CONSIDERATION OF REPORT OF THE COMMITTEE ON WORKS AND OPERATIONS

The following clause contained in the Report of the Committee on Works and Operations, dated November 6th, 1990, was laid over by the Executive Policy Committee on November 14th, 1990. The Executive Policy Committee has further considered this clause and has taken the action noted below.

On motion of Councillor Fraser, Clause 9 of the Report of the Committee on Works and Operations, dated November 6th, 1990, was considered.

Free Two-Hour Saturday Parking at Meters
File ST-2

368 - 9. On October 19th, 1983, Council authorized free two-hour Saturday parking at meters for a four month period between November 1st, 1983, and March 1st, 1984. On August 21st, 1985, Council authorized, inter alia:

a) That metered parking on Saturdays be provided free of charge for two-hour periods.

b) That the Committee on Works and Operations review the effects of recommendation (1) after two years, and re-evaluate its continuation in terms of its effect on downtown revitalization.

c) That the Downtown Winnipeg Association provide a written report semi-annually to the Committee on Works and Operations on the "Voluntary Contributed Parking Program" and the general effect on Downtown Revitalization.

The Downtown Winnipeg Association recommended the continuance of the program since their survey of businesses in the downtown area in March, 1987, revealed that the majority of respondents were in favour of free two-hour parking on Saturdays. On July 8th, 1987, Council authorized that metered parking on Saturdays continue to be provided free of charge for two-hour periods for a further one year expiring on June 30th, 1988.

In a subsequent report to the Committee on Works and Operations, the Commissioner of Works and Operations advised that, based on previous estimates of annual parking meter revenue loss of $228,000.00 when the rate was 50 cents per hour, it was estimated that a 75 cent hourly rate would result in a corresponding annual revenue loss of $342,000.00 as a result of free two-hour Saturday parking, and if such a loss of revenue is to be considered cost-effective, there must be a compensating increase in benefit. However, statistics concerning the benefit resulting from free two-hour Saturday parking are not available to the Streets and Transportation Department.

In a letter dated October 23rd, 1989, the Downtown Winnipeg Association recommended that any decision to discontinue two-hour free parking on Saturdays be delayed until the Downtown B.I.Z. (Business Improvement Zone) has organized a study to research the benefits and/or implemented its own programming.

On November 29th, 1989, Council authorized that free two-hour Saturday parking at meters be continued for a further one-year period. Mr. H. Finnigan, Executive Director of the Downtown Business Improvement Zone (B.I.Z.), has advised that free Saturday parking has been considered by the B.I.Z. Parking Committee and, although research regarding the benefits of free two-hour Saturday parking has not been undertaken, free two-hour parking is deemed advantageous by many members. Mr. Finnigan is not aware of any negative aspects associated therewith.

Your Committee on Works and Operations recommends:-

1. That free two-hour Saturday parking at meters be continued indefinitely.

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

Report of the Committee on Works and Operations, dated November 6th, 1990

Your Executive Policy Committee does not concur in the above recommendations and recommends that the clause be filed.

Moved by Councillor Fraser,
Adoption of the clause.

In amendment,

Moved by Councillor Brown,
That the recommendation of the Executive Policy Committee that the clause be filed be adopted.

Carried.

CONSIDERATION OF REPORT OF THE
COMMITTEE ON WORKS AND OPERATIONS

The Executive Policy Committee has had before it the Report of the Committee on Works and Operations, dated January 8th, 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 Fraser, the Report of the Committee on Works and Operations, dated January 8th, 1991, was considered clause by clause.

West Committee Room,
Council Building, Winnipeg.
January 8th, 1991.

His Worship the Mayor and Councillors:

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

Partial Closing of the East/West Public Lane West of Osborne Street between Rosedale and Jubilee Avenues - Assiniboine Park-Fort Garry Community File DAC 10/89

369 - 1. The proposed partial closing of the east/west public lane west of Osborne Street between Rosedale and Jubilee Avenues, shown on Land Surveys and Real Estate Department's Misc. Plan No. APFG 7486/2, was requested by the Neighbourhood Programs Branch of the Community Programs Division, for the purpose of incorporating the lane with the adjacent park site.

The adjoining lands (Part Lots 32/33, Block D, Plan 680) were acquired by the City using Lord Roberts Community Revitalization funds for development as a park. During meetings with area representatives respecting the park development, one issue which was identified was that of pedestrian safety due to the fact that the lane north of Jubilee Avenue was being used as a short cut by southbound traffic to avoid delays at the traffic lights at Jubilee Avenue. The remedy suggested, therefore, was to close the lane and incorporate the land with the adjacent park site - thus eliminating the traffic problem.

The proposed closing was circularized in the usual manner to all interested City departments and public utilities with no objections being received. District No. 1 Operations, however, recommended that a corner cut at the south-east corner of Lot 16, Block 1, Plan 925 (No. 290 Rosedale Avenue) be obtained to permit refuse trucks to turn the corner at the 'L'-shaped lane which will remain open.

The Winnipeg Hydro and the Manitoba Telephone System also advised of their easement requirements if the lane were to be sold, for the protection of existing facilities located within the lane.

On June 20th, 1989, the City Centre-Fort Rouge Community Committee approved the proposed closing subject to the condition that enactment of the lane closing by-law is withheld until the City had obtained the land to provide for a corner cut as required by District No. 1.

At its meeting held on July 17th, 1989, the Committee on Planning and Community Services approved as to planning considerations the referenced closing provided that enactment of the lane closing by-law is withheld until the City has acquired the land to provide the required corner cut.

The Land Surveys and Real Estate Department thereafter attempted to purchase the 3m x 3m corner cut. The owner of 290 Rosedale Avenue, however, refused to sell this portion of the property.

Report of the Committee on Works and Operations, dated January 8th, 1991

In view of the above, the area Councillor requested District No. 6 Operations (the area had since been taken over by District No. 6 Operations effective January 1st, 1990, and also now lies within the boundaries of the Assiniboine Park-Fort Garry Community area) to review District No. 1's original position. District No. 6, after a review of their refuse collection operation in the lane, informed that the need to obtain a corner cut, although desirable, was not absolutely necessary. Since the owner of 290 Rosedale Avenue was not willing to sell, District No. 6 recommended that the condition to withhold the enactment of the closing by-law be removed.

At its meeting held on October 15th, 1990, the Committee on Planning and Community Services rescinded the condition attached to its approval of the lane closing on July 17th, 1989, namely:-

> "provided that enactment of the lane closing by-law is withheld until the City has obtained the land to provide a corner cut required by District No. 1 Operations,"

paving the way for the proposed closing to proceed.

The Committee on Finance and Administration, at its meeting on December 3rd, 1990, approved the transfer of jurisdiction of the lane to be closed to the Parks and Recreation Department for incorporation with the adjacent park site.

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 the east/west public lane west of Osborne Street between Rosedale and Jubilee Avenues, in accordance with Misc. Plan No. APFG 7486/2, 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.

Copy of Misc. Plan No. APFG 7486/2 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Fraser,
Adoption of the clause.

Carried.

Closing of Public Lanes within the Proposed Laboratory Centre for Disease Control Site - Central Works Yard - City Centre-Fort Rouge Community File DAC 25/90

370 - 2. Council, at its meeting on November 29th, 1989, adopted the Report of the Executive Policy Committee dated November 22nd, 1989, which Report recommended, in part:

1. That the City of Winnipeg offer to sell to the Government of Canada for the sum of $1.00, 15 acres of the Central Works Yard provided that the Laboratory Centre for Disease Control is located thereon.

2. That the City of Winnipeg negotiate the details of the siting of the Laboratory Centre for Disease Control and other related matters through the Board of Commissioners with appropriate reports to the Executive Policy Committee for transmission to Council.

Report of the Committee on Works and Operations, dated January 8th, 1991

Prior to the conveyancing of the land by the City to the Government of Canada for the Laboratory Centre, it is necessary to legally close the lanes within this site. The lanes do not exist physically and form part of the present larger Central Works Yard.

The proposed closings have been circularized to all interested City departments and public utilities with no objections having been received.

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 within the proposed Laboratory Centre for Disease Control site - Central Works Yard, in accordance with Plan No. CCFR 8084/1, the cost of the by-law, estimated at $200.00, to be borne by the City-at- large.

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

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

Copy of Misc. Plan No. CCFR 8084/1 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Fraser,
Adoption of the clause.

Carried.

Closings of Hayfield Street and Part of Brockville Street for inclusion into DASZ 11/90 - Assiniboine Park-Fort Garry Community File DAC 27/90

371 - 3. The closings of Hayfield Street and Part of Brockville Street, as shown on Plan No. APFG 8051, are necessary to facilitate the registration of a plan of subdivision prepared under DASZ 11/90, an application for subdivision and rezoning submitted by I. D. Engineering Company on behalf of Genstar Development Co.

The proposed subdivision has been approved as to planning considerations by the Assiniboine Park-Fort Garry Community Committee and the Committee on Planning and Community Services. Council adopted application DASZ 11/90 on October 31st, 1990.

The proposed closings have been circularized to all interested departments in connection with the subdivision application. The portion of Brockville Street to be legally closed will remain physically open until the street connection to Lindenwood Drive West is extended and tied into the south.

City policy and practice provide that where the area of the lands to be dedicated by the developer for streets and lanes exceeds the lands comprising streets and lanes to be closed or cancelled--except in such cases where there are extenuating circumstances, which shall be considered by the Committee on Finance and Administration--that the closed streets and lanes be conveyed to the developer at no cost. In this case, the area of the streets and lanes proposed to be closed is less than the area of the streets being created by the proposed subdivision.

The Committee on Finance and Administration, at its meeting on December 3rd, 1990, approved the conveyance of the lands comprising Hayfield and Brockville Streets within the limits of the subdivision for $1.00, subject to the enactment of the closing by-law.

Report of the Committee on Works and Operations, dated January 8th, 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 closings of Hayfield Street and Part of Brockville Street for inclusion into DASZ 11/90 in accordance with Plan No. APFG 8051, the cost of the by-law and all other related costs, to be borne by the developer.

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 8051 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Fraser,
Adoption of the clause.

Carried.

Portage Avenue and Main Street street-level pedestrian crossings - City Centre- Fort Rouge Community File SC-3.2.1

372 - 4. Council, at its meeting held 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 crossings."

On September 4th, 1990, Committee received advice from His Worship Mayor Norrie that he will provide to Committee responses received from all the signatories to the Portage and Main Concourse Agreement once received.

On October 10th, 1990, Council granted your Committee a 90-day extension of time in which to report back to Council in this matter, in view of the above advice.

Inasmuch as no further advice has yet been received from the Office of the Mayor, your Committee on Works and Operations recommends that pursuant to Section 16.4 of The Procedure By-law No. 5400/90, a further 120-day extension of time be granted in which to report back to Council in this matter.

Moved by Councillor Fraser,
Adoption of the clause.

In amendment,

Moved by Councillor Golden,
Seconded by Councillor Kaufmann,
That Clause 4 of the Report of the Committee on Works and Operations, dated January 8th, 1991, be amended by deleting the words "120-day" where they appear in the last paragraph, and replacing them with the words "60-day".

Carried.

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

Report of the Committee on Works and Operations, dated January 8th, 1991

Proposal for the Establishment of a Recycling Advisory Committee
File WT-1.3

373 - 5. Council at its meeting held on July 11th, 1990, referred the following motion to your Committee on Works and Operations, namely:-

"WHEREAS the City of Winnipeg is responsible for garbage collection;

AND WHEREAS this service has materials which can be recycled, reused or recovered;

AND WHEREAS many sectors of this City have an interest and expertise on how to best proceed with respect to creating a recycling program for the City of Winnipeg;

BE IT THEREFORE RESOLVED THAT the City of Winnipeg establish an advisory committee with representatives from the industries involved in recycling, non-profit organizations involved in recycling, workplace representatives, and others who have expertise on recycling programs and how they can be organized to achieve their objectives while remaining cost-effective."

In May 1990, a waste minimization strategy for Manitoba prepared by the Manitoba Recycling Action Committee was presented to the Minister of Environment. The recommendations in this strategy include advisory committees to deal with industry and interested organizations on recycling matters.

The Waste Minimization and Recycling Action Plan approved by Council on July 11th, 1990, (Item 3 d) deals with staffing to carry out the plan.

The Works and Operations Committee, at its meeting of September 4th, 1990, requested the Administration to investigate and prepare a report on establishment of an Advisory Committee on recycling with representatives from the industries involved in recycling, non-profit organizations involved in recycling, workplace representatives and others who have expertise on recycling programs and how they can be organized to achieve their objectives while remaining cost-effective.

Pursuant to Section 16.4 of The Procedure By-law No. 5400/90, Council on October 10th, 1990, granted your Committee on Works and Operations a 90-day extension of time in which to report back to Council on the above motion.

In order that the necessary resources are available to an Advisory Committee and in order to avoid duplication with similar actions by the Province, it is proposed to await the establishment in early 1991 of staffing and administration structure for waste reduction and to co-ordinate efforts with the Province on an Advisory Committee.

Your Committee on Works and Operations therefore recommends that Council grant it a further 90-day extension of time in which to report back in this matter.

Moved by Councillor Fraser,
Adoption of the clause.

In amendment,

Moved by Councillor Young,
Seconded by Councillor Duguid,
WHEREAS the Resource Recovery Institute (RRI) has provided several Winnipeg neighbourhoods with an ongoing bluebag curbside recycling program until they were recently forced to indefinitely suspend operations;

AND WHEREAS other than past piecemeal support for the RRI, the City of Winnipeg has not provided any leadership in organizing any other alternative recycling program that is either curbside or depot based;

Report of the Committee on Works and Operations, dated January 8th, 1991

AND WHEREAS the closure of the RRI will leave a void that will likely jeopardize important initiatives achieved to date such as the development of markets and behaviour patterns in handling recyclables, if left in limbo;

AND WHEREAS any undue delay in organizing a recycling advisory committee, in recognition of these circumstances, will only further jeopardize the success of any recycling program that may be organized in the future;

THEREFORE BE IT RESOLVED that rather than extending the time period for organization of a recycling advisory committee for 90 days, an extension of 30 days only be allowed for its organization.

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

Carried

The amendment was put.

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

Yea: Councillors Wade, Boychuk, Clement, Demare, Diamant, Douglas, Duguid, Golden, Lazarenko, McKee, Mendelson, Murray, Prystanski, Reese, Selinger, Thomas, Timmers, Young and Eadie. 19

Nay: Councillors Brown, Fleisher, Fraser, Kaufmann, Mitchelson and O'Shaughnessy. 6

and the amendment was declared carried.

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

Addition to the 1990 Watermain Renewal Program File WW-2.4

374 - 6. The 300 mm cast iron watermain under Bunn's Creek on Bonner Avenue between Henderson Highway and Rothesay Street was installed in 1974.

The above section of watermain had not experienced a break until June 21st, 1990. After repairs to two sections of the pipe, the watermain was charged with water, only to experience another break. The watermain has not been turned on since.

When repairing the June 1st, 1990 break, it was observed that the exposed pipe showed significant deterioration. The cast iron pipe is in such poor condition that it crumbles and breaks, making repairs difficult.

This pipe is located under Bunn's Creek and it is imperative that a timely renewal take place during the winter months for the most cost efficiency.

The monies required for the renewal are available in the Watermain Renewal Reserve account which as of November 15th, 1990, stands at $735,563.79.

Your Committee on Works and Operations therefore recommends:-

1. That the 300 mm cast iron watermain located under Bunn's Creek on Bonner Avenue between Henderson Highway and Rothesay Street be added to the 1990 Watermain Renewal Program at an estimated cost of $25,000.00, the funding to be obtained from the Watermain Renewal Reserve.

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

Report of the Committee on Works and Operations, dated January 8th, 1991

Moved by Councillor Fraser,
Adoption of the clause.

Carried.

Use of Salt and Sand on City Streets
File SC-3.6

375 - 7. On April 25th, 1989, the Committee on Works and Operations requested the Administration to review the existing Policy and Procedures regarding the application of abrasives and salt on City streets in light of what appeared to be an excessive amount of abrasives and salt applied to the City streets during the previous winter. On April 24th, 1990, the Committee on Works and Operations reviewed a report on "Sand and Salt for Snow Clearing and Ice Control" and concurred in the recommendations contained in said report, namely:

1. That the Operations Department continue to monitor the development and cost of environmentally friendly road deicers and their use by other road authorities.

2. That the existing City of Winnipeg twenty-seven (27) treated sand and salt spreader trucks be equipped with automatic hydraulic controls staged over a two (2) year period at an estimated annual cost of $56,000.00 in 1990 and $52,000.00 in 1991 (total cost $108,000.00) and that these funds be charged to the respective snow and ice control annual current accounts.

3. That various application rates and corresponding maintenance procedures be developed for controlling the application of treated sand and salt on all three categories of streets in the City of Winnipeg.

4. That the Operations Department continue to evaluate the use of front mounted truck plows for snow clearing in the City of Winnipeg.

The existing policy for Snow Clearing and Ice Control was approved by Council in the process of approving the 1980 Operating Budget and is the mandate for services provided by the Operations Department for snow clearing and ice control on City streets. This policy states that "sanding and/or salting of streets, lanes and sidewalks shall be undertaken in order to ensure a reasonable level of safety to motorists and pedestrians, as local conditions dictate".

The policy further identifies that Priority I and II Streets, (i.e. Regional Streets, Collectors and Bus Routes) shall be maintained to bare pavement and Priority III Streets (Residential) shall be maintained to a compacted snow surface.

SECTION A - USE OF SALT ON CITY STREETS

The populace of Winnipeg is largely dependent on being mobile all year round, either by automobile, truck or bus. As a result, it is critical that the street network and transportation system be functioning and safe. The City endeavours to provide an adequate level of service and, pending proper weather conditions, the application of 100% salt to City streets satisfies the following objectives:

1. Melting freshly fallen snow on arteries that are heavily travelled.

2. Preventing the formation of ice on the roadway surface due to freezing rain, fog, traces of snow, or frost formations such as on bridge decks.

3. Removing layers of snow and ice that remain on the pavement after the plowing operation is carried out.

4. Improving tire traction and braking qualities of the pavement.

Report of the Committee on Works and Operations, dated January 8th, 1991

Priority I Streets

The Operations Department's policy for the application of salt on Priority I Streets is pretty well defined by past practice, namely that:

(a) Salt is effective for the melting and removal of ice and snow accumulations on the pavement only when ambient (surrounding) temperatures are above approximately -7 degrees Celsius, depending on pavement temperatures, the radiant heat of the sun, wind conditions, traffic speed and volume. Because of this temperature limitation, salt is generally used for that part of the winter prior to the middle of December and subsequent to the middle of February.

(b) Salt is applied in short burst applications called "spotting" on signalized intersections, controlled intersections, bridge decks, underpasses, railway crossings and pedestrian crossings, to provide satisfactory tire traction quickly under heavy traffic conditions by melting the snow and ice accumulating on pavements. This method of application is particularly useful when snow or freezing rain accumulates just prior to rush hours.

(c) Salt can also be applied continuously along the Regional Street system to melt freshly fallen snow. Depending on the weather conditions prior to the snowfall, a single application will melt three to six (3 to 6) centimetres of fresh snow. Should the snowfall continue, a second application may be required to melt the additional snow. This procedure is currently being practised instead of the alternative of plowing the fresh snow from the street followed by a salt "spotting" application for two reasons:

(i) Bare pavement is restored quickly providing needed tire traction often in a time frame where plowing is not a viable alternative (e.g. to expedite rush hour traffic), and

(ii) The continuous application of salt compared to an "all-out" plow on the Regional Streets results in a saving of approximately $200,000.00 per application in plowing and hauling costs or $600,000.00 during an average winter.

The salting of Priority I Streets on a continuous basis must be authorized by the Director of Operations or his designate.

(d) Salt is applied at an application rate of 170 kilograms per lane kilometre. Over the next two years, the City of Winnipeg's fleet of salt spreader trucks will be equipped with automatic spreader controls. In conjunction with this upgrading, the Operations Department will be developing varying application rates to correspond to changeable street conditions. For example, the application rate of salt for a light "spotting" requirement should be different from the application rate for a continuous salting operation to melt 3 to 6 centimetres of fresh snow.

Priority II Streets

The use of salt on Priority II Streets has not been well defined up until now. It has been used on a few higher volume streets routinely and on other streets on occasion. There is greater use in extreme conditions such as a severe freezing rain.

In view of the existing level of environmental concern with respect to the use of salt, it is proposed that the application of 100% salt not be used on Priority II Streets other than under extreme conditions equivalent to that caused by freezing rain.

The salting of Priority II Streets must be authorized by the Director of Operations, or his designate.

Priority III Streets

The existing policy for Snow Clearing and Ice Control states that Priority III Streets shall be maintained to a compacted snow surface. Therefore, it is proposed that salt shall not be used on Priority III Streets.

Report of the Committee on Works and Operations, dated January 8th, 1991

SECTION B - USE OF TREATED SAND ON CITY STREETS

Treated sand is also used in the City to provide a reasonable level of safety on our street system. Salt is added to the sand (5% by weight) to enhance its performance as follows:

(a) It serves to keep sand fluid and workable when stockpiled throughout the cold winter months so that the stockpiles do not freeze and become unusable,

(b) The salt has the effect of keeping the sand fluid and workable enough that it can be handled in the conveying and spreading apparatus used in the trucks that apply the treated sand to the streets,

(c) The presence of the small quantity of salt in the mixture allows the material, under reasonable weather conditions, to stick to the icy surface of the roadway, thus reducing the tendency for the sand to be blown off the pavement surface by the wind and passing vehicles.

The first priority of application of treated sand after any snow accumulation is on the Regional Street system (Priority I), then the Bus Route and Collector system (Priority II), followed by an application on the Residential Street system (Priority III).

Priority I and II Streets

Treated sand is applied at an application rate of 930 kilograms per lane kilometre to improve traction on Priority I Streets when the ambient temperature is below -7 degrees Celsius, a temperature at which salt is no longer effective. It is applied to Priority II Streets as conditions warrant, ensuring a reasonable level of safety to motorists and pedestrians.

The application of treated sand on Priority I and II Streets is normally done on an intermittent basis along these streets, but may be continuous. After the initial application, and depending on the time of application, wind conditions, amount of traffic and any further accumulation of snow, additional applications of treated sand may be required at controlled intersections, bridges, subways, curves and inclines on the Priority I Street system. The additional applications are usually made because of the significant traffic volumes and higher speeds on the Priority I Streets. The action of vehicle tires at intersections dislodges the sand particles and the subsequent air movement caused by the moving vehicles blows the sand away from the wheel paths and to the side of the roadway resulting in the necessity for additional sanding. Treated sand is blown off the roadway in open areas due to a combination of air movement caused by moving vehicles and the force of normal wind and/or gusts. Therefore, additional applications of treated sand must be made in an effort to provide reasonable tire traction.

Priority III Streets

Operating procedures have been developed to reduce the application of treated sand on Priority III Streets consistent with maintaining reasonably safe conditions. The reduction will be accomplished by reduced application rates and by a more judicious evaluation of the locations to be sanded.

On Priority III Streets, the application of sand shall be restricted to "spotting" or short bursts at controlled intersections, pedestrian corridors and crosswalks, railway crossings and inclines. There will be other locations where sanding may be required. These areas are to be identified on a "site specific" basis by the Streets Supervisor, or his designate.

Sanding will not be undertaken in alleys except under extreme conditions and where authorized by the Director of Operations, or his designate.

Application Rates

With the introduction of the previously mentioned automated controls on the City's spreader trucks, the application rates for treated sand will also be reviewed. "Touch up" or second round applications could be made at lower application rates than a full initial application. Further, the application rate for treated sand on the Priority III Streets may be less than the required application rate for Priority I Streets.

Report of the Committee on Works and Operations, dated January 8th, 1991

A full review of application rates for treated sand and salt will be done this winter. This review will focus on the setting of standards using the automated controls that will be installed on the City spreaders.

Your Committee on Works and Operations recommends adoption of the following policy with respect to the use of salt and treated sand for snow clearing and ice control purposes, which will result in a minimization of material quantities used, consistent with maintaining a reasonable level of safety to motorists and pedestrians, namely:-

1. The use of salt and treated sand be judiciously controlled so as to minimize quantities used, consistent with maintaining a reasonable level of safety to motorists and pedestrians as local conditions dictate.

2. The application of 100% salt on City streets be subject to the following restrictions:

   (i) To be used on Priority I Streets to achieve bare pavement conditions. The salting of Priority I streets on a continuous basis is to be authorized by the Director of Operations or his designate.

   (ii) Not to be used on Priority II Streets other than under extreme conditions equivalent to that caused by freezing rain. Any salting of Priority II Streets is to be authorized by the Director of Operations, or his designate.

   (iii) Not to be used on Priority III Streets.

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

Moved by Councillor Fraser,
Adoption of the clause.

Carried.

1991 Capital Estimates - Advance Approval for Operations Department, District No. 1, Combined Sewer Renewals
Files FC(1991) and WS-5

376 - 8. The following projects are included in the City of Winnipeg 1991 Capital Estimates as submitted by the Board of Commissioners on November 7th, 1990:

Page 202:

Avonhurst Street from the manhole at Yale Avenue to the 2nd manhole north of Yale	$125,000.00
Victor Street from the 1st manhole north of St. Matthews Avenue to the 2nd manhole south of Ellice Avenue	$117,000.00
Basswood Place from the 2nd manhole north of Wolseley Avenue to the 1st manhole south of Portage Avenue	$139,000.00
TOTAL:	$381,000.00

The City of Winnipeg Construction Branch traditionally carries out sewer renewal work for the Operations Department, District No. 1, in the winter months to take advantage of frost conditions, which minimizes restoration, and to provide employment for Construction Branch employees during this time of year. During the winter of 1991, the Construction Branch does not have sufficient work to provide employment for staff from the 1990 Capital budget projects and, therefore, a request is being made to make an early start on the 1991 Capital Projects.

Report of the Committee on Works and Operations, dated January 8th, 1991

Your Committee on Works and Operations therefore recommends:-

1. That advance approval be given to reconstruct the combined sewers on Victor Street from the 1st manhole north of St. Matthews Avenue to the 2nd manhole south of Ellice Avenue, Basswood Place from the 2nd manhole north of Wolseley Avenue to the 1st manhole south of Portage Avenue, and Avonhurst Street from the manhole at Yale Avenue to the 2nd manhole north of Yale Avenue, prior to the adoption of the 1991 Capital Estimates.

2. That funding for these projects at an estimated cost of $381,000.00 be a first charge on the 1991 Capital Estimates in order to permit the work to proceed as soon as possible and prior to final approval of the 1991 Capital Estimates.

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

Moved by Councillor Fraser,
Adoption of the clause.

Carried.

Combined Sewer Flood Relief Projects,
Request for Advancement of Funds from the
1991 Capital Estimates
Files FC(1991) and WS-5

377 - 9. HISTORY:

Council approved $2,177,000.00 (including a $1,500,000.00 first charge) for the continuance and completion of the Munroe/Roland/Hart relief program and for the design and construction of relief works in unrelieved combined sewer districts.

Funding of $4,240,000.00 was submitted in the 1991 Capital Estimates, Page 31, by the Board of Commissioners. Funding is for design and construction for remaining unrelieved sewer districts in the new program phase as approved by Council on October 21st, 1987.

As a result of excellent conditions during the 1990 construction season, contractors in the sewer industry have generally completed their sewer works contracts. There is now a shortage of contracts in this area. Studies of optimum combined sewer relief works for Tylehurst and Selkirk sewer districts are nearing completion and implementation of some relief works for both areas would be beneficial. These works could be tendered in early 1991. It would appear prudent to advance such relief works to assist in keeping a smoother workload for the industry.

As well, bid prices of late have been excellent and advancing tenders in this current work shortage climate may attract continuing favourable prices.

Advancement of the 1991 relief works should allow completion of these works in the summer of 1991. Consequently, homeowners would have a higher level of protection against basement flooding earlier.

First reading by Council of the 1991 Capital Estimates is anticipated in January, 1991, followed by Provincial approval and finally second and third readings by Council thereafter, usually in late March. The normal procedure of calling tenders and awarding of contracts after complete budget approval will not allow time for the project to be initiated during the construction period of this coming winter.

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To facilitate the tendering of this project, the Administration must be authorized to do all things necessary to expedite the awarding of sewer relief contracts for the Tylehurst and Selkirk Combined Sewer Districts prior to final approval by Council of the 1991 Capital Estimates.

Alternative

An alternative is to wait until Council approval of the 1991 Capital Estimates before tendering of the works.

In such a situation, homeowners affected by relief works would remain at the same level of risk to basement flooding for a longer time period. Also, tendering works at the later date may increase the possibility of receiving higher contract prices.

Your Committee on Works and Operations recommends:-

1. That funds in the amount of $2,500,000.00 be approved as a first charge against the 1991 Capital Estimates, Page 31, as submitted by the Board of Commissioners, November 7th, 1990.

2. That the Administration be authorized to do all things necessary to expedite the awarding of the Combined Sewer Flood Relief Projects for Tylehurst and Selkirk Combined Sewer Districts prior to final approval by Council of the 1991 Capital Estimates.

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

Moved by Councillor Fraser,
Adoption of the clause.

Carried.

Amendment to Development Agreement - Deletion of Sidewalk Construction on Pere Oblat Drive, Smugglers Cove and Cassin Crescent Files DASZ 8/86 and SC-3.12

378 - 10. Public hearings were held on July 8th, 22nd, and August 19th, 1986, before the St. Boniface-St. Vital Community Committee at which time the Administration recommended the installation of the sidewalks on the streets mentioned above. This recommendation was concurred in by the Committee and ultimately City Council.

Signs were erected at the entrance of the subdivision showing zoning districts and the location of proposed sidewalks.

A number of residents buying houses fronting the proposed sidewalk filed petitions against the installation citing:

a) a substantial decrease in privacy,

b) having spent money to landscape (sod, trees, shrubs, and rock gardens) the area where the sidewalk has to go,

c) increase in vandalism,

d) claiming that it is dangerous for children to walk on sidewalks in the winter due to snowpiles,

and generally questioning the need for the proposed sidewalk.

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A portion of the sidewalk on Pere Oblat Drive has been installed as shown on the attached sketch. The Operations Department has advised that the proposed sidewalk serves the north-east area of the Island Lakes subdivision. Part of the Pere Oblat Drive right-of-way has a width of 22 metres requiring the installation of sidewalks on both sides of this collector street (according to Development Agreement Parameters). The sidewalks installed along with additional sidewalks proposed give safe pedestrian access to an (as yet undeveloped) park, a future school, Lagimodiere Boulevard (a Regional Street), sidewalks on the main collector street being Boulevard de la Seigneurie, which street in turn gives access to a commercial area and Bishop Grandin Boulevard (another Regional Street), as well as buses on these collector streets.

In District No. 5, there are two examples of areas where necessary sidewalks were not installed when development took place. One is on Edgewater Street in Southdale, where area residents now wish to have a sidewalk and a majority of fronting property owners refuse to pay for the local improvement. A second one is on Hazelwood Crescent in St. Vital where a sidewalk is required for safe pedestrian access to an elementary school and again the majority of owners are not prepared to pay local improvement levies.

In regard to some of the reasons given for deleting the sidewalk, one can observe that present owners chose to buy a home that is 5 feet closer to the street than the standard alignment (25 feet) in years past and are not allowed to use the City's boulevard area for the planting of shrubs and construction of rock gardens.

The Administration has contended that area residents in the future may wish to have the sidewalk installed when a school is built, the park is developed, the commercial area is totally operational and the bus service has been expanded to cover all of Boulevard de la Seigneurie. However, property owners fronting the streets with the proposed sidewalk certainly will not be prepared to pay local improvement levies for a sidewalk if there is a demand for this by area residents in the future.

At its meeting on November 13th, 1990, the St. Boniface-St. Vital Community Committee recommended that Development Agreement DASZ 8/86 be amended as follows:

1. That the sidewalk construction on Pere Oblat Drive, Smugglers Cove and Cassin Crescent not be proceeded with at this time and be deferred for a period of five years.

2. That if the above sidewalk construction is not proceeded with at the expiration of 5 years, that the monies that would have been expended therefor be used for park purposes.

The Operations Department has advised that the Developer has until October 15th, 1992, to complete all installations within this subdivision; and, therefore, a decision to amend the Agreement could be postponed to a later date when more development has taken place and there can be more input from property owners in the affected areas.

The Committee on Works and Operations was further advised that the terms of the Development Agreement obligate the Developer to install the sidewalk along with other specified infrastructure. There is no provision in the Agreement for a cash dedication in lieu of the sidewalk installation; and based upon advice from the Law Department in other similar instances, it would not be possible to hold the Developer to such a cash payment.

Your Committee on Works and Operations therefore recommends:-

1. That Development Agreement (DASZ 8/86) No. 6972 with Novamet Development Corporation be amended to delete the requirement covering completion of sidewalk construction on Pere Oblat Drive, Smugglers Cove and Cassin Crescent.

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

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Moved by Councillor Fraser,
Adoption of the clause.

Carried.

Vehicular Access to a Proposed Office/Commercial Development at the North-east Corner of Lagimodiere Boulevard and Regent Avenue
Files ST-5(23) and SC-1

379 - 11. When it was opened to traffic in 1969, Lagimodiere Boulevard was added to Schedule I of the Private Approaches By-law No. 329/73 which lists those streets upon which no private approaches are permitted.

In a letter dated September 15th, 1980, Mr. J. G. Smith, Barrister, on behalf of Domo Gasoline Corporation Ltd., requested that the City approve an exit approach onto Lagimodiere Boulevard from the most north-westerly corner of their property and stated that "It would of course be agreed by my client, if such an exit was installed, that it would develop the corner property as a unit with one entrance and exit only on Regent Avenue in addition to the Egress at the rear of the property."

On November 24th, 1980, the Committee on Works and Operations approved this request for an exit approach onto Lagimodiere Boulevard with the proviso that no additional access to Lagimodiere Boulevard would ever be granted.

On October 8th, 1981, Domo Gasoline Corporation Ltd. entered into an agreement with the City of Winnipeg which includes the following clause:

> "2.02 The City shall permit Domo to construct on the consolidated site a single exit only approach to Lagimodiere Boulevard which said approach shall be located a minimum of 100 metres north of the northern limit of Regent Avenue, measured along the eastern limit of Lagimodiere Boulevard."

This agreement, which was registered as a caveat against the Domo property at the north-east corner of Lagimodiere Boulevard and Regent Avenue on February 18th, 1986, prohibits additional vehicular access from Lagimodiere Boulevard. Furthermore, this application does not conform with Section 8(a) of the Private Approaches By-law No. 329/73, namely:

> "Provided such approach or private walk fully complies with the provisions of Subsections (4) and (5) of Section 3 and with Section 7 hereto, then, upon the receipt of a written application therefor, the Commissioner shall approve the construction, installation, reconstruction or reinstallation of same, unless the Commissioner is of the opinion that approval of such approach or private walk would be detrimental to the public interest."

The parcel of land located at the north-east corner of Regent Avenue and Lagimodiere Boulevard currently contains a Domo gas service station and is served by private approaches on Regent Avenue and an angular exit approach onto Lagimodiere Boulevard.

It is proposed that a 4,400 square metre office/commercial complex, including the existing Domo gas service station, be developed on this site. It is expected that, during the A.M. peak hour, approximately 105 vehicles would enter the site, 70 of which would enter via Lagimodiere Boulevard if an entrance approach was provided. During the P.M. peak hour, approximately 100 vehicles may be expected to leave the site, 50 via the existing approach onto Lagimodiere Boulevard.

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This section of Lagimodiere Boulevard contains a 4-lane divided highway with a maximum speed limit of 80 km/h. This limited access facility is the only major transportation route in the north-east quadrant of the City. In a typical 12 hour weekday period between 07:00 and 19:00, Lagimodiere Boulevard carries approximately 6,700 northbound vehicles immediately north of Regent Avenue and 10,200 northbound vehicles immediately south thereof. A right turn cut-off at the north-east corner of Regent Avenue and Lagimodiere Boulevard accommodates approximately 1,700 westbound right turning vehicles in the same time period.

According to the Roads and Transportation Association of Canada's design standards, a distance of 110 metres is required for vehicles to decelerate from 80 km/h to 20 km/h. The maximum length of storage lane which may be constructed on Lagimodiere Boulevard is only 53 metres, due to the proximity of Regent Avenue. As a result, northbound vehicles on Lagimodiere Boulevard would be required to decelerate within the Regent Avenue interesection, thereby interfering with and/or causing a potential collision hazard for the other northbound vehicles on Lagimodiere Boulevard.

A delegation appeared before Committee in support of the request for vehicular access to a proposed Office/Commercial Development at the north-east corner of Lagimodiere Boulevard and Regent Avenue. Copies of a report prepared by Dillon Engineering for the applicant were distributed to members of Committee (copy of which is on file in the office of the City Clerk).

The East Kildonan-Transcona Community Committee, at its meeting on December 11th, 1990, approved a Variance Application for premises located at 1593 Regent Avenue to permit construction of commercial buildings, and requested that favourable consideration be given to approving an approach to this property on the east side of Lagimodiere Boulevard near Regent Avenue.

Your Committee on Works and Operations recommends:-

1. That Council amend the agreement with Domo Gasoline Corporation Ltd. (Royal Canadian Properties Ltd.) and the existing caveat prohibiting additional vehicular access from Lagimodiere Boulevard to the property located at the north-east corner of Lagimodiere Boulevard and Regent Avenue.

2. That the application for the construction of a 6.0 metre angular entrance approach on the east side of Lagimodiere Boulevard approximately 94.0 metres north of Regent Avenue (Drawing No. A-7893) be approved, subject to traffic light improvements being installed if deemed necessary, in which case the storage lane is to be lengthened; the aforesaid improvements, if needed, to be at the cost of the Developer.

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

Your Executive Policy Committee concurs in the above recommendations subject to recommendation 2. being amended to read as follows:-

"2. That the application for the construction of a 6.0 metre angular entrance approach on the east side of Lagimodiere Boulevard approximately 94.0 metres north of Regent Avenue (Drawing No. A-7893) be approved, subject to traffic light improvements being installed if deemed necessary, in which case the storage lane is to be lengthened; the aforesaid improvements, if needed, to be at the cost of the Developer, and in accordance with the attached letter of understanding (Appendix "A"), dated January 14th, 1991, from Bruce Hamilton, Executive Vice-President, Royal Canadian Properties, addressed to Mr. Jeff Fielding, District Planner, City of Winnipeg."

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Moved by Councillor Fraser,
Adoption of the clause.

In amendment,

Moved by Councillor Brown,
That the recommendation of Executive Policy Committee be adopted.

Carried.

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

(Note: See Minute No. 381 for attachment.)

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

380 - 12. In late 1987, the Province of Manitoba adopted a Regulation permitting operation of the larger and heavier Roads and Transportation Association of Canada (RTAC) trucks upon particular Manitoba Provincial Trunk Highways, including the Trans Canada Highway (except in Winnipeg) and upon the "Perimeter Highway" around much of Winnipeg, which RTAC trucks conform with an interprovincial convention on "regulatory principles for interprovincial heavy vehicle weights and dimensions" for long distance transport. These principles include incentives for the use of the most stable configurations of truck and trailer combination units, namely the conventional tractor single semi-trailer configuration and the "B" train double trailer configuration. The City has followed suit in the form of fleet permit issuance which commenced in March of 1988, with the intent of undertaking amendment of the Winnipeg Traffic By-law to achieve consistency with Provincial practice.

Consultant studies have disclosed that many of the City bridges and other road structures are capable of transporting RTAC trucks on a regular basis without long term effect, whereas 11 older or smaller bridges on the Regional Street network are not. An administrative report, tabled at the meeting of your Committee held January 8th, 1991, recommends a scheme of accommodation of RTAC trucks in Winnipeg, designed to provide ready access to/from the principal origins and destinations of same in Winnipeg which are found in Industrial Parks, to/from the two Railway "Piggyback"/Intermodal Terminals located in Winnipeg, and to/from the many truck fleet owner "terminals" found in Winnipeg; and is designed to prevent access to the city centre or downtown and to the older bridges therein and nearby that are not capable of supporting these heavier vehicles on a regular basis. It is expected that as a consequence of operation of heavier trucks, there will arise an increase in capital construction, rehabilitation, and maintenance costs upon the Regional Street network of 5.7% over the next 10 to 20 years.

The report also recommends that the City request the Government of Manitoba to contribute to and participate in the conduct of a study to more accurately estimate the increase in capital construction, rehabilitation and maintenance costs of the Regional Street network (which includes most of the truck routes in Winnipeg), and compensation for these increases in cost resulting from accommodation of the RTAC trucks in Winnipeg.

YOUR COMMITTEE ON WORKS AND OPERATIONS HAS LAID-OVER CONSIDERATION OF THE REPORT TO ENABLE THE MAJOR TRUCKING COMPANIES, AND THE COMMUNITY COMMITTEES, ET AL, TO HAVE INPUT THEREON, IF DESIRED.

In the meantime, your Committee on Works and Operations recommends:

1. That the City, through the Official Delegation, approach the Province of Manitoba with a view to opening discussion to determine the degree of provincial cost participation with respect to recommendations j) and k) contained in the RTAC report, yet to be considered by your Committee, namely:-

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j) That the City request that the Government of Manitoba contribute to and participate in the conduct of a study to more accurately estimate the increase in capital construction, rehabilitation and maintenance costs of the Regional Street network (which contains most of the truck routes in Winnipeg) consequent upon accommodation of RTAC trucks.

k) That the City request that the Government of Manitoba compensate the City on a continuing basis for the increased costs of construction, rehabilitation and maintenance of the Regional Street network expected to result from the operation of RTAC trucks thereon into the future.

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

Moved by Councillor Fraser,
Adoption of the clause.

Carried.

381 - Attachment referred to in Clause 11 of the Report of the Committee on Works and Operations, dated January 8th, 1991

(NOTE: SEE PAGE 406 FOR OFFICIAL SET OF MINUTES FOR ATTACHMENT)

COMMITTEE ON WORKS AND OPERATIONS
MOTIONS

Moved by Councillor Duguid,
Seconded by Councillor Young,
382 - WHEREAS the Blue Bag Recycling Program has recorded over 90% participation over the past year and a half in a number of collection areas;

AND WHEREAS this recycling program has proven to be popular and successful and is accessible to a wide cross-section of households including seniors and the handicapped;

AND WHEREAS curbside recycling programs are well established in many Canadian cities including 60% of Ontario municipalities;

AND WHEREAS Winnipeg, as the Centre for Sustainable Development, should be playing a leadership role in the development of recycling programs;

AND WHEREAS it is unfair to the public who currently enjoy curbside blue bag pick-up to have this service withdrawn without adequate notice;

AND WHEREAS the decision by Executive Policy Committee to refer the Resource Recovery Institute business plan to the Standing Committee on Works and Operations effectively terminates the blue bag curbside recycling program without allowing Council to consider this policy decision;

AND WHEREAS Council, as the supreme decision-making body concerning City policy, has adopted the Waste Minimization Strategy which supports curbside recycling programs;

AND WHEREAS an opportunity to debate fully the merits of the Blue Bag Program was not given to Council, thus denying it the opportunity to make an informed decision on its future;

THEREFORE BE IT RESOLVED that Council grant interim funding in the amount of $50,000.00 to allow the Resource Recovery Institute to operate for two months, during which time the Standing Committee on Works and Operations will have the opportunity to consider the disbursement of funds from the approximately $1,000,000.00 which will be generated by the 1991 increase in tipping fees and which has been earmarked for recycling projects.

Required to Stand as Notice.

Moved by Councillor Wade,
That Rule 17.1 be suspended to deal with the above motion. The motion to suspend the rule was put.

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

Yea: Councillors Wade, Boychuk, Diamant, Douglas, Duguid, Golden, McKee, Mendelson, Murray, Reese, Selinger, Thomas, Timmers and Young. 14

Nay: Councillors Brown, Clement, Demare, Fleisher, Fraser, Kaufmann, Lazarenko, Mitchelson, O'Shaughnessy, Prystanski and Eadie. 11

and the motion was declared lost, not having attained a vote of two-thirds of the members present.

Moved by Councillor Murray,
Seconded by Councillor Young,
383 - WHEREAS the Blue Bag Curbside Recycling Program is going to die without Council having ever been able to exercise its right to decide on the merits of the program;

Why?

1. Executive Policy Committee over the objections of some members and the Mayor refused to refer the matter to Council;

2. Provision was not made to allow the Resource Recovery Institute (RRI) funding to allow it to survive until Council can make a decision on the disbursement of approximately $1,000,000.00 of tipping fee funds for waste minimization programs;

3. The Committee on Finance and Administration (the only other source of interim funding) is limited to granting an additional $25,000.00, half of what is required to ensure the RRI will be around to apply for soon to be made available funds;

4. Council's original order for the funding the RRI included an evaluation requirement of the consideration for deciding upon future options for RRI. It is generally understood that this means an evaluation will be done before, not after, the program is dead. The intent of evaluation should be an examination not an autopsy;

5. The Committee on Works and Operations requires an experienced community organization to deliver a blue bag recycling program if curbside recycling will continue to be an option;

6. Clearly this is a breach of Council's privilege as procedural motions by Executive Policy Committee resulted in ending the City's curbside recycling program without Council being given an opportunity to make a clear decision. This was done after the project was supported through several votes at Council and Standing Committees. Council has expressed support for this project at every opportunity and the result of Executive Policy Committee's actions contradicts Council's expressed record of support;

7. The Administration is in the process of issuing letters notifying users of the blue bag program in advance of a decision of Council that the program has been cancelled. This is an obvious breach of Council privilege.

AND WHEREAS The City of Winnipeg Act states none of the duties of Executive Policy Committee is a condition precedent to the exercise of powers under this Act by Council (Section 30(4));

AND WHEREAS the actions of Executive Policy Committee was a breach of Council's privilege as the results of the referral motion without bridge funding for RRI ended the program. These actions require the consent of Council, as Council established the program, hence it should not be concluded without a report and evaluation to Council and recommendations. Without bridge funding or a timely referral to Council, Council's intent is undone. Procedural delays should not be used to extend a decision to a point where options are lost by attrition. The issuing of a letter by a senior administrator announcing the termination of the blue bag program was a further action taken without the consent of Council resulting in a further breach;

THEREFORE BE IT RESOLVED THAT Council consider the Business Plan and funding request from the Resource Recovery Institute tabled at the January 16th, 1991 meeting of Executive Policy Committee. The Speaker ruled that the substantive part of the motion, being the last three paragraphs, be required to stand as notice, in accordance with Section 17.1 of the Procedure By-law. Councillor Diamant rose to appeal from the decision of the Speaker.

The Speaker called the Deputy Speaker, Councillor Wade, to the Chair in order to consult with the Assistant City Solicitor on the ruling and left the Chamber.

(See Minute No. 413 for disposition of the above motion.)

Council here proceeded to the order of business, - "COMMITTEE ON WORKS AND OPERATIONS - CONSIDERATION OF BY-LAWS".

COMMITTEE ON WORKS AND OPERATIONS
CONSIDERATION OF BY-LAWS

384 - On motion of Councillor Fraser, the following By-laws were each read a first time, namely:-

By-law No. 5591/91, a By-law of the City of Winnipeg to close part of McPhillips Street. File No. DAC 14/89.

By-law No. 5592/91, a By-law of the City of Winnipeg to close part of the public lane South of Calrossie Boulevard at Riverside Drive. File No. DAC 21/89.

By-law No. 5593/91, a By-law of the City of Winnipeg to close part of Public Lane, Plan 1774. File No. DAC 13/89.

By-law No. 5594/91, a By-law of the City of Winnipeg to close portions of John Hirsch Place (formerly Theatre Way) between Market and Bannatyne Avenues, East and West of Rorie Street. File No. DAC 2/89.

Councillor Fraser moved that this constitute the first reading of By-laws numbered 5591/91 to 5594/91, both inclusive, which motion was carried.

On motion of Councillor Fraser, By-law No. 5604/91, a By-law of the City of Winnipeg to open a corner cut at the South-East Corner of Henderson Highway and Sutton Avenue, was read a first, second and third time, the rule being suspended for the third reading, and was passed and ordered to be signed and sealed. File No. DAO 3/86.