REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED AUGUST 30, 1999

On motion of Councillor De Smedt, the Report of the Standing Policy Committee on Public Works, dated August 30, 1999, was considered clause by clause.

Moved by Councillor De Smedt,
That the Consent Agenda, Clauses 1,2,3,4,5,6 and 7, be adopted.

Carried.

Award of Contract for Provision of Refrigeration Services for Regular Maintenance, Emergency Service, and Start Up and Shutdown of Ice Plants at Various City of Winnipeg Indoor Arenas - Tender No. 170-99
File GL-9 (Vol. 12) [c/r PR-2.1 (Vol. 23)]

847 - 1. The Standing Policy Committee on Public Works has been advised that a Tender was issued for a one year period, from March 1, 1998 to February 28, 1999, by the Materials Management Division for the provision of refrigeration services for regular maintenance, emergency service, and start up and shutdown of ice plants at various City of Winnipeg indoor arenas for the Public Works Department.

Subsequently, the Materials Management Division prepared Tender No. 170-99 to service all arenas for 1999 to 2002 under a three year contract. Final receipt of bids took place on Wednesday, May 26, 1999, with bids being received from three bidders. A tabulation of these bids is contained in the Summary of Bids, as outlined in Appendix "A".

The recommended bidder has the necessary resources and experience to perform all of the work in accordance with the requirements of the specification. All bids were in accordance with the requirements of the Tender Package.

The requirement for Bid Securities, and the execution of a formal contract were waived for this purchase in accordance with the authority delegated to the Manager of Materials by the former Board of Commissioners on April 9, 1992.

Funding for this contract is through the current arena operating budget of the Public Works Department. The work of this contract will be on an "as required" basis except for start up and shutdown which occurs annually. There are no sub-contractors listed for this work.

Tenders were valid for acceptance until July 25, 1999. Vendors have agreed to extend acceptance of their bids until September 31, 1999, to allow the City of Winnipeg to complete the approval process.

A financial impact statement has been prepared for this project in accordance with the recommendation contained in a report dated November 18, 1997, submitted to and approved by the Standing Committee on Fiscal Issues on November 24, 1997.

For the information of Council, the Standing Policy Committee has also requested that the Administration provide a status report on the maintenance and upgrading requirements for all City of Winnipeg indoor arenas.

The Standing Policy Committee on Public Works recommends:

I. That the contract for the provision of refrigeration services for regular maintenance, emergency service, and start up and shutdown of ice plants at various City of Winnipeg indoor arenas for the period of October 1, 1999 to February 28, 2002, be awarded to Ammonia Master Refrigeration Ltd., the bidder who submitted the lowest evaluated responsive bid.

Report of the Standing Policy Committee on Public Works dated August 30, 1999

II. That the Manager of Materials be authorized to issue a Purchase Order in the total conditional amount of $182,363.52 plus GST (period October 1, 1999 to February 28, 2002).

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.

Copies of documents 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 1999/2000/2001 Winter Seasons File GL-9 (Vol. 13) [c/r SC-3.6 (Vol. 18)]

848 - 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 Tuesday, August 3, 1999. 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 Southwood Construction for the North Area (North) and to Beaver Sewer and Water Services for the East Area (South) in 1998, these two areas were not tendered.

Funds in the amount of $13,900,000.00 were approved for Snow and Ice Control in the 1999 Current Estimates adopted by Council on March 15, 1999. To-date, approximately $8,500,000.00 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”. The tender submission recommended for acceptance in each case is the lowest evaluated responsive bid meeting all the requirements of the specifications. There were no Sub-Contractors listed by any of the low bidders in the tender submissions.

Tender No. 928-99 in the South Area was tendered as a two-year contract with two alternatives in an attempt to increase the competition for bidding. Alternative 1 was tendered as a contract as a whole. Alternative 2 was tendered as a contract in sections, with Section A containing the streets in the previous South Area (East) contract, and Section B containing the streets in the previous South Area (West) contract. Four bids were received for each alternative. Hugh Munro Construction Ltd. was low bidder on Alternative 1 at $936,077.58, and on Alternative 2 - Section B at $496,258.12. Unicity Paving and Contracting Ltd. was low bidder on Alternative 2 - Section A at $437,153.48. The total of the bids for Alternative 2 was $933,411.60, or $2,665.98 lower than Alternative 1. The Public Works Department considers that the award of Alternative 2 - Sections A and B to two Contractors is in the best interest of the City.

Tender No. 930-99 was also tendered as a two-year package to increase the competition for bidding and to reduce the number of tenders. Mulder Construction and Materials Ltd. was low bidder at a total bid price of $525,422.65.
A historical summary of the unit prices for each contract is as outlined 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 past ten seasons are as follows:

Report of the Standing Policy Committee on Public Works dated August 30, 1999

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%	1989/90 over 1988/89	1.7%
1994/95 over 1993/94	2.2%		

The bids are open for acceptance as follows:

Tender No. 927-99	October 9, 1999	Tender No. 929-99	October 11, 1999
Tender No. 928-99	October 10, 1999	Tender No. 930-99	October 12, 1999

It should be noted that the contract services are expected to commence on October 15, 1999, in the event of snowfall, as identified in the tender documents.

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 submissions are in order.

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 1999 Snow Clearing and Ice Control Budget for the remainder of 1999. The Departmental Controller for the Public Works Department has confirmed that there are currently sufficient funds in the 1999 Snow Clearing and Ice Control Budget to cover these estimates. The remaining expenditures for 2000 in the contracts will be budgeted in the 2000 and 2001 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 1999.

The tenders being recommended are the low tenders meeting the applicable bidding requirements. 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.

The contracts that are being recommended for award are unit price maintenance service contracts. The total amount of the bids ($1,962,598.90) will not necessarily be the total value of the work completed and paid. The minimum amount paid to the Contractors will be based on the 40% guaranteed minimum (or $785,039.56) in the contracts. All payments will be dependent on the amount of snowfall received in the 1999/2000 and the 2000/2001 winter seasons.

There is no financial impact associated with this award of contracts in 1999 as sufficient funds have been approved in the 1999 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 2000 provided that historical funding is included in the 2000 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 2001 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:

Report of the Standing Policy Committee on Public Works dated August 30, 1999

TENDER NO.	AREA	CONTRACTOR	TOTAL BID PRICE
927-99	East Area (North)	J.C. Paving Ltd.	** $262,707.26
928-99*	South Area - Section A - Section B	Unicity Paving & Contracting Ltd. Hugh Munro Construction Ltd.	$437,153.48 $496,258.12
929-99	North Area (East)	L. Chabot Enterprises	$241,057.40
930-99*	North Area (West)	Mulder Construction and Materials Ltd.	$525,422.65
		TOTAL	**$1,962,598.90**

*** Two-year contract**
**** Corrected Total Bid Price**

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 hereto.

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

Adopted by consent.

Payment to the Canadian Section of the International Joint Commission for the City's Share of the Flood Risk Study
File PD (Vol. 14)

849 - 3. During the Spring of 1997, Winnipeg and Manitoba experienced the "Flood of the Century". In June, 1997, the Governments of Canada and United States tasked the International Joint Commission to examine the causes and effects of the flood and recommend ways to reduce the impact of future floods. The International Joint Commission (IJC) is a binational Canada - United States organization established by the Boundary Waters Treaty of 1909, to assist the governments in managing waters shared by the two countries for the benefit of both.

The IJC, in turn, appointed the International Red River Basin Task Force to conduct its investigations in September of 1997. The International Red River Basin Task Force membership includes people from provincial and state governments, U.S. Army Corps of Engineers, private consultants and universities.

An Interim Report submitted by the International Red River Basin Task Force to the IJC, dated December 1997, cautioned against complacency, warned that major flooding could occur any year and made 40 recommendations to prepare the Red River Valley in the event of another major flood in the Spring of 1998.

The 1997 Interim Report also presented a Plan of Study that outlines the issues needing further study and the intended methods to undertake the work. The basic objectives of the Task Force and the Plan of Study are to: develop and recommend a range of alternatives to prevent or reduce future flood damages; improve tools for planning and decision-making, and facilitate integrated flood management in the basin. The Task Force advises that the investigations they undertake are not intended to result in a comprehensive basin-wide management plan nor are they directed at identifying, designing or recommending site-specific projects. Their investigations and studies are intended to contribute to the efforts by federal, state, provincial and local agencies for more effective flood plain management.

The original Plan of Study did not provide for a detailed study of flood risks for Winnipeg. When the IJC held a public meeting in Winnipeg in February, 1998, the City stressed the need to "plan for a flood larger than 1997", particularly since the Floodway capacity is limited, the existing primary dikes cannot be raised readily, and the sewer systems and other holes in the dikes must be addressed. The 1997 flood posed a major challenge for flood fighting in Winnipeg, and certain conditions could have further complicated these flood fighting efforts.

Report of the Standing Policy Committee on Public Works dated August 30, 1999

Precipitation near the peak, strong winds, significant flow from the Assiniboine River, or failures of permanent or structural works could have posed major threats. The City is clearly vulnerable to future floods of a similar or greater magnitude. A flood in 1826 was 40% larger than 1997 and even with the major flood control works in place, the evacuation of hundreds of thousands of people could be required.

The City therefore recommended to the IJC Public Hearing that a study of benefits and costs of additional permanent structural flood protection works be undertaken as part of the Plan of Study. The IJC considered and agreed with this recommendation and in June, 1998 verbally advised the City and the Province that the Task Force would be willing to undertake a study of flood risks and mitigative measures for Winnipeg at an estimated cost of $300,000.00 Since the IJC did not originally budget for this study, it was agreed in principle that the City would contribute $50,000.00 and the Province would contribute $150,000.00 with the balance of $100,000.00 provided by the IJC. In December, 1998, the Province verbally advised the IJC to proceed with the study.

Furthermore, Council, at its reconvened meeting held on March 26, 1998, adopted the Report of the Standing Policy Committee on Public Works dated February 10, 1998, which recommended that "funding for consulting services for an engineering feasibility study project to investigate the feasibility, alternatives and costs of "community ring dike" sites be approved...in the amount of $200,000.00...". This approval was later reaffirmed at the July 7, 1998 meeting of the Standing Policy Committee on Public Works.

The study will assess the vulnerability (level of risk) of the City for floods larger than 1997 and identify the flood mitigation measures that could prove to be economically feasible. The study will determine the ultimate capacity of the existing permanent works, such as the Red River Floodway and the primary dikes, and the failure mode of each, and determine the capacity of the secondary dikes, as well as the flood protection limitations of the City's storm sewer systems. Damage estimates will be prepared for various high flood stages. New and augmented structural measures are to be investigated and costs of both are to be estimated. The costs of the mitigative measures will be compared to the benefits provided in terms of damage prevention.

The City of Winnipeg Water and Waste Department has participated on the Study Advisory Committee with representatives from the IJC Task Force, Manitoba Water Resources Branch, and Environment Canada to develop study Terms of Reference and undertake the consultant selection process. The study was awarded to KGS Group Consulting Engineers on May 18, 1999.

The study is scheduled to be completed by December 31, 1999, and a copy of the final report will be provided to the City and the Province. The data, conclusions and recommendations of the Flood Risk Study will be included in some form in the Task Force's final report to the IJC, due in late 2000.

The City of Winnipeg has proposed to contribute $50,000.00 toward the Flood Risk Study. The funding is proposed to be provided from the $200,000.00 funding approved by Council on March 26, 1998, for the Community Ring Dike Sites Feasibility Study. The City was originally to have undertaken and financed 100% of the Community Ring Dike Sites Feasibility Study, but in August, 1999 the study was approved for funding from the Canada - Manitoba Flood Proofing Program. The cost-sharing under the program is 45% Federal, 45% Provincial and 10% City. The Federal and Provincial Governments, as funding partners, joined the study Technical Advisory Committee and the Terms of Reference were expanded, resulting in a new study cost of approximately $400,000.00. The City's share of the Feasibility Study is therefore $40,000.00, resulting in surplus cash flowed funds in the amount of $160,000.00.

The Community Ring Dike Sites Feasibility Study is financed by approved Capital funds per the Financial Impact Statement prepared and identified as Appendix “A” to Clause 5 of the Report of the Standing Policy Committee on Public Works dated February 10, 1998, adopted by Council at its meeting held on March 26, 1998.

The Standing Policy Committee on Public Works recommends:

I. That payment in the amount of $50,000.00 to the Canadian Section of the International Joint Commission as the City's share of the "Flood Risk Study for Winnipeg" be approved.

II. That funding be provided from the surplus cash flowed funds from the Community Ring Dike Sites Feasibility Study, Account No. 03 118114 5298150701.

Report of the Standing Policy Committee on Public Works dated August 30, 1999

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.

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

Adopted by consent.

Local Improvement Projects - Watermain and Wastewater Sewer in St. Anne's Road - Riel Community
File SL(1999) (Vol. 1)

850 - 4. The Standing Policy Committee on Public Works has been advised that at its meeting held on July 13, 1999, the Riel Community Committee considered the Local Improvement Status Report dated June 9, 1999, listing two proposed local improvement projects for St. Anne's Road.

The proposed watermain local improvement project is to be installed and paid for by the Developer, Qualico Developments, while the wastewater sewer is to be installed by the City of Winnipeg. These projects were advertised on May 10, 1999, and were not petitioned against.

Reimbursement for the watermain has been included in the Preliminary 2000 Annual Capital Estimates and the wastewater sewer will not be constructed until 2001.

Inasmuch as the local improvements were not petitioned against, the Riel Community Committee recommends that the two proposed local improvement projects for St. Anne's Road be proceeded with.

The Standing Policy Committee on Public Works recommends:

I. That the following Local Improvement Projects be approved, namely:

a) Wastewater sewer in St. Anne's Road from a point approximately 79.1 feet south of the north line of Warde Avenue to a point approximately 214.3 feet south of the south line of Aldgate Road;

b) Watermain in St. Anne's Road from a point approximately 52.5 feet south of the south line of Warde Avenue to a point approximately 214.3 feet south of the south line of Aldgate Road.

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 2000, and necessary funding be identified in the 2000 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 Tim Horton's Restaurant located at 1146 Portage Avenue
File SC-1(32) (Vol. 1)

851 - 5. The Standing Policy Committee on Public Works has been advised that an application has been received from UMA Engineering Ltd., for the construction of a non-conforming angular "exit only" approach on the south side of Portage Avenue approximately 17.6 metres west of Sprague Street, and a non-conforming "exit only" approach on the west side of Sprague Street approximately 5.0 metres south of Portage Avenue.

Report of the Standing Policy Committee on Public Works dated August 30, 1999

This application is non-conforming under The City of Winnipeg Private Approaches By-Law No. 6546/95 Section 3, Subsection (1) and Subsection (4), which state:

> *"(1) No approach shall be constructed, erected or installed within an intersection, nor within six (6) metres of the intersecting street line projected at right angles, measured along the street curb line or its straight projection, from the straight projection of the nearest edge of the approach.*
>
> *(4) No approach shall be constructed, erected or installed in any of 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 of the By-law.

This section of Portage Avenue contains a 13.1 metre wide westbound roadway and a 13.1 metre wide eastbound roadway, separated by a 3.0 metre wide median, and carries approximately 25,000 westbound vehicles and 24,500 eastbound vehicles in a typical twelve hour weekday period between 07:00 and 19:00.

The site currently contains a Tim Horton's Restaurant, however, the existing building is scheduled to be demolished and a new 2,160 square foot restaurant with a drive-through is proposed to be constructed with 17 parking spaces. There exists currently one angular "entrance only" private approach on the south side of Portage Avenue and one 6.7 metre bi-directional private approach on the west side of Sprague Street which serve this property.

The applicant has applied to construct a non-conforming angular "exit only" approach on the south side of Portage Avenue approximately 17.6 metres west of Sprague Street. This proposed approach, along with the existing angular "entrance only" private approach, will form a channelized approach handling all traffic entering and exiting the parking lot from Portage Avenue. The property does not have sufficient frontage on Portage Avenue to have a minimum of 15 metres separating the entrance and the exit approaches, as required under the Private Approaches By-Law. This minimum distance within the Private Approaches By-Law is to provide adequate separation between the entrance and exiting movements to/from high volume roadways, such as Portage Avenue. However, the Public Works Department does not expect any traffic operating problems on Portage Avenue if this non-conforming private approach is constructed.

The applicant has also applied for a non-conforming "exit only" approach on the west side of Sprague Street, approximately 5.0 metres south of Portage Avenue to function as an exit for the drive-through. The Private Approaches By-Law requires a minimum distance of 6.0 metres. The applicant cannot construct the proposed private approach 6.0 metres south of Portage Avenue and also meet the required queuing for a drive-through facility. The minimum distance within the Private Approaches By-Law is to allow exiting vehicles adequate distance to straighten out before reaching the stop sign. The alignment of the proposed approach and the skewer angle of Sprague Street vis-a-vis Portage Avenue, allows an exiting vehicle to straighten out before reaching the stop sign at Portage Avenue. The Public Works Department does not expect any traffic operating problems on Portage Avenue or Sprague Street if this non-conforming private approach is constructed.

There is no financial impact or cost to the City if these non-conforming private approaches are approved.

The Standing Policy Committee on Public Works recommends:

I. That the application for construction of one 6.0 metre angular "exit only" private approach on the south side of Portage Avenue approximately 17.6 metres west of Sprague Street and one 7.5 metre "exit only" private approach on the west side of Sprague Street approximately 5.0 metres south of Portage Avenue, be approved as shown on Drawing No. A-9284.

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

Report of the Standing Policy Committee on Public Works dated August 30, 1999

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.

Policy on Cost Recovery for Limited Time Parking Regulations
Files ST-5 (Vol. 23) and ST-5(34) (Vol. 4)

852 - 6. On June 28, 1999, the Standing Policy Committee on Public Works had before it for consideration a recommendation from the Lord Selkirk-West Kildonan Community Committee that the fee of $218.06 be waived for the installation of "Two Hour Parking Limit" signs on the north side of Alexander Avenue between Sherbrook and Gwendoline Streets. At that time, Committee requested that the Director of Public Works review the current policy for cost recovery associated with loading zones and limited time parking regulations.

Furthermore, at its subsequent meeting held on July 6, 1999, the Lord Selkirk-West Kildonan Community Committee forwarded a recommendation to the Standing Policy Committee on Public Works that the fee of $211.97 for changing the "Two Hour Parking Limit" signs to "One Hour Parking Limit" signs on the west side of Hargrave Street between Notre Dame and McDermot Avenues also be waived.

In his report to the Standing Policy Committee, the Director of Public Works advises that in 1993, Council adopted a policy to recover a flat rate of $200.00 per sign assembly for the costs of installing traffic signs for loading zones for commercial (but not residential) purposes, and limited time parking signs for commercial (but not residential) purposes.

In 1996, Council adopted a recommendation that the actual cost for sign installations be recovered and that the cost recovery be increased proportionally with inflation every year thereafter. In 1998, there were 12 occasions where costs were recovered for one hour or two hour parking control signs for a total recovery of $3,000.00.

The administration of cost recovery for loading zones has been simple and straight forward since the applicant is the only benefitting property and the loading zone is usually centered on the applicant's frontage with minimal impact on adjoining property owners. However, the issue of installing one or two hour limited time parking affects everyone in the block. To avoid motorist confusion, the current policy is to sign the total block with a common one or two hour limit if 51% of the frontage owners sign a petition for such a regulation. This affects everyone in the block and many difficulties arise with respect to payment of the cost, such as:

a) Oftentimes the frontage properties in the block are a mixture of commercial and residential uses. The commercial owners usually prefer a one or two hour limit, while the residential owners generally prefer unrestricted parking.

b) If only a small majority of property owners want to have one or two hour parking signs installed, those that did not sign the petition often do not want to share in the cost of signage.

c) Those that want the one or two hour parking signs and are willing to pay, would like the City to split the cost among the owners (often as many as 10-15 in a block) and issue to each one an invoice for tax purposes. This is impractical and would financially negate any revenues collected (typically $250.00).

d) With a mix of commercial and residential uses, residents of a non-regional street may obtain a residential parking permit, but commercial businesses cannot. (Businesses have on occasion requested permits for their employees to park all day on a street where there is a one or two hour time limit).

Inasmuch as the recovery for one and two hour parking signs is limited, and in view of the practical difficulties associated with dealing with all the owners in a block, it is recommended that the current policy be amended to eliminate cost recovery for one and two hour parking signs for commercial purposes. Approval of the proposed policy change will result in an annual reduction in cost recoveries of approximately $3,000.00.

Report of the Standing Policy Committee on Public Works dated August 30, 1999

The Standing Policy Committee on Public Works recommends:

I. That the City's Policy for Cost Recovery Associated with Loading Zones and Limited Time Parking Regulations (C367) and the City of Winnipeg Annual Fees and Charges Manual be amended to eliminate cost recovery for one and two hour limited time parking for commercial purposes.

II. That, pursuant thereto, the two hour parking regulation, 7:00 a.m. to 5:00 p.m., Monday to Friday on Alexander Avenue, between Sherbrook and Gwendoline Streets, and the one hour parking regulation on Hargrave Street, between Notre Dame and McDermot Avenues, approved by the Lord Selkirk-West Kildonan Community Committee on May 11 and July 6, 1999 respectively, be established at no cost to the commercial owners.

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

Adopted by consent.

Additional Full-Time Truck Route in Inkster Industrial Park
File ST-5.2 (Vol. 25)

853 - 7. The Public Works Department has received a request from truck operators that Mountain Avenue be extended as a Truck Route west of Fife Street. At their meeting on July 6, 1999, the Lord Selkirk-West Kildonan Community Committee considered this matter and concurred in the administrative recommendation that Mountain Avenue and Hutchings Street between Fife Street and Inkster Boulevard be designated as Full-Time Truck Routes.

Although Mountain Avenue and Hutchings Street between Fife Street and Inkster Boulevard are not regional streets they are collector streets that have been designed to a higher standard than a local street, and they serve the fronting and adjacent commercial facilities. In this area, east-west Truck Routes consist of Inkster Boulevard and Logan Avenue, which are separated by a distance of 3.1 kilometres, and Mountain Avenue east of Fife Street. North-south Truck Routes consist of Fife Street north of Mountain Avenue and Keewatin Street, separated by a distance of 2.2 kilometres, as outlined in Drawing F99-29, identified as Appendix "A" hereto.

Because there are a number of commercial enterprises on and near this section of Mountain Avenue and Hutchings Street, and because the Traffic By-law requires that trucks take the shortest distance to/from a Truck Route, truck operators are compelled to take a more circuitous routing to access the businesses in this area than if Mountain Avenue and Hutchings Street between Fife Street and Inkster Boulevard were available as Truck Routes.

In a typical 12-hour weekday between 07:00 and 19:00, Mountain Avenue and Hutchings Street between Fife Street and Inkster Boulevard carry approximately 2,100 vehicles. It is generally reasonable and appropriate in the planning of an urban area to provide for a grid of Truck Routes with a separation of approximately 1.6 kilometres between adjacent parallel routes to:

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

- maximize utilization of higher standard streets for "through" trips by trucks and, thereby, minimize such trips on local streets; and

- provide no more than approximately 0.8 kilometres of travel on local streets to reach a Truck Route from any point within a residential or commercial development.

Designating this section of Mountain Avenue and Hutchings Street as a Full-Time Truck Route will result in a system of interconnected Truck Routes, separated by a distance of approximately 0.6 kilometres for east-west routes, and 1.2 kilometres for north-south routes that will better serve the commercial development within this area. For instance, trucks oriented between a commercial site at Hutchings Street and Church Avenue and the south-east sector of the City must access the site via Inkster Boulevard and Hutchings Street, being the shortest distance to a Truck Route, rather than via Mountain Avenue and Hutchings Street.

Report of the Standing Policy Committee on Public Works dated August 30, 1999

Designating Mountain Avenue and Hutchings Street between Fife Street and Inkster Boulevard as Full-Time Truck Routes will enable access by trucks to sites in the area from Mountain Avenue at Fife Street as well as from Inkster Boulevard, and therefore, minimize travel distance, reduce congestion, and minimize the potential for collisions associated with additional truck travel that is now required.

Such a Full-Time Truck Route designation will:

- provide for improved truck movements in this area, thereby reducing the trip length and time which is ultimately reflected in a reduction in the price of purchased goods and services that are transported by trucks.

- provide route "connectivity" upon which truck travel opportunities will be continuous within this area.

- reduce the impact of trucks on the local street system.

The Standing Policy Committee on Public Works recommends:

I. That Mountain Avenue between Main Street and Fife Street be deleted from Schedule 1 (Full-Time Truck Routes) of The City of Winnipeg Traffic By-law No. 1573/77.

II. That the following streets be added to Schedule 1 (Full-Time Truck Routes) of The City of Winnipeg Traffic By-law No. 1573/77, namely:

i) Mountain Avenue between Main Street and Sheppard Street; and
ii) Hutchings Street between Sheppard Street and Inkster Boulevard.

III. That the City Solicitor/Manager of Legal Services be instructed to prepare the necessary amending By-law, 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.

Adopted by consent.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

854 - On motion of Councillor De Smedt, By-law No. 7494/99, a by-law of The City of Winnipeg to amend By-laws 1481/77 and 1573/77, being The City of Winnipeg Streets By-law and Traffic By-law, respectively, 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. Files ST-5.3 (Vol. 7) and ST-5.2 (Vol. 25)

STANDING POLICY COMMITTEE ON PUBLIC WORKS

QUESTION PERIOD

855 - Councillor Steek questioned when Streets and Transportation staff would be giving notification on which priority streets would be reconstructed or rehabilitated next year.

Councillor De Smedt advised that the information would be forthcoming, and that he would get back to Councillor Steek on the timeframe.

Standing Policy Committee on Public Works - Question Period (continued)

Councillor Clement noted that it had been brought to his attention that the Portage Avenue sidewalk, and street itself, was filthy and questioned if it was being cleaned. He also suggested the possibility of buying some machinery to do the cleaning on a regular basis.

Councillor De Smedt took the question under advisement and noted that in other countries, the responsibility for keeping sidewalks and streets cleaned was that of the owners whose property bordered on sidewalks and streets.

Councillor Prystanski referred to a recent matter whereby Public Works staff were requested to pick up some tree branches and in turn stated that it was not their Department's responsibility. He questioned why the Department made that statement and suggested that it had happened more than once.

Councillor De Smedt took the question under advisement and requested specific times and dates be identified in order to properly respond.

Councillor Clement noted a problem in his constituency regarding the lack of garbage pick up in certain sectors on a weekly basis. He also questioned the accuracy of a newspaper article which stated that the City's in-house pick up staff were of the view that once they filled a truck twice in one day, whether in the morning or afternoon, that that constituted a work day and that they were entitled to be paid overtime past that point.

Councillor De Smedt noted that there was a problem in waste pick up and also noted that there were some long standing contractual issues. He stated that he would endeavour to explore this at the Committee level.