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 November 12th, 1991, has concurred in the recommendations contained therein and submits same to Council for approval and adoption.

On motion of Councillor Duguid, the Report of the Committee on Works and Operations, dated November 12th, 1991, was considered clause by clause.

North Committee Room,
Council Building, Winnipeg.
November 12th, 1991.

His Worship the Mayor and Councillors:

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

Lane Corner Widening at the Intersection of the First Lane North of Kurt Avenue with the First Lane West of King Edward Street - Lord Selkirk-West Kildonan Community. File DAO 3/87

207 - 1. The Lands shown as "Proposed Lane Widening" on Misc. Plan No. LSWK 6151 have been acquired by the City at the request of the Director of Operations for the purpose of facilitating traffic movement in the area.

The proposal has been circularized to all interested City departments and public utilities with no objections having been received. The Board of Commissioners and the Planning Department have provided all necessary approvals for this project. The construction of the lane corner widening has been completed and it remains to legally open the lands as public lane.

Your Committee on Works and Operations therefore recommends:-

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the corner widening at the intersection of the first lane north of Kurt Avenue with the first lane west of King Edward Street in accordance with Plan No. LSWK 6151; 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. LSWK 6151 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Opening of the Kildonan Corridor East of the Red River - East Kildonan-Transcona Community. File DAO 2/90

208 - 2. The opening of the Kildonan Corridor east of the Red River is a part of Stage 1 of the Kildonan Corridor Project, a Capital Works Program approved by Council in 1987. It is required to contain the embankment for the bridge crossing the Red River at this location. No objections have been received in response to the circularization of this proposal to all interested City departments and public utilities. The East Kildonan-Transcona Community Committee and the Committee on Planning and Community Services have approved the opening as to planning considerations.

Report of the Committee on Works and Operations, dated November 12th, 1991.

The property is City-owned. In September of 1991, the Committee on Finance and Administration approved the transfer of the jurisdiction over the land from the Waterworks, Waste and Disposal Department to the Streets and Transportation Department. It is now necessary to legally open the property as public street.

Your Committee on Works and Operations therefore recommends:-

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the opening of the Kildonan Corridor east of the Red River in accordance with Plan No. EKT 7346/2; 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. EKT 7346/2 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Widening of the East Side of Watt Street between Desalaberry and Nairn Avenues - East Kildonan-Transcona Community. File DAO 10/90

209 - 3. The widening of the east side of Watt Street between Desalaberry and Nairn Avenues is one of the projects addressed in the 1987 Capital Works Program. The land required for the widening is City property originally obtained for park purposes. In May of 1987, Council approved the transfer of jurisdiction of these lands from the Parks and Recreation Department to the Streets and Transportation Department.

This proposal has been circularized to all interested City departments and public utilities with no objections having been received. The construction of the widening has been completed and it is now necessary to legally open the lands as public street.

Your Committee on Works and Operations therefore recommends:-

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the widening of the east side of Watt Street between Desalaberry and Nairn Avenues in accordance with Plan No. EKT 6675; 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. EKT 6675 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operations, dated November 12th, 1991.

Opening of Part of Former C.P.R. Spur Line as rue Archibald - North of Fermor Avenue - St. Boniface-St. Vital Community. File DAO 5/91

210 - 4. In 1987, the Board of Commissioners considered the report of the General Manager of Parks and Recreation and the Acting Director of Streets and Transportation regarding the acquisition of the former C.P.R. spur line from the Seine River to the east limit of rue Archibald, and instructed the Land Surveys and Real Estate Department to begin negotiations for the property. The land has now been acquired and it is necessary to open the portion of the former spur line which crosses rue Archibald as public street.

This proposal has been circularized to all interested City departments and public utilities with no objections having been received. The Planning Department, noting that the property is physically part of the rue Archibald right-of-way, has approved the proposal as to planning considerations.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the proposed opening of part of the former C.P.R. spur line as rue Archibald, north of Fermor Avenue, in accordance with Plan No. SBSV 8149; 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 8149 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Lane Widening - East of St. Mary's Road North of Maralbo Avenue - St. Boniface-St. Vital Community. File DAO 24/91

211 - 5. The lands referred to as "Proposed Lane Opening" on Misc. Plan No. SBSV 8309 were dedicated to the City for lane widening purposes in connection with rezoning application DAZ 270/84, as adopted by Council.

The City has received title to this property, and it now remains to legally open the land as public lane.

Your Committee on Works and Operations recommends:-

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the lane widening east of St. Mary's Road, north of Maralbo Avenue, in accordance with Plan No. SBSV 8309, 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 8309 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Report of the Works and Operations, dated November 12th, 1991.

Corner Cut Street Opening - South/East Waverley Street and Grant Avenue - Assiniboine Park-Fort Garry Community.

File DAO 25/91

212 - 6. On January 11th, 1990, the Board of Commissioners considered a report prepared by the Director of the Streets and Transportation Department dated December 13th, 1989, and approved January 8th, 1990 by the Committee on Works and Operations and instructed the Director of the Land Surveys and Real Estate Department to negotiate for the acquisition of the subject corner cut to improve alignment, capacity and safety the subject property was identified as a required property in the 1990 Capital Program of the Streets and Transportation.

The Committee on Finance and Administration at its meeting on October 22nd, 1991, approved the terms and conditions of sale, particulars of which are as follows:-

Location:	South/East corner Waverley Street and Grant Avenue
Legal Description:	Part Lot 39, Block 23, Plan 307
Certificate of Title:	J 5219
Owner:	Husky Oil Ltd.
Entitled to be Owner:	2644011 Manitoba Ltd. (Zina Dlot)
Zoning:	"C1" Limited Commercial District
Realty Roll No.:	411010
Assessment:	Not apportioned
Subject Size:	10 m2 (108 square feet)
Description:	Vacant Land

1. An all-inclusive purchase price of $2,160.00 for the subject property shown on Misc. Plan No. APFG 7825/2.

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, i.e. Consent to Enter).

4. The City to absorb reasonable legal costs, subject to prior approval by the City's Law Department, that the owner may incur in providing the City with free and clear title to the subject property.

5. 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.

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.
8. This proposal is subject to approval by the City of Winnipeg Committee on Finance and Administration.

9. The owner of the subject property to supply their Goods and Services Registrant Number to the City.

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

11. This proposal is subject to the Streets and Transportation Department allowing the access on Grant Avenue to be moved over to the east and allow egress.

Report of the Committee on Works and Operations, dated November 12th, 1991.

12. This proposal is subject to title issuing in the name of 2644011 Manitoba.

The Streets and Transportation Department has orally advised that they have no objections to the owners relocating their Grant Avenue access to the east.

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 to facilitate a corner cut - South/East Waverley Street and Grant Avenue; in accordance with Misc. Plan No. APFG 7825/2 for submission to Council; the cost of the by-law estimated to be $200.00 be charged to Account No. 03-118117-5191070703.

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

Copy of Misc. Plan No. APFG 7825/2 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Sidewalk Removal - North side of Elmvale Crescent, West of Shelmerdine Drive.
File SC-3.12

213 - 7. In September of 1978, the sidewalk removal on the north side of Elmvale Crescent, west of Shelmerdine Drive, was constructed by the Manitoba Housing and Renewal Corporation in accordance with terms and conditions of Development Agreement AG 57/76.

In 1979, the Assiniboine Park-Fort Garry Community Committee sent a communication to the Land Development Department recommending that the sidewalks on Elmvale Crescent and Shelmerdine Drive not be installed. The Community Committee was subsequently advised that the sidewalks had already been installed.

In October of 1991, 80% of the Elmvale sidewalk was removed for purposes of reconstruction. Upon removal of 80% of the sidewalk for reconstruction, both District 6 Operations and the Ward Councillor received telephone calls from the property owner fronting the sidewalk asking that it not be reinstalled.

At its public meeting of October 15th, 1991, the Assiniboine Park-Fort Garry Community Committee recommended to the Committee on Works and Operations that the subject sidewalk not be replaced. Upon Community Committee's recommendation to not have the sidewalk replaced, District No. 6 Operations advised they would place granular fill in the excavated sidewalk area to make the site safe in the short term.

Elmvale Crescent and the surrounding area is fully developed residentially. There are approximately 75 single-family homes, some apartments near Roblin Boulevard and a 150+ unit housing co-op on the east side of Shelmerdine Drive. The only sidewalks in the area are a north-south one on Shelmerdine Drive from Elmvale to Roblin Boulevard, flanking the housing co-op, and the 160 foot long east-west piece on the north side of Elmvale Crescent, fronting two vacant lots.

By virtue of its location, the Elmvale Crescent sidewalk does not contribute significantly to the primary pedestrian traffic movements in the area. Primary pedestrian movements are southward toward Roblin Boulevard, away from the subject sidewalk. Committee was advised that if this development were under review by the Administration at this time, a sidewalk in Elmvale Crescent would not be recommended.

Report of the Committee on Works and Operations, dated November 12th, 1991.

The associated cost of removal will be charged to the District No. 6 Operations sidewalk maintenance account and will be nominal in view of the fact that 80% of the subject sidewalk has already been removed.
In consideration of all of the above, it is proposed that the subject sidewalk be removed and the boulevard restored to grass.

Your Committee on Works and Operations therefore recommends:-

1. That the existing concrete sidewalk on the north side of Elmvale Crescent from Shelmerdine Drive to approximately 160 feet west which was constructed by the Manitoba Housing and Renewal Corporation in accordance with terms and conditions of Development Agreement AG 57/76 be removed and not replaced for the reasons outlined herein and that the aforesaid agreement be amended as may need be.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Street Lighting - Street Lighting Conversion - Utilization of Surplus Funds for Street Light Upgrading. File SC-6

214 - 8. When preparing the 1991 Capital Estimates, Winnipeg Hydro indicated to the Operations Department, District No. 1, that $40,000.00 should be budgeted to complete the conversion of street lighting from incandescent to high pressure sodium on Wellington Crescent as the street had been omitted from the original program. When the conversion program was completed in District No. 1 in the fall of 1990, Winnipeg Hydro discovered that there were sufficient funds remaining in previously approved capital budgets to complete Wellington Crescent and the 1991 funds would not be required for that purpose.

Between the period of May 8th, 1990 and May 28th, 1991, several projects have been identified by Winnipeg Hydro as requiring upgrading as indicated below for a cost of $33,110.00. Funding for these requests has not been obtained to date due to budget constraints, and it is proposed that the above funds be utilized to complete the projects as identified.

Your Committee on Works and Operations therefore recommends:-

I. That the surplus 1991 Capital funds for street lighting conversion of incandescent lighting to high pressure sodium lighting be used for street lighting improvements for the projects as itemized below, namely:-

- Street End Lighting (Requested by Streets & Transportation Department)

Mordaunt/N. of Higgins		$ 1,800
Stanley St./N. of Higgins		$ 600
Field St./N. of Dublin	$ 500	

- Upgrade Street Lighting on Ethelbert, (Replace existing old post-type ornamental style standards with davits, to improve lighting quality - Palmerston to Preston $ 20,000
- Upgrade lighting on Roslyn Road, west of Osborne (Convert to H.P.S.) $ 2,700
- Upgrade lighting at City Hall and Mandarin Building (Install H.P.S.) $ 7,000
- Lane Lighting Adelaide, William, Princess, Elgin (Upgrade Exist.) $ 510

TOTAL $ 33,110

Report of the Committee on Works and Operations, dated November 12th, 1991.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Amendment to Traffic By-law No. 1573/77 - Additions to the Truck Route System.

File ST-5.2

215 - 9. On May 29th, 1991, Council approved the addition of Kenaston Boulevard between McGillivray and Scurfield Boulevards and Dakota Street between Paddington and Aldgate Roads to the Regional Street system. These streets are contained within developing sectors of the City that include residential as well as commercial and light industrial development.

The criteria used by the Streets and Transportation Department to recommend the establishment of Truck Routes are as follows:

1. A Regional Street providing a reasonably direct and continuous route connecting the Central Business District with Provincial Trunk Highways or important Provincial Roads outside the City limits.

2. A Regional Street providing a reasonably direct and continuous route connecting the Central Business District with one or more suburban communities.

3. A Regional Street connecting two or more communities or two or more other Regional Streets.

4. A Regional Street providing a crossing of the Red or Assiniboine River or a grade separation of a major railway barrier.

5. A street or section of street that provides for trucking movements within an industrial park or other industrial/commercial area.

6. A street or section of street adjacent to an industrial park or other industrial/commercial area that if designated as a Truck Route, would make unlawful the use of residential streets adjacent thereto by trucks.

Truck travel in Winnipeg should be confined to arterial (Regional) streets as much as is practicable to minimize nuisance to residents on local streets and to minimize the effects of heavy truck travel upon local street pavements which are designed and constructed to lower standards of thickness and strength than arterial streets.

Properly designed arterial streets and/or Truck Route networks must provide route "connectivity" upon which travel opportunities are continuous, i.e., an arterial street must end only at another arterial street or Provincial Highway and a Truck Route must end only at another Truck Route. Because of this requirement, neither arterial streets nor Truck Routes should be established in a system which creates a "stub ending" for traffic movement.

It is generally reasonable and appropriate in the planning of an urban area to provide a grid of arterial streets and Truck Routes with a separation of approximately 1.6 km between adjacent parallel arterial streets:

- to minimize the need to construct streets having the higher arterial street standards, including thicker and stronger pavement and wider roadways, required to accommodate larger trucks on a regular basis;

- to maximize the utilization of arterial streets for "through" trips by trucks and, thereby, minimize such trips on local streets; and

- to provide no more than approximately 0.8 km of travel on local streets to reach an arterial street or truck route from any point within a residential or commercial development.

Report of the Committee on Works and Operations, dated November 12th, 1991.

Such a grid spacing has been developed in the south-west and south-east areas of the City (refer to Figure 1).

Over the past number of years, commercial and light industrial enterprises have been established along, and in proximity to, Scurfield Boulevard. In order to accommodate truck traffic oriented to these developments, the following additions are proposed to the Full-Time Truck Route system:-

a) Kenaston Boulevard between McGillivray and Scurfield Boulevards, and Scurfield Boulevard between Kenaston Boulevard and Waverley Street

Kenaston Boulevard is a Regional Street between the St. James Bridge and Scurfield Boulevard and a Full-Time Truck Route north of McGillivray Boulevard. Kenaston Boulevard between McGillivray Boulevard and Scurfield Boulevard contains a 2-lane roadway and carries approximately 10,800 vehicles in a typical 12 hour weekday between 07:00 and 19:00. Scurfield Boulevard between Kenaston Boulevard and Waverley Street contains a 4-lane divided and a 10 metre wide undivided cross-section and carries approximately 10,100 vehicles in a similar 12 hour weekday. Kenaston Boulevard between McGillivray and Scurfield Boulevards and Scurfield Boulevard between Kenaston Boulevard and Waverley Street meet Truck Route criterion 5. Designating these sections of Kenaston Boulevard and Scurfield Boulevard as Full-Time Truck Routes will not only accommodate "through" truck traffic oriented to the adjacent commercial and industrial development but will also create an interconnected Truck Route to and within the commercial/industrial area of the Whyte Ridge Industrial Park.

Your Committee on Works and Operations has endorsed this proposal and recommends:-

1. That the Law Department be instructed to prepare a by-law for submission to Council to amend Schedule 1 (Full-Time Truck Routes) of the City of Winnipeg Traffic By-law No. 1573/77 by:

   a) deleting the following:

STREET	FROM	TO
Kenaston Blvd.	McGillivray Blvd.	St. James Bridge

   and by:-

   b) adding the following:-

STREET	FROM	TO
Kenaston Blvd.	Scurfield Blvd	St. James Bridge
Scurfield Blvd.	Kenaston Blvd.	Waverley Street

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operations, dated November 12, 1991.

Proposed Amendments to Streets and Traffic By-laws with respect to "in-line" rollerskating or "rollerblading". Files ST-5.2 and ST-5.3

216 - 10. Council, on July 10th, 1991, referred the following motion to your Committee, namely:

"WHEREAS Section 2.12 of the City of Winnipeg Streets By-law No. 1481/77 states:

> '2.12 COASTING
> No person shall slide, coast, toboggan, or use or ride any skateboard or similar device upon, onto or over a street. Nothing in this section shall be construed as prohibiting the pulling of a toboggan or sleigh on a sidewalk or along a boulevard in areas where there is no sidewalk.';

AND WHEREAS Section 6 of the City of Winnipeg Traffic By-law No. 1573/77 states:

> '6. COASTERS, SKATEBOARDS, ETC., PROHIBITED ON ROADWAYS
> No person shall ride upon or use any coaster, skateboard, sleigh, skis, skates, toy vehicles, or similar device on a roadway.';

AND WHEREAS 'in-line' rollerskating or 'rollerblading' should be viewed as a legitimate recreational activity and alternative mode of transportation that is quickly growing in popularity;

THEREFORE BE IT RESOLVED that this matter be referred to the City Administration for drafting an appropriate amendment to the aforementioned Streets and Traffic By-laws that would exempt 'in-line' rollerskating or 'rollerblading', where it can be considered safe to do so."

On July 30th, 1991, the St. Boniface-St. Vital Community Committee recommended to the Committee on Works and Operations that rollerblading be allowed in the City's regional parks between the hours of 8:00 a.m. and 10:00 a.m.

Council on September 25th, 1991 granted your Committee a 60- day extension of time in which to respond to Committee's proposal.

Inasmuch as your Committee on Works and Operations has instructed the administration to prepare a further report in this matter, it requests a further 60-day extension of time in which to report back to Council in this regard.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Proposed extension of services in Saskatchewan Avenue, east of Moray Street - Transport Canada. File EP-2

217 - 11. In September 1990, discussions were held with Transport Canada staff with respect to the extension of services in Saskatchewan Avenue east of Moray Street to accommodate development along Saskatchewan Avenue including the construction of a new 2000 m2 (21,500 square feet) hangar facility for Transport Canada Aircraft Services. Transport Canada advised City personnel at that time that the project was approved and that the final design process was under way. In a letter dated May 6th, 1991, Transport Canada has advised the administration that the Aircraft Services Hangar project has fallen victim to budget cuts and is consequently delayed. Transport Canada advised however that they wish to pursue timely execution of the Servicing Agreement as they are still hopeful to start the project in 1991 should funds become available.

Report of the Committee on Works and Operations, dated November 12th, 1991.

Transport Canada's proposal for the extension of services in Saskatchewan Avenue is as follows:-

- Extend the City 300 millimetres watermain on the south side of Saskatchewan Avenue near Moray Street along the south side of Saskatchewan Avenue to the east terminus of Saskatchewan Avenue. (The 300 millimetres watermain would also be extended easterly along the south side of the Winnipeg International Airport (WIA) Access Road to service proposed development).

- Install a gravity collection system following into a sewage lift station to pump via a forcemain routed along the north side of the WIA Access Road and Saskatchewan Avenue to connect to the City existing manhole just east of Moray Street.

- Drainage from the Saskatchewan Avenue right-of-way to be directed into the City's land drainage from the Saskatchewan Avenue right-of-way to be directed into the City's land drainage sewer located east of Moray Street. Drainage from the WIA property would be directed into the Airport system draining into Truro Creek.

- Extend the Saskatchewan Avenue pavement to the City's standards to the east terminus of Saskatchewan Avenue. (The pavement would then continue easterly within the WIA Access Road as required to serve development).

The City administration has fully reviewed Transport Canada's proposal including a request that the City take over the wastewater lift station and forcemain and proposes that the City and the Transport Canada enter into a Servicing Agreement as follows:

1. Transport Canada shall at no expense to the City construct a 300 millimetre watermain in Saskatchewan Avenue from the present terminus of the existing watermain to the east terminus of Saskatchewan Avenu to the satisfaction of the Commissioner of Works and Operations.

2. Transport Canada shall at no expense to the City construct a portland cement concrete pavement to a width of 10 metres and a thickness of 200 millimetres in Saskatchewan Avenue from the present terminus of the concrete pavement as determined by and to the satisfaction of the Commissioner of Works and Operations.

3. a) Transport Canada shall at no expense to the City construct land drainage facilities required to drain the new Saskatchewan Avenue pavement as determined by and to the satisfaction of the Commissioner of Works and Operations.

   b) Transport Canada shall lay sod along both sides of the new concrete pavement in Saskatchewan Avenue as determined by and to the satisfaction of the Commissioner of Works and Operations.

4. Transport Canada shall pay the full cost of engineering services provided by or on behalf of the City in connection with items 1. to 3. above.

5. a) Transport Canada shall construct a wastewater lift station and forcemain to service the subject development and shall furnish three copies of operating and maintenance manuals at no cost to the City as determined by and to the satisfaction of the Commissioner of Works and Operations.

   b) Transport Canada acknowledges that the maximum permissible inflow to the wastewater lift station from the subject development shall be 3.75 litres per second (50 gallons per minute).

   c) Transport Canada shall provide at no cost to the City all engineering and contract administration services for design and construction of all utilities including the lift station, forcemain and ancillary works to service the proposed development.

   d) Transport Canada shall grant the Commissioner of Works and Operations, or his designates, full and free access to the works under construction at all times and for all purposes, including but not necessarily limited to lift station start-up and commissioning, and Transport Canada shall provide all reasonable assistance to facilitate inspection of construction work in progress or complete.

Report of the Committee on Works and Operations, dated November 12th, 1991.

e) Transport Canada shall be responsible for all costs for operating and maintaining the wastewater lift station and forcemain for a period of one year from the date of Substantial Completion, and subject to rectification of any and all deficiencies by Transport Canada at no cost to the City and to the satisfaction of the Commissioner of Works and Operations, both parties agree that the lift station and forcemain shall become part of the sewage system of the City and subject to the control of the City Sewer Utility at the conclusion of the one year period.

6. Transport Canada shall pay the full cost of constructing standby power generation facilities and ancillary works should the Commissioner of Works and Operations, at his sole discretion, deem that these facilities are required within five years from the date of execution of this Agreement. Transport Canada shall upon execution of the Agreement post a Letter of Credit to guarantee installation of the standby power.

7. a) Transport Canada and their lessees, successors, or assigns shall comply with the City of Winnipeg Sewer By-law No. 5058/88 and pay to the City in perpetuity a Sewer Charge determined in accordance with the provisions of Sewer By-law No. 5058/88.

b) Transport Canada, their lessees, successors, or assigns shall further make restitution in full to the City for any default in the payment of the Sewer Charge by their lessees, successors, or assigns.

c) Transport Canada shall grant the Commissioner of Works and Operations or his designates, full and free access to the internal private wastewater collection system servicing the proposed development for inspection, sampling, and monitoring of wastewater discharges and shall provide a sampling manhole to the satisfaction of the said Commissioner on each individual wastewater service connection to the collection system.

8. Transport Canada shall indemnify and save harmless the City from loss or damages caused by:

i) malfunction breakdown of the wastewater lift station and/or forcemain except where it is established that the malfunction or breakdown is due to the negligence of the City Sewer Utility, or

ii) caused by the shutting off of electricity to the wastewater lift station.

9. Transport Canada shall pay $3,465.00 in lieu of the City's administrative and related costs associated with the preparation and implementation of the Servicing Agreement which amount is based on the area of the site upon which the Aircraft Services hangar facility is to be constructed and is calculated as follows:-

$1,100 per acre x 3.15 acres = $3,465.00

The St. James-Assiniboia Community Committee at its meeting on October 15th, 1991, concurred in the recommendations contained in the above Administrative Co-ordinating Group Report as identified above, and received as information, the communication from the Land Development Department dated October 4th, 1991, which outlines Transport Canada's objections to same.

Your Committee on Works and Operations has concurred in the proposal as outlined by the Administrative Co-ordinating Group and recommends:-

1. That the City of Winnipeg enter into a servicing agreement with Transport Canada as proposed herein.

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 12th, 1991.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Additional Local Improvement Projects to the 1991 Capital Budget. File FC-1(91)

218 - 12. The Committee on Works and Operations, at its meeting of July 16th, 1991, approved the advertising of two local improvement projects, namely:-

1) Sidewalk on the west side of Daly Street from Hethrington Avenue to Morley Avenue.

2) Lane Pavement on the east-west lane south of Roblin Boulevard from Cathcart Street to Lynbrook Drive.

The projects were subsequently advertised in both local daily newspapers on August 30th, 1991. No adverse petitions were received; therefore, the two projects can be proceeded with.

Your Committee on Works and Operations recommends:

1. That the following two projects be added to the Local Improvement Section of the 1991 Capital Budget:

1)	Sidewalk on the west side of Daly Street from Hethrington Avenue to Morley Avenue	$ 8,000.00
2)	Lane Pavement on the east-west lane south of Roblin Boulevard from Cathcart Street to Lynbrook Drive	$35,000.00

2. That these projects be funded ($43,000.00) by surplus funds available in the 1991 Capital Budget - Local Improvement Program.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Use of Calcium Magnesium Acetate (CMA) as an Alternative Deicer.
File SC-3.6

219 - 13. On November 21st, 1990, Council adopted Clause 6 of your Committee on Works and Operations dated November 6th, 1990, and thereby authorized:-

1. That a pilot project into the use of an alternative deicing chemical for snow and ice control on City streets be implemented to proceed as follows:-

   a) That the alternative deicing chemical used in the pilot project be Calcium Magnesium Acetate (CMA), a product manufactured by Chevron Chemical Company under the tradename "Ice-B-Gon".

   b) That the project location be the Kildonan Corridor from Main Street to Henderson Highway, including the new Kildonan Bridge.

   c) That funding be approved in the amount of $70,000.00, this being the estimated cost in 1990.

   d) That additional funding in the amount of $50,000.00 be included in the 1991 budget to cover the estimated cost in that year.

Report of the Committee on Works and Operations, dated November 12th, 1991.

During the 1990/91 winter, snow and ice control winter maintenance on the Chief Peguis Trail from Main Street to Henderson Highway, including the Kildonan Bridge, was undertaken by the Operations Department using Calcium Magnesium Acetate as a deicer instead of standard road salt.

The use of CMA was predicated on minimizing corrosive damage to the bridge structure and reducing deleterious environmental consequences to the roadside vegetation and adjacent waterway.

Last winter, the City experienced a decrease in occasions to use a deicing chemical on City streets which resulted in a 31% City-wide reduction in salt use. Also attributable to the noted decrease was the City's successful effort to more judicious salt use and the introduction of computerized salt spreader equipment.

A. Field Performance

1. Application Rate

The application rate for CMA that was used this past winter was 1.5 times that for salt. Chevron Chemical had suggested that to be conservative, this ratio of CMA/salt usage be initially tried with the ratio to be decreased as confidence was gained. The few opportunities that were available to review the adequacy of this application rate did not permit any reduction during the 1990/91 winter. However, the available literature from other CMA users has indicated that:-

(a) Their overall CMA/salt usage ratio was 1.19.
(b) Fewer applications of CMA than salt were required.

2. Timing

It was noted that the two deicers react differently when applied to a snow packed road surface. Salt forms a brine on the surface of the snow pack and melts down. Conversely, CMA pellets penetrate through the snow pack to the road surface and dissolve, resulting in a layer of CMA solution on the roadway surface which prevents the snow from bonding. Therefore, CMA effectively works from the "bottom" up.

It has been observed that while CMA deices as well as salt, it may take up to twenty minutes longer to be as effective. However, it was also noted that the CMA deicer lasts on the pavement surface longer than salt resulting in fewer applications and may also prevent ice buildup at a later time.

2. Melting Properties

The Operations Department routinely uses salt on Priority I streets to melt an accumulation of newly fallen snow conditional, of course, on temperatures being satisfactory for such action. The use of CMA in a similar manner is considerably less effective than salt. Rather than forming a brine and melting the snow, CMA draws moisture from it, making the snow accumulated on the roadway dry and fluffy with an "oatmeal" texture. As a result, while CMA performed its deicing requirements adequately, it was sometimes necessary to remove the remaining snow with a plowing operation, thus further increasing the cost.

4. Temperature Range

CMA was effective over the same temperature range as salt. At temperatures below -7, the effectiveness of both deicers began to drop and treated sand was then used. The deicing action of both salt and CMA is enhanced by the action of traffic, sunlight and warmer temperatures.

5. Use in Treated Sand

CMA was mixed 5% by weight with sand for use as an abrasive at temperatures below -7. It performed as well as salt for this purpose. In fact, the lower density of CMA may permit a reduction in the weight of chemical required to keep the sand in a satisfactory, workable condition. This would be examined in the event that the pilot project was continued.

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6. Handling and Storage

The same equipment that handles and applies road salt can be used with CMA. The spreader units had to be recalibrated, but the recent addition of the computerized controls made this a simple task.

CMA must be kept from direct exposure to precipitation and, consequently, must be stored inside. Currently, the City stores some salt outside, but due to environmental concerns, the Operations Department is progressing towards indoor storage of all its salt.

B. CORROSION

The Operations Department did not conduct any direct evaluation on the corrosion properties of CMA but did continue to research all available literature on the matter.

The research can be summarized as follows:-

(a) CMA is less corrosive than salt and in most tests is comparable to or less corrosive than tap water.

(b) CMA corrosion rates on bridge steel are 5 to 15 times less than the corrosion rate of salt.

(c) CMA causes negligible damage to reinforced concrete.

(d) CMA does not damage automobile steels or paints.

C. ENVIRONMENTAL IMPACT

A visual examination of the roadside vegetation within the project limits did not uncover any harm to the trees and grass. This was also generally true of other newly constructed roadways as stress to roadside vegetation resulting from salt use is a long term effect and not something that happens in one or two years.

Extensive research in federal, state and university laboratories have examined every aspect of the environmental degradation and fate of CMA. It has been proven to have little or no deleterious effect on vegetation, aquatic life or water resources.

D. ECONOMICS

The relatively low initial purchase price and effectiveness of road salt has made it the most frequently used deicer. However, the full cost of using salt should include corrosion to automobiles and bridges and the environmental damage caused by salt runoff. Several studies have tried to quantify these costs, but the results vary widely.

For example, a study was done by the City of Winnipeg, Parks Department, to determine a program to improve the condition of the turf in the City's boulevards. Two procedures were recommended:

(a) Hard surfacing of boulevards adjacent to curb areas along a strip 1 metre wide and complete hard surfacing of medians less than 3 metres wide or side boulevards less than 1.5 metres wide.

(b) Implementation of a comprehensive annual renovation program including regular fertilization and irrigation.

The estimated cost of the Parks Program was a one-time cost of $45,000.00 per kilometre for hard surfacing and an annual expenditure of $2,000.00 per kilometre for increased maintenance.

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As comparison, the estimated cost of the Operations Department pilot project with CMA is $65,000.00 per kilometre annually based on a normal winter season.

The estimated cost of using salt on the same Chief Peguis Trail would be approximately $2,500.00 per kilometre annually during a normal winter season.

Based on these facts alone, it would seem prohibitive to consider the use of CMA for deicing purposes. Road salt combined with upgrading of boulevard maintenance would be the obvious choice if only the direct costs were considered. However, in making any valid comparison of deicer costs, the long term effects must also be considered and in this context, the price gap is reduced considerably.

It must be remembered that the City's pilot project is protecting a $27 million section of infrastructure from corrosion; a savings that is substantive, but one that has not been defined. A deicer's effect on vehicle corrosion must also be considered.

It is this long term cost of salt that is leading officials to take a hard look at alternatives.

E. CONTINUATION OF PILOT PROJECT

The observed performance of the CMA used this past winter, supported by the positive experiences of other public works and transportation agencies, has shown that CMA can be an effective alternative to salt, subject to its limitation in snow melting capabilities. However, CMA certainly can't be considered suitable for general use on a City-wide basis due to its high cost.

Continuation of the pilot project on the Chief Peguis Trail for the 1991/92 winter season would require that additional funding in the amount of $25,000.00 be approved in 1991 and an additional funding in the amount of $50,000.00 be included in the 1992 Budget. The $25,000.00 required in 1991 would be used to supplement $50,000.00 previously budgeted for the 1990/91 winter and not expended.

Your Committee on Works and Operations recommends:-

1. That additional funding in the amount of $25,000.00 be approved in 1991 to supplement the $50,000.00 previously budgeted for the 1990/91 winter and not expended for continuation of this pilot project.

2. That additional funding in the amount of $50,000.00 be included in the 1992 Budget for this purpose.

3. That the administration look at one or two other specific locations similar to the Chief Peguis Trail project where this deicing material might be applied, as a modest expansion to this pilot project.

4. That the Manitoba Department of Energy and Mines be encouraged to pursue discussions with Chevron Chemical Company (the manufacturer of this product under the trade name "Ice-B-Gon") with a view to the establishment of a production facility for CMA in Manitoba, given the abundance of dolomite limestone and vegetable waste that is available in this Province.

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

Moved by Councillor Duguid,
Adoption of the clause.

Report of the Committee on Works and Operations, dated November 12th, 1991.

In amendment,

Moved by Councillor Fraser,
Seconded by Councillor Mendelson,

That the clause be amended by adding Recommendation 1a, to read:-

"1a) That the additional funding be allocated from within existing budgets."

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

Carried.

The amendment was put.

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

Yea: Councillors Clement, Demare, Fraser, Golden, Hyman and Prystanski. 6

Nay: Councillors Wade, Boychuk, Diamant, Douglas, Duguid, Fleisher, Kaufmann, Mendelson, Mitchelson, Reese, Selinger, Thomas, Timmers, Young, Yuen and Eadie. 16

and the amendment was declared lost.

The motion for the adoption of the clause was put and declared 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 November 21st, 1991, has concurred in the recommendations contained therein and submits same to Council for approval and adoption.

On motion of Councillor Duguid, the rule was suspended and the Report of the Committee on Works and Operations, dated November 21st, 1991, was considered.

North Committee Room,
Council Building, Winnipeg.
November 21st, 1991.

His Worship the Mayor and Councillors:

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

1991 Additional Watermain Renewals
File WW-2.4

220 - 1. It has been the practice to undertake additional watermain renewals where watermains have a high leak frequency and funding is available to undertake additional projects.

All projects herein were identified because of their relatively high leak frequencies which vary from a high of 17.91 to a low of 11.43. The leak frequency is representative of the number of leaks per kilometre per year.

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

Funding Available in Watermain Renewal Reserve Fund (as of October 31st, 1991)	$859,880.96
Less: Amount Reserved for Future Contingencies	(4,760.96)
Amount Available for Recommended Renewals	$855,120.00

It is expected that the amount reserved for contingencies in the Watermain Renewal Reserve Fund will be supplemented by an additional 294,000.00 by December 31st, 1991, due to the closure of Work Orders and he release of funding in unissued projects.

Your Committee on Works and Operations recommends:-

1. That the following Supplementary Watermain Renewals in the amount of $855,120.00 be undertaken in 1991 from the available funds in the Watermain Renewal Reserve:-

Street	From	To	Estimated Cost
Church Avenue	W/L Robertson St.	E/L Dalton Street	$ 33,500.00
Buckley Bay	Avalon Road	61m North	25,620.00
Danbury Bay N/Leg	Danbury Bay	100m West	45,000.00

Report of the Committee on Works and Operations, dated November 21st, 1991

Aikins Street	1.8m SSL Semple Ave.	18m SSL Kilbride Ave.	61,200.00
Harmony Cove	Sterling Avenue	55m North	23,100.00
Cathedral Avenue	E/L Main Street	105.2m EEL Main Street	39,900.00
Vernon Road	135m N/Portage Ave.	255m N/Portage Avenue	54,000.00
Simcoe Street	89m NNL Sargent	197m NNL Sargent	42,000.00
Notre Dame Avenue	Portage Avenue	Albert Street	135,000.00
Kane Ave. S/Leg	Mount Royal Road	100m West	45,000.00
Athlone Dr. E/Leg	Athlone Dr. S/Leg	100m North	45,000.00
Bissett Cres.	Voyageur	100m North	45,000.00
Ainslie Street	Lodge Avenue	100m North	45,000.00
Merriwood Avenue	4m WEL Sinclair St.	W/L Kimwood Bay E/Leg	40,000.00
Harper Avenue	Betournay Street	100m S/Betournay Street	42,000.00
Bank Avenue	Egerton Road	100m W/Egerton Road	42,000.00
Jolliett Cres.	Sansome Avenue	120m South	54,000.00
St. Anthony Ave.	2m WEL Salter Street	103m WEL Salter St.	37,800.00
		TOTAL	$ 855,120.00
			= = = = = =

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

Moved by Councillor Duguid,
Adoption of the clause.

Pursuant to The Municipal Council Conflict of Interest Act, Councillor Brown advised Council that he would refrain from entering the discussion and from voting on the clause because his company may be a sub-contractor, and left the Chamber.

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

Councillor Brown here returned to the Chamber.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

221 - Councillor Duguid moved that the following by-laws be read a second time, namely:-

By-law No. 5788/91, a By-law of the City of Winnipeg to partially close and open public lane bounded by Aikins and Charles Streets and Pritchard and Selkirk Avenues, in the City of Winnipeg, in Manitoba. File No. DAOC 3/89.

By-law No. 5789/91, a By-law of the City of Winnipeg to close public lane south of Douglas Park Road to the Assiniboine River. File No. DAC 30/89.

By-law No. 5790/91, a By-law of the City of Winnipeg to close public lane east of Main Street between York Avenue and the proposed extension of St. Mary Avenue. File No. DAC 33/87.

By-law No. 5792/91, a By-law of the City of Winnipeg to close the portion of Diplomat Drive at the junction of Laurel Bay. File No. DAC 22/86.

Moved by Councillor Duguid,

That By-laws numbered 5789/91 and 5790/91 be referred back to the Committee on Works and Operations.

Carried.

Councillor Duguid moved that this constitute the second reading of by-laws numbered 5788/91 and 5792/91, which motion was carried.

Councillor Duguid moved that this constitute the third reading of by-laws numbered 5788/91 and 5792/91, and that same be passed and ordered to be signed and sealed, which motion was carried.

On motion of Councillor Duguid, 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. 5800/91, a By-law of the City of Winnipeg to widen the south-west corner of the intersection of the first lane east of Aikins Street, north of Pritchard Avenue. File No. DAO 2/82.

By-law No. 5801/91, a By-law of the City of Winnipeg to widen the public lane at the northwest corner of the intersection of the first lane west of McPhillips Street with the first lane south of Selkirk Avenue. File No. DAO 2/91.

By-law No. 5802/91, a By-law of the City of Winnipeg to widen the south-east corner of Henderson Highway and McLeod Avenue. File No. DAO 5/86.

By-law No. 5803/91, a By-law of the City of Winnipeg to amend By-law No. 1573/77, being The City of Winnipeg Traffic By-law. File No. ST-5.2 (c/r SC-3.6)

On motion of Councillor Duguid, the rule was suspended and the following By-laws were each read a first, second and third time, the rule being suspended for the third reading of each by-law, and were passed and ordered to be signed and sealed, namely:-

By-law No. 5793/91, a By-law of the City of Winnipeg to widen the south-west corner of Hespeler Avenue and Henderson Highway. File No. DAO 36/88.

By-law No. 5810/91, a By-law of the City of Winnipeg to widen the north-west corner of the intersection of the public lanes south of Lyndale Drive and west of St. Mary's Road. File No. DAO 18/90.

QUESTION PERIOD

222 - Councillor Fleisher referred to the presentation today by the Social Planning Council and the report entitled "A Safer Winnipeg for Women and Children". He specifically referred to recommendation no. 33" That the City permanently remove the pedestrian barriers at Portage and Main, and open the corner to pedestrian traffic, and renegotiate the development agreement between the city and Bentall Properties Inc. which requires that snow gates be erected in front of the buildings during winter months.

Councillor Fleisher asked His Worship Mayor Norrie what the status was of the special Council Committee delegated to consider the possibility of negotiating an opening to pedestrian traffic at the intersection of Portage Avenue and Main Street.

Mayor Norrie replied that the Committee met and reviewed the matter as mandated by Council. The Committee has asked that the Mayor's Office arrange a meeting with a number of representatives of the property owners. He added that once the arrangements have been made, a meeting would be held and the results eventually reported to Council.

Councillor Fleisher asked the Chairman of the Committee on Works and Operations, Councillor Duguid, if he can confirm that the issue of handi-transit for legally declared blind persons, will be considered by the Standing Committee at its next meeting.

Councillor Duguid confirmed that the matter is on the December 3rd agenda of the Standing Committee. He invited Councillor Fleisher to appear as a delegation at that time.

Councillor Fleisher asked Councillor Duguid to arrange to have the appropriate Administration in attendance to hear his representation and to agree to request the Committee to suspend the rules to deal with the matter while both he and the Administration are in attendance.

Councillor Duguid replied that the Standing Committee would give the matter due consideration at the December 3rd meeting.

Councillor Mitchelson referred to the motion that he and Councillor Kaufmann introduced at the last meeting of Council in connection with having a cap placed on all discretionary spending. He asked when the Executive Policy Committee would be considering a report from the Board of Commissioners in this regard.

Mayor Norrie agreed to pursue the inquiry at the meeting of the Board of Commissioners tomorrow.

QUESTION PERIOD (continued)

Councillor Golden asked the Chairman of the Committee on Finance and Administration, Councillor Selinger, why he allegedly felt it necessary to offer his resignation to the Mayor, in connection with the Manitoba Court of Appeal ruling on the business assessment roll used in the 1991 tax year.

Councillor Selinger replied that he does not respond to allegations or private conversations.

Councillor Golden referred to a document he had received from the City Solicitor and stated that the document comprises an extract from a letter received from the Department of Urban Affairs. He questioned whether or not the reason members of council had not received copy of the entire letter was due to the fact that the letter had been signed by Councillor Selinger's wife.

Councillor Selinger suggested that Councillor Golden's question would have to be answered by the Administration. Councillor Selinger stated that the letter was written in 1988 prior to his being elected to Council and further that under the Human Rights Legislation, no one should be discriminated against on the grounds of marital status.

Councillor Murray rose on a point of privilege advising that it is a tradition and protocol in the Manitoba Legislature whereby elected representatives do not bring the matter of marital status into debates.