REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JULY 4, 2000

On motion of Councillor Angus, Clauses 5 and 8 of the Report of the Standing Policy Committee on Public Works, dated July 4, 2000, were considered.

Strategic Infrastructure Reinvestment Policy (SIRP) Implementation Committee Report File S-7 (Vol. 4)

882 - 5. ***Note: The Executive Policy Committee, in accordance with Section 61.5 of the Procedure By-law No. 5400/64, as amended, recommends that Council grant an extension of time of 60 days for consideration of the matter.***

Moved by Councillor Angus,
Adoption of the clause.

Carried.

Evaluation of Alternative Roadway Networks Connecting Provencher Bridge and Main Street File SB-13 (Vol. 4)

883 - 8. ***The Executive Policy Committee, in accordance with Section 61.5 of the Procedure By-law No. 5400/64, as amended, recommends that Council grant an extension of time of 30 days for consideration of the matter.***

Moved by Councillor Angus,
Adoption of the clause.

Carried.

REPORT "A" OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED SEPTEMBER 5, 2000

On motion of Councillor Angus, Report "A" of the Standing Policy Committee on Public Works, dated September 5, 2000, was considered clause by clause.

Moved by Councillor Angus,
That the Consent Agenda, Clauses 1,2,3,5,6,7,8 and 10, be adopted.

Carried.

Award of Building Cleaning Services for the following facilities:
251 Donald Street - Library Building, Skywalk Bridges and Parking Garage - Tender 655-2000 "A"
365 Main Street - Pedestrian Concourse and 299 Fort Street - Winnipeg Square Parking Garage - Tender 655-2000 "B"
File GL-9 (Vol. 14)[c/r FB-1 (Vol. 7)]

884 - 1. The Standing Policy Committee on Public Works has been advised that in August 2000, the tender call for building cleaning services at the above-referenced locations was initiated by the Public Works Department, Building Services Division. Appendix "A" hereto identifies the four (4) firms that submitted bids meeting all specifications for the thirty-six (36) month term, beginning January 1, 2001 to December 31, 2003. The bids are open for acceptance until October 9, 2000.

During the evaluation process, Materials Management noted on the "Comparison of Tenders" form that J & R Building Maintenance Ltd. met all the requirements with respect to location "A" (251 Donald Street) and has the necessary resources to perform the work. Correia Enterprises Ltd. t/a Bee Clean met all the requirements with respect to location "B" (365 Main Street and 299 Fort Street) and has the necessary resources to perform the work. Materials Management advised that all four (4) tender submissions were accompanied by Bid Bonds. All tender deposits have been certified by Legal Services and were delivered to the Treasury Branch.

Funds for these contracts are identified in the account numbers outlined in Appendix "A" hereto. As funds are being committed from future budgets, the approval of Council is required for this contract. Yearly estimated costs are as follows:

2001 - $104,225.43
2002 - $104,225.43
2003 - $112,325.43

Note: The labour portion of the above estimates does not reflect any future changes in Statutory Minimum Wage rate.

In accordance with Clause SC: 8 "Commencement of Work", the work shall commence on January 1, 2001, at all locations.

A financial impact statement for the utilization of funds for these services has been prepared in accordance with the recommendation contained in a report dated November 18, 1997, submitted to and concurred in by the Standing Committee on Fiscal Issues on November 24, 1997, a copy of which is on file in the office of the City Clerk.

The Standing Policy Committee on Public Works recommends:

Report "A" of the Standing Policy Committee on Public Works dated September 5, 2000

I. That the tender submitted by J & R Building Maintenance Ltd. for location "A", 251 Donald Street – Library Building, Skywalk Bridges and Parking Garage be accepted for a thirty-six (36) month term, beginning January 1, 2001 to December 31, 2003. This firm is the lowest bidder for this part of the contract and meets all specifications.

Monthly cost is $5,290.45. Cost per term is $190,456.29 (36 months).

II. That the tender submitted by Correia Enterprises Ltd. t/a Bee Clean for location "B", 365 Main Street – Pedestrian Concourse and 299 Fort Street – Winnipeg Square Parking Garage be accepted for a thirty-six (36) month term, beginning January 1, 2001 to December 31, 2003. This firm is the lowest bidder for this part of the contract and meets all specifications.

Monthly cost for Year 1 and Year 2 is $3,395.00. Monthly cost for year 3 is $4,070.00. Cost per term is $130,320.00 (36 months).

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.

Copy of attachment referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

Award of Contracts for the Clearing and Hauling of Snow on Portions of the Regional and Local Street Systems during the 2000/2001/2002 Winter Seasons
File GL-9 (Vol. 14) [c/r SC-3.6 (Vol. 19)]

885 - 2. The Standing Policy Committee on Public Works has been advised that tenders for the clearing and hauling of snow on portions of the Regional and Local street systems were advertised on Monday, July 31, 2000. The contracts were priced primarily on the basis of one snow clearing operation on the Priority I (Regional) street system, three clearing operations on the Priority II (Bus Route and Collector) street system and three snow clearing operations on the Priority III (Residential) street system which is considered representative of the average work requirement based on the experience of the last ten years. Hourly equipment work for truck plows, snow hauling and loader and grader works was also included in the contracts.

Inasmuch as two-year contracts were awarded to Mulder Construction and Materials for the North Area (West), Unicity Paving and Contracting for the South Area (Section A), and Hugh Munro Construction for the South Area (Section B) in 1999, these three areas were not tendered.

Funds in the amount of $13,654,661.00 were approved for Snow and Ice Control in the 2000 Current Estimates adopted by Council on March 15, 2000. To date, approximately $5,700,000.00 has been expended.

Bids for the clearing and hauling of snow were received from six Contractors and a summary of the tender submissions for each contract is outlined in Appendix "A" hereto. The tender submission recommended for acceptance in each case is the lowest evaluated responsive bid meeting all requirements of the specifications.

Tenders numbered 748-2000, 750-2000 and 751-2000 were tendered as two-year contracts to increase the competition for bidding and to reduce the number of tenders required in subsequent years. Tender No. 749-2000 was tendered as a one-year contract.

A historical summary of the unit prices for each contract is presented in Appendices "B" and "C". The summary of the weighted average unit prices for lane-kilometre plowing based on all of the tenders is listed in Appendix "D". The historical average unit price changes for the upcoming season and for the previous ten seasons are as follows:

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2000/2001 over 1999/2000	0.5%	1994/95 over 1993/94	2.2%
1999/2000 over 1998/99	1.0%	1993/94 over 1992/93	2.8%
1998/99 over 1997/98	6.5% Reduction	1992/93 over 1991/92	0.9% Reduction
1997/98 over 1996/97	1.9% Reduction	1991/92 over 1990/91	7.7% Reduction
1996/97 over 1995/96	24.8%	1990/91 over 1989/90	13.9%
1995/96 over 1994/95	2.2%		

The bids are open for acceptance as follows:

Tender No. 748-2000	October 10, 2000	Tender No. 750-2000	October 16, 2000
Tender No. 749-2000	October 14, 2000	Tender No. 751-2000	October 17, 2000

It should be noted that the contract services are expected to commence on October 15, 2000, in the event of snowfall, as identified in the tender documents. Notwithstanding the lapse dates, it is intended that the contracts will be awarded in sufficient time.

The Manager of the Materials Management Division has advised that each of the tender submissions included a bid security and a written undertaking to provide performance security. The Manager of Legal Services has advised that all tender documents are in order. The Departmental Controller has confirmed that funds are approved and available for 2000.

It is estimated that a minimum of $200,000.00 based on a below average snowfall or approximately $700,000.00 based on an average snowfall will be spent on contract work from the 2000 Snow Clearing and Ice Control Budget for the remainder of 2000. The Departmental Controller has confirmed that there are currently sufficient funds in the 2000 Snow Clearing and Ice Control Budget to cover these estimates. The remaining expenditures for the contracts will be budgeted in the 2001 and 2002 Current Estimates for Regional and Local Snow Clearing and Ice Control which is expected to require at minimum the same expenditure budget funds as in 2000.

The recommended low bidders have the necessary resources and experience to complete the contracts and have carried out previous contract works of a similar nature for the City of Winnipeg. All the documents of the low bidders are in order with the exception of the tender submission by J.C. Paving for Tender No. 750-2000 which contained a minor irregularity in that a change on the schedule of prices was not initialed. This irregularity is not serious enough to consider the bid to be non-responsive.

The contracts that are being recommended for award are unit price maintenance service contracts. The total amount of the bids will not necessarily be the total value of the work completed and paid. The minimum amount that will be paid to the Contractors would be based on the 40% guaranteed minimum payment in the contracts. All payments will be dependent on the quantity of snowfall received in the 2000/2001 and the 2001/2002 winter seasons.

There is no financial impact associated with this award of contracts in 2000 as sufficient funds have been approved in the 2000 Current Budget (Snow and Ice Control Regional 01-552404-18769001 and Snow and Ice Control Local 01-552404-18769002).

There will be no financial impact in 2001 provided that historical funding is included in the 2001 Current Budget for Snow and Ice Control. Nor will there be a financial impact associated with the award of both two-year contracts provided that historical funding is included in the year 2002 Current Budget for Snow and Ice Control.

The Standing Policy Committee on Public Works recommends:

I. That contracts be awarded to the Contractors listed below, who have submitted the lowest evaluated responsive bids meeting all of the requirements of the published tender packages for the clearing and hauling of snow on portions of the Regional and Local street systems in the respective areas of the City of Winnipeg, namely:

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TENDER NO.	AREA	CONTRACTOR	TOTAL BID PRICE
748-2000 *	East Area (South)	Beaver Sewer and Water Services Ltd.	** $405,353.06
749-2000	North Area (East)	L. Chabot Enterprises Ltd.	$253,543.00
750-2000 *	North Area (North)	J. C. Paving Ltd.	** $518,362.00
751-2000 *	East Area (North)	S. M. Industries Ltd.	$557,506.00
* Two-year contract ** Corrected Total Bid Price		TOTAL	$1,734,764.06

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.

Copy of attachments referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

Local Passenger Transportation Services for School Age Children File T (Vol. 4)

886 - 3. The Standing Policy Committee on Public Works has been advised that, with certain exceptions, Section 573(1) of The City of Winnipeg Act (the Act) provides that no person other than the City of Winnipeg shall operate a *local passenger transportation service* within the city. A service of this nature is one which provides transportation between one point and another point in the city for a fixed fare. Services which are time or distance based (taxis) are not included in this definition, but rather fall under the authority of the Taxicab Board and another Provincial Act.

Subsection 573(2) of the Act goes on to provide that the City may make an agreement with any person whereby that person can operate a local passenger transportation service of such kind, and in such part of the city, as is specified in the agreement. Any such agreement is subject to the approval of the Public Utilities Board.

Beginning in 1994, two companies began offering a flat fare, *local passenger transportation service* in Winnipeg, primarily for pre-school age children. The companies were advised on September 26, 1994, by the Acting City Solicitor that they were in contravention of the Act. Following considerable discussion and consultation, agreements with Arrow Wheelchair Transportation Inc. and Kiddie Shuttle Inc. were concluded and approved by Council on September 27, 1995, and subsequently by the Public Utilities Board.

On January 9, 1997, the Agreement between the City of Winnipeg and Kiddie Shuttle Inc. was assigned to 3582435 Manitoba Ltd. reflecting a change in ownership of the business. At the time the original agreements were to expire, December 31, 1999, new three-year agreements were concluded with the two companies on the same terms and conditions as before. These agreements were approved by Council on December 17, 1997, and will expire on December 31, 2000.

On April 21, 1999, a third agreement to operate a *local passenger transportation service* was entered into with Karla Dill operating as Kym's Shuttle Services. This agreement contains the same terms and conditions as the others and will expire on May 31, 2001.

Pursuant to recent discussions on the issue of *local passenger transportation service*, the Standing Policy Committee on Public Works requested the Administration to review and comment on the matter with a view to limiting *local passenger transportation service* to children 12 years of age or younger (as compared to the current limit of 8 years of age).

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In his report to the Standing Policy Committee, the Director of Transit advises that the intent of the provision in the Act, which provides sole authority to Winnipeg Transit to operate a *local passenger transportation service*, is to protect Winnipeg Transit's revenue base. The three existing agreements contain provisions which effectively preclude direct competition for Winnipeg Transit's customers, and indemnify the City from all claims, actions or proceedings, and which further require the shuttle operators to comply with all federal, provincial and municipal legislation and by-laws and specifically with Regulation 76/94, being the Periodic Mandatory Vehicle Inspection Regulation for buses.

In particular, the agreements limit the provision of service to children eight years of age or younger or anyone, regardless of age, who is unable to use regular transit service because of a physical or mental disability. The service must be door-to-door and a minimum one-way fare of $3.00 per person is applicable.

Restricting the service to children age eight or younger was, and is, seen as a reasonable upper limit. Initially, in 1995, a maximum age of six was proposed given that the stated purpose in the original shuttle operators business plans was to target pre-school age children. However, to provide some greater degree of flexibility for the private operators, a maximum age of eight was ultimately agreed upon. Winnipeg Transit's position is that children of grade school age are potential transit users and constitute an existing portion of its ridership base.

In recent years, Winnipeg Transit has been transporting an increasing number of school children because of reductions in school division busing. The Province of Manitoba only provides funding to Winnipeg school divisions for busing children up to grade six and living more than 1.6 kilometers from their designated school. Some Winnipeg school divisions have further restricted their busing to children only up to grade four and more than 1.6 kilometers away. As a result, more children are making use of Winnipeg Transit services, particularly those in grade 5 or greater (age 10 and up).

Winnipeg Transit operates service on 70 different routes providing service to all areas of Winnipeg. Most schools and other youth activity centers are served either directly with service or are located within convenient walking distance of transit service. Winnipeg Transit operates a considerable amount of extra service tailored to school start and finish times, designed to meet student travel needs and protect regular service from overloads. Winnipeg Transit is a safe and affordable means for children to travel.

The restrictions in the Act affect only those services which are termed *local passenger transportation services*, that is an operation which provides service between one point and another point in the city for a fixed fare.

The agreements between the City and the shuttle operators do not in any way restrict other options open to parents regarding the transportation of their children. Some options open to parents who find a need to transport children age 9 years or older, and for whom regular transit does not represent an acceptable alternative, would include the following:

- car pooling;
- parent-volunteer shuttles;
- use of taxis or vans providing service on a time/distance fare basis;
- service provided by a day care or nursery school where the cost is included in the daily/monthly fees paid;
- transit service chartered by a group of parents;

none of which are in any way restricted by Section 573(1) of the Act.

There are significant revenue implications to the City associated with any move to allow private operators greater access to the age 9 to 12 customer market segment. While it is difficult to accurately quantify this, the estimated Transit revenue presently derived from users 12 years of age or younger, is as follows:

Ages 6-8	$ 270,000.00 (would not be affected by the change)
Ages 9-12	$1,146,000.00

If the maximum age allowed on privately operated *local passenger transportation services* is increased from age 8 to age 12, a portion of the $1,146,000.00 revenue generated from this market segment would be lost. It is estimated that the lost revenue could ultimately be in the 5% to 10% range, approximately $57,000.00 to $115,000.00 annually.

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Inasmuch as the current agreements are close to expiry (Kiddie Shuttle and 3582435 Manitoba Ltd. expire on December 31, 2000, while Karla Dill's agreement expires on May 31, 2001), it would be timely for the change to 12 years of age to take effect upon execution of new agreements after December 31, 2000.

The Standing Policy Committee on Public Works recommends:

I. That the maximum age allowed on privately operated *local passenger transportation services* be increased to age 12, effective upon the approval of any new agreements between the City and the private operators (i.e. after the expiry of the current agreements which terminate December 31, 2000 and May 31, 2001).

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.

Adopted by consent.

Insert Policy for Water/Sewer Bills
File W (Vol. 2)

887 - ***Note: Clause 4 has been referred back by the Executive Policy Committee to the Standing Policy Committee on Public Works.***

Referred back by the Executive Policy Committee
to the Standing Policy Committee on Public Works

Charleswood Land Drainage Study
File SD (Vol. 3)

888 - 5. During the period June 10 to 14, 2000, near continuous rainfall occurred in the City. The western and southern portions received the most rainfall, in the order of 150 to 165 millimetres. While the rainfall was spread out over five days and no flooding damage was reported, the ditches in the Charleswood area were slow to drain. The ponding water in the residential areas promoted mosquito problems and reduced the storage capacity of the ditches for subsequent rainfall events. The agricultural areas experienced some damaged crops. Many ditches still had ponded water at the end of June, 2000.

On July 7, 2000, a severe rainfall occurred which resulted in total accumulations that ranged from 46.2 millimetres in the Transcona area to 102.4 millimetres in the St. James/Charleswood area. This rainfall was a significant event because a majority of the total rainfall occurred in a four hour period. The rainfall had a recurrence interval of 1 in 10 years in the Transcona area and 1 in 100 years in the St. James/Charleswood area. Overland flooding and basement flooding damage was reported across the City, but concentrated in the St. James/Charleswood area. Grant and Corydon Avenues, the two east-west regional streets in the vicinity of the Assiniboine Forest were closed temporarily due to street flooding.

There is an immediate need to analyze the storm water management systems in the Charleswood area. Although the rainfall and runoff this year have been a catalyst to study Charleswood drainage, this area has undergone periodic flooding over the years to a degree that has interfered with transportation and caused property damage. The objective of the study is to determine both short and long term measures required to resolve the drainage concerns.

It is proposed to study the Charleswood drainage systems in two parts: (1) the Lot 16 Drain System south of Wilkes Avenue; and, (2) the Regional Land Drainage System Plan for the Charleswood Area (north and south of Wilkes Avenue). The reason being that each area currently includes distinct drainage limits. The portion of Charleswood south of Wilkes Avenue is serviced only by ditch and currently drains south to the Lot 16 Drain in the R.M. of Macdonald. The Lot 16 Drain runs west to east to the Red River through the R.M. of Macdonald and then through the City parallel to Bishop Grandin Boulevard. The portion of Charleswood serviced by ditches north of Wilkes Avenue drains north to the Assiniboine River.

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The Lot 16 Drain system and the Charleswood Area Regional Land Drainage Plan are directly interrelated. Long term plans call for a change in the present drainage boundary, to include the area within the City boundary south of Wilkes Avenue in the Charleswood pipe system north of Wilkes Avenue. Economical short term drainage improvements may require works that maintain the existing drainage routes or advance portions of the long term plans.

The study will also investigate the Assiniboine Forest drainage. The Assiniboine Forest drains by a combination of open ditch and pipe system directly to the Assiniboine River. The Public Works Department has an urgent need to have the Assiniboine Forest drainage problems resolved in order to implement any solutions as part of the Grant Avenue Resurfacing Project before winter 2000. Council, on July 19, 2000, approved $195,000.00 to address the land drainage flooding problems identified in the report of the Standing Policy Committee on Public Works titled "Extension of Project Limits for Grant Avenue Resurfacing from Chalfont Road to East 800 Metres". Council approval is therefore not being sought for this portion of the study, however, the work will be coordinated with the main study to ensure drainage solutions are compatible. The Public Works Department will be initiating this part of the study by the end of August 2000.

The Water and Waste Department will manage the overall study and work in collaboration with the Public Works Department. The overall study is estimated to cost $200,000.00. The portion of the work required to investigate the Assiniboine Forest drainage is estimated to cost $45,000.00 and will be funded from the approved Grant Avenue Resurfacing project. The remainder of the study is estimated to cost $155,000.00, which is to be funded utilizing surplus cash flow forecasted funds from the Combined Sewer Relief (Tax Supported) project, Account No. 03 118XXX 520X020701. These funds are surplus as the Combined Sewer Relief project is proposed to be funded through reserve funds in the foreseeable future.

A financial impact statement for the utilization of funds in the amount of $155,000.00 has been prepared for this project. Funds in the amount of $45,000.00 provided by the Public Works Department were approved by Council on July 19, 2000, as part of the extended project limits for the Grant Avenue resurfacing.

The Standing Policy Committee on Public Works recommends:

I. That the Charleswood Land Drainage Study be approved as a new capital project.

II. That 155,000.00 in surplus cash flow forecasted funds from the Combined Sewer Relief (Tax Supported) project, Account No. 03 118XXX 520X020701, be approved to fund the Charleswood Land Drainage Study.

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

Adopted by consent.

Approval to Use Surplus Cash Flow Forecasted Capital Funds to Construct a Wastewater Sewer in Springfield Road
File WS-5(33) (Vol. 1)

889 - 6. On March 5, 1999, Kitchen Craft of Canada Ltd. wrote to the City of Winnipeg requesting the installation of water and sewer mains in Springfield Road to service their existing facility at 1180 Springfield Road. Pursuant thereto, Council passed By-law No. 7492/99 on July 19, 1999, authorizing local improvement budget funds for the installation of a watermain and wastewater sewer in Springfield Road.

On May 10, 2000, Kitchen Craft of Canada Ltd. again wrote to the City advising of their proposed plant expansion plans for the next 10 to 20 years. The plans, along with other potential development in the area, will require a larger wastewater sewer to be constructed than that initially planned to be installed by local improvement.

Currently there is no City sewer and water service to properties on Springfield Road east of Lagimodière Boulevard to the City Limit except the local service to Polet Lumber, as shown on Figure 1 identified as Appendix "A" hereto. The Water and Waste Department has included the proposed wastewater sewer in Springfield Road in its regional

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servicing plans. New customers and additional City revenue will be realized by installation of the proposed sewer and water infrastructure.

Kitchen Craft of Canada Ltd. is currently hauling sewage daily from on-site holding tanks to service the needs of their 1,100 employees. Their present operations could be met by a smaller diameter wastewater sewer as was proposed to be done by local improvement. However, Kitchen Craft has recently purchased an additional 45 acres of industrial land adjacent to their existing 14 acre holding, and are predicting growth to 2,500 employees in 10 years, and up to 6,000 employees in 20 years.

Additional development is also anticipated once the sewer is installed. At a minimum, it is likely that the adjacent 125 acres will develop in the next 10 to 20 years, such that additional sewer capacity will be required. Ultimately this sewer will service approximately 200 acres of industrial land within the City of Winnipeg along with approximately 60 residential properties on the east end of Knowles Avenue and Cox Boulevard. There are also approximately 330 acres of industrial land in the R.M. of Springfield that could be serviced from the sewer if an agreement for extension of services beyond City boundaries is negotiated at some future date. If the R.M. lands are excluded, the pipe size could be reduced, resulting in a cost savings of approximately $160,000.00. It would be prudent to construct the larger diameter sewer at this time to service the ultimate sewer requirements of this area.

There is $235,000.00.00 in approved local improvement funds to construct a new wastewater sewer in Springfield Road. There are also surplus cash flow forecasted funds in the Fort Garry Interceptor Sewer - McGillivray/ Kenaston Extension project which could be used to make up the cost differential required to construct the proposed larger diameter wastewater sewer.

The financial status of the Fort Garry Interceptor Sewer - McGillivray/Kenaston Extension project is as follows:

Authorized Capital		$3,400,000.00
Amount of Previous Awards or Expenditures	$2,258,627.00	
Amount Required for Springfield Road Wastewater Sewer	615,000.00	
Total	$2,873,627.00	$2,873,627.00
Estimated Surplus		$ 526,373.00

The recommended funding for the proposed wastewater sewer in Springfield Road is as follows:

Surplus Cash Flow Forecasted Funds from the Fort Garry Interceptor Sewer - McGillivray/Kenaston Extension project	$ 615,000.00
Approved Local Improvement Funds- Sewer Infrastructure	$ 235,000.00
Total	$ 850,000.00

A net present value analysis based upon growth projections provided by Kitchen Craft of Canada Ltd. and consumption estimates prepared by the Water and Waste Department, indicate that the NPV is $1.2 million over 10 years and $3.4 million over 20 years. The analysis includes net water and sewer revenues to be generated from this development (Kitchen Craft is currently not a utility customer), local improvement levies and the capital cost of the entire project. This is a reasonable payback period given the estimated useful life of 30 to 50 years for this type of infrastructure.

The financial impact statement prepared for this project reflects both the local improvement (already approved in the 2000 Capital Estimates) and utility capital components. While the Water and Waste Department is requesting approval to transfer surplus funds in the Sewer Utility Capital Program, the full financial perspective is provided to demonstrate the merit of this development.

The Standing Policy Committee on Public Works recommends:

I. That surplus cash flow forecasted capital funds in the amount of $615,000.00 be used from the Fort Garry West Interceptor Sewer - Kenaston/McGillivray project (Account No. 44 118xxx 5100070702) to supplement the cost of constructing the proposed Springfield Road wastewater sewer.

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

Copy of attachments referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

Local Improvement Project - Ornamental Lane Lighting on the First East-West Lane South of Springfield Road from a Point Approximately 1,852.1 Feet East of the East Line of Rothesay Street to the East Limit Including all Lane Outlets onto Springfield Road File SL(2000) (Vol. 1)

890 - 7. The East Kildonan-Transcona Community Committee at its meeting held on July 11, 2000, considered the Local Improvement Status report of projects advertised on March 20, 2000, together with a report from Winnipeg Hydro dated June 23, 2000, with respect to ornamental lighting on the east portion of the lane south of Springfield Road, which was unsuccessfully petitioned against (33.95% in opposition).

Pursuant to its deliberations thereon, the Community Committee concurred in the administrative recommendation and recommended that the local improvement project for ornamental lane lighting on the first east-west lane south of Springfield Road from a point approximately 1,852.1 feet east of the east line of Rothesay Street to the east limit, including all lane outlets onto Springfield Road, be proceeded with.

The Standing Policy Committee on Public Works therefore recommends:

I. That the Local Improvement Project for ornamental lane lighting on the first east-west lane south of Springfield Road from a point approximately 1,852.1 feet east of the east line of Rothesay Street to the east limit, including all lane outlets onto Springfield Road, be proceeded with.

II. That, in accordance with the policy for funding local improvements adopted by Council on July 22, 1998, as outlined in Clause 1 of the Report of the Standing Committee on Fiscal Issues dated July 13, 1998, construction be deferred until the year 2001, and necessary funding be identified in the 2001 Annual Capital Estimates.

III. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary Local Improvement By-law in accordance with the foregoing and submit same directly to Council for approval.

IV. 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.

Access to a Proposed Bank Addition located at 3247 Portage Avenue File SC-1(31) (Vol. 3)[c/r DCU 163/2000C]

891 - 8. The Standing Policy Committee on Public Works has been advised that an application has been received from A. Akman and Sons (1991) Ltd., for the construction of an angular "entrance only" private approach on the north side of Portage Avenue, east of Vimy Road.

This application is non-conforming under The City of Winnipeg Private Approaches By-law No. 6546/95 Section 3, Subsection (4), and Section 7, Subsection (10), which state:

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> *"3.(4) No approach shall be constructed, erected or installed on any f the streets or portions of streets set forth in Schedule 2 hereto, except where two separate directional approaches, one for access to, and one for egress from the property, may be constructed where the property to be served has sufficient frontage to permit such approaches to be located in such a manner as to comply in all respects with the provisions of Section 8 of this by-law.*"

This section of Portage Avenue is contained within Schedule 2.

> *"7.(10) 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 Portage Avenue contains a westbound 16.1 metre roadway and an eastbound 13.7 metre roadway with a 1.0 metre median, all within a 40.2 metre right-of-way, and carries approximately 17,400 westbound and 14,000 eastbound vehicles in a typical twelve hour weekday period between 07:00 and 19:00.

The site is currently occupied by Scotiabank, however the applicant wishes to construct an addition to the existing building complete with a drive-through facility and a 27 space parking lot to the rear and east side of the proposed building. When completed, the building will be approximately 5,385 square feet.

Access to this site is currently via an angular "entrance only" private approach on the north side of Portage Avenue, and a bi-directional private approach on the east side of Vimy Road. Proposed access for vehicles on Vimy Road will be from a private approach on the east side of Vimy Road, 17.6 metres north of Portage Avenue. Access to this site for vehicles on Portage Avenue will be from a proposed angular "entrance only" private approach on the north side of Portage Avenue approximately 38.5 metres east of Vimy Road. Both existing private approaches on Vimy Road and Portage Avenue will be removed as part of the building expansion. Exiting from the site would be from either the proposed private approach on the east side of Vimy Road or from the public lane to the north of the property.

The Private Approaches By-law requires that angular "entrance only" and angular "exit only" private approaches be constructed on this section of Portage Avenue. With the proposed building addition to the existing bank, there is not enough frontage on Portage Avenue to construct the two conforming private approaches as prescribed by the by-law.

The Public Works Department does not expect that approval of this non-conforming angular "entrance only" private approach will cause any traffic operating problems on either Vimy Road or Portage Avenue, nor would there be a financial impact or cost to the City.

The Standing Policy Committee on Public Works recommends:

I. That the construction of one 6.0 metre angular "entrance only" private approach on the north side of Portage Avenue east of Vimy Road, be approved as shown on Drawing No. A-9440.

II. That the City Solicitor/Manager of Legal Services be instructed to prepare for submission directly to Council, an amendment to Schedule 2 of the Private Approaches By-law No. 6546/95.

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.

Copy of attachment referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

Report "A" of the Standing Policy Committee on Public Works dated September 5, 2000

Policy for Temporary Street Closures for Entertainment Purposes
Files SC-3.13 (Vol. 14) and FG-1 (Vol. 12)

892 - ***Note: Clause 9 has been referred back by the Executive Policy Committee to the Standing Policy Committee on Public Works.***

Referred back by the Executive Policy Committee to the Standing Policy Committee on Public Works

Amendment to the Winnipeg Parking Meter By-law No. 6547/95 to Allow Free Parking at Parking Meters to Accommodate City-Wide Promotions in the Downtown Area File ST-2 (Vol. 22)

893 - 10. The Standing Policy Committee on Public Works has been advised that, on occasion, a need arises to allow free parking at meters for events such as non-programmed and, therefore, unpredictable City-wide promotions, street parties, and the like, in the Downtown area.

To address such circumstances, it is proposed that Council authorize the Mayor or his/her designate to allow free parking at all City-owned parking meters for such a period of time as he/she deems appropriate. Of note, Section 509(1) of The City of Winnipeg Act allows Council to delegate its powers on the terms and conditions that Council may specify, to a designated officer who shall exercise his/her discretion in accordance with any related by-laws of the City.

Enforcement of the time limit at parking meters would continue, subject to enforcement staff being available for the task. Since the time indicator on the meter may not be activated with coinage as it normally would be, under such circumstances, the Commissionaires would chalk tires to determine if the parking time limit has been exceeded, thereby ensuring that parking turnover for fronting businesses is maintained.

Implementation of this recommendation would not effect a departmental program change but rather a policy change to encourage attendance at major Downtown events and facilitate the use of parking meters without charge on those occasions when it is particularly desirable to encourage Downtown patronage by having free parking at meters. Although it is not possible to determine how many occasions and for what length of time the Mayor, or his/her designate, may authorize free parking at meters, it is estimated that the current revenue obtained from parking meters is approximately $8,800.00 per day.

The Standing Policy Committee on Public Works recommends:

I. That the Mayor of The City of Winnipeg be authorized to allow free parking at all City-owned and operated parking meters for the day or days that he/she may determine to be necessary to accommodate City-wide promotions, street parties and similar events in the Downtown, by amending the Winnipeg Parking Meter By-law No. 6547/95 through the addition of the following statement immediately after Section 10(e):

"(e)(i) on any day or days that the Mayor of The City of Winnipeg or his/her designate so declares."

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

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.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

894 - On motion of Councillor Angus, By-law No. 7684/2000, a by-law of The City of Winnipeg to amend By-law No. 2381/79, being a by-law to prohibit the sounding of engine whistles at certain highway crossings in the City of Winnipeg of the Canadian National Railways Letellier Subdivision was read a first, second and third time, the rule being suspended for the third reading, and was passed and ordered to be signed and sealed.
File ER-1.2 (Vol. 15)

STANDING POLICY COMMITTEE ON PUBLIC WORKS

QUESTION PERIOD

895 - In noting that in some eastern cities the private sector paid the city to put out stainless steel containers for recycling, Councillor Steek questioned if that might be an option to examine to enhance recycling in Winnipeg.

Councillor Angus affirmed that he was not opposed to reviewing that option when the current contract expired, noting that a complete report on waste would be forthcoming in the latter part of October and that some of those questions could be addressed in a Council seminar.

Councillor Steek questioned if the Chairperson of the Standing Policy Committee on Public Works had had an opportunity to see the City of Toronto OMG Report, to which Councillor Angus replied in the affirmative.

Councillor Timm-Rudolph questioned if there was a response to her previous query regarding the condition of the Council Building, to which Councillor Angus replied in the negative but agreed to pursue the information forthwith.

In reference to the forthcoming administrative report regarding the user pay garbage fee, Councillor Steek questioned if the issue of user pay would be considered in a forum for all Members of Council, to which Councillor Angus confirmed that it should be considered in some form of Council seminar and subsequently shared with the public.

Councillor Steek questioned if there was a policy surrounding the use of barricades for construction purposes, i.e., how many hours in advance they should be placed and how quickly they should be removed upon completion of a job.

Councillor Angus agreed to obtain the requested information and report back to all Members of Council.

Councillor Timm-Rudolph questioned if the City would consider following the practice of other Canadian cities whereby a great deal of construction work was completed in the midnight hours.

Councillor Angus voiced some concerns but agreed that the suggestion should be further explored.