REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED APRIL 3, 2001

On motion of Councillor Angus, the Report of the Standing Policy Committee on Public Works, dated April 3, 2001, was considered clause by clause.

Moved by Councillor Angus,
That the Consent Agenda, Clauses 1,2,3,4,5 and 6, be adopted.

Councillor Angus requested that Clause 5 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 1,2,3,4 and 6, was put and declared carried.

Award of Building Cleaning Services for the Following Facilities:
821 Elgin Avenue – Tender 6-2001"A"
2546 McPhillips Street – Tender 6-2001 "B"
111 Victoria Avenue - Tender 6–2001 "C"
65 and 81 Garry Street, 245 Assiniboine Avenue, 30 Fort Street – Tender 6–2001 "D"
1360 Pembina Highway – Tender 6-2001 "E"
File GL-9 (Vol. 16) [c/r FB-1 (Vol. 7)]

471 - 1. The Standing Policy Committee on Public Works has been advised that in February, 2001, the Public Works Department, Building Services Division, initiated a Request for Quotes for building cleaning services at the afore-noted locations.

In response to the tender call, seven companies returned bids, three of which were determined to be non-responsive by the Materials Management Division due to insufficient securities. The other four bids are as follows:

Bidder	TOTAL
Correia Enterprises Limited t/a Bee-Clean for five locations	$ 213,324.00
MacDonald Building Maintenance for four locations	$ 79,776.00
A. Leader Building Cleaning Services of Canada Ltd. for five locations	$ 251,464.00
Venture Cleaning Services Ltd. for two locations	$ 44,000.00

Materials Management noted the following in the "Comparison of Tenders" form:

- MacDonald Building Maintenance did not initial changes in Form "A"
- A. Leader Building Cleaning Services of Canada Ltd. did not acknowledge addendums
- Venture Cleaning Services Ltd. did not acknowledge addendums

Materials Management has advised that two tender submissions were accompanied by Bid Bonds, one by a Letter of Credit in the amount of $1,486.00, and one with a Certified Cheque in the amount of $4,125.00, which have all been certified by the Legal Services Division.

The bids submitted by MacDonald Building Maintenance with respect to locations "A", "B", "C" and "E" are the low responsive bids and meet all the qualifications. The bid submitted by Correia Enterprises Limited t/a Bee Clean with respect to location "D" is the low responsive bid and meets all the qualifications.

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The Contract Administrator is of the opinion that the said firms have the necessary resources and experience to perform all of the work in accordance with the requirements of the specifications.

Venture Cleaning Services erred in its bid submission on Form A: Unit Price, Sections "A" and "E", as it submitted, in the "Total Bid Price Section", the total price for Year 1 only instead of the total price for Years 1, 2 and 3. Due to this error, it appears as though Venture Cleaning Services submitted the lowest bid.

Bids were also received from Mario's Cleaning Services Ltd., Titan Building Maintenance Ltd. and SMS Modern Building Cleaning. Inasmuch as these bids contained insufficient securities, they were determined to be non-responsive by the Manager of Materials Management.

The proposed contract covers building cleaning services for a 31 month period at locations "A", "B", "C" and "E", commencing June 1, 2001 to December 31, 2003. Likewise, the contract for location "D" is for a 28 month period, commencing September 1, 2001 to December 31, 2003.

The total cost for the full term of the contracts is $175,227.00. Yearly estimated costs are as follows:

2001	$31,443.00
2002	$71,892.00
2003	$71,892.00

NOTE: The above estimates do not reflect any future changes in the Statutory Minimum Wage rate.

Funds for these contracts are identified in the following account numbers:

LOCATION	ACCOUNT NO.
"A" 821 Elgin Avenue	53-552103-251102
"B" 2546 McPhillips Street	53-552103-251102
"C" 111 Victoria Avenue	53-552103-251102
"D" 65 and 81 Garry Street, 245 Assiniboine Avenue and 30 Fort Street	53-552103-251102
"E" 1360 Pembina Highway	53-552103-251102

MacDonald Building Maintenance and Correia Enterprises Ltd. t/a Bee Clean have agreed to extend their bid price for a further 30 days. Bids are open for acceptance until May 30, 2001.

The Standing Policy Committee on Public Works recommends:

I. That a contract be awarded to MacDonald Building Maintenance for cleaning services at locations: "A" 821 Elgin Avenue; "B" 2546 McPhillips Street; "C" 111 Victoria Avenue and "E" 1360 Pembina Highway, for the period commencing June 1, 2001 to December 31, 2003 (31 months). Total cost for this period is $77,283.00, plus GST.

II. That a contract be awarded to Correia Enterprises Limited t/a Bee Clean for cleaning services at location "D" 65 and 81 Garry Street, 245 Assiniboine Avenue and 30 Fort Street, for the period commencing September 1, 2001 to December 31, 2003 (28 months). Total cost for this period is $97,944.00, plus GST.

III. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

Adopted by consent.

(See Minute No. 507 for attachment)

Report of the Standing Policy Committee on Public Works dated April 3, 2001

Award of Contracts for the Provision of Public Transportation Services for Persons With Disabilities - RFP 1019-2000
File GL-9 (Vol. 16) [c/r TT-1.3 (Vol. 13)]

472 - 2. The Standing Policy Committee on Public Works has been advised that on February 12, 2001, the Transit Department initiated a Request for Proposals, RFP 1019-2000, for the provision of public transportation services for persons with disabilities.

Of note, in 1996, Council approved contracting out 100 per cent of Handi-Transit service delivery. At the time, approximately 70 per cent was contracted to private carriers and 30 per cent of the work was performed by Winnipeg Transit bus operators using Winnipeg Transit owned vehicles. With the then contracts expiring in June, 1996, an RFP was issued for 100 per cent of Handi-Transit's service for persons with disabilities. Bids were received covering approximately 85 per cent of the work, however, there were no qualified bidders for a portion of the work which utilizes large wheelchair accessible buses. As a result, Winnipeg Transit staff continued to perform this work (approximately 15 per cent) until another RFP was issued in 1997. That portion of the work was subsequently contracted to Blue Ribbon Transit, whose five year contract expires in June, 2002. This work is not included in RFP 1019-2000.

RFP 1019-2000 allowed Offerers to respond with proposals on portions or all of four types of work which were defined as follows:

Section 1: Hourly Service - Wheelchair Accessible Vehicles
Section 2: Flat Rate Service - Wheelchair Accessible Vehicles
Section 3: Hourly Service - Ambulatory Passenger Vehicles
Section 4: Flat Rate Service - Ambulatory Passenger Vehicles

Proposals were received from the following companies in this regard:

Section 1: Hourly Service – Wheelchair Accessible Vehicles	**Section 2: Flat Rate Service – Wheelchair Accessible Vehicles**	**Section 3: Hourly Service – Ambulatory Passenger Vehicles**	**Section 4: Flat Rate Service – Ambulatory Passenger Vehicles**
Assiniboine Handy Transit & Taxi	*No Bids Received*	Assiniboine Handi Transit & Taxi	Duffy's Taxi (1996) Ltd.
Balbir Chand Vij & Sons Ltd. o/a Handi Helper		Balbir Chand Vij & Sons Ltd. o/a Handi Helper	Unicity Taxi Ltd.
Duffy's Taxi (1996) Ltd.		Duffy's Taxi (1996) Ltd.	Vital Transit Services Ltd.
4347162 Manitoba Ltd.		4347162 Manitoba Ltd.	
4326261 Manitoba Ltd o/a Super Transit		4326261 Manitoba Ltd. o/a Super Transit	
4316887 Manitoba Ltd. o/a We Care Transit		4316887 Manitoba Ltd. o/a We Care Transit	
4316895 Manitoba Ltd. o/a Assistance Transit		Unicity Taxi Ltd.	
Unicity Taxi Ltd.		Gullwing Transit Services Ltd.	
Gullwing Transit Services Ltd.		Baldev Singh Brar	
Baldev Singh Brar		Vital Transit Services Ltd.	
Vital Transit Services Ltd.		First Class Transportation Messenger Service Inc.	
First Class Transportation Messenger Service Inc.			

The lack of offers relating to Section 2 - Flat Rate Service - Wheelchair Accessible Vehicles, is not considered to represent a serious impediment to meeting customer demand. Handi-Transit will respond to this situation by utilizing some additional hourly service wheelchair accessible vehicles and maximizing their productivity by assigning ambulant passengers during periods where limited wheelchair demand exists.

The bids received were evaluated based on the evaluation criteria as defined in SC: 12 of the RFP, outlined in Appendix "B" hereto.

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A summary, by section, of the evaluations on each offer received is provided and identified as Appendix "C" hereto.

Winnipeg Transit is satisfied that the Offerers providing the proposals considered to be most advantageous to the City have the necessary resources to perform all the work in accordance with the requirements of the specifications. Offerers have satisfactorily carried out previous work of a similar nature.

The Manager of Materials Management has advised that each of the proposal submissions was accompanied by a bid security and the appropriate performance security commitment which have been certified by the Legal Services Division.

Assiniboine Handy Transit & Taxi and Duffy's Taxi (1996) Ltd. did not acknowledge Addendums 3, 4 and 5. This informality is not considered material as the information in the Addendums did not affect their offers.

The proposals recommended are the proposals considered to be most advantageous to the City, and meet all the requirements of the specifications.

The bids are open for acceptance until May 7, 2001. The award of this contract is time sensitive as sufficient time is required by the successful contractors to order and receive delivery of vehicles and for Handi-Transit to train the contractor's drivers prior to the July 1, 2001, start-up date.

The Standing Policy Committee on Public Works recommends:

I. That contracts for the provision of public transportation services for persons with disabilities as outlined in RFP 1019-2000, for the period commencing July 1, 2001 to June 30, 2006, be awarded, based on the unit price submitted, to those Offerers providing the proposals considered to be most advantageous to The City of Winnipeg in the following approximate amounts

Offerer	Section 1: Hourly Service - Wheelchair Accessible Vehicles	Section 3: Hourly Service - Ambulatory Passenger Vehicles	Section 4: Flat Rate Service - Ambulatory Vehicles	Total Contract Price
4326261 Manitoba Ltd. o/a Super Transit	$ 4,163,108.00	$ 3,251,375.00		$ 7,414,483.00
4316887 Manitoba Ltd. o/a We Care Transit	1,271,853.00	589,800.00	-	1,861,653.00
4316895 Manitoba Ltd. o/a Assistance Transit	1,088,680.00	-	-	1,088,680.00
Assiniboine Handy Transit & Taxi	-	3,277,198.00	-	3,277,198.00
4347162 Manitoba Ltd.	828,300.00	-	-	828,300.00
Baldev Singh Brar	-	467,450.00		467,450.00
Unicity Taxi Ltd.	-	907,812.00	-	907,812.00
Duffy's Taxi (1996) Ltd.	479,837.00	1,058,313.00	2,407,234.00	3,945,384.00
TOTAL	$ 7,831,778.00	$ 9,551,948.00	$2,407,234.00	$ 19,790,960.00

II. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

A copy of Appendices "B" and "C" referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

(See Minute No. 508 for Appendix "A")

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Bus Transportation Grants
File FG (Vol. 8)

473 - 3. On February 25, 1998, Council delegated to the Transit Department authority for the approval of Bus Transportation Grants, and as part of this delegation, it was also recommended that the administrative approval process be reviewed by Standing Policy Committee every three to four years, following each civic election or as required.

The Transit Department receives approximately 25 to 35 applications for grants each year and has a total budget of $25,000.00 available. Many applications are submitted by repeat applicants for community events such as the Teddy Bear Picnic, Manitoba Marathon, Winnipeg International Children's Festival, etc.

In 2000, the total expended amount from this account was $22,335.00. This was the first time that the grants awarded were less than the budget available. The major reason for this was that a charter for the RCMP March Reunion was cancelled at the last moment and their approved grant in the amount of $3,500.00 was not expended.

In 1998, total expenditures were $26,337.00, and in 1999 expenditures were $26,696.00. Typically, the Transit Department is in a position whereby the Bus Transportation Grant budget is fully committed by September, resulting in any subsequent applications being automatically denied.

Changes to Grant Formula

The current grant formula provides funding for bus service equal to 100% of the first $1,000.00 in costs and 50% of any additional costs above $1,000.00. Funding is exclusive of any GST.

It is recommended that this funding formula be changed to provide 75% of funding up to $1,000.00, and 50% of any additional cost. Changing the formula in this manner would free up approximately $3,500.00 (using 2000 as a sample year). Based on the average charter grant in 2000, being approximately $900.00, this would provide funding for approximately four additional groups annually. If the applications are smaller (i.e. $350.00), it would allow funding for approximately ten additional applicants.

Changing the formula from 100% coverage of the first $1,000.00 to 75% coverage is considered to be reasonable for three reasons:

1. It still provides significant (75%) funding of Transit charter costs up to $1,000.00 for many smaller organizations within the community who typically would apply for services costing less than $1,000.00.

2. It places some obligation on these groups to provide a portion of the funding, albeit a relatively small proportion. This emphasizes the point that there is a cost for the provision of Transit services and that the City is underwriting a major portion of the costs.

3. It frees up funds for other applicants without increasing the total budget.

Maximum Limit

In addition to the change in the funding formula, it is recommended that a maximum limit of $5,000.00 be set for any Bus Transportation Grant approved by the Transit Department. The establishment of the maximum limit is recommended for two reasons:

1. At the present time there is no maximum limit and such applications are dealt with on an ad hoc basis. Establishing this $5,000.00 limit would ensure that no event would receive more than 20% of the current total budget ($25,000.00) on an annual basis.

2. It provides some safeguard that funds will be reasonably available for other applicants. As there is currently no limit, an organization could apply early in the year and receive a large grant which would significantly reduce the funds available for other community groups and charitable organizations. This possibility is definitely not a hypothetical one since many of the repeat applicants are aware of the grant application process and the need to apply early in the year to be assured of funding.

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If this recommendation is approved, a statement would be included in the grant application stating:

> *"The maximum charter grant payable under this process is $5,000.00. The applicant is advised that should the actual service provided by Transit result in costs which exceed the $5,000.00 grant allowance, the applicant will be charged for the full costs of the additional charter service at prevailing rates."*

Timing of Recommended Changes

The Transit Department has already received a number of applications for Bus Transportation Grants in 2001. It is recommended that these grant applications be processed under the existing grant formula.

However, some organizations which regularly receive Bus Transportation Grants may not yet have applied and may have already planned their events and budgeted based on the existing grant formula. Any new applications received in 2001 following Council's approval of the recommended changes, would be processed under the new formula with special consideration to waive all or part of the applicant's contribution for charter costs to make their contribution equivalent to what it would have been under the previous formula.

The amendments would be fully applicable in 2002 with no special considerations being allowed.

The Standing Policy Committee on Public Works recommends:

I. That Council's Policy for Bus Transportation Grants (C301) be amended as follows:

   A. The charter grant formula be changed from the current formula which provides 100% of the first $1,000.00 and 50% of costs above $1,000.00, to 75% of the first $1,000.00 and 50% of costs above $1,000.00.

   B. That a maximum annual grant limit of $5,000.00 be established for any event.

II. That the afore-noted amendments shall come into force and effect upon Council's approval, allowing for special consideration in 2001 to waive all or a portion of the applicant's contribution for charters (to equalize the contribution which would have been made under the previous formula).

III. That the amended policy be fully applicable in 2002 with no special considerations being allowed.

IV. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.

Copy of Appendix "B" is on file in the office of the City Clerk.

Adopted by consent.

(See Minute No. 509 for Appendix "A")

Policy for the Funding, Development and Maintenance of Winter Trails
File E-5.1 (Vol. 20)

474 - 4. Council is reminded that the Standing Policy Committee on Public Works at its meeting held on February 8, 2000, concurred in the recommendations of the Riverbank Management Committee and recommended that Council formally approve a policy relative to the funding, development and maintenance of winter river trails, and that an appropriate amount of funding be included in the Public Works Departmental Operating Budget commencing in the year 2001.

On March 22, 2000, Council concurred in the recommendation of its Executive Policy Committee that the proposed policy be filed inasmuch as the matter had been referred for consideration during the 2001 Current Budget deliberations. During its deliberations on the 2001 Current Estimates, the Executive Policy Committee referred this matter to the Riverbank Management Committee, the Standing Committee on Fiscal Issues and the Standing Policy Committee on Public Works for review.

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Having again considered the matter the Riverbank Management Committee and Standing Policy Committee on Public Works affirmed its earlier position in this matter and wish to reiterate that the development of River Winter Trails provides citizens and tourists alike with an excellent opportunity for revitalizing the City's image as a Winter City. Our urban waterways provide invaluable aesthetic amenities and visual impacts not otherwise available in a flat urban landscape. As linear features, they create a strong focus for major recreational linkage systems. Our rivers and creeks are also an integral part of our historical heritage and offer potential recreational alternatives.

Previously funded via the Riverbank Management Committee's Special Project Account, the Kildonan Red River Winter Trail, demarcated on Appendix AA≅ hereto, has proven to be an unqualified success. Reports from the Administration, the Acting Harbourmaster, and the media indicate that this public amenity draws thousands of participants every week (particularly on weekends) and rivals the attendance of the Royal Bank Forks Winter Trail.

In response to public demand, the Riverbank Management Committee approved initial funding from its Special Project Account, for the development of a second South Red River Winter Trail linking Fort Rouge to St. Vital, as identified on Appendix AB≅ hereto.

The said Red River Winter Trails will be complimented by the ARoyal Bank Forks Winter Trail≅ that is constructed annually at The Forks by way of an annual grant in the amount of $40,000.00. This initiative will be further enhanced by a proposal put forward by the Coalition Accès Rivière B River Access Coalition (a coalition of Business Improvement Zone Associations, The Forks North Portage Partnership, and community groups). This coalition has a shared vision to make the Red and Assiniboine Rivers, through Winnipeg's Downtown, a major transportation/transit and recreation corridor. This vision has as its goal the strengthening of the economies of the City's central business districts and enhancing the livability of the surrounding neighbourhoods. To this end, seven locations along the Red and Assiniboine Rivers have been identified where permanent dock facilities could be developed.

Accordingly, by formally approving the proposed policy, The City of Winnipeg will achieve the following objectives:

- The integration of our frozen urban waterways with community and regional public open space.
- The preservation and enhancement of associated waterway views and vistas.
- Making our frozen urban waterways accessible to allow citizens and tourists to purse a wide range of fitness-oriented activities.

Adoption of the policy would involve both short term and long range programs. Accordingly, it is recommended that funding in the amount of $28,500.00 be included as a line item in the Public Works Departmental Operating Budget commencing in the year 2002 to fund the re-establishment of the Kildonan Red River Winter Trail and the newly created South Red River Winter Trail. Once funding is in place, the Administration will undertake a detailed and comprehensive study of the City's waterway system to identify:

- The most suitable stretches of frozen waterways for Winter Trail development.
- The nature of potential recreational opportunities for these identified waterways.
- Standards for the safe access and use of Winter River Trails.

With specific regard to safety, the limits of Winter River Trail developments are presently defined by the Acting City Harbourmaster. Currently, Winter River Trail development is generally confined to the Red River south of Kildonan Park and north of Churchill Park. For the Assiniboine River, such development is not permitted west of Spence Street. It should be noted that, in an average winter, River Trails are open from mid-January until the end of February when ice conditions are deemed safe for public use.

In the longer term, the Winter Trails Program will include the identification of various public and private partnerships that will either assume or share the cost of Winter River Trail development. Given the relative success of the existing Winter Trail system, it is likely that such sponsorship would be forthcoming over time.

Originally prepared as part of the administrative report dated December 13, 1999, attached hereto as Appendix "C" is a financial impact statement for the proposed Winter Trails Program.

The Standing Policy Committee on Public Works concurred in the January 25, 2001, recommendations of the Riverbank Management Committee, as amended, and recommends:

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I. That the following policy relative to the funding, development and maintenance of winter river trails be formally approved, namely:

That the City shall establish a Winter River Trail system for cross-country skiing, skating and for pedestrians in order to promote the City=s river corridors as winter recreational sites and to link various community and regional public open spaces.

II. That funding in the amount of $28,500.00 be included as a line item in the Public Works Departmental Operating Budget commencing in the year 2002 to fund the re-establishment of the Kildonan Red River Winter Trail and the newly created South Red River Winter Trail.

III. That in future, any unexpended funds in the Public Works Departmental Operating Budget allocated for this purpose be retained and carried over for use in subsequent years.

IV. That the Standing Committee on Fiscal Issues be requested to identify a source of funding.

V. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.

Adopted by consent.

(See Minute No. 510 for attachments)

Access to a Proposed Parking Lot Located at 480 Main Street
File SC-1(32) (Vol. 2)
[c/r DAC 2/2001, DAC 3/2001, DCU 62/2001C and DAV 47/2001C]

475 - 5. The Standing Policy Committee on Public Works has been advised that an application has been received from ND-Lea Engineers and Planners Inc. for the construction of a bi-directional private approach on the west side of Main Street north of Bannatyne Avenue, and, pursuant to the successful closing of Letinsky Place, for a bi-directional private approach on the north side of Bannatyne Avenue, to accommodate access to a proposed parking lot to be located at 480 Main Street.

This application is non-conforming under The City of Winnipeg Private Approaches By-law No. 6546/95, Section 3, Subsection (2), Section 8, Subsection (a), and Section 7, Subsection (1), which state:

> "*3 (2) No approach shall be constructed, erected or installed in any street or section of street set forth in Schedule 1 hereto, provided that on those streets or sections of street which have service roads adjacent to the main roadways, this Schedule shall apply only to the main roadways and not to the service roads."*

This section of Main Street is contained within Schedule 1.

> *"8 (a) 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 therefore, the Commissioner shall approve of the construction, installation of same, unless the Commissioner is of the opinion that approval of such approach or private walk would be detrimental to the public interest."*

> *"7 (1) No approach shall be constructed, erected or installed within an intersection, nor within six (6) metres of the intersecting street line projected at right angles, measured along the street curb line or its straight projection, from the straight projection of the nearest edge of the approach."*

This section of Main Street contains a divided roadway with a 13.4 metre northbound pavement and a 13.4 metre southbound pavement, within a 40.3 metre right-of-way, and carries approximately 19,000 northbound and 24,400 southbound vehicles in a typical twelve hour weekday period between 07:00 and 19:00.

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The site currently contains an unoccupied building and surface parking lot to the north and rear of the existing building, however, there are plans to convert the existing building to an arts and ideas exchange and to construct a two level parking structure to replace the existing surface parking lot on the north side of the building. The upper level of this proposed parking lot will accommodate 34 vehicles, and is proposed to be accessed from the west side of Main Street. The lower level will accommodate 32 vehicles, and will only be accessed via a bi-directional private approach on Letinsky Place or Bannatyne Avenue, as the case may be.

The Public Works Department has no objection to the proposed access onto Letinsky Place or Bannatyne Avenue, however, is of the opinion that the non-conforming private approach on the west side of Main Street will cause traffic operating problems for southbound motorists on Main Street for the following reasons:

- There is a left curve in the roadway for southbound motorists on Main Street north of the proposed private approach. The sudden right turn of vehicles entering this approach comes too closely after the left curve, which could cause rear-end collisions.

- Bannatyne Avenue is located 42.1 metres south of the proposed private approach, and there is a heavy right turn movement at this street during the A.M. and P.M. peak periods (52 vehicles during the heaviest 15 minute interval between 7:00 and 9:00 and 42 during the heaviest 15 minute interval between 15:00 and 17:30). Any right turning vehicles into the proposed private approach may cause considerable delays and back-ups with the heavy right turn onto Bannatyne Avenue.

- The curb lane on southbound Main Street is designated as a diamond lane and is used exclusively for transit buses, bicycles, and immediate right turning vehicles. This diamond lane is in place at this location because of the heavy volumes of traffic. The addition of an approach at this location will cause considerable delays in right turning vehicles at both Bannatyne and Portage Avenues.

- There are 8,440 southbound motorists on Main Street that turn right onto Portage Avenue, including 296 motorists during the heaviest 15 minute interval between 7:00 and 9:00 during the A.M. peak period. This heavy right turn could be impeded by right turning vehicles into the proposed private approach on the west side of Main Street.

- There is heavy pedestrian activity on the sidewalk on the west side of Main Street. Approving a non-conforming approach in this location would increase the potential of pedestrian/vehicle conflicts, thereby making the sidewalk unsafe for pedestrians.

The Public Works Department has met with the Developer's consultants to further review the matter of a private approach to Main Street. The concerns of the Department were discussed and options other than a private approach to Main Street were reviewed. The Public Works Department continues to be of the opinion that it is possible to reconfigure the parking structure in a manner to take all access from Letinsky Place thereby avoiding the need for a private approach on Main Street.

At this time, there are three alternatives associated with the possible closure of Letinsky Place. The first alternative creates a 16.6 metre wide non-conforming private approach on the north side of Bannatyne Avenue, opposite Albert and Arthur Streets. The second alternative creates an 11.8 metre wide non-conforming private approach on the north side of Bannatyne Avenue, opposite Albert and Arthur Streets. Of note, the Private Approaches By-law requires a minimum distance of 6.0 metres between an approach and a street right-of-way. The Public Works Department does not feel that these two alternatives would cause any traffic operating problems on Bannatyne Avenue, Albert or Arthur Streets.

The third alternative, should the proposed closure of Letinsky Place not be approved, would be to create two non-conforming 8.0 metre private approaches on the east side of Letinsky Place. Of note, the Private Approaches By-law requires a minimum distance of 15.0 metres separating any two private approaches serving the same property. This alternative would result in only 11.8 metres between the private approaches serving the same property, however, the Public Works Department does not feel that this would cause any traffic operating problems on Letinsky Place.

Following deliberations, the Standing Policy Committee on Public Works concurred in part with the administrative recommendations, and recommends:

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I. That access to the proposed parking lot to be located at 480 Main Street be approved in accordance with the plans and design standards presented, thereby allowing:

A. the construction of one 8.0 metre bi-directional private approach on the west side of Main Street north of Bannatyne Avenue, subject to:

i) the applicant providing, at his expense, enhanced safety messages to accommodate pedestrian crossings of this approach and vehicular traffic on Main Street and to mitigate the safety concerns, including the low level plantings and wrought iron fencing and archway; and

ii) the rental of all parking stalls on the upper level on no less than a monthly basis;

B. the construction of a non-conforming 16.6 metre wide private approach on the north side of Bannatyne Avenue, as shown on Drawing No. A-9487-1, identified as Appendix "A" hereto;

conditional upon the applicant securing any necessary approvals from the respective jurisdictions on the proposed closing of Letinsky Place, and related variance and conditional use approvals.

II. That the City Solicitor/Manager of Legal Services be instructed to prepare for submission directly to Council, an amendment to Schedule 1 of the Private Approaches By-law No. 6546/96.

III. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

The Executive Policy Committee recommends that Recommendation No. I. A. ii) be deleted in its entirety and replaced with the following, namely:-

I. A. ii) That the developer be required to provide a turn around capacity in the parkade in order that vehicles entering the parkade off Main Street will not be permitted to back up onto Main Street; and final plan approvals submitted to and approved by the Chief Administrative Officer.

The Speaker called the Deputy Speaker, Councillor Lazarenko, to the Chair to participate in the debate and after speaking, resumed the Chair.

Moved by Councillor Angus,
Adoption of the clause.

In amendment,

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

The recommendation of the Executive Policy Committee was put and declared carried.

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

(See Minute No. 511 for attachment)

Designation of St. Matthews Avenue between St. James and Empress Streets as a Full-Time Truck Route
File ST-5.2 (Vol. 26)

476 - 6. The Public Works Department has received a number of complaints from residents on and near the section of St. Matthews Avenue, east of Empress Street, regarding the number of trucks that use St. Matthews Avenue as a "through" route. Moreover, the Operations Manager, Trans Western Express, recently requested that consideration be given to designating St. Matthews Avenue, between St. James and Empress Streets,

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as a Full-Time Truck Route in order to enhance opportunities for truck operators to access businesses on this section of St. Matthews Avenue. At its meeting held on March 13, 2001, the Assiniboia Community Committee considered this matter and concurred in the administrative recommendation that St. Matthews Avenue, between St. James and Empress Streets, be designated as a Full-Time Truck Route.

There is significant industrial and commercial development on and around St. Matthews Avenue, between St. James and Empress Streets, including the recently opened commercial facilities such as Wal Mart and Home Depot on Empress Street. North-south truck routes in this part of the City include Route 90, St. James and Empress Streets. East-west truck routes include Portage, Ellice and Sargent Avenues. Eastbound truck operators on Portage Avenue, displaced by the eastbound full-time left turn prohibition at St. James Street, must proceed east to the Empress Street overpass, northbound on Empress Street to Ellice Avenue, westbound on Ellice Avenue to St. James Street, then southbound on St. James Street to their destination on and adjacent to St. James Street.

A routing for such eastbound truck operators would be much less circuitous if St. Matthews Avenue was available as a Full-Time Truck Route. A St. Matthews Avenue Full-Time Truck Route would enhance truck access opportunities to businesses on and near St. Matthews Avenue, and minimize the need for truck operators to utilize more circuitous routes to/from the various industrial and commercial sites in this area. A more direct routing via St. Matthews Avenue will minimize the need for trucks to be unnecessarily driven through additional intersections in this area which otherwise adds to traffic congestion, particularly at the signalized intersections.

Designating St. Matthews Avenue, between St. James and Empress Streets, as a Full-Time Truck Route will fulfill the criteria used by the Public Works Department for the establishment of a Full-Time Truck Route, namely:

- a street or section of street that provides for trucking movements within or adjacent to an industrial park or other industrial/commercial area;

- a street or section of street adjacent to an industrial park or other industrial/commercial area that, if designated as a truck route, would render "through" truck travel on streets adjacent thereto that are not designated as truck routes illegal.

The proposed Full-Time Truck Route will connect St. Matthews Avenue with the existing St. James Street Full-Time Truck Route in the west and the Empress Street Full-Time Truck Route in the east, and reduce the distance between the east-west grid of truck routes.

Such a Full-Time Truck Route designation will:

- provide for improved east-west truck movements in this area, thereby reducing the trip length and time;

- provide a more direct route "connectivity" upon which travel opportunities will be more continuous between Portage Avenue and St. James Street;

- likely result in a reduction in the volume of truck traffic on Ellice Avenue, which now experiences congestion at the signalized intersections at Empress and St. James Streets;

- be consistent with future plans for the westerly extension of St. Matthews Avenue from the point where it now terminates at St. James Street to Route 90. Such an extension will be part of the eastern end of the future Silver Avenue corridor; and

- likely reduce the number of trucks that illegally use the less commercialized section of St. Matthews Avenue east of Empress Street since a "Not a Truck Route" sign will be posted facing eastbound traffic on St. Matthews Avenue at Empress Street to confirm the termination of St. Matthews Avenue as a truck route at this point.

There is no residential frontage on St. Matthews Avenue between St. James and Empress Streets.

The Standing Policy Committee on Public Works recommends:

I. That St. Matthews Avenue, between St. James and Empress Streets, be designated as a Full-Time Truck Route, and same be added to Schedule 1 of the City of Winnipeg Traffic By-law No. 1573/77.

II. That the City Solicitor/Manager of Legal Services be instructed to prepare the necessary amending By-law for submission directly to Council for approval.

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III. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.

Adopted by consent.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

MOTIONS

Moved by Councillor Angus,
Seconded by Councillor Lazarenko,
477 - WHEREAS Council on March 21, 2001, amended the 2001 Schedule of Council and Committee meetings, which includes meetings of the Appeal Committee;

AND WHEREAS the Standing Policy Committee on Public Works is the Committee designated to hear and decide appeals from May 1 to October 31, 2001;

THEREFORE BE IT RESOLVED that all meetings of the said Appeal Committee commence at 9:00 a.m.;

AND BE IT FURTHER RESOLVED that the meetings scheduled for Thursday, May 24 and Thursday, June 21, 2001, be rescheduled to Tuesday, May 22, 2001, and Tuesday, June 19, 2001 respectively.

The Speaker ruled automatic referral to the Standing Policy Committee on Public Works in accordance with Rule 16.1 of the Procedure By-law.

Moved by Councillor Angus,
That the rule be suspended to allow consideration of the motion at this time.

Carried.

The motion was put and declared carried.

At the request of Councillor Timm-Rudolph, the rule was suspended and Council proceeded to consider the order of business - “Standing Policy Committee on Public Works - Question Period”.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

QUESTION PERIOD

478 - Councillor Timm-Rudolph referred to By-law No. 7818/2001 to be considered by Council and questioned the changes to parking meters, and whether the matter had been addressed by the Standing Policy Committee on Public Works.

Councillor Angus advised that the purpose of the by-law was to amalgamate a number of parking by-laws and stated that Council could lay it over, but believed that everything was in order. Councillor Angus advised that approval had been made by the Standing Committee.

Councillor Steek referred to the matter of waste minimization and questioned the status of discussions with OMG regarding a pilot project process.

Councillor Angus noted that Council would be having a seminar on the waste minimization program on April 27, 2001 and advised that there would be serious dialogue on possible changes to the waste minimization strategy. Councillor Angus further noted that the party referred to by Councillor Steek would be in town during the first week of May to begin discussion with the administration.

Councillor Timm-Rudolph questioned the status of the waste minimization policy pertaining to the recycling of plastics that were not currently dealt with under the recycling program.

Councillor Angus replied that these matters would be discussed in more detail at the April 27 Council seminar, and suggested that to the best of his knowledge, there had been some movement by the Provincial Government to allow payments to the City for certain plastics in the middle numbers.

Council here proceeded to consider the order of business - “Standing Policy Committee on Public Works - Consideration of By-laws”.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

Moved by Councillor Angus,

479 - That By-law No. 7818/2001, a by-law of The City of Winnipeg to amend By-law No. 6547/95, being a by-law of the said City concerning the reservation of certain portions of streets and public parking sites for the purpose of parking vehicles and the use of parking meters in connection therewith, be laid over to the next regular meeting of Council to be held on Wednesday, May 23, 2001.

Carried.