REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED OCTOBER 2, 2001

On motion of Councillor Angus, the Report of the Standing Policy Committee on Public Works, dated October 2, 2001, was considered clause by clause.

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

Councillor Smith requested that Clause 1 be pulled from the Consent Agenda.

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

Direction to the Future - The Guide to better Transit for Winnipeg – Implementation Report
Files TT-5 (Vol. 6) and FE(2000) (Vol. 1)

935 - 1. On December 16, 1998, Council established the Working Group on Public Transportation Policy to:

- Review those factors that influence transit ridership levels, such as land use, transportation system development, parking availability, demographics, transit service competitiveness, and fare policy.
- Review those factors that determine the financial performance of the transit system, such as operating and capital requirements, provincial and municipal funding policies, and transit fare policy.
- Make recommendations to improve service, stabilize transit fares, and increase ridership.
- Consult with stakeholders during the development of recommendations.

On February 23, 2000, City Council adopted in principle the Working Group's final report "Direction to the Future - The Guide to Better Transit for Winnipeg".

The report's major conclusions were that, to attract additional ridership to public transit, action is required on three fronts, namely:

1. Conditions supportive of increased transit use must be created as part of the ongoing physical and economic development of Winnipeg (i.e. improved land use planning, improved pedestrian environments, better integration of modes, improved management of long term parking in the downtown).

2. Specific improvements to transit service be focused where the potential to attract new ridership is highest (i.e. trips to/from/within downtown, trips along the major radial travel corridors, and trips to/from major centres of employment, education, health care, and shopping). These improvements need to concentrate on making ongoing improvements to service, making transit easier to use, making the service more affordable, making the service more productive, and implementing a network of high speed transit corridors.

3. New cooperative approaches to funding public transit's operational and capital needs by the City of Winnipeg and the Province of Manitoba.

Actions Since Adoption-In-Principle:

Since adoption of the report by Council, several of the recommendations contained in the report have been implemented. Examples include improvements to the route network, new express services, fare discounts for post-secondary students, an employer-sponsored fare program, new park and ride facilities, upgraded waiting environments at major stops, and an improved web site for users to obtain current information on routes, schedules, and fares.

In addition, the 2000 and 2001 Current Estimates approved by Council included increased property tax support for transit service. Although each of these budgets included a 5-cent fare increase, the increased support made it possible to maintain existing services and to expand service in those parts of Winnipeg experiencing development growth.

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The implementation of the service improvements and the small expansion of service have resulted in increased ridership. Compared to 1999 levels, ridership was 1% higher in 2000.

Funding Issues:

Many of the report's recommendations require joint action by the City and the Province. In particular, these include a review of transit funding arrangements to break out of a spiral of decreasing service levels, increasing fares, and declining ridership that characterized the 1990's, and the funding of major transit improvements, such as rapid transit, that are essential to achieve a significant modal shift from automobiles to transit.

During the fall of 2000, discussions were held between City staff and Provincial officials in the Intergovernmental Affairs Department. While the Province provided some additional one-time funding for Handi-Transit for the 2001 budget year (for a computerized scheduling system and for some service expansion), the major funding issues identified in the "Direction to the Future" report require further resolution by the two levels of government.

Canada – Manitoba Municipal Infrastructure Program:

To initiate a network of high-speed transit corridors in Winnipeg, the City submitted an application to the Canada – Manitoba Infrastructure Secretariat in February 2001 for tripartite cost sharing of the first stage of the Metrobus project.

At an investment of approximately $28 million, this project would create a high-speed transit link between downtown and the residential, commercial, industrial, and educational centres of southwest Winnipeg.

As recommended in the "Direction to the Future" report, the components of this high-speed link would include the existing Graham Avenue Transit Mall and Main Street diamond lanes, a new 4.5-kilometer busway between Main and Stradbrook and Pembina and Jubilee, and new on-street rapid bus features (diamond lanes, transit signal priorities, upgraded passenger waiting areas, high quality user information) on the portion of Pembina Highway between Jubilee and Bison Drive.

The Implementation Report:

The "Direction to the Future - The Guide to Better Transit for Winnipeg" report recommended that transit improvements be centered on the following themes:

Making Ongoing Improvements to Service
Making the Service Easier to Use
Making the Service More Affordable
Making the Service More Productive
Making a Commitment to Affordable High Speed Transit

The Implementation Report, dated September 2001, contains a separate section for each of these themes. Each section:

- Describes those initiatives that have been implemented since adoption-in-principle, and
- Contains a list of further initiatives to be implemented. For each of these initiatives, a brief description is included and the status, recommended timing, source of funding, and budgetary implications are identified.

The Implementation Report also contains a summary of the financial impact of the recommended initiatives:

- Some can be implemented within ongoing budget provisions and, therefore, have no financial impact.
- Initiatives requiring additional operating funding include those related to service expansion in new developments, to improved cleaning/maintenance standards for the increased number of transit shelters placed in service during the past decade, and to increased promotion of transit service.
- Some initiatives require additional capital funding through the Innovative Transit Program. A key recommendation of the "Direction to the Future" report is that the investment in the Innovative Transit Program be adequate to facilitate the recommendations of the report.
- Other initiatives included in the Implementation Report may have an impact on budgets for projects already included in the 2002 - 2007 Capital Program. However, further analysis is required before specific financial impacts can be identified. Examples include the upgrade of the transit bus radio system, an Automatic Vehicle Location system, the replacement of North Garage, and the Metrobus (Stage 1) project.

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The Financial Impact Statement is outlined on Appendix "A" and is on file in the office of the City Clerk.

The Standing Policy Committee on Public Works recommends:

I. That the plan outlined in the Implementation Report be approved in principle and be used to guide the implementation of transit improvements recommended in the “Direction to the Future - The Guide to Better Transit for Winnipeg” report.

II. That any transit improvement recommended in the Implementation Report and having a financial impact be referred to the budget review process for the Current Estimates or Capital Estimates for the year in which the improvement is recommended to be implemented.

III. That the implementation report of transit improvements be reviewed and updated on a regular basis.

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

Copy of the Implementation Report, dated September 2001 is on file in the office of the City Clerk.

Moved by Councillor Angus,
Adoption of the clause.

Carried.

Proposed Grande Pointe Community Ring Dike Local Improvement District
Files SL-1 (Vol. 21) and PD (Vol. 15)

936 - 2. The Standing Policy Committee on Public Works has been advised that the Canada - Manitoba - Rural Municipality of Ritchot - City of Winnipeg Agreement on Flood Protection for the Community of Grande Pointe and the area of St. Mary’s Road South is a funding agreement the aim of which is to reduce the risk of future flooding. The Agreement provides a total of $6.3 million towards diking and associated works for the community of Grande Pointe. Canada and Manitoba are each contributing $2.835 million, the Rural Municipality of Ritchot is contributing $598,021.00 and The City of Winnipeg is contributing $32,979.00. Pursuant to the Council Order of June 23, 1999, the City’s share of community ring dike costs is to be recovered from the benefiting property owners through the local improvement process.

District Local Improvement Process:

Section 392.1 of The City of Winnipeg Act provides a mechanism for conducting district local improvements. In the case of the Grande Pointe flood protection works the community has been consulted on flood mitigation options through public meetings held in the community by the Project Manager for this project, namely, the Province of Manitoba. The community has indicated a willingness to proceed with the project. Accordingly, the local improvement process has been initiated by the City for that portion of the project within city limits.

Under Section 392.1(5) of The City of Winnipeg Act, a local improvement district proposal may be initiated:

“ (a) by the Council ”.

City Council will be the initiating body in the case of the creation of local improvement districts for the purpose of building community ring dikes.

By-law No. 6990/97 sets out guidelines for the composition of a committee of Council for a local improvement district and the procedures for giving of notice and conducting public hearings for proposed local improvement districts.

On July 18, 2001, Council passed By-law No. 7876/2001 that established the councillors of the Riel Community Committee as the District Proposal Committee (DPC) for the proposed Grande Pointe community ring dike. The DPC subsequently called for a public hearing to take place on September 12, 2001, for the purpose of receiving representations from the public on the project.

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Project Description:

The main component of the Grande Pointe flood protection project within the City of Winnipeg is the West dike. This earth filled dike will be constructed along the South and West sides of the Grande Pointe community protecting the area from direct and overland flooding as a result of a large flood event on the Red River. The dike crest is set at an

elevation corresponding to the peak water level recorded at Grande Pointe during the 1997 Red River flood plus an allowance for free board. This represents a geodetic elevation of 236.49 meters. The other portions of this flood protection project are located in the Rural Municipality of Ritchot and do not impact this local improvement.

Acres Manitoba Limited has been engaged by the Province of Manitoba as the consulting engineers to prepare the final design and cost estimates for this project.

The general arrangement of the works to be constructed is outlined on Appendix "A".

Area affected by the proposal and lands to be levied:

The area affected by the proposal and depicts the parcels that are subject to the local improvement levy are outlined on Appendix "B". The parcels, as identified, are referred to by tax roll number and can be cross-referenced to other parcel identifiers provided in this District Proposal.

Estimated Cost of the Project:

The Consultants have developed an estimated cost for this project based on site investigations and the final design criteria established for the project through consultation with federal and provincial technical representatives.

The City of Winnipeg share has been determined to be $33,000.00. Pursuant to the Council directive the City share will be recovered from the benefiting property owners through a local improvement.

Method and Estimated Rate of Taxation:

Section 392.1(3) of The City of Winnipeg Act sets out the methods of taxation that may be used to levy the costs for a particular local improvement. In the case of the Grande Pointe community ring dike, the area of the benefiting parcel is the method to be employed.

The table that identifies the parcel ID (city tax role number), parcel address, total parcel area in square meters, parcel area in square meters subject to levy, estimated total cost per parcel if paid in cash and the estimated annual cost per parcel if added to the realty tax bill for 20 years, is outlined on Appendix "C".

Next Steps:

After completion of the public hearing process, the District Proposal will be forwarded to Council for first reading of the Grande Pointe District Local Improvement By-law. This will be followed by a notice of objection period as set out in The City of Winnipeg Act that allows property owners the right to object to the proposal. If owners of lands within a proposed local improvement district having a total area greater than 50% of the total area of all lands within the district object to the proposal, then it will not proceed.

The schedule of events proposed for the local improvement portion of this project is outlined on Appendix "D".

The Standing Policy Committee on Public Works recommends:

I. That the District Local Improvement for the Grand Pointe Community Ring Dike from the Red River Floodway South embankment to the R.M. of Richot North Boundary be proceeded with.

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

III. 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.

Report of the Standing Policy Committee on Public Works dated October 2, 2001

Proposed Kingston Crescent / Kingston Row Community Ring Dike Local Improvement District
Files SL-1 (Vol. 21) and PD (Vol. 15)

937 - 3. The Standing Policy Committee on Public Works has been advised that the Canada - Manitoba - City of Winnipeg Agreement on Secondary Diking Enhancements is a funding agreement that provides a total of $11.135 million towards secondary diking projects. Canada and Manitoba are each contributing $5.2 million and the City of Winnipeg is contributing $735,000.00. The funding is allocated to a Community Ring Dike Sites Feasibility Study and design and construction of individual flood proofing projects and community ring dikes. Pursuant to the Council Order of June 23, 1999, the City's share of community ring dike costs is to be recovered from the benefiting property owners through the local improvement process.

District Local Improvement Process:

Section 392.1 of The City of Winnipeg Act provides a mechanism for conducting district local improvements. In the case of the community ring dike initiative the benefiting properties are readily identifiable, the communities have been widely consulted on flood mitigation options through a series of public meetings held in the communities and informal community votes have been taken to indicate a willingness to proceed with the project. Accordingly, the process has been initiated by the City.

Under Section 392.1(5) of The City of Winnipeg Act, a local improvement district proposal may be initiated:

" (a) by the Council ".

In the case of the creation of local improvement districts for the purpose of building community ring dikes, the Council of the City of Winnipeg will be the initiating body.

By-law No. 6990/97 sets out guidelines for the composition of a committee of Council for a local improvement district and the procedures for giving of notice and conducting public hearings for proposed local improvement districts.

On July 18, 2001, Council passed By-law 7878/2001 that established the councillors of Riel Community Committee as the District Proposal Committee (DPC). The DPC subsequently called for a public hearing to take place on September 12, 2001, for the purpose of receiving representations from the public on the proposed Kingston Crescent/Row community ring dike.

Project Description:

The Kingston Crescent/Row community ring dike and associated riverbank stabilization and erosion control works are required to provide permanent flood protection measures to an equivalent 24.5 feet James Avenue Pumping Station Datum (JAPSD) for the Elm Park peninsula. Local low areas require dike construction to provide a continuous dike at 24.5 feet JAPSD. The riverbank works are required to protect the integrity of the dike from the erosion effects of the river current and to afford the riverbank stability to prevent subsidence of the diking works.

In response to a request for proposals the KGS Group have been engaged as consulting engineers to prepare the final design and cost estimates for this project.

The physical scope of the works and the construction detail at various places along the dike and riverbank works is outlined on Appendix "A".

Area affected by the proposal and lands to be levied:

The map attached as Appendix "B" shows the area affected by the proposal and depicts the parcels that are subject to the local improvement levy. The parcels on this map are referred to by house number and can be cross-referenced to other parcel identifiers provided in this District Proposal.

Estimated Cost of the Project:

The Consultants have developed an estimated cost for this project based on site investigations and the final design criteria established for the project through consultation with the community representatives and federal, provincial and city technical representatives.

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The City of Winnipeg's share has been determined to be $300,000.00. Pursuant to the Council directive, the City share will be recovered from the benefiting property owners through a local improvement.

Method and Estimated Rate of Taxation:

Section 392.1(3) of The City of Winnipeg Act sets out the methods of taxation that may be used to levy the costs for a particular local improvement. In the case of the Kingston Crescent/Row community ring dike, the area of the benefiting parcel is the method to be employed.

The table that identifies the parcel ID (city tax role number), parcel address, parcel location as to whether it is an inside lot or an outside (river) lot, parcel area in square meters taken from the City assessment records, estimated total cost per parcel if paid in cash and the estimated annual cost per parcel if added to the realty tax bill for 20 years, is outlined on Appendix "C".

Next Steps:

After completion of the public hearing process, the District Proposal will be forwarded to Council for first reading of the Kingston Crescent/Row District Local Improvement By-law. This will be followed by a notice of objection period as set out in The City of Winnipeg Act that allows property owners the right to object to the proposal. If owners of lands within a proposed local improvement district having a total area greater than 50% of the total area of all lands within the district object to the proposal, then it will not proceed.

In the event of a successful petition and pursuant to the Council Order of June 23, 1999, it will be necessary to obtain easements from property owners to allow the City to enter and construct the works on private property. In addition, the property owners will be required to maintain those works that are constructed on private property and this requirement will become part of the easement that is registered against the property title. In the event that easement/maintenance agreements cannot be obtained by mutual agreement, an easement expropriation process will be initiated.

The schedule of events proposed for the local improvement portion of this project is outlined on Appendix "D".

The Standing Policy Committee on Public Works recommends:

I. That the District Local Improvement for the Kingston Crescent/Kingston Row Community Ring Dike from Kingston Crescent and Kingston Row and west of 173 and 196 Kingston Row be proceeded with.

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

III. 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.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

UNFINISHED BUSINESS

CONSIDERATION OF BY-LAWS

938 - On motion of Councillor Angus, By-law No. 7886/2001, a by-law of The City of Winnipeg, to amend By-law No. 6546/95, being a by-law to regulate the construction, maintenance and removal of private approaches and private walks, 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 SC-1(31) (Vol. 4)

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

939 - 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. 7907/2001, a by-law of The City of Winnipeg to authorize the undertaking of certain local improvements during the year 2002. File SL(2001) (Vol. 1)

By-law No. 7915/2001, a by-law of The City of Winnipeg to authorize the undertaking of local improvements in the Kingston Crescent/Kingston Row Community Ring Dike Local Improvement District. Files SL-1 (Vol. 21) and PD (Vol. 15)

By-law No. 7916/2001, a by-law of The City of Winnipeg to authorize the undertaking of local improvements in the Grande Pointe Community Ring Dike Local Improvement District. Files SL-1 (Vol. 21) and PD (Vol. 15)

STANDING POLICY COMMITTEE ON PUBLIC WORKS

QUESTION PERIOD

940 - Councillor Steeves requested an update on the recycling program for apartments and condominums scheduled to be commence on November 1, 2001, specifically with respect to the delivery of bins.

Councillor Angus noted that the apartment and condominium recycling campaign would be kicked off in the latter part of October, permitting persons to put material into the bin so that bin pick up could commence November 1, 2001. Councillor Angus indicated that there had been a potential liability issue with apartment owners, relating to responsibility, but advised that the issue had been resolved and releases were presently being signed. He further indicated that the campaign was going very well, with positive results from the press conference and education of individuals in apartment and seniors blocks.

In reference to leaf recycling depots, Councillor Smith noted that all of the depots have been located in the suburbs, with the exception of the one in River Heights, and questioned whether there could be depots set up in the old City of Winnipeg, inasmuch as the Old City of Winnipeg has a large amount of mature trees and the bulk of the leaves.

Councillor Angus agreed to work with the Administration and the Ward Councillor to find a location that would be acceptable.

Councillor Steek referred to the apartment and condominium recycling and questioned why there was a waiver, noting that the issue of the waiver was of some concern to a number of persons managing the facilities.

Councillor Angus noted that there was some concern that the waiver originally indicated that the owner of the apartment block was to be responsible for the damage, i.e. to a fence or a building, when the City of Winnipeg contract employees were collecting the recyclables. He advised that the waiver had since been corrected to clearly identify that the City would be responsible. He further advised that to his knowledge the landlords and owners of the buildings were satisfied with the explanation. He further indicated that if they were concerned about trucks on their parking lot, they would always have the option of moving their recyclables out to the curb as done with single family dwellings.

In reference to the street cleaning signage policy, Councillor Steek questioned whether signage could go up earlier, during daylight hours, so that people became were apprised of the matter prior to the evening.

Councillor Angus clarified that the policy directed that signs should be placed between 3:00 p.m. and 5:00 p.m., the day prior to street cleaning, and the license numbers of vehicles parked when the signs are erected written down. If those cars were still there when the street cleaners arrived, the cleaners would go around them or haul them just around the corner. If a car was parked there after the signs were put up then they would be towed in accordance with the policy.