenue at this location.

It was subsequently determined that the cave-in was as a direct result of the deterioration of a 900-millimetre (36 inches in diameter) sewer within Sargent Avenue, and arrangements were immediately commenced to repair the failed section of pipe and street. Said repairs were completed on Tuesday, May 14th, 1991, to enable the sewer to function again and to fully open Sargent Avenue and Erin Street to traffic.

The combined sewer in question was originally installed likely in the 1930's as a poured-in-place concrete structure without the use of sulphate resistant cement. In carrying out the repair of the sewer, it was determined that the entire length between Erin Street and Clifton Street is in doubtful condition and that it would be prudent to make arrangements to reconstruct this sewer as soon as possible in order to avoid future risky cave-ins.

Accordingly, it is proposed that this one block of sewer be reconstructed at an estimated cost of $110,000.00 and that funds be transferred from the following 1990 Sewer Renewal Projects which have surpluses:

Report of the Committee on Works and Operations, dated June 4th, 1991.

	PROJECT	SURPLUS TO BE TRANSFERRED
(a)	York - Donald to 1st manhole north	$ 14,000.00
(b)	Donald - Graham to Broadway	41,000.00
(c)	Yale - Stafford to Avonhurst	35,000.00
(d)	Langside - Sargent to 1st manhole south of Sargent	20,000.00
	TOTAL	$110,000.00

Your Committee on Works and Operations recommends:-

1. That authorization be given to immediately renew the 900-millimetre (36 inches diameter) combined sewer in Sargent Avenue between Erin Street and Clifton Street at an estimated capital cost of $110,000.00.

2. That funds for this purpose be transferred from the following 1990 Sewer Renewal Projects which have surpluses as shown:

(a)	York - Donald to 1st manhole north	(03 118XXX5290060108)	$14,000.00
(b)	Donald - Graham to Broadway	(03 118XXX5290060109)	15,000.00
		(03 118XXX5290060110)	9,500.00
		(03 118XXX5290060111)	7,500.00
		(03 118XXX5290060112)	9,000.00
(c)	Yale - Stafford to Avonhurst	(03 118XXX5290060115)	35,000.00
(d)	Langside - Sargent to 1st manhole south of Sargent	(03 118XXX5290060117)	20,000.00

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.

Approval in Advance for Future Capital for the West End Water Pollution Control Centre Expansion. File WS-7

991 - 8. Engineering services for design and contract administration of the West End Water Pollution Control Centre expansion were assigned to Reid Crowther and Partners Ltd. in 1986. Funds in the amount of $15,600,000.00 have been approved for the project. Two contracts have been completed on the project, both involving expansion of the raw sewage pumping system at a total cost of approximately $600,000.00. In addition, a quotation has been received for the supply of control system equipment at an approximate cost of $2,000,000.00 and bids have been received for an access road to the future site at an approximate cost of $300,000.00.

Manitoba Environment issued Stage 1 License No. 1370 on May 17th, 1990, in accordance with The Environment Act for the expansion project. The license was issued pursuant to a proposal submission from the City of Winnipeg dated February 26th, 1990.

Report of the Committee on Works and Operations, dated June 4th, 1991.

A) PROJECT SCOPE

The West End Water Pollution Control Centre (WEWPCC) expansion consists of the construction of a completely new sewage treatment facility. The existing facility, which is to be abandoned, includes a series of facultative lagoons constructed in 1964 and an extended aeration mechanical treatment plant constructed in 1975. The lagoon system produces periodic odour excursions into the community, particularly during spring thaw, which are uncontrollable and exceed Provincial odour guidelines. The mechanical plant has experienced serious deterioration to the metal superstructure, the mechanical components have served their useful lives and the facility is unsuitable for upgrading for future treatment requirements.

A new activated sludge facility will be constructed to replace the abandoned facilities and will include:

- bar screens
- grit removal chambers
- two 30-metre diameter secondary clarifiers
- two aeration tanks
- two 30-metre diameter secondary clarifiers
- sludge storage facilities
- in-plant odour control
- service building
- administration building
- liquid waste haulers disposal facility
- effluent heat sink
- odour control stack
- distributed digital control system

B) BUDGET ESTIMATES

Total budgeting for the WEWPCC project, including approved capital as well as the 1992 to 1996 Five Year Capital Program totals $37,300,000.00. A detailed design estimate recently submitted for the major construction works indicates that the budget will have to be increased by $7,000,000.00 to complete the project for a total budget of $44,300,000.00.

A comparison of previous and proposed budgeting is as follows:

	Previous	Proposed	Increase
1986	$ 1,100,000.00	$ 1,100,000.00	
1987	1,000,000.00	1,000,000.00	
1990	500,000.00	500,000.00	
1991	13,000,000.00	13,000,000.00	
1992	11,000,000.00	14,000,000.00	$3,000,000.00
1993	9,500,000.00	13,000,000.00	3,500,000.00
1994	1,200,000.00	1,700,000.00	500,000.00
	$37,300,000.00	$44,300,000.00	$7,000,000.00

The total project increase includes an increase to the estimated construction cost as well as associated increases for interim financing, administration and engineering. The previous budget estimates were based on a total construction cost of $29,425,000.00 (1991 dollars). Since that time, the project consultants have completed final design and prepared a detailed estimate. The total estimated construction cost is now $35,260,000.00.

The increase of $5,835,000.00 to the estimated construction cost is summarized as follows:

Inflation	$1,500,000.00
Scope Changes	
Controls	950,000.00
Process	1,100,000.00
Electrical	520,000.00
Provision for Future Expansion	300,000.00

Report of the Committee on Works and Operations, dated June 4th, 1991.

Refinement of Design Details and Estimates	1,465,000.00
Total Construction Cost Increase	$5,835,000.00

The cost estimate of $35,260,000.00 assumes a general contract for construction of the facility will commence in 1991 and be completed in early 1994. Accordingly, an inflation allowance of four percent per year has been included in the 1992 and 1993 budgets, totalling $1,500,000.00.

The distributed process control system cost increase resulted from additional monitoring and control points being added to the system, to a level more closely representing the City's other sewage treatment facilities. This was considered essential to maintain a high level of service since the facility will be required to function unattended outside of normal working hours.

Process improvements include the addition of an underground tunnel between aeration tanks which has optimized process pipe routing and will provide staff access, and incorporation of a dual main sewage conduit to improve system reliability and improve flexibility of operation. In addition, several other less significant enhancements to reliability have been included.

Additions to the electrical system were also necessary to increase reliability, thereby reducing the risk of raw sewage discharges to the river. They include dual electrical feeders to avoid a complete shutdown of the treatment process upon an electrical equipment failure and enlargement of the standby power system to minimize the impact of complete power failure.

Provision for future expansion includes a number of relatively minor changes which are currently being incorporated which will yield significant savings when future expansion occurs. This includes provisions for future piping, ducting, channel connections and structures.

Refinement to design details and corresponding changes to cost estimates are a normal occurrence in the evolution from a concept to a detailed design.

Alternatives which would reduce the cost of construction were investigated by the project consultants and considered by department staff. With a few minor exceptions which have since been incorporated, the project consultants and department staff are of the opinion no changes can be made to the proposed facility that will result in a significant cost savings without an adverse affect on the functioning or reliability of the facility.

It is therefore proposed that Council approve an additional $3,000,000.00 to the 1992 budget year and $3,500,000.00 to the 1993 budget year of the WEWPCC expansion project. The 1992 and 1993 increases are being requested to facilitate awarding of one large general contract for construction of the facility. The $500,000.00 budget increase for 1992 is not intended for the general contract and, therefore, approval of the increase is not being requested at this time.

Approval of the additional funding will result in an immediate increase of $6,500,000.00 to the department's Five-Year Capital Program. Appropriate adjustments to conform to department budget totals will be made during the upcoming budget process. Favourable pricing for the South End Water Pollution Control Centre expansion project now suggests a $3,000,000.00 surplus will result, thereby potentially mitigating the overall Five Year Capital Program increase.

C) ADVANCE FUNDING

Annual budget amounts were established to conform to the total costs associated with annual contract awards with consideration for departmental budget constraints. Since Council only approves funding on an annual basis, future years of the Five Year Capital Program cannot be considered for the award of contracts, even though the funds will not be expended prior to approval as Capital Estimates. The initial concept for the WEWPCC project was to award contract packages for each process area which would be in the 8 to 10 million dollar range

Report of the Committee on Works and Operations, dated June 4th, 1991.

Each process area was to be commissioned as completed, necessitating significant costs for temporary connections.

It has been determined that significant benefits would result if future budgeted funds could be used for awarding of contracts. The benefits include identifiable financial savings due to optimization of construction activities as well as intangible but significant benefits resulting from maintaining responsibility for the entire works with one general contractor.

A project Value Engineering Study recommended the entire facility be constructed under one contract at an estimated savings of approximately $1,000,000.00. The savings were anticipated to accrue from elimination of temporary connections and economy of scale. Completing the work in staged contracts would necessitate a series of temporary pumping installations to permit commissioning of the constructed works. Awarding of only one contract would result in only one commissioning period and the only connection required would be the final permanent connection.

One general contract would permit the general contractor and his subcontractors to arrange the work activities to their advantage. For example, foundation work could be completed for the entire facility, eliminating the need and extra costs associated with mobilization and demobilization for each contract. In addition, delivery schedules could be optimized for process and mechanical equipment to facilitate installation and potentially reduce carrying charges.

Awarding of only one general contract for construction of the facility would ensure responsibility resides with only one contractor. Since the facility consists of a series of process areas physically connected to each other structurally, mechanically and electrically, works performed in one area will affect adjacent areas. The close proximity of construction, overlapping of schedules and interrelationship of the works creates potential for contractual disputes among contractors which could be detrimental to the overall project. Awarding of one large contract would eliminate this potential source of conflict. In addition, fewer contracts would result in simplified contract administration and a proportional reduction in contract administration costs.

A similar concept of advanced funding was approved by Council for a recent SEWPCC project based on an estimated savings of $250,000.00. Although it is impossible to ascertain the cost savings resulting specifically from this procedure, the overall cost was over $3,000,000.00 less than the pretender estimate which suggests the WEWPCC anticipated savings may be greater than estimated. The favourable pricing for the SEWPCC was also considered to have resulted from the current economic down turn and corresponding competitiveness among contractors. These continuing conditions also favour awarding a large contract at the current time.

It is therefore proposed that sufficient funds be approved to permit the awarding of one general contract for the construction of the WEWPCC facility.

The value of the contract has been estimated to be approximately $30,000,000.00. Required advanced funding includes $14,000,000.00 for the 1992 budget year and $13,000,000.00 for the 1993 budget year.

Approval of the 1992 and 1993 budget funding in advance will not result in advanced expenditure of funds. The approval is only being requested to permit award of an enlarged general contract. The overall progress of the work and final start-up dates will be unaffected. To ensure this condition is fulfilled, the contract will specify a cash flow
schedule which conforms to the approved funding schedule.

Advanced funding of a similar nature was approved by Council on June 20th, 1990, for the South End Water Pollution Control Centre project. In addition, two multi year contracts requiring advanced Current Estimates approval have been approved for the Waterworks, Waste and Disposal Department. These included a 15-year contract for oxygen supply and a four-year, eight-month contract for sludge hauling.

Report of the Committee on Works and Operations, dated June 4th, 1991.

Section 282(1) of The City of Winnipeg Act requires the City of Winnipeg to obtain the approval of the Minister of Finance for all City debenture issues. In this particular set of circumstances, if the initial borrowing by-law is not processed, Council would be authorizing a contractual obligation for which it could not guarantee funding.

D) ENVIRONMENTAL LICENSING

The Province of Manitoba has commenced a procedure for Environmental Licensing of the City's sewage treatment facilities. Accordingly, the Waterworks, Waste and Disposal Department filed proposals under The Environment Act for all three facilities, including the WEWPCC. The final licenses for the sewage treatment works will not be issued until after completion of the Clean Environment Commission public hearings concerning water quality objectives for the Red and Assiniboine Rivers which are scheduled for the fall of 1991.

The Province has issued Stage 1 License No. 1370 to permit the WEWPCC expansion project to proceed in accordance with the City's proposal. It is anticipated that the planned WEWPCC works will be an essential component to meet the future effluent limitations established under the licensing process.

The Environment Act identifies penalties associated with non- compliance with Licenses (section 33 to 36). Penalties for non-compliance may include fines, imprisonment, clean-up or restoration costs as well as costs associated with refraining from continuing the offending activity.

E) ALTERNATIVE A - BALANCED BUDGET

This alternative assumes no change to the proposed action, but includes a method of re-allocating funding to balance the 1992 to 1996 Five Year Program to current levels.

The WEWPCC project shortfall in the 1992 budget year could be funded by re-allocating $3,000,000.00 from the 1992 budget year of the South End Water Pollution Control Centre project. It is currently anticipated that an end-of- project surplus of $3,000,000.00 will be available and, therefore, the residual funding will be sufficient to complete the project as planned.

The outstanding $3,500,000.00 shortfall in the 1993 budget year could be funded by deferral of the North End Water Pollution Control Centre Primary Clarifier Covers project. The covers are intended to contain odour from the clarifiers. The project includes $6,660,000.00 in 1993 of the 1992 to 1996 Five Year Capital Program for engineering and construction. The budget was included as an allowance in anticipation of the remedial work, but it is not currently mandated under Environmental License.

This alternative is not recommended since at least one tender is yet to be issued for the SEWPCC and there is no guarantee bid prices will be within current estimates, and re-allocation of funds from the NEWPCC may result in a delay of odour mitigation works which affect the surrounding community. Repriorization of projects within departmental budgeting limitations would more appropriately be undertaken during the normal budgeting process, in accordance with the recommended alternative.

E) ALTERNATIVE B - REJECT ADVANCE FUNDING

Rejection of the advance funding request will necessitate award of contracts commensurate with approved funding on an annual basis. Additional costs of approximately $1,000,00.00 as well as significant unquantifiable costs which include potential contractual conflicts, additional administration costs and potentially higher costs resulting from future tendering during improved economic conditions.

Under this alternative, budget shortfalls would be deferred to the normal budget process.

Your Committee on Works and Operations therefore recommends:-

1. That Council approve the addition of $3,000,000.00 to the 1992 budget year and $3,500,000.00 to the 1993 budget year of the 1992 to 1996 Five Year Capital Program for the West End Water Pollution Control Centre expansion.

Report of the Committee on Works and Operations, dated June 4th, 1991.

2. That Council provide approval in advance for all funds budgeted in the years 1992 and 1993 totalling $27,000,000.00 for the West End Water Pollution Control Centre expansion.

3. That the City Solicitor be instructed to prepare the necessary initial capital borrowing by-law (for sewage disposal purposes) to fund the above contractual commitment, said by-law to be submitted to Council at the same time as the Committee Report.

4. That the overall amount in the Five Year Program for sewage disposal purposes not be increased to accommodate the above recommendations.

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

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

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

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

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

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

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

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

There were eight original signatories to the participation agreements. A summary of the replies received shows that James Richardson and Sons, the Bank of Montreal and the Royal Bank have each indicated that they do not object to the removal of the pedestrian prohibition.

The Scotia bank, Trizec Manitoba Ltd. and Bentall Development/CN Real Estate/Toronto-Dominion Bank have advised they are not in favour.

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

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

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

Report of the Committee on Works and Operations, dated June 4th, 1991.

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

On May 29th, 1991, Council granted your Committee a further extension to June 19th, 1991, in which to report back in this matter.

A report entitled "A Study to Determine the Effects of Restoration of At-Grade Pedestrian Crossing of the Intersection of Portage Avenue and Main Street", laid over on September 4th, 1990, by the Committee on Works and Operations, projected the following transportation consequences of such restoration:

- The major southbound, and eastbound, right-turning vehicular traffic movements would each be reduced from two phases to one, in order to accommodate pedestrians in the west and south crosswalks without turning vehicle conflicts.

- The east and south crosswalks would each be a considerable distance from the signalized intersection, creating a serious pedestrian safety problem.

- The cost of connecting the crosswalks to the corners of the intersection for pedestrian safety has not been estimated, but would be substantial, particularly at the south-east corner.

- The cost of pedestrian control signals would be of the order of $90,000.00.

- The effect of required pedestrian crossing time provisions in signal phases would greatly reduce the capacity of the intersection, increasing congestion in busier periods. (Since 1979, the vehicular traffic volume at the intersection has grown by approximately 20%).

- The changes to the signal phases would greatly delay the occupants of vehicles (including Transit buses), relative to the much lesser number of pedestrians expected to cross at-grade.

Your Committee on Works and Operations also considered an opinion from the City Solicitor on the legal ramifications of the City taking unilateral action and its advice that should Council be of the opinion that at-grade pedestrian crossing be restored at the intersection of Portage Avenue and Main Street, it direct the Administration to engage in negotiations to amend the existing Concourse Agreements with each of the parties to those Agreements to permit at-grade crossing prior to restoring at-grade access.

The Director of Streets and Transportation gave a verbal presentation with respect to the geometrics and traffic data, etc., at this intersection, and was requested to make a full presentation before Executive Policy Committee (and all members of Council invited to attend) in this regard.

After consideration of all aspects, your Committee on Works and Operations recommends that, for reasons of pedestrian safety and vehicular passenger accommodation in peak periods, the at-grade pedestrian crossing not be restored at the intersection of Portage Avenue and Main Street.

Moved by Councillor Lorenc,
Adoption of the clause.

Report of the Committee on Works and Operations, dated June 4th, 1991.

In amendment,

Moved by Councillor Fleisher,
Seconded by Councillor Mendelson,

That Clause 9 of the Report of the Committee on Works and Operations, dated June 4th, 1991, be referred back to Committee on Works and Operations with the following instructions:-

1. That the Committee on Works and Operations present a plan for implementing a trial opening of Portage Avenue and Main Street effective August 1st, 1991, through to September 30th, 1991 inclusive, by the next meeting of Council;

2. That this plan identify costs;

3. That the Law Department be requested to contact Trizec Corporation with a view to securing their consent to such a trial opening;

4. That the Committee on Works and Operations present the results and further recommendations within 90 days of September 30th, 1991.

Councillor Eadie called the Deputy Speaker, Councillor Wade, to the chair in order to participate in the debate, and after speaking, resumed the Chair.

With permission of Council and pursuant to Section 5(1) of the Municipal Council Conflict of Interest Act, Councillor Mitchelson advised that he would refrain from further participation in the debate and would not vote on the clause in view of his employment association (clients in the concourse) and left the Chamber.

Moved by Councillor Hyman,

That the question be now put.

Carried.

The motion to refer with instructions was put. Councillor Lorenc called for the yeas and nays which were as follows:-

Yea: Councillors Boychuk, Brown, Clement, Demare, Diamant, Douglas, Fleisher, Fraser, Golden, Hyman, Kaufmann, Lorenc, Mendelson, Murray, O'Shaughnessy, Reese, Thomas, Timmers, Young, Yuen and Eadie. 21

Nay: Councillor Wade. 1

and the motion to refer with instructions was declared carried.

Councillor Mitchelson here returned to the Chamber.

Accommodation in Winnipeg of Roads and Transportation Association of Canada (RTAC) Trucks. File ST-5.2

993 - 10. LAID OVER BY EXECUTIVE POLICY COMMITTEE

Report of the Committee on Works and Operations, dated June 4th, 1991.

Two Year Freeze on Reduced Transit Fare
and Special Off-Peak Rate.
Files TT-2 and FE(1991).

994 - 11. On January 8th, 1991, the Committee on Works and Operations considered the following motions referred by Council:

"That Special/Student Fares of 60 cents remain in effect for a period of two years"

and

"That a special off-peak rate be set for a special category and the ordinary ridership."

Committee referred these motions to the Transit Department and requested a review of the percentage increases regarding senior/student fares for the purpose of ascertaining whether the increases could be spread over a number of years.

Council granted an extension of time to your Committee for report back in this regard.

Table 1 hereunder depicts the History of Transit Fare Increases:

TABLE 1

HISTORY OF TRANSIT SYSTEM FARE INCREASES

	March 1/86	March 1/87	March 1/88	1989	May 1/90	Feb. 1/91
ADULT						
cash	$ .85	$. 90	$ 1.00	NO	$ 1.10	$ 1.15
ticket	$ .75	$ .80	$ .90	FARE	$ 1.00	$ 1.05
pass	$28.00	$30.00	$34.00	INCREASE	$38.00	$40.00
REDUCED						
cash	$.35	$.40	$.50	NO	$.55	$.60
ticket	$.30	$.35	$.45	FARE	$.50	$.55
pass	$14.00	$15.00	$17.00	INCREASE	$20.00	$22.00

1. TWO YEAR FREEZE ON REDUCED FARE

The regular transit system fare structure is divided into two categories: Adult and Reduced. Persons eligible for the reduced fare category are:

- Children between the ages of 5 and 16 (children under five years can travel free when accompanied by a paying passenger)

- High School students age 17 or 18 with valid transit photo permit

- Senior citizens aged 65 and over with a valid federal blue card or transit photo ID

The history of cash, ticket and monthly pass fares for these categories is summarized in Table 1. Since 1986, the reduced fare for both cash and ticket categories has increased by an average of 5 cents per year.

The main reasons for a fare increase are to minimize the projected increase in the Transit System deficit for the budget year and to maintain the revenue to cost ratio to at least 50%.

Report of the Committee on Works and Operations, dated June 4th, 1991.

For the 1991 budget year, a fare adjustment was required to generate additional revenue in the amount of $2,051,832.00. In order to generate this additional revenue, an increase to both cash and ticket fares of 5 cents and an increase of $2.00 to the monthly pass for both the adult and reduced categories was implemented effective February 1st, 1991.

If, during the deliberations regarding the 1991 Transit fares, the decision had been made to freeze the reduced fare at the 1990 rate, and the additional revenue of $2,051,832.00 was still required, the adult fare would have had to have been increased by an additional 5 cents for both the cash and ticket categories (adult cash fares would have increased from $1.10 to $1.20 and adult tickets would have increased from $1.00 to $1.10). Past experience with increases to adult fares has suggested that an increase that reflects the annual rate of inflation does not have a significant impact on ridership. In this analysis of the impacts of freezing the reduced fare, the increase in adult fares that would have been required to off-set the loss in revenue would have been almost double the rate of inflation and therefore would likely have resulted in significant declines in ridership. Losing even a small percentage of adult riders greatly impacts Transit System ridership as this group accounts for 70% of the total system ridership.

With respect to the reduced fares, an increase of 5 cents per year over the last few years has not resulted in any significant changes in ridership even though the magnitude of these fare increases has been in the order of 10%. The increase in reduced fares has averaged 5 cents since 1986 with no appreciable change in transit ridership patterns or levels.

The average cost of providing a ride on Winnipeg Transit buses is approximately $1.30 per passenger. This cost is the same for all passengers whether they are children, students, adults, or senior citizens. It could be argued that since the increase in the cost of providing service is approximately the same for all transit riders, a 5 cents per trip increase for all transit users is an equitable increase strictly from a transportation service point of view. The issue of income redistribution should not be one of the considerations in establishing transit fares and is more appropriately dealt with through existing social welfare mechanisms.

2. SPECIAL OFF-PEAK RATE

A number of off-peak fare strategies can be considered. All of these options would either involve a substantial reduction in transit system revenue due to lower average fares collected during the off-peak periods or a significant increase in peak period fares which would be required if the total revenue generated by the Transit System is to be maintained at the same level. Three reduced off-peak fare strategies are summarized as follows:

Option A: Modest off-peak fare reduction

This option assumes a reduction of 5% to 10% in fares for riders using the Transit System during the weekday off-peak periods (from 9:00 a.m. to 3:30 p.m. and from 5:30 p.m. to 1:30 a.m.) and all day on Saturdays, Sundays and holidays. Current normal fares would be paid by all peak period riders. There would be no discounts for monthly pass users travelling in off-peak periods.

The fare structure would be as follows:

Option A - Fare Structure

	Current Fares	Peak Periods	Off-Peak Periods
Adult			
Cash	$1.15	$1.15	$1.10
Ticket	$1.05	$1.05	$1.00

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Reduced			
Cash	$ .60	$ .60	$ .55
Ticket	$ .55	$ .55	$ .50

The estimated annual loss in revenue resulting from this reduced off-peak period fare program would be $800,000.00.

Based on past experiences with fare changes of this relative magnitude, it can be anticipated that there would not be any significant changes to existing travel patterns or significant increases in new transit riders. The reduced off-peak fare program would require the use of special off-peak tickets.

A modest off-peak fare reduction program would not result in any significant ridership changes to justify the loss in revenue.

Option B: Significant off-peak fare reduction

This option assumes a 30% reduction in off-peak fares. Both adult and reduced cash fares would be reduced by 30%. No special off-peak fare tickets would be available. Monthly pass users travelling in the off-peak periods would not experience any discount in fares. Therefore, there is a possibility that there could be some reductions
in monthly pass sales. In order to optimize the positive impacts of a reduced off-peak fare, this option also assumes a change to fares paid by senior citizens travelling during the peak periods. Senior citizens would pay the regular adult fares during the peak period while adults, students and children would pay the current normal fare. No special reduced off-peak tickets would be required.

The fare structure would be as follows:

Option B - Fare Structure

	Current Fares	Peak Periods	Off-Peak Periods
Adult			
Cash	$1.15	$1.15	$. 80
Ticket	$1.05	$1.05	
Reduced			
Cash	$ .60	$ .60	$ .40
Ticket	$ .55	$ .55	
Seniors			
Cash	$ .60	$1.15	$ .40
Ticket	$ .55	$1.05	

The estimated annual loss in revenue resulting from this reduced off-peak program would be $5,000,000.00. It is anticipated that a significant off-peak fare reduction would generate some additional off-peak ridership, but it is not expected that the revenue obtained from this additional off-peak ridership would offset the revenue lost due to current off-peak riders paying lower fares.

Option C: Significant off-peak fare reduction combined with an increase to peak period fares in order to off-set loss revenue.

This option is similar to Option B; however, peak period fares would be increased to off-set the $5,000,000.00 loss in revenue resulting from the 30% reduction in off-peak fares.

Report of the Committee on Works and Operations, dated June 4th, 1991.

The fare structure would be as follows:

		Option C - Fare Structure	
	Current Fares	Peak Periods	Off-Peak Periods
Adult			
Cash	$1.15	$1.50	$ .80
Ticket	$1.05	$1.40	
Reduced			
Cash	$ .60	$ .85	$ .40
Ticket	$ .55	$ .80	
Seniors			
Cash	$ .60	$1.50	$ .40
Ticket	$ .55	$1.40	

It is projected that there would be a significant shift in trips currently made during the peak period into the off-peak. However, some persons who currently travel during the peak period (for example, most work and school trips) may change their mode of travel due to the very large (30% to 45%) increase in peak period transit fares. Therefore, overall Transit System ridership under Option C would be less than under Option B.

There are, however, a number of benefits associated with an off-peak fare program which counter-balance some of the disadvantages; such as loss in Transit System revenue or the requirement to increase peak period fares to a higher level. For example, if a significant number of peak period riders shift their travel to the off-peak period, there could be a reduction in the overall cost of operating the Transit System. Typically the provision of peak period service is the most expensive to provide on an hourly basis compared to the off-peak periods. As well, there is generally unused capacity available on the buses in the off-peak period which could accommodate additional riders at no cost. There is also the potential of attracting new riders to public transit as a result of lower transit fares during the off-peak periods.

There are a number of other fare strategies and programs that have the potential of increasing Transit System ridership and improving the productivity of the Transit System by making better use of the service provided during off-peak periods. The Transit Department is currently looking at a number of these strategies. This is a major project, however, and involves a large commitment of manpower resources to this undertaking. This study will address the following:

- off-peak fares
- changes to current transfer policies
- zone fares
- other special fare categories
- a daily pass
- a weekend pass
- a two week pass
- premium fares for premium services (e.g. super express bus service)
- incorporating new technologies in the fare collection system (e.g. magnetic cards, smart cards, etc.)

This study will be on-going over the next two years. A detailed analysis identifying costs, additional revenues, benefits, and other implications will be prepared for each of these items and reported on at the appropriate time.

Your Committee on Works and Operations submits this report to Council as information and recommends that the motions of Council with respect to a Two-Year Freeze and Reduced Transit Fare, and Special Off-Peak Rate, be filed at this time, in view of the fact that Committee will be considering an administrative report relative to off-peak fares, zone fares and other special fare categories during the 1992 budget deliberations.

Report of the Committee on Works and Operations, dated June 4th, 1991.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

COMMITTEE ON WORKS AND OPERATIONS

MOTIONS

Moved by Councillor Hyman,
Seconded by Councillor Brown,

995 - WHEREAS the Committee on Works and Operations has deleted any funding in budgets for erecting barricades for street closures;

AND WHEREAS the focus of residential street closures is primarily to allow the community to get together in block parties;

AND WHEREAS Council supports the community getting together at these street parties;

AND WHEREAS Council supports the policy that each street or residential block party should fund the cost of street closures;

AND WHEREAS we believe that these costs should be minimal in nature;

THEREFORE BE IT RESOLVED that a procedure be developed whereby the residents themselves can avail themselves of barricades at community district offices upon request, and that the Police Department or members of the Streets and Transportation Department in their normal course of duties can inspect the barricades to their satisfactory condition which should minimize costs;

BE IT FURTHER RESOLVED that the Commissioner of Finance and Administration be requested to ensure that this procedure will conform with requirements under the City's insurance policies;

BE IT ALSO RESOLVED that, as time is of the essence, this policy be in place as soon as possible or reported back to the next regular meeting of Council.

Referred to Committee on Works and Operations.

Moved by Councillor Golden,
Seconded by Councillor Fleisher,

996 - WHEREAS Council has not concurred in the recommendation contained in Clause 9 of the Report of the Committee on Works and Operations, dated June 4th, 1991, that at-grade pedestrian crossing not be restored at the intersection of Portage Avenue and Main Street;

THEREFORE BE IT RESOLVED that the City restore pedestrian at- grade crossing at Portage Avenue and Main Street for a trial period between July 1st, 1991 and August 31st, 1991, following which a report will be made by the Streets and Transportation Department to the first meeting of the Committee on Works and Operations thereafter, on the results of the trial opening.

The Speaker ruled that in view of the action of Council in dealing with Clause 9 of the Report of the Committee on Works and Operations, dated June 4th, 1991, earlier in the evening, this motion is redundant.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

997 - On motion of Councillor Lorenc, By-law No. 5709/91, a By-law of the City of Winnipeg to close part of Kennedy Street between Assiniboine Avenue and the Assiniboine River, was read a first time. File No. DAC 11/90.

Councillor Lorenc moved that this constitute the first reading of By-law No. 5709/91, which motion was carried.

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. 5710/91, a By-law of the City of Winnipeg to open the south-east and south-west corners of Corydon Avenue and Stafford Streets. File Nos. DAO 13/90 and DAO 15/90.

By-law No. 5711/91, a By-law of the City of Winnipeg to open the east side of St. Anne's Road, south of Fermor Avenue. File No. DAO 17/88.

By-law No. 5712/91, a By-law of the City of Winnipeg to widen the north-east corner of Pembina Highway and Oakenwald Avenue, Part Lot 8, Plan 23639. File No. DAO 9/90.

By-law No. 5713/91, a By-law of the City of Winnipeg to amend By-law No. 820/74, being a by-law of the said City concerning the reservation of certain portions of streets for the purpose of parking vehicles and the use of parking meters in connection therewith. File No. ST-2.

On motion of Councillor Lorenc, the rule was suspended and the following By-laws were each read a first time, namely:-

By-law No. 5714/91, 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 Twenty-Seven Million Dollars ($27,000,000.00) to fund the expansion of the West End Water Pollution Control Centre. File No. WS-7.

By-law No. 5715/91, a By-law of the City of Winnipeg to close the streets and lanes in area bounded by Dollard Boulevard, Goulet Street, Kenny Street and Tache Avenue. File No. DAC 19/90.

Councillor Lorenc moved that this constitute the first reading of By-laws numbered 5714/91 and 5715/91, which motion was carried.