REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JANUARY 11, 2000

Evaluation of Alternative Roadway Networks Connecting the Provencher Bridge and Main Street
File SB-13 (Vol. 3)

541 - ***Note: Clause 3 has been laid over by the Executive Policy Committee.***

Laid over by the Executive Policy Committee

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED APRIL 11, 2000

On motion of Councillor Angus, the Report of the Standing Policy Committee on Public Works, dated April 11, 2000, was considered clause by clause.

Moved by Councillor Angus,
That the Consent Agenda, Clauses 1,2,3,4,5,6,8,9,10,11 and 12, be adopted.

Carried.

Award of Building Cleaning Services for the following facilities:
280 William Avenue - Tender 68-2000 "A"
227 Provencher Boulevard - Tender 68-2000 "B"
849 Ravelston Avenue West - Tender 68-2000 "C"
185 King Street - Tender 68-2000 "D"
File GL-9 (Vol. 14) [c/r FB-1 (Vol. 7)]

542 - 1. The Standing Policy Committee on Public Works has been advised that on February 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 firms that submitted bids meeting all specifications for the terms of various lengths that range from twenty-one (21) months to twenty-four (24) months. The bids are open for acceptance until May 1, 2000.

During the evaluation process, Materials Management noted on the "Comparison of Tenders Form" that Bresara Building Cleaning Ltd. met all the requirements with respect to all four locations, and has the necessary resources to perform the work. Materials Management advised that three tender submissions were accompanied by Bid Bonds and one tender submission was accompanied by a Certified Cheque in the amount of $2,610.00. All tender deposits have been certified by Legal Services and were delivered to the Treasury Branch.

Sufficient funds for these contracts are identified in the Current Estimates, with account numbers as outlined in Appendix "A" hereto. In accordance with Clause SC:8 "Commencement of Work", due to differing expiry dates of current contracts for each location, the work shall commence as follows:

"A" 280 William Avenue – June 1, 2000 to May 31, 2002
"B" 227 Provencher Boulevard, Provincial Judges Court – June 1, 2000 to May 31, 2002
"C" 849 Ravelston Avenue West – September 1, 2000 to May 31, 2002
"D" 185 King Street, Common Areas – July 1, 2000 to May 31, 2002

A financial impact statement for the utilization of funds for this service 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:

I. That the tender submitted by Bresara Building Cleaning Ltd. for the following locations be accepted, namely:

"A": 280 William Avenue for a twenty-four (24) month term, beginning June 1, 2000 and ending May 31, 2002.
Monthly cost is $635.00. Price per term is $15,240.00 (24 months).

"B": 227 Provencher Boulevard, Provincial Judges Court, for a twenty-four (24) month term, beginning June 1, 2000 and ending May 31, 2002.
Monthly cost is $335.00. Price per term is $8,040.00 (24 months).

Report of the Standing Policy Committee on Public Works dated April 11, 2000

"C": 849 Ravelston Avenue West for a twenty-one (21) month term, beginning September 1, 2000 and ending on May 31, 2002.

Monthly cost is $525.00. Price per term is $11,025.00 (21 months).

"D": 185 King Street, Common Areas, for a twenty-three (23) month term, beginning July 1, 2000 and ending on May 31, 2002.
Monthly cost is $720.00. Price per term is $16,560.00 (23 months).

II. That the Director of Public Works be authorized to award two – twenty-four (24) month, one - twenty-one (21) month and one - twenty-three (23) month contract(s) prior to the approval of budgeted funds for the years 2001 and 2002. Yearly estimated costs are as follows: $13,210.00 for 2000; $26,580.00 for 2001; and $11,075.00 for 2002.

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

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

Adopted by consent.

Award of Contract for the Removal of Aquatic Vegetation from Stormwater Retention Basins - Tender 220-2000
File GL-9 (Vol. 14) [c/r WS-5.2 (Vol. 9)]

543 - 2. The Standing Policy Committee on Public Works has been advised that the tender for the removal of acquatic vegetation from stormwater retention basins, initiated by the Water and Waste Department, closed on March 17, 2000, with bids being received as follows:

Mulder Construction and Materials Ltd.	$288,682.00
Nelson River Construction Inc.	$460,979.00

The Manager of Materials Management Division has advised that each of the tender submissions was accompanied by a Bid Bond and an Agreement to Bond, which have been certified by the Legal Services Division.

The tender recommended for acceptance is the low bid meeting all requirements of the specifications. Engineering staff of the Water and Waste Department are satisfied that the low tenderer has the necessary resources to perform all of the work in accordance with the requirements of the specifications. The Contractor has satisfactorily carried out previous construction works of a similar nature. The offer is open for acceptance until May 16, 2000.

Funds for this project are included in the Annual Current Estimates for the operation and maintenance of the Stormwater Retention Basin Program - Account Number 01 553403 200102.

A financial impact statement for this project 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 total external cost of the project	$297,342.00
Internal salaries and benefits (to be funded from operating expenditures)	$ 77,706.00
Total cost per the Financial Impact Section	$375,048.00

Report of the Standing Policy Committee on Public Works dated April 11, 2000

Section 8(e) of the City of Winnipeg Purchasing Policy, states that a recommendation shall be forwarded to Council for funding the difference between budgetary provision and the consideration for the proposed contract. The award of a three year contract must be authorized by Council. The term of the subject contract is from June 1, 2000 to November 30, 2002.

The Chief Administrative Officer does not have the authority to award this contract in accordance with the amendment to Section 8 of the City of Winnipeg Policy No. C261, the City of Winnipeg Policy on Purchasing Procedures and the Disposal of Surplus Supplies. The contract documents do not comply with clause 8(b)(vi)(b) of the Policy which requires that the contract to be entered into contain a provision that the City is only obligated to order goods upon approval of monies in a budget therefore adopted by Council.

The Standing Policy Committee on Public Works therefore recommends:

I. That a contract for the removal of aquatic vegetation from stormwater retention basins, Tender 220-2000, be awarded to Mulder Construction and Materials Ltd., the lowest bidder meeting the specifications in the amount of $288,682.00 plus GST.

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.

Award of Contract for the Lease of Four Door Compact Sedans - Tender 221-2000
File GL-9 (Vol. 14)

544 - 3. The Standing Policy Committee on Public Works has been advised that a tender was issued for the lease of five (5) four door compact sedans for use by customers of the Equipment and Material Services Division of the Public Works Department. These automobiles are to replace existing units for which the lease will be expiring.

The tender closed on March 10, 2000, with bids being received as outlined in Appendix “A” hereto. The contract administrator has reviewed the work with the recommended bidder, Jim Gauthier Chevrolet Oldsmobile Ltd., and is of the opinion that the bidder has the necessary resources to perform all of the work in accordance with the requirements of the specifications. It should be noted that no bid or performance security was required from the successful bidder for this contract.

The bids were open for acceptance until April 9, 2000, however, as the award must be approved through several channels, extensions have been requested for vendors to hold their bid prices beyond the normal thirty (30) days stipulated in the contract. The low bidder, Jim Gauthier Chevrolet Oldsmobile Ltd., has agreed to hold their price until May 10, 2000.

The cost of this contract is estimated to be $18,346.72 per year, including PST and GST. There will be no financial impact on the Capital Budgets as the funding will be borne from the Current Estimates of the various end users.

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 financial impact statement for this award has been prepared, a copy of which is identified as Appendix “B” hereto.

The Standing Policy Committee on Public Works recommends:

I. That a contract for the lease of five (5) four door compact sedans for the period of June 15, 2000 to June 15, 2003, Tender 221-2000, be awarded to Jim Gauthier Chevrolet Oldsmobile Ltd., the lowest bidder meeting the specifications in the amount of $50,036.40 plus PST and GST.

Report of the Standing Policy Committee on Public Works dated April 11, 2000

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.

Legal Protection of Secondary Dykes
File PD (Vol. 14)

545 - 4. Council, at its meeting held on June 23, 1999, adopted Clause 5 of the Report of the Standing Policy Committee on Public Works dated May 31, 1999, thereby directing the Administration to prepare a by-law respecting the legal protection of secondary dykes.

A secondary dyke is defined as any permanent dyke or other flood control work within the City of Winnipeg which has been, or is, constructed between a primary dyke and the channel of the Red, Assiniboine, Seine or LaSalle Rivers, or constructed along the channel of Sturgeon, Truro, Omand's or Bunn's Creeks. A permanent secondary dyke is typically constructed of clay fill, whereas a temporary secondary dyke is typically constructed of sandbags.

A primary dyke is defined as the Existing Flood Defence Line, as shown on the Interim Flood Risk Maps, as designated on February 15, 1980, under the Canada – Manitoba Flood Damage Reduction Agreements, including any amendments thereto, filed at the head office of the Water Resources Branch of Manitoba Conservation. The primary dykes are permanent and typically exist within the street rights-of-way that parallel the waterways in the City, for example Scotia Street along the Red River.

In the years prior to the 1997 flood, people had become somewhat complacent about flood protection. Although the City had on occasion distributed public information pamphlets to inform the residents of the purpose and need to maintain secondary dykes, there have been some reports of actions taken by property owners to remove or lower the existing secondary dykes.

The 1997 flood experience has highlighted the need to ensure ongoing protection of existing secondary dykes. While the 1974, 1979 and 1996 floods required temporary sandbag secondary dykes, the water levels in those years were at least five feet lower than 1997, and only some 100 locations experienced any significant risk. In 1997, the number of properties at risk reached over 800. Kingston Crescent is one area where a permanent secondary dyke exists and, had it failed in 1997, flooding would have impacted 200 homes. As a result, the residents group, the Elm Park Peninsula Flood Committee, has strongly advocated for protection of existing secondary dykes, as well as for the establishment of dyke corridors – strips of land to be utilized for the construction of temporary sandbag dykes in times of flooding.

The proposed Secondary Dyke By-law has been developed with two objectives in mind. The first is to protect existing secondary dykes from being removed or altered. The second is to regulate construction that would be detrimental either to the timely and secure construction of temporary dykes, or to the augmentation of existing secondary dykes, as was necessary in 1997.

To achieve these objectives, the by-law delineates "secondary dyke corridors". These are the areas, or strips of land, on private property wherein the secondary dykes already exist or would be constructed temporarily in an emergency. Construction within the corridor is to be regulated through a permitting system, and no person shall undertake any development in the corridor without first obtaining such a permit. By having these designated corridors, there will be a coordinated ability to erect the temporary dykes such that they are contiguous from lot to lot, thereby significantly improving their performance.

The secondary dyke corridors are delineated on maps attached to the by-law as Schedule "A". At this time the maps have been completed only for Scotia Street, Kingston Row/Crescent and Lord Avenue. The maps for the other secondary dyke locations in the City will be prepared and appended to the by-law as they are completed. The mapping process is expected to be completed by the end of May, 2000.

A financial impact statement has not been prepared as the permit fees proposed have been estimated to cover the administrative review of applications. The permit fee for the Secondary Dyke Corridor Permit has been established at $63.00 plus GST. If the development authorized by the permit is not exercised within one year, the permit may

Report of the Standing Policy Committee on Public Works dated April 11, 2000

be renewed on only one occasion for an additional year for a renewal fee of $25.00 plus GST. The permit fees, based on comparable activities related to the review and issuance of a Discharge Licence under Sewer By-law No. 7070/97, will be reviewed one year hence and revised, if necessary. It is not known how many applications could be received in a year, but is expected to be 12 or less.

Further to the recommendation set out below, the Standing Policy Committee on Public Works requested the Administration to prepare a report on a regular dyke inspection process, as well as a manner in which due notice could be provided to future property purchasers. The Administration was also requested to provide an update to all members of Council on the Canada – Manitoba – City of Winnipeg Agreement on Secondary Dyking Enhancements.

The Standing Policy Committee on Public Works recommends:

I. That Council adopt the proposed "Secondary Dyke By-law" as submitted.

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.

Corydon/Hugo Piazza, Farmers Market
File PR-2.10 (Vol. 11)

546 - 5. In July 1995, the City acquired the subject lands for park purposes to establish a "Town Square". Through a variety of funding sources and in partnership with the Corydon Avenue Business Improvement Zone, as well as the Corydon Village Residents Association, the Corydon/Hugo Piazza was developed. The Piazza is a community-oriented public park space consisting of hard surfacing, landscaping, public seating areas, a gazebo and fountain.

The proposed use falls under Clause 9 "Business Activities" of the Parks and Recreation By-law No. 3219/82. Previous use of the site as a Farmers Market was permitted by way of Variance Order which expired on October 31, 1995. Although the property remains zoned residential "R1-3", park use is permitted under this category. The Administration will initiate rezoning through a separate report to accurately reflect the site designation.

On January 15, 2000, representatives of the Parks and Open Space Division of Public Works and the community agreed, in principle, to the operation of a Farmers Market on Saturdays between 9:00 a.m. and 4:00 p.m. and on Wednesdays between 4:00 p.m. and 7:00 p.m. during the spring and summer months, subject to Council approval.

The following conditions and responsibilities were agreed to by the parties:

Park Services - South Area:
- Payment of utility bills (water and hydro).
- Joint scheduling and administration of events.
- Park maintenance (i.e. Maintenance of fountain, refuse collection, etc.).

Piazza Project Inc.:
- Joint scheduling and administration of events.
- Fundraising for any future development, upgrading or maintenance of the site.
- Forwarding of pertinent drawings/plans of any future development/upgrades, subject to Council approval.
- Sweat equity (i.e. weeding of shrub beds, casual monitoring of site, etc.).

As the City currently has maintenance responsibilities for the site, there will be no additional expenditures associated with the Farmers Market.

The Standing Policy Committee on Public Works recommends:

I. That the Corydon Avenue BIZ be authorized to operate on a limited basis, a Farmers Market in the Corydon/Hugo Piazza during the spring and summer of 2000.

Report of the Standing Policy Committee on Public Works dated April 11, 2000

II. That Policy 3.1 "Special Rates - Reciprocal Agreements with Outside Organizations" of the Parks and Recreation Fees and Charges Policy be applied to allow the Administration to facilitate an acceptable agreement and partner with the BIZ and the Residents Association.

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.

Renewal and Widening of Regent Avenue from Panet Road to Rougeau Avenue in the Year 2000
File SC-3.11(33) (Vol. 2) [c/r DASZ 11/99]

547 - 6. On November 17, 1999, Council amended and adopted Clause 1 of Report "A" of the Standing Policy Committee on Property and Development dated October 28, 1999, adjourned to October 29, 1999, which was also amended by Executive Policy Committee recommendation, thereby approving up to a maximum of $1,000,000.00 to be allocated from the proceeds of the sale of lands on the east side of Lagimodière Boulevard, south of the Crossroads Shopping Centre, to pay for the additional cost of:

a) the reconstruction of the Regent Avenue/Stapon Road intersection;
b) the Regent Avenue reconstruction/widening for the frontage lands; and
c) the improvements at the Regent Avenue/Lagimodière Boulevard intersection.

Moreover, on February 8, 2000, the Standing Policy Committee on Public Works considered the motion passed by the East Kildonan-Transcona Community Committee that it consider advancing the widening and reconstruction of Regent Avenue to the year 2000, in view of the fact that approximately $1 million has been designated from the proceeds of the sale of lands to the south.

At that time, the Director of Public Works advised that the total cost of the project would be in the order of $3,085,000.00 and that additional funding over and above the $1 million coming from the land sale would be required.

Pursuant thereto, the Standing Policy Committee directed that the Administration be authorized to do all things possible to acquire the necessary lands and effect the widening and renewal of Regent Avenue, from Panet Road to Rougeau Avenue, in the year 2000, including the direct design and engineering consultant assignment.

The 2001 to 2005 Five Year Capital Forecast includes funding in the year 2001 in the amount of $2.1 million for street renewal works on Regent Avenue between Panet Road and Rougeau Avenue.

In order to expedite the widening and renewal works on Regent Avenue in the 2000 construction season, the Developer, Pensionfund Realty Ltd., has agreed to loan $2.1 million to the City with no interest payable provided this amount is repaid prior to April 30, 2001. A servicing agreement regarding this "front end" funding has been executed by all parties involved to the satisfaction of the Legal Services Branch.

The engineering design has been completed and the Public Works Department is now in a position, with Council's approval, to tender the project. It would be most expedient and economical to tender the entire project to be done in one year, with repayment of the loan to come from a first call on the 2001 Capital Estimates.

If approval of the funding as a first call is not granted, then a tender for the widening only would issued in 2000, funded from the $1 million provided from the land sale. A second tender for completion of traffic improvements and pavement resurfacing would be issued when Council approves funding in the 2001Capital Budget. There would be increased costs to prepare a second tender and administer a second contract.

The Standing Policy Committee on Public Works therefore recommends:

I. That approval be given to repay the proposed $2.1 million loan from the Developer, Pensionfund Realty Ltd., as a first call on the 2001 Capital Estimates, which will enable construction of the renewal and widening of Regent Avenue from Panet Road to Rougeau Avenue to proceed in the year 2000.

Report of the Standing Policy Committee on Public Works dated April 11, 2000

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.

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

548 - ***Note: Clause 7 has been laid over by the Executive Policy Committee.***

Laid over by the Executive Policy Committee

Review of the Private Approaches By-law No. 6546/95 - Access Management Principles
File SC-1.1 (Vol. 6)

549 - 8. The Standing Policy Committee on Public Works has been advised that, during discussion of a development application, the Executive Policy Committee requested that the Administration provide a report on a review of the Private Approaches By-law. On January 19, 2000, Executive Policy Committee received this administrative report as information and referred the matter to the Standing Policy Committee on Public Works for a policy review.

Pursuant thereto, the Directors of Public Works and Planning, Property and Development have prepared a joint report and forwarded same for consideration concurrently by the Standing Policy Committees on Public Works and Property and Development. Of note, the Standing Policy Committee on Property and Development has reserved consideration of the matter pending receipt of the recommendations from the Standing Policy Committee on Public Works.

In their report, the Administration advises that the initial Private Approaches By-law No. 3219/73 was passed by Council on March 21, 1973, to control and regulate the location, design and maintenance of private approaches. A revised and updated Private Approaches By-law was approved by Council on January 25, 1995. Subsequently in 1997, the review and rationalization of various aspects of the Private Approaches By-law was approved in principle by the Red Tape Review Panel.

The transportation system in Winnipeg is different from other North American cities of similar and, in many cases, smaller size in one fundamental way; there is no existing network of high speed, limited access roads (freeways), providing for urban goods movers, autos and transit buses to travel from one area of the City to another without the need to stop at signalized intersections. This reality, which resulted from policies adopted by Council in 1973, required transportation and land use planners to limit the range of system improvements to be considered when developing future transportation and land use policy. It is because the City of Winnipeg depends so heavily on its major thoroughfares and arterial street system to move intra-city traffic that access management is so important.

As stated, the Private Approaches By-law was enacted to control and regulate the location, design and maintenance of private approaches to the street system. The Public Works Department also attempts to priorize and control the location of median openings by using a set of criteria to determine where median openings should be permitted. The process of controlling and regulating the design and location of private approaches and median openings is commonly referred to as “Access Management”.

Access management is defined as “a process that provides or manages access to land development while simultaneously preserving the flow of the traffic on the surrounding road system in terms of safety, capacity and speed.” As Winnipeg grows, it is sometimes difficult to get the most value from each parcel of land as it is developed. For example, property that does not abut a public street is referred to as “landlocked”. The value of “landlocked” property is usually much lower than property with direct access to a public street. Likewise, parcels with approaches too close to an intersection are not easily accessed if traffic frequently backs up and blocks the entrance. Clearly, property has a much higher value if its approach locations are well planned and designed.

Report of the Standing Policy Committee on Public Works dated April 11, 2000

The goal of access management is to achieve a safe and efficient flow of traffic along a roadway while preserving reasonable access to abutting properties. Achieving this goal requires a careful balancing act in the application of access design standards and regulations.

The need for better access management is most obvious in strip commercial areas, such as Pembina Highway and Regent Avenue, where approaches are found every few feet. Too many approaches can confuse drivers, who become uncertain as to when turns into or out of approaches will be made. Too many approaches result in a large number of turning movements and conflict points, increasing the potential for traffic accidents. In addition, when there are no turn lanes, each turning vehicle slows traffic and reduces the carrying capacity of the road. Unfortunately, once an access management problem is obvious, it is often too late to correct. By managing access to the highway system, safe access can be provided while preserving traffic flow.

Access management can benefit properties along all types of roads. Access management principles have been a part of roadway design for many years. For example, major thoroughfares such as Bishop Grandin Boulevard and Lagimodière Boulevard function to move large volumes of traffic at high speeds for long distances because access is limited. In contrast, residential streets function only to provide access to abutting properties.

The key to effective access management is linking appropriate access design to roadway function. Successful access management protects and enhances property values while preserving the public investment in our roads.

The principle design techniques used in access management focus on the control and regulation of the spacing and design of approaches and streets, medians and median openings; traffic signals; and interchanges.

The Public Works Department is concerned with access management because of increasing traffic congestion, traffic safety issues, and the rising costs of road improvements. Appendix “A” hereto outlines the following benefits of good access management:

- Reduce accidents and accident potential.
- Preserve roadway capacity and the useful life of roads.
- Decrease travel time and congestion.
- Improve access to properties.
- Coordinate land use and transportation decisions.
- Improve air quality and reduce traffic noise.
- Maintain travel efficiency and related economic prosperity.

Likewise poor or no access management will attain the following results:

- The efficiency of our transportation system will deteriorate, and traffic and land use conflicts will increase.
- Poorly planned strip commercial development will be encouraged.
- The number of private approaches will proliferate, increasing traffic conflicts, accidents and congestion.

The extensive public investment in Winnipeg’s roadways will be diminished.

- Roads will have to be widened at great public expense to make up for capacity lost to inefficient traffic operations.
- The incompatibility of providing land service and traffic service will become more severe.
- Residential neighbourhood streets will be used to bypass congested arterial streets and intersections.

Appendix “B” hereto outlines the following six basic principles used to achieve the benefits of access management:

- Limit the number of conflict points.
- Separate conflict points.
- Separate turning volumes from through movements.
- Locate traffic signals to facilitate traffic movement.
- Maintain a hierarchy of roadways by function.
- Limit direct access on higher speed roads.

In response to related requests from the Standing Policy Committee on Public Works and its extensive review of the Private Approaches By-law and “Access Management” issues, the Administration suggests the following proposed By-law amendments:

Report of the Standing Policy Committee on Public Works dated April 11, 2000

Paving Stones

Currently, Schedule 6 of the Private Approaches By-law does not enable the use of paving stones or the equivalent. In recent years, the use of paving stones to surface private driveways and approaches has become commonplace. Inasmuch as the Departments have no objection to their usage, assuming appropriate construction standards, Schedule 6 should be amended to enable their use.

Private Approaches Crossing the Extension of Lot Lines

Occasionally, property owners request approval to construct private approaches such that a portion of the private approach, including flares, may cross the extension of the lot line. Approval of such private approaches should not be given except with the expressed approval of the adjacent property owner.

Delegation of Authority

Under the provisions of the existing Private Approaches By-law, the Public Works Department may only approve those private approaches that conform to the provisions outlined therein. However, in many circumstances the Department does not object to non-conforming approaches serving one and two family residential properties, but is required to submit a report to the Community Committee for its consideration. From the public's perspective, this process is lengthy and arguably serves no useful purpose. The By-law should be amended to permit non-conforming approaches serving one and two family residential properties on non-Regional Streets to be approved by the Director of Public Works, or his/her designate, following vetting through and approval by the Ward Councillor.

Removal and/or Relocation/Replacement of Trees

Oftentimes, a new or reconfigured private approach requires the removal and/or relocation/ replacement of trees. The cost of such removal, relocation or replacement should be borne by the applicant. A new section in the By-law is required to affirm this principle.

Warranty for Works Constructed Pursuant to Private Approach Approval

In many circumstances, auxiliary traffic lanes and median openings are constructed in conjunction with a private approach as a condition of approval. However, the current By-law makes no provision to require the applicant to provide a warranty to the City for these auxiliary works, which upon completion become the responsibility of the City. For similar works constructed pursuant to a Development Agreement there are provisions related to warranties. A new section is required in the By-law to require the applicant to provide a warranty, securities and builders' lien deposit for such works consistent with same provided under the Development Agreement process.

Additions to Schedule 1 of the By-law

Schedule 1 of the Private Approaches By-law contains those sections of roadway where the construction of private approaches is prohibited. There is a need to include additional sections of roadway in Schedule 1 in order to protect the traffic carrying capacity of a number of the links in the Inner Ring Route.

In particular, Kenaston Boulevard between Scurfield Boulevard and Taylor Avenue has been designed to accommodate through traffic efficiently and safely without interruption from intersecting traffic. It is also a natural extension to Kenaston Boulevard/Bishop Grandin Boulevard to the south and east, which is already included in Schedule 1. Recent development activity in the vicinity of the intersection of McGillivray and Kenaston Boulevards has already resulted in some deterioration in traffic operating conditions. Inclusion of this section of Kenaston Boulevard in Schedule 1 is proposed to prevent further deterioration and to protect the traffic carrying capacity. Access to existing developments on both sides of Kenaston Boulevard between Scurfield Boulevard and Wilkes Avenue is currently available either from existing private approaches to Kenaston Boulevard, which would be permitted to remain, or from private approaches to the adjacent street system. Access to new developments on both sides of this section of Kenaston Boulevard would be by way of private approaches to the adjacent street system. Where no existing adjacent street system is in place it may be necessary for new streets to be developed in order to accommodate access.

Chief Peguis Trail is the east-west link of the Inner Ring Route between Main Street and Henderson Highway in the north area of the City. Current planning envisages the Chief Peguis Trail extending from Brookside Boulevard on the west to Plessis Road and beyond on the east. In order to protect the traffic carrying capacity of this roadway it is appropriate that it also be included in Schedule 1 of the By-law.

Report of the Standing Policy Committee on Public Works dated April 11, 2000

Non-Compliance With By-law Provisions

Enforcement of the provisions of the Private Approaches By-law is difficult at best. There should be stipulation within the By-law that would enable the Public Works Department to effect notice on individual property owners of required remedial action, including removal of a non-conforming approach and the need to upgrade private approaches to the same standard as the fronting street, concurrent with street reconstruction.

Subsequently, with the approval of the Standing Policy Committee on Public Works, the Public Works Department should be authorized to undertake the remedial work/removal, and invoice the property owner for the necessary work. Failure to pay outstanding invoices within a specified time period would result in the costs being added to the realty taxes.

Following its deliberations, the Standing Policy Committee on Public Works affirmed its support for the principles of the Private Approaches By-law No. 6546/95 and "Access Management", and recommends:

I. That the Private Approaches By-law No. 6546/95 be amended to effect the following changes:

A. That Schedule 6 be revised to enable the use of paving stones as a permitted surface.

B. That no part of a private approach, including the flares, shall cross the extension of a property lot line, except with the expressed approval of the adjacent property owner.

C. That the Director of Public Works, or his/her designate, be delegated the authority to approve non-conforming private approaches serving one and two family residential developments on non-Regional Streets, following vetting through and approval by the Ward Councillor.

D. That a new section be included to enable the City to recover from the applicant the costs of tree removal and/or tree relocation and replacement, necessitated by the installation of a private approach.

E. That a new section be included to require the applicant to provide a warranty, securities and builders' lien deposit for works constructed pursuant to the private approach approval, consistent with that provided under the Development Agreement process.

F. That the following sections of roadway be added to Schedule 1, namely:

i) Kenaston Boulevard between Scurfield Boulevard and Taylor Avenue;
ii) Chief Peguis Trail between Main Street and Henderson Highway.

G. That a mechanism be established to ensure compliance following notice to the property owner of required remedial action, including removal of a non-conforming approach and the need to upgrade private approaches to the same standard as the fronting street, concurrent with street reconstruction, as outlined in Subsection (5) of Section 11.

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.

III. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing, including the preparation 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.

Report of the Standing Policy Committee on Public Works dated April 11, 2000

Access to The Springs of Living Water Church Located on the East Side of Lagimodière Boulevard
File SC-1(35) (Vol. 2)

550 - 9. Council, at its meeting of April 29, 1999, adopted the recommendations of its Standing Policy Committee on Public Works with regard to the approval of private approaches and the installation of traffic control signals on Lagimodière Boulevard at Paterson Street, in particular:

I. That the application for the construction of a private approach on the east side of Lagimodière Boulevard opposite Paterson Street (former Tascona Road) approximately 478.8 metres south of Niakwa Road be approved, subject to the applicant paying all costs for the approved approach and associated work,including an acceleration lane and deceleration lane, as determined by the Director of Public Works.

II. That the Developer be required to enter into a 50% cost-share agreement with the Developers of the west side of Lagimodière Boulevard (Fairweather Properties Inc.) for the installation of a traffic control signal, accompanying "Prepare-to-Stop" devices and associated work at Lagimodière Boulevard and Paterson Street (former Tascona Road), as determined by the Director of Public Works.

On June 21, 1999, the Public Works Department issued Private Approach Approval No. D-9214 to the engineering consultant for The Springs of Living Water Church that contained the following condition:

> "c) the Developer shall pay, upon demand by the City, 50% of the cost of the installation of traffic control signals at the intersection of the private approach in a) above and Lagimodière Boulevard including, but not necessarily limited to, pedestrian and vehicular actuation, interconnection to adjacent traffic control signals and advance "Prepare to Stop" devices, all as determined by the Director of Public Works. In the event that this Development proceeds prior to the Development on the opposite side of Lagimodière Boulevard, the Developer shall front end 100% of the cost of the installation of these traffic control signals."

The estimated cost of the installation of the subject traffic control signals and related works is approximately $240,000.00.

At its meeting held on March 7, 2000, the Standing Policy Committee on Public Works requested that the Administration provide a report outlining all options to fund the costs for the installation of a traffic control signal, accompanying "Prepare-to-Stop" devices and associated work, at the entrance of The Springs of Living Water Church, inasmuch as the proposed commercial development on the west side of Lagimodière Boulevard had been put on hold by the Developer.

The subject traffic control signals were approved for installation at the request of, and on the basis that all costs would be borne by the two benefiting properties. The benefiting properties are a proposed commercial development by Fairweather Properties on the west side of Lagimodière Boulevard at Paterson Street, and The Springs of Living Water Church on the east side of Lagimodière Boulevard opposite Paterson Street. The installation of the traffic control signals provides no benefit to the motoring public in general and will in fact be an impediment to the approximately 40,000 vehicles per day that travel Lagimodière Boulevard in this area. For this reason, among others, the Public Works Department strongly recommended against the installation of traffic control signals at this location.

At present, the proposed commercial development on the west side of Lagimodière Boulevard has been put on hold by the Developer and he is therefore unwilling to contribute to the cost of the installation of the traffic control signals at this time. He would be willing to contribute a 50% share when the development proceeds.

The Public Works Department therefore recommends that if The Springs of Living Water Church desires to have the traffic control signals installed at this time, as the only benefiting property, they be responsible for the full cost of the installation per the above-referenced condition c) of the Private Approaches Approval No. D-9214. It would be the intent of the Public Works Department to recover a 50% share, for reimbursement to the Church, from the Developer on the west side when this development proceeds.

Report of the Standing Policy Committee on Public Works dated April 11, 2000

The Standing Policy Committee on Public Works recommends:

I. That The Springs of Living Water Church pay the full cost of the installation of traffic control signals including advance "Prepare-to-Stop" warning devices and all related works as determined by the Director of Public Works.

II. That the Public Works Department obtain a recovery of 50% of the cost of the traffic control signals outlined above from the Developer on the west side of Lagimodière Boulevard at such time as this development proceeds.

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.

Installation of New Parking Meters on McDermot Avenue File ST-2 (Vol. 22)

551- 10. The Standing Policy Committee on Public Works has been advised that parking and loading areas for the Cancer Treatment Centre are difficult to find since the Centre is in close proximity to the Health Sciences Centre. Mason Care works jointly with the Cancer Treatment Centre in transporting clients for cancer treatments to the Centre.

The Cancer Treatment Centre is located on the west side of Olivia Street at McDermot Avenue. McDermot Avenue contains a 9.8 metre roadway within a 20 metre right-of-way. Although parking is prohibited on the south side of McDermot Avenue, there are parking meters on the north side of McDermot Avenue immediately west and east of this location.

The north side of McDermot Avenue could accommodate parking and a loading zone with the exception of a corner clearance at Sherbrook Street. This space could accommodate four (4) metered parking spaces and still leave a four (4) vehicle loading zone to serve the needs of the adjoining Health Science Centre, as shown on Figure A hereto.

Four parking meters cost $2,200.00 to purchase, and in this area, would generate an estimated $4,000.00 revenue per year. These financial impacts have already been included in the approved 2000 Current Estimates.

The Standing Policy Committee on Public Works therefore recommends:

I. That four new parking meters with a "Two-Hour Metered Parking 09:00 - 17:30; Monday to Saturday" restriction be installed on the north side of McDermot Avenue between Sherbrook Street and Olivia Street.

II. That the City of Winnipeg Parking Meter By-law be amended as follows:

A. Schedule "B" to By-law No. 6547/95 of the City of Winnipeg be amended by deleting the following:

"North side of McDermot Avenue between Tecumseh Street and Emily Street";

"North side of McDermot Avenue between Sherbrook Street and Lydia Street";

B. Schedule "B" to By-law No. 6547/95 of the City of Winnipeg be amended by adding the following:

"North side of McDermot Avenue between Tecumseh Street and Lydia Street".

III. 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.

Report of the Standing Policy Committee on Public Works dated April 11, 2000

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

A copy of the document referred to in the above clause is on file in the office of the City Clerk.

Adopted by consent.

Parking Meters on Donald Street
File ST-2 (Vol. 22)

552 - 11. The Standing Policy Committee on Public Works has been advised that a majority petition in favour of changing the one-hour limit parking meters to two-hour limit on Donald Street, between Notre Dame Avenue and Ellice Avenue, has been submitted by Leslie Lindall, Opportunities for Employment, 352 Donald Street. The petition represents all of the adjoining property tenants/owners except for one establishment, Antique Exchange, 370 Donald Street, who does not support this change. Antique Exchange is located on the northwest corner of Donald Street and Cumberland Ave, as shown on Figure A hereto.

Donald Street contains 11 metered parking spaces between Notre Dame Avenue and Ellice Avenue. These meters are on the fringe of the downtown area designated as one-hour metered parking.

Pursuant to Council approval, the work will be performed during normal working day activities with negligible impact to funding. It is anticipated that the change from a one-hour to a two-hour limit will have a minimal impact on the revenue collected by these parking meters, as identified on the financial impact statement provided.

The Standing Policy Committee on Public Works therefore recommends:

I. That the "One-Hour Metered Parking 09:00 – 15:30, Monday to Friday; 09:00 – 17:30, Saturday" be changed to "Two–Hour Metered Parking 09:00 – 15:30, Monday to Friday; 09:00 – 17:30, Saturday" on the east side of Donald Street between Notre Dame Avenue and Cumberland Avenue.

II. That the City of Winnipeg Parking Meter By-law be amended as follows:

A. Schedule "A" to By-law No. 6547/95 of the City of Winnipeg be amended by deleting the following:

"East side of Donald Street between Notre Dame Avenue and Portage Avenue";

B. Schedule "A" to By-law No. 6547/95 of the City of Winnipeg be amended by adding the following:

"East side of Donald Street between Ellice Avenue and Portage Avenue";

C. Schedule "B" to By-law No. 6547/95 of the City of Winnipeg be amended by adding the following:

"East side of Donald Street between Notre Dame Avenue and Ellice Avenue".

III. 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.

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

A copy of the documents referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

Report of the Standing Policy Committee on Public Works dated April 11, 2000

Parking Meters on Main Street
File ST-2 (Vol. 22)

553 - 12. The Standing Policy Committee on Public Works has been advised that a request for the time limit on the parking meters on the east side of Main Street, near Wesley Avenue, be extended to a two-hour limit, has been received from Citizenship and Immigration, 243 Main Street.

Main Street contains an eight-lane divided highway with parking meters on both sides. There are 29 parking meters on the east side between Broadway and Water Avenue, as shown on Figure A hereto. The revenue collected at these meters is approximately $2.00 per meter, per day, which indicates that these meters are not used extensively. Hence, a two-hour parking limit is more appropriate than a one-hour limit.

Pursuant to Council approval, the work will be performed during normal working day activities with negligible impact to funding. It is anticipated that the change from a one-hour limit to a two-hour limit will have a minimal impact on the revenue collected by these parking meters, as identified on the financial impact statement provided.

The Standing Policy Committee on Public Works therefore recommends:

I. That "One-Hour Metered Parking 09:00 – 15:30, Monday to Friday; 09:00 – 17:30, Saturday" be changed to "Two–Hour Metered Parking 09:00 – 15:30, Monday to Friday; 09:00 – 17:30, Saturday" on the east side of Main Street between Broadway and Water Avenue.

II. That the City of Winnipeg Parking Meter By-law be amended as follows:

A. Schedule "A" to By-law No. 6547/95 of the City of Winnipeg be amended by deleting the following:

"East side of Main Street between Broadway and Lombard Avenue";

B. Schedule "B" to By-law No. 6547/95 of the City of Winnipeg be amended by deleting the following:

"East side of Main Street between Assiniboine Avenue and Broadway";

C. Schedule "B" to By-law No. 6547/95 of the City of Winnipeg be amended by adding the following:

"East side of Main Street between Assiniboine Avenue and Water Avenue".

III. 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.

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

A copy of the documents referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

554 - On motion of Councillor Angus, the following by-laws were 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. 7600/2000, a by-law of The City of Winnipeg designating Secondary Dyke Corridors, and regulating construction within Secondary Dyke Corridors. File PD (Vol. 14)

By-law No. 7607/2000, a by-law of The City of Winnipeg to amend By-law No. 1573/77, being The City of Winnipeg Traffic By-law. File ST-5.2 (Vol. 26)