REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED FEBRUARY 15, 1999

On motion of Councillor De Smedt, the Report of the Standing Policy Committee on Public Works, dated February 15, 1999, was considered.

Hired Hourly Dump Trucks
File SC (Vol. 3)

671 - 1. The Standing Policy Committee on Public Works at its meeting held on February 15, 1999, considered an administrative report from the Chief Administrative Officer which advised that The City of Winnipeg Dump Truck Hiring procedure has been in existence since the late 1940s and is currently still being used. The procedure originated with the former City of Winnipeg and at the time of amalgamation was adopted by Unicity. Over the years the procedure has been modified because of change in work requirements, technological changes, impact of changes in legislation, and other reviews.

On April 9, 1996, the then Committee on Works and Operations directed that the Administration review the matter of the hiring of hourly dump trucks in consultation with representatives of the trucking industry. Subsequently on June 4, 1996, Committee again heard representation and considered a proposal submitted from the Independent Dump Truck Association of Manitoba Inc. relative to the process for a seniority list system to hire trucks. The Committee concurred in the process and the following recommendations were adopted by Council at its meeting held on June 19, 1996, namely:

1) The seniority list continue to be the system used to hire trucks.

2) The semi-trailer dump truck seniority list be increased to 40 trucks (an increase of 14 trucks). There would be a maximum of three trucks hired per company from the list and then trucks on the spare list would be called (previously five trucks). The spare list would consist of additional trucks.

3) That in a 24-hour period there must be a full rotation.

The hiring procedure for trucks consists of a number of seniority lists that were established from individuals that worked on a regular and consistent basis for the City. This procedure is not a contract but a long-standing practice. There are three categories of dump trucks: Single axle, tandem axle and semi-trailer. The seniority list constitutes a call out list. If a dump truck is required to assist City work crews, the first truck on the appropriate list is called, if a second truck is required, the second truck on the appropriate list is called, etc. If the work load requires that all truckers be called, then the call out starts at the top of the seniority and proceeds down the list.

The established procedure limits the maximum number of trucks to three that one trucker or trucking firm on the seniority list may have working at any given time. This rule allows the work load to be shared with truckers that are owner/operators and those contractors with a large fleet. If more trucks are required, the trucks are taken from a spare list. If the trucks on the spare list are exhausted, additional trucks can be taken from the seniority list. In the last few years the normal operating requirement for dump trucks has not exceeded the number of trucks on the seniority lists. Therefore, no trucks have been used from the spare list. The exception to this was the requirement for dump trucks during the flood of 1997.

The standings in the seniority lists are only subject to modification based upon the number of days worked. That is, if a trucker is called and refuses and/or misses work, the trucker could, depending on the trucker's day count relative to the other truckers on the list, move down on the list and possibly off the list. The day count sets the order for the seniority. This feature of the procedure offers the City some assurance that the hired hourly dump trucks will be available when required. The hourly rate paid for the hired dump trucks and the procedure for the employment of hired hourly dump trucks has been historically negotiated with the Independent Dump Truck Association of Manitoba Inc. This Association represents the truckers on the seniority list, but not all the truckers on this list belong to the Association. This procedure does not preclude the hiring of dump trucks by other methods as under formal contract or quotation.

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Over the last number of years the normal City requirement for hired hourly dump trucks has decreased greatly due to changes, such as the deletion of the City of Winnipeg Construction Branch, and an overall reduction in City programs requiring dump trucks. The general requirement in the community for dump trucks has also decreased with the result that many dump truck operators are looking to the City for work.

The existing method of hiring hourly dump trucks, although modified recently in accordance with direction from Council, still is subject to criticism and complaints. At present, there are many issues that cannot be resolved, such as death of an owner/operator of a non-incorporated firm. Does the surviving spouse have rights to the spot on the seniority list? Do the children have survivor benefits? What happens in the case of a divorce? When a non-incorporated trucker dies, the trucker is removed from the list subject to the rights of the trucker's spouse. The incorporated company, even if the ownership changes, remains on the list because the corporation is a legal entity, which lives forever. Also, because a trucker can have as many limited companies as he wants, each company would be entitled to have their own three trucks on the seniority lists.

The Office of the Ombudsman for The City of Winnipeg has received formal complaints and concerns that the current process does not represent "a fair and equitable system", in that truckers wishing to obtain work from the City cannot as a majority of the work goes to firms that hold positions on the seniority lists. Since there is little likelihood of movement on the seniority lists and spare lists, the complainants feel they will never be afforded the opportunity to work for the City as the opportunity to get onto the list is difficult. The Ombudsman's Office has investigated the complaints and a decision is forthcoming.

At a meeting held in the Spring of 1998, the Equipment and Material Services Division of the Public Works Department met with the Independent Dump Truck Association of Manitoba Inc. to attempt a resolution of the ongoing concerns. As a result of that meeting, the Association agreed to provide the City with a revised procedure outlining the process for hiring trucks which would alleviate the concerns within the trucking community. The new procedures were to be submitted to the City by the Fall of 1998. The Ombudsman's Office has held their decision on the complaint in abeyance pending the receipt of the new procedures. To date, the Association has not submitted a new or revised procedure.

There are two options available to the City to hire dump trucks for City use:

1. Retain the present Hired Hourly Dump Truck procedure with on going concerns; or
2. Call for an annual quotation for the Hired Hourly Trucks.

An annual quotation process would allow truckers the opportunity through the bidding process to be placed on a call out list for work with the City. The low bid would be called first and laid off last. The quotation system would be similar to the quotation for Hired Hourly Snow Removal Equipment and Hired Hourly Construction Equipment. This is the process that the City uses to complement the City fleet for additional equipment on an hourly basis, as required, for snow removal and for the construction season. The equipment that is relevant to these quotations or snow and construction seasons are loaders, graders, snow plows, sand spreaders, street sweepers, etc. There are no dump trucks or semi-trailers on these quotations. The quotation system may be the most equitable and fair manner to allocate work for hired hourly dump trucks.

In the absence of any reply from the Independent Dump Truck Association of Manitoba Inc. to provide a new or revised procedure and the need for the Ombudsman's Office to render a decision on an outstanding complaint, it is suggested that the present historical practice of seniority lists be retired and the City implement a quotation system.

It is difficult at this time to determine what the financial impact would be to the City by implementing a quotation system. The list below compares prices paid to truckers on the seniority lists versus what the industry standard is paying for dump trucks.

The negotiated rates with the Independent Dump Truck Association of Manitoba Inc. are:

Single Axle	N/A
Tandem Axle	$32.45/hr
Semi-Trailer (snow)	$42.12/hr
Semi-Trailer (construction)	$44.28/hr

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The Industry standard rates within the City of Winnipeg are:
(Based on a formal phone survey of firms hiring trucks)

Single Axle	N/A
Tandem Axle	$33.00 - $36.00/hr
Semi-Trailer	$42.00 - $46.00/hr

Based on the two cost structures, there would be a relatively cost neutral position to the City.

The City of Winnipeg spends a considerable amount of money every year on the hiring of privately operated dump trucks and semi-trailers as shown below:

1994	$1,544,889.00
1995	$1,835,281.00
1996	$2,419,460.00 (Due to flooding)
1997	$3,935,672.00 (Due to large amount of snow and flooding)
1998	$1,175,661.02

The Standing Policy Committee on Public Works also considered at this time an informal briefing of information received from the Office of the Ombudsman relevant to this matter. In addition, a number of delegations were heard with respect to proposed changes to the current process, including Garry Petryk and Paul Minsky, on behalf of the Independent Dump Truck Association of Manitoba Inc.; John Samborski, Past President, Independent Dump Truck Association of Manitoba Inc.; Jack Warren, Gary London, Frank Devenney, Bob Perfanick and Horacio Eurico, Independent Owner/Operators, together with representation from the Public Works Department and the Office of the Ombudsman. Copies of briefs submitted are on file in the Office of the City Clerk.

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

I. That the Hired Hourly Dump Truck Seniority Lists which provide dump trucks on an hourly basis to the City of Winnipeg be retired.

II. That the Seniority List for obtaining dump trucks and semi-trailers through annual quotations for summer or winter be replaced.

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

On February 17, 1999, the Executive Policy Committee laid the matter over for 30 days and referred same to the Administration for further review and report back on what legal responsibilities the City has to the trucking industry and to provide a definition of a coherent system.

On March 17, April 21, and May 19, 1999, the Executive Policy Committee laid the matter over for a further 30 days for further consideration of the matter.

The Executive Policy Committee concurs in the recommendations of the Standing Policy Committee on Public Works and recommends that the following be included as Recommendation III., namely:

III. That the new annual quotations for obtaining dump trucks and semi-trailers take effect for the spring season clean up in the year 2000.

and the recommendations be renumbered accordingly.

Moved by Councillor De Smedt,
Adoption of the clause.

In amendment,

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Moved by Councillor Clement,

That the recommendation of the Executive Policy Committee be adopted.

The amendment proposed by the Executive Policy Committee was put and declared carried.

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

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED MAY 31, 1999

On motion of Councillor De Smedt, the Report of the Standing Policy Committee on Public Works, dated May 31, 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.

Councillor Golden requested that Clause 3 be pulled from the Consent Agenda.

672 - Councillor Golden asked to be recorded as having voted against Clauses 4 and 5, in accordance with Rule 50.7 of the Procedure By-law.

The motion to adopt the Consent Agenda, Clauses 1,2,3,4,5,6 and 7 was put and declared carried.

Award of Contract for the Supply and Delivery of Liquid Chlorine and/or Hydrofluosilicic Acid - Tender No. 0413-99
File GL-9 (Vol. 12) [c/r WS-7 (Vol. 3)]

673 - 1. The Standing Policy Committee on Public Works has been advised that a tender was issued for the award of a three year contract, from August 1, 1999 to July 31, 2002, for the supply and delivery of liquid chlorine and hydrofluosilicic acid. The chemicals are for use in the water and sewage treatment operations. Funds are available in the annual Current Estimates from the Waterworks System Account No. 43-553302-010313 and the Sewage Disposal System Account No. 44-553302-010312 for the supply for chemicals.

Tenders for this contract closed on April 30, 1999, with the following bids being received, namely:

Tenderer	**Total Tendered Price 3 Year Term**		
Name of Bidder	**Section 1** chlorine tank cars	**Section 2** chlorine tonne containers	**Section 3** hydrofluosilicic acid
PrairieChem Inc.	**$1,284,000.00**	$209,511.00	$716,850.00
Stanchem Inc.	No Bid	**$206,544.00 ***	**$620,730.00**
Van Waters and Rogers Ltd.	Non-responsive *(did not submit bid security)*		

* *This amount is an adjusted total price. Stanchem Inc. submitted a bid for Section 2 with a note stating that their bid price for this section was firm for one year but may increase or decrease for year 2 and year 3 depending on market conditions and that any increase for year 2 and year 3 would be limited to 10% per year. For evaluating the bids, this amount has been increased by 10% per year in year 2 and year 3.*

Engineering staff of the Water and Waste Department are satisfied that the low tenderers have the necessary resources to perform all of the work in accordance with the requirements of the specifications. The Contractors have satisfactorily carried out previous works of a similar nature.

The Manager of Materials has advised that each of the tender submissions submitted by PrairieChem Inc. and Stanchem Inc. were accompanied by a bid security, which have been certified by the Legal Services Division.

The tenders recommended for acceptance are the low bids meeting all requirements of the specifications. These offers are open for acceptance until July 29, 1999.

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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 as 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 a three year contract be awarded to PrairieChem Inc., the lowest bidder meeting the specifications in the amount of $1,284,000.00 plus GST for the supply of Liquor Chlorine Tank Cars - Section 1.

II. That a three year contract be awarded to Stanchem Inc., the lowest bidder meeting the specifications in the adjusted amount of $206,544.00 plus GST for the supply of Liquid Chlorine Tonne Containers - Section 2, and in the amount of $620,730.00 plus GST for the supply of the Hydrofluosilicic Acid - Section 3.

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

Adopted by consent.

Secondary Diking Enhancements - Community Ring Dikes - Policy on Funding and Maintenance

File PD (Vol. 13)

674 - 2. During the Spring of 1997, the City of Winnipeg and the Province of Manitoba experienced the "Flood of the Century". In September of 1997, the estimate for flood costs in Winnipeg was $51 million, of which, the City's share was expected to be $12 million.

In May of 1997, the City prepared and submitted to the Province a $270 million Capital Improvement Program for flood protection measures. This extensive list of projects includes permanent secondary dikes, a flood emergency manual/system, flood pumping station upgrades, land drainage sewer outfall gate structures, and other infrastructure upgrades.

In July and August of 1997, the Federal and Provincial Governments provided a total of $24 million to a Federal/Provincial Flood Proofing Program (Phase 1). This phase of the program provides for individual flood proofing (individual ring dikes, house raising or house relocation) and for community ring dikes for properties primarily within the flooded area south of the Red River Floodway.

In July of 1998, the Federal and Provincial Governments provided an additional $6 million to the Federal/Provincial Flood Proofing Program (Phase 1) and $300,000.00 was allocated to engineering studies for secondary dikes in the City.

On January 18, 1999, the Federal and Provincial Governments announced an additional $100 million in flood proofing funding (Phase 2 of the Federal/Provincial Flood Proofing Program). Of this, $10 million has been allocated to detailed design and construction of secondary diking enhancements in the City.

The City's response to the Spring flood of 1997 involved, among many other actions, flood protection efforts for 800 private properties along the City's rivers, which are outside the protection of the Primary Diking System. Planning, preparations and operations to protect these properties with secondary dikes involved distribution of flood information, public meetings, sandbag dike building demonstrations, supply and delivery of filled sandbags, surveys, volunteer coordination, dike monitoring and emergency repair, coordination of evacuation and repatriation, communication through media releases and a Call Centre, etc. In other words, there was a very large effort by the City and many others to protect these locations from high river levels. It is estimated that the secondary dike activities cost $15 million. In the end, 50 homes were heavily damaged. These homes were primarily located south of the Floodway and experienced wind and wave action, along with higher than forecasted water levels.

One of the lessons learned from the 1997 flood is that permanent designed engineered works are the most reliable and cost-effective means to prevent flooding. The primary diking system, which is now 49 years old and well compacted and covered with vegetation, stood solid against the high river levels. Similarly, the existing secondary dike along a portion of Kingston Crescent performed well, although it was too low and was raised temporarily with sandbags.

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As a result of the $130 million allocated through the Canada-Manitoba Flood Proofing Program ($10 million to City properties), there is funding available to design and construct permanent "secondary diking enhancements" at the locations in the City that have required temporary means of protection. The Flood Proofing Program includes two categories: Individual Flood Proofing and Community Ring Dikes. These two categories apply to different properties and have different cost-sharing formulas.

The Individual Flood Proofing category applies to properties that are technically and/or cost-effectively protected by themselves. Houses along Christie Road and apartment blocks and condominiums along Wellington Crescent and Roslyn Crescent are examples of Individual Flood Proofing sites. This category includes approximately 275 properties and the total estimated value of the flood proof works is $18 million, including burdens and administration. The cost-sharing for this category involves equal shares by the Federal and Provincial Governments and a share by the property owner. There is no requirement under this category for the City to share the costs. For projects that cost $70,000.00 or less, the required property owner's share is 25% or $10,000.00, whichever is less. For projects that cost more than $70,000.00, the property owner's share is $10,000.00, plus any costs over $70,000.00.

The Community Ring Dike category generally applies to properties that cannot be flood proofed individually (ie. are too close to neighbouring properties) or it is more cost-effective to construct a dike around a group of properties. Kingston Crescent and Scotia Street are examples of Community Ring Dike locations. A full listing of locations is shown in Table 1 outlined below. This category includes approximately 525 properties and the total value of the flood proof works is $23 million, including burdens and administration. Cost-sharing of Community Ring Dikes is 45% Federal, 45% Provincial and 10% Proponent (City). The Proponent's share will be approximately $2.3 million.

Table 1

List of Community Ring Dike Locations

Bredin Drive	Campeau Street	Cloutier Drive
Rue des Trappistes	Rue du Monastere	Dubuc Street
Dunkirk Drive	Dunkirk Place	Glenwood Crescent
Kildonan Drive	Kilkenny Drive	King's Drive
Kingston Crescent	Kingston Row	La Verendrye Street
Lord Avenue	Lyndale Drive	Mager Drive
Nairn Avenue	Parkwood Place	Scotia Street
South Drive	St. Pierre Street	Thibault Street
Tod Drive	Victoria Crescent	

It is anticipated that the process to construct these permanent community secondary ring dikes in Winnipeg will be complex. It involves the construction of dikes and likely riverbank stabilization works on private property and along the riverbanks which have a history of instability and a risk of failure. It involves levying the cost of a portion of the projects against the benefiting property owners. It involves acquiring easements to allow the City to construct the dikes. It may involve expropriation of easements. Finally, it involves the owners being responsible for maintaining the dikes and associated works on their property. The City administration advises that there are unknowns and details that may become apparent as we proceed.

Funding.

The funding for the Community Ring Dike projects not covered by the Federal and Provincial Governments can be recovered by levying the cost against the benefiting properties. In this way the property owner shares in the cost of the project, similar to the Individual Flood Proofing category, although not to the same proportion. The justification for doing this is that the property owner is receiving a lasting benefit for which he/she is only paying a portion of the total cost.

Representatives from the City Departments of Corporate Finance (Taxation and Revenue), Corporate Services (Legal Services) and Water and Waste (Engineering) have reviewed the local improvement methods and levy options. The traditional local improvement method or the district local improvement method could be used, the latter involving a longer time frame. The levy can be applied based on assessed value of the land, assessed value of the buildings,

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assessed value of the buildings and land, area of property, or frontage. The Administration will be reviewing these options further to determine the best approach, taking into consideration that the approach selected for the first project may be precedent-setting for subsequent projects.

The Dike Project south of the Floodway, which is the subject of a separate clause titled "Canada Manitoba-Rural Municipality of Ritchot - City of Winnipeg Agreement on Flood Protection Infrastructure for the Grande Pointe Area and St. Mary's Road Area" will be the first Community Ring Dike project. Other Community Ring Dike projects will follow the completion of "Community Ring Dike Sites Feasibility Study" which is currently underway and will be complete in May of 2000.

The alternative to an unsuccessful local improvement is for the City at-large to finance the City's share of the costs of the dike. This would not be equitable when considering an individual Flood Proofing property owner who is already responsible for a share of his/her project and would also be paying a small share of the Community Ring Dikes. However, the City could also cover the homeowner's portion of the cost of Individual Flood Proofing projects. The general public may find it unacceptable to pay for any share of the permanent protection for these properties.

Construction and Maintenance

In accordance with the terms of the agreement, the Federal and Provincial Governments will not accept any responsibility for ownership and maintenance of the Community Ring Dikes and associated works in Winnipeg. This is different than the policy in the Red River Valley south of Winnipeg where Community Ring Dikes are owned and maintained by the Province, and also raised if necessary in times of a flood. The agreement specifies that the responsibility for ownership (or control) and maintenance of Community Ring Dikes in the City falls to the City.

It is proposed that easements be acquired from each of the property owners whose property includes these works. Provision of funding to construct the secondary dike works will be contingent upon the property owners granting the required easement. The City should have control over the dikes to ensure their long-term integrity and that of the associated works. The dikes need to be protected from being removed or altered. Construction of permanent or any non-movable structure on the dikes needs to be prohibited. Access to the dikes in a flood emergency should be provided.

The City should not have responsibility for maintenance of the works on private property. Riverbank stabilization works are most likely to be required as an integral part of the dike project. The City of Winnipeg, the Province of Manitoba and Federal Government have always taken the position that property owners are responsible for their own riverbank. Accordingly, the easement agreement will stipulate that maintenance is the responsibility of the owner.

Should a situation arise where a property owner does not wish to grant an easement, which would prevent construction of the community ring dike, the easement would be expropriated. There is provision for expropriation under the criteria set out in the Flood Proofing Program.

An alternative to acquiring easements is the formation of resident associations for each Community Ring Dike. The resident association would be required to enter into an agreement with the City, and the agreement will outline specific requirements similar to those inherent in an easement agreement including the resident association's responsibility for long-term maintenance of the dike and associated works. Such an arrangement was established when the Turnbull Drive dike south of the Floodway was funded and constructed after the 1979 flood.

Another alternative is that the City would assume ownership and maintenance of the works. This could be a very costly proposition should the riverbank slip and fail at any time in the future. Further and maybe more important, is the precedent that this would set concerning private riverbanks. Community Ring Dikes will likely include up to 525 private properties. There are approximately 3,000 private properties along the rivers in Winnipeg, of which the other 2,500 property owners may appeal to the City and other levels of government for riverbank stabilization works as well.

Policy on Assistance During Flood

For those property owners who elect not to take advantage of the Flood Proofing Program, the question arises as to whether the City should provide free flood protection assistance in the future. It is estimated that $15 million was spent on flood protection assistance at 800 properties requiring temporary secondary dikes in the 1997 flood. This

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averages to $19,000.00 per property. In comparison, the average cost of permanent works is estimated at $51,000.00 per property and the 10% share to be recovered from the owner is $5,100.00 per property. Clearly, the property owner cost is much less with permanent works under the Flood Proofing Program versus the cost of temporary works for a flood the magnitude of that in 1997. Accordingly, it is recommended that the City recover the full cost of future flood protection assistance, including supply of material for temporary secondary dikes, from those property owners who elect not to participate in the Canada - Manitoba Flood Proofing Program.

The City will not incur long-term maintenance costs under the proposed policy. The City would administer the local improvement, and the financial impact for this will be covered in the report on the specific agreement to proceed.

The Standing Policy Committee on Public Works recommends:

I. That Council formally adopt a Policy whereby:

a) The 10% of the total costs for a Community Ring Dike not covered by the Federal and Provincial Governments, be recovered from the benefiting properties protected by the dike through a local improvement;

b) The construction of each Community Ring Dike project, where constructed on private property, be subject to the acquisition of an easement from each of the property owners;

c) The maintenance of secondary dikes and associated works be the responsibility of the property owner;

d) The City recover the full cost of future flood protection assistance, including supply of material for temporary secondary dikes, from those property owners who elect not to participate in the Canada-Manitoba Flood Proofing Program.

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

Adopted by consent.

Canada - Manitoba - City of Winnipeg Agreement on Secondary Diking Enhancements (Revised)

File PD (Vol. 13)

675 - 3. In May of 1997, the City of Winnipeg prepared and submitted to the Province of Manitoba a $270 million Capital Improvement Program for flood protection measures. This extensive list of projects includes permanent secondary dikes, a flood emergency manual/system, flood pumping station upgrades, land drainage sewer outfall gate structures, and other infrastructure upgrades. The City also prepared and submitted considerable supporting documents on these proposed projects for consideration. Discussions with the Federal and Provincial Governments on funding these projects are on-going.

In July and August of 1997, the Federal and Provincial Governments provided a total of $24 million to a Federal/Provincial Flood Proofing Program (Phase 1). This phase of the program provides for individual flood proofing (individual ring dikes, house raising or house relocation) and for community ring dikes for properties primarily within the flooded area south of the Red River Floodway.

On December 22, 1997, at a meeting between administrative officials of the City and those from the Provincial Departments of Natural Resources and Government Services, the Province indicated that the City should undertake an engineering feasibility study for the properties in the City north of the Floodway that would fall under the "Community Ring Dike" category of the Federal/Provincial Flood Proofing Program.

At its reconvened meeting held on March 26, 1998, Council 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"

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sites be approved…in the amount of $200,000…". This approval was later reaffirmed at the July 7, 1998 meeting of the Standing Policy Committee on Public Works.

In July of 1998, the Federal and Provincial Governments provided an additional $6 million to the Federal / Provincial Flood Proofing Program (Phase 1) and $300,000.00 was allocated to engineering studies for secondary dikes in the City. As a result, the City's study is eligible for cost-sharing with the other levels of government. Both the Federal and Provincial Governments have become partners in the study and they have representatives on the Study Steering Committee.

On January 18, 1999, the Federal and Provincial Governments announced an additional $100 million in flood proofing funding (Phase 2 of the Federal/Provincial Flood Proofing Program). Of this, $10 million has been allocated to detailed design and construction of secondary dikes in the City.

On February 24, 1999, City Council adopted the Report of the Standing Policy Committee on Public Works dated February 1, 1999, which recommended that the Canada - Manitoba - City of Winnipeg Agreement on Secondary Dike Enhancements (specifically an engineering feasibility study of Community Ring Dike sites in the City) be approved as described therein, and that the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing, including the execution of any documents related thereto.

On March 19, 1999, the Community Ring Dike Sites Feasibility Study was assigned to an engineering consultant.

On April 1, 1999, the Federal and Provincial Governments entered into the Canada - Manitoba Partnership Agreement on Red River Valley Flood Protection, thereby formalizing the provision of funding announced on January 18, 1999.

The Federal Government has prepared a revised draft agreement between Canada, Manitoba and the City of Winnipeg on Secondary Diking Enhancements. This agreement supersedes the previous agreement approved by Council on February 24, 1999. The previous agreement was not finalized and the works covered by the previous agreement (specifically an engineering feasibility study of Community Ring Dike sites in the City) were included in the revised draft agreement along with the new works (design and construction of secondary diking enhancements).

The purpose of the agreement is to enable the implementation of secondary diking works within the City of Winnipeg through a cost-shared funding arrangement.

"The primary objectives of the agreement are to:

a) assist the City of Winnipeg to provide a level of protection to maintain and continue to attract industry and businesses;

b) stabilize economic activity in the City of Winnipeg that has been affected by flooding;

c) Minimize the fiscal liabilities of governments, businesses and individuals which occur in the City of Winnipeg due to severe flooding, and;

d) reduce the potential for damage and disruption in the City due to flooding."

The works to be undertaken under the proposed agreement are as described in Schedule "A" attached to the revised draft agreement. Generally the works include an engineering feasibility study of Community Ring Dike sites in the City and detailed engineering and construction of Community Ring Dikes and Individual Flood Proofing projects. The total estimated cost of the works is $11,556,000.00, and the City's share is estimated to be $1,156,000.00. Funding to be provided by the Federal and Provincial Governments for the study is from Phase 2 of the Federal / Provincial Flood Proofing Program. The funding to be provided by the City is to be financed by debt and is from the $200,000.00 which was approved by Council on March 26, 1998, for the Feasibility Study along with the $600,000.00 approved in the 1999 Capital Estimates, and the $1 million included in the Preliminary 2000 Annual Capital Estimates for Permanent Secondary Dikes.

The agreement provides for the City to act as the project manager for the feasibility study. As such, the City's responsibilities include providing assistance in the delivery of the project, and acquiring professional and other services. The responsibilities of the other levels of government include assisting the City in carrying out its duties.

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The agreement further provides for all three levels of government to undertake the development and delivery of a program of public information respecting the implementation of the agreement.

The City Administration is currently in the process of reviewing the details of the agreement. Authorization is being sought from City Council for the Administration to participate in discussions and deliberations on the details of the agreement and for the proper signing officers to finalize the agreement. After finalization of the agreement, the City will be able to initiate projects under the Individual Flood Proofing category, thereby permitting construction of flood protection works to begin this year at some locations. Community Ring Dike projects will follow the completion of the Community Ring Dike Sites Feasibility Study which is scheduled for May of 2000.

Both the Federal and Provincial Governments have indicated some urgency in getting the projects underway. If this report were to be forwarded after the agreement is finalized, the construction of works at Individual Flood Proofing sites would not be possible until the Spring of 2000. By submitting the revised draft agreement for consideration at this time, it is intended that Council approval and finalization of the agreement can occur concurrently.

This agreement covers a portion of the total program required to provide permanent flood protection works at all locations where temporary secondary dikes were required in the 1997 flood, as identified in Table 1 below.

The Community Ring Dike Sites Feasibility Study is financed out of approved Capital funds as outlined in the Financial Impact Statement, submitted with together with the Report of the Standing Policy Committee on Public Works dated February 10, 1998, and adopted by Council at its meeting held on March 26, 1998.

The Secondary Diking Enhancements are financed out of approved Capital funds as outlined in the Financial Impact Statement dated May 11, 1999.

Table 1

PROJECT	TOTAL COSTS	CITY SHARE	FUNDING SOURCE
Community Ring Dike Sites Feasibility Study (SUBJECT AGREEMENT)	$ 400,000.00	$ 40,000.00	$ 200,000.00 Approved by Council on March 26, 1998
Dike Enhancements (SUBJECT AGREEMENT)	$ 11,156,000.00	$ 1,116,000.00 [1]	$ 600,000.00 Included in the 1999 Annual Capital Estimates approved by Council on December 15, 1998 $ 1,000.00 included in the Preliminary 2000 Annual Capital Estimates
Flood Protection Infrastructure for Grande Pointe area and St. Mary's Road area	$ 12,000,000.00	$ 168,000.00	Included in above
Dike Enhancements (future agreements)	$ 28,760,000.00	$ 2,876,000.00	$ 2,400,000.00 included in the 2001 to 2005 Five-Year Capital Forecast
TOTALS	$ 52,316,000.00	$ 4,200,000.00	$ 4,200,000.00

[1] *This number reflects the share of costs for dike enhancements, burdens and administration not covered by the Federal and Provincial Governments. For Individual Flood Proofing projects there is no City share and therefore the cost is recovered from the property owner. For Community Ring Dike projects, the City share is 10% and will be recovered from the property owner should Council adopt the policy recommended in the clause titled "Secondary Diking Enhancements - Community Ring Dikes - Policy on Funding and Maintenance".*

The Standing Policy Committee on Public Works recommends:

I. That the Canada - Manitoba - City of Winnipeg agreement on Secondary Diking Enhancements be approved as described herein, with the understanding that this proposed agreement covers only a portion of a larger program required to provide permanent flood protection works.

Report of the Standing Policy Committee on Public Works dated May 31, 1999

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

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

Moved by Councillor De Smedt,
Adoption of the clause.

Carried.

Canada - Manitoba - Rural Municipality of Ritchot - City of Winnipeg Agreement on Flood Protection Infrastructure for the Grande Pointe Area and St. Mary's Road Area File PD (Vol. 13)

676 - 4. In June of 1997, the Water and Waste Department prepared preliminary cost estimates for a Community Ring Dike to protect City residents upstream (south) of the Floodway in the St. Mary's Road area and the Hallama Drive area. Alternative dike alignments were also estimated for inclusion of Rural Municipality of Ritchot properties along St. Mary's Road and in the Grande Pointe area (adjacent to the Hallama Drive area).

In July and August of 1997, the Federal and Provincial Governments provided a total of $24 million to a Flood Proofing Program (Phase 1). The program is targeted to properties primarily within the flooded area south of the Red River Floodway.

In September of 1997, the Manitoba Water Resource Branch formally assumed responsibility for administering an engineering feasibility study of the dike proposal as an eligible Community Ring Dike project under the Flood Proofing Program. An engineering consultant was engaged to undertake the study and a Steering Committee was established, with representatives from the Federal Government, the Province, the R.M. of Ritchot, the City, and the Community.

In November of 1997 and in March of 1998, Public Open Houses were held on the dike alternatives.

In April of 1998, the Steering Committee recommended Dike Alternative "C" of the consultant report to the Minister of Natural Resources as outlined in Appendix "A". This alternative includes two separate diked areas: one surrounding St. Mary's Road properties and a second surrounding the Grande Pointe area, including Hallama Drive within the City limits. Although the selected alternative includes two separate areas, the City advised the Province that it would only support the project if it includes protection of both areas and that financing be provided for the total project. The Minister approved the project.

In May of 1998, the Province advised that there were insufficient funds remaining in the Flood Proofing Program to continue with detailed engineering and construction.

In July of 1998, the Federal and Provincial Governments provided an additional $6 million to the Canada-Manitoba Flood Proofing Program (Phase 1). This funding was sufficient to allow engineering to proceed on this project. As well, in July of 1998, the Manitoba Water Resources Branch applied for an Environmental Licence for the project, and in August of the same year, approval was given to engage an engineering consultant to undertake detailed engineering. Detailed engineering was held in abeyance by the Manitoba Water Resources Branch pending the Environmental Licence review and approval process.

On January 18, 1999, the Federal and Provincial Governments announced an additional $100 million in flood proofing funding (Phase 2 of the Federal/Provincial Flood Proofing Program). Of this, $45 million has been allocated to construction of Individual Flood Proofing and Community Ring Dike projects south of the Floodway, including the flood protection infrastructure for the Grande Pointe area and the St. Mary's Road area.

On January 21, 1999, Manitoba Environment indicated that the Environment Licence for this project was being held in abeyance as a result of a number of concerns regarding the St. Mary's Road area dike as expressed by the Prairie Farm Rehabilitation Administration of Agriculture and Agri-Food Canada and the R.M. of Ritchot.

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On April 27, 1999, the Water and Waste Department advised Manitoba Environment that the City has "no objection to staging the environmental approval such that the Grande Pointe dike proposal can proceed", which would permit the Manitoba Highways Department to undertake engineering of the Highway #59 project before summer.

Proposed Agreement

The Federal and Provincial Governments have prepared a draft agreement between Canada, Manitoba, the R.M. of Ritchot and the City of Winnipeg on Flood Protection Infrastructure for the Grande Pointe area and the St. Mary's Road area.

The purpose of the agreement is to "enable the implementation of a program to construct new flood protection infrastructure to stabilize the economy and protect people and property of the Grande Pointe area and the St. Mary's Road area, south of the Floodway. The primary objectives of the agreement are to:

a) assist the Rural Municipality of Ritchot and the City of Winnipeg to provide a level of flood protection required to maintain existing and/or continue to attract housing, industry and businesses within the subject areas;

b) reduce the potential for damage and disruption in the subject areas due to future flooding;

c) stabilize economic activity in the subject areas that has been affected by flooding, and;

d) minimize the fiscal liabilities of governments, businesses and individuals which occur in the subject areas due to severe flooding."

Council approval is being sought in advance of preparation of a final agreement due to the urgency to proceed with the realignment and reconstruction of Highway #59 south of the Floodway in the Grande Pointe area. This highway project will form the east "leg" of the Grande Pointe area Community Ring Dike. The Manitoba Highways Department has been waiting for two years for the approval of the Dike Project South of the Floodway before they can proceed with detailed engineering and construction. There is now considerable public and political pressure for Manitoba Highways to initiate construction in 1999.

The Manitoba Departments of Highways, Natural Resources and Environment, in consultation with the R.M. of Ritchot and the City of Winnipeg, have determined a process. The Manitoba Environment Department is staging the environmental licence for the Dike Project South of the Floodway, such that the Grande Pointe area dike is immediately granted environmental approval and the St. Mary's Road area dike is held in abeyance until the concerns regarding the dike, as raised by the Prairie Farm Rehabilitation Administration of Agriculture and Agri-Food Canada and the R.M. of Ritchot, are addressed. The Highways Department can therefore proceed with detailed engineering.

None of the works for either portion of the Dike Project South of the Floodway will be constructed until the funding agreement between all partners is executed. The current position of the City is that the agreement must commit to some form of flood protection for the St. Mary's Road area.

In order to address the concerns raised about the St. Mary's Road area dike, an engineering consultant has been engaged to undertake further pre-design hydraulic analyses. The consultant proposes to complete the analyses within three months. This schedule should be consistent with the Manitoba Highways schedule.

Project Description

The flood protection work to be undertaken under this agreement for the Grande Pointe area, including Hallama Drive within the City limits, is to consist of detailed design and construction of a Community Ring Dike (the east "leg" of which will be the new Highway #59), and a diversion of the Seine River, and all associated appurtenances.

The flood protection work for the St. Mary's Road area has not been finalized but all partners to the agreement have indicated they support committing to some form of flood protection. Pre-design activities are on-going involving the further investigation of the hydraulic impact of the St. Mary's Road area dike proposal. These analyses will need to be concluded prior to proceeding with the environmental review and approval process for the St. Mary's Road area flood protection project. The final flood protection measures could include a Community Ring Dike, Individual Flood Proofing, relocation (buy outs), or any combination thereof.

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The total costs to complete the above works are estimated to be $7 million for the Grande Pointe area dike, and $1.1 million to $5 million for the St. Mary's Road area flood protection, depending on the final selected scheme. The least cost would be a Community Ring Dike and the greatest cost would be total buy outs. The most cost-effective solution for the St. Mary's Road area will likely involve a combination of flood protection measures.

The cost of the works is to be shared as follows: 45% Federal, 45% Provincial and 10% Municipal. The municipal share is further broken down between the City of Winnipeg ($1.4%) and the R.M. of Ritchot (8.6%) based on the number of benefiting buildings (houses and businesses). The City's share would be in the range of $112,000.00 for a Community Ring Dike to $168,000.00 for the total buy out scheme.

Recovery of City Share of Funding

The funding to be provided by the Federal and Provincial Governments is from Phases 1 and 2 of the Federal/Provincial Flood Proofing Program. It is proposed that the funding to be provided by the City be recovered through a local improvement levy against the benefiting properties within the City. A separate clause titled "Secondary Diking Enhancements - Community Ring Dikes - Policy on Funding and Maintenance" recommends specific policies and procedures be adopted in this regard. The justification for doing this is that the property owner is receiving a lasting benefit for which he/she is only paying a portion of the total cost.

The traditional local improvement method or the district local improvement method could be used, the latter involving a longer time frame. The levy can be applied based on assessed value of the land, assessed value of the buildings, assessed value of buildings and land, area of property, or frontage. The Administration will be reviewing these options further to determine the best approach, taking into consideration that the approach selected for the first project may be precedent-setting for subsequent projects.

The local improvement process will be initiated once the detail design of the flood protection works have been completed and the number and location of benefiting properties has been finalized. The detail design is to be undertaken once the subject agreement has been finalized and the environmental approval process has been completed.

The alternative to an unsuccessful local improvement is for the City at-large to finance the City's share of the costs of the dike. This would not be equitable when considering an Individual Flood Proofing property owner, who is already responsible for a share of his/her project, would also be paying a small share of the Community Ring Dikes. However, the City could also cover the property owner's portion of the cost of Individual Flood Proofing projects. The general public may find it unacceptable to pay for any share of the permanent protection for these properties.

On March 5, 1999, the R.M. of Ritchot passed Resolution No. 6-3-99, specifying that their "obligation to comply with the agreement shall be subject to a condition that a local improvement plan regarding the capital cost of the dike and remedial measures be prepared and approved as required by The Municipal Act".

Project Implementation

The agreement provides for the establishment of an "Implementation Committee" to be represented by the Federal, Provincial and Municipal Governments. The Implementation Committee shall be responsible for the overall management and administration of this agreement, including appointing a project manager and a Technical Advisory Committee, ensuring the appointment of a Community Steering Committee for public consultation, and recommending the award of all goods, construction and professional services.

The Manitoba Water Resources Branch has administered the studies to date and will likely be appointed as the project manager. A City representative will also likely continue as a representative on one or both of the committees.

Each level of government will have similar responsibilities related to the project implementation, such as assisting with technical support and information, assisting in the delivery of the project, acquiring land, buildings, easements, permits and approvals, and acquiring professional and other services. The Province is to assume responsibility for ownership, operation and maintenance of the project components and the property thereon. It is proposed that the two municipalities assume responsibility for the on-going maintenance of the grassed areas of the dike within their respective boundaries.

Report of the Standing Policy Committee on Public Works dated May 31, 1999

The intent of the City is to make the construction of the dike subject to the signing of a maintenance agreement, requiring the former but adjoining property owner to cut the grass. This is different from the proposed policy, in the clause titled "Secondary Diking Enhancements - Community Ring Dikes - Policy on Funding and Maintenance", if adopted, which requires the acquisition of an easement and whereby the easement agreement would specify maintenance by the property owner, among other things. An easement and easement agreement is not necessary for the Grande Pointe dike as the Province will own the property.

The draft agreement further provides for all three levels of government to undertake the development and delivery of a program of public information respecting the implementation of the agreement.

This agreement covers a portion of the total program required to provide permanent flood protection works at all locations where temporary secondary dikes were required in the 1997 flood, as outlined in Table 1 below

Flood protection infrastructure for the Grande Pointe area and the St. Mary's Road area is to be financed out of approved Capital funds as outlined in the Financial Impact Statement dated May 11, 1999.

Table 1

PROJECT	TOTAL COSTS	CITY SHARE	FUNDING SOURCE
Community Ring Dike Sites Feasibility Study	$ 400,000.00	$ 40,000.00	$ 200,000.00 Approved by Council on March 26, 1998
Dike Enhancements (current separate agreement)	$ 11,156,000.00	$ 1,116,000.00 [1]	$ 600,000.00 Included in the 1999 Annual Capital Estimates approved by Council on December 15, 1998 $ 1,000.00 included in the Preliminary 2000 Annual Capital Estimates
Flood Protection Infrastructure for Grande Pointe area and St. Mary's Road area (SUBJECT AGREEMENT)	$ 12,000,000.00	$ 168,000.00[1]	Included in above
Dike Enhancements (future agreements)	$ 28,760,000.00	$ 2,876,000.00	$ 2,400,000.00 included in the 2001 to 2005 Five-Year Capital Forecast
TOTALS	$ 52,316,000.00	$ 4,200,000.00	$ 4,200,000.00

[1] *This number reflects the share of costs for dike enhancements, burdens and administration not covered by the Federal and Provincial Governments. For Individual Flood Proofing projects there is no City share and therefore the cost is recovered from the property owner. For Community Ring Dike projects, the City share is 10% and will be recovered from the property owner should Council adopt the policy recommended in the clause titled "Secondary Diking Enhancements - Community Ring Dikes - Policy on Funding and Maintenance".*

The Standing Policy Committee on Public Works recommends:

I. That the "Canada - Manitoba - Rural Municipality of Ritchot - City of Winnipeg Agreement on Flood Protection Infrastructure for the Grande Pointe Area and St. Mary's Road Area" be approved in principle as described herein and subject to:

a) the agreement including a provision to commit to some form of flood protection for the St. Mary's Road area dike.

b) the agreement including a provision that the City's portion of the project costs be subject to a successful local improvement levy applied to the benefiting properties within the City;

c) the policies and procedures included in the clause titled "Secondary Diking Enhancements - Community Ring Dikes - Policy on Funding and Maintenance", if adopted; and

Report of the Standing Policy Committee on Public Works dated May 31, 1999

d) The City recovering the full cost of future flood protection assistance, including supply of material for temporary secondary dikes from those property owners who elect not to participate in the Canada-Manitoba Flood Proofing Program.

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

(See Minute 672 for opposition recorded by Councillor Golden)

Legal Protection of Secondary Dikes
File PD (Vol. 13)

677 - 5. Since the "Flood of the Century" in the Spring of 1997, the Administration has been undertaking various post-flood activities to improve flood protection in the City. These include:

1) preparing and submitting a Capital Improvement Program for flood protection infrastructure to the Province;
2) meeting with the other levels of government to discuss the flood protection infrastructure needs for the City, including secondary diking enhancements;
3) preparing for and making presentation to the Manitoba Water Commission and International Joint Commission hearings on the 1997 flood;
4) attending public meetings with various community groups which required temporary secondary dikes (including residents along Scotia Street, Cloutier Drive, Christie Road and Kingston Crescent); and
5) investigating the requirements for the legal protection of secondary dike areas.

Moreover, the Riel Community Committee at its meeting held on April 21, 1998, requested that a flood corridor be established in the Elm Park Peninsula. At its meeting held on May 12, 1998, the Standing Policy Committee on Public Works requested that the Water and Waste Department, in consultation with the Legal Services Division, report on what legislation would be required to establish a flood corridor on a city-wide basis for flood prone areas.

The basis of the requests by the Riel Community Committee and the Standing Policy Committee on Public Works is the presentation to these Committees of a report titled "Proposed Flood Protection Measures for the Elm Park Community" by the Elm Park Peninsula Flood Committee. The Elm Park report includes several objectives, of which two are related to the subject of this report.

The first objective is to protect existing secondary dikes from being removed or altered. The second objective is to prevent construction of permanent or any non-movable structures on existing secondary dikes or upon the land where temporary secondary dikes would be constructed that might be detrimental to the timely and secure construction of temporary dikes in an emergency.

The Water and Waste Department supports these objectives. In years prior to 1997, the Department periodically distributed public information pamphlets to inform the residents of the purpose and need to maintain the secondary dikes. However, on occasion the City would be made aware of some action taken by a property owner that was detrimental to the function of a secondary dike and the City had no authority to stop or correct the situation. The 1997 flood experience is a catalyst to do something official.

For the past several months these objectives have been examined in the context of a review by the Administration of existing legislation, regulations and by-laws governing waterways and flood protection measures. It has been concluded that a new by-law will have to be enacted to accomplish these objectives.

Meetings have also been held to discuss whether or not the provisions of The City of Winnipeg Act authorize the City to enact such a by-law. These meetings have been attended by representatives of the City Departments of Water and Waste, Executive Policy Committee Secretariat (Intergovernmental Affairs), Land and Development Services, and

Report of the Standing Policy Committee on Public Works dated May 31, 1999

Corporation Services (Legal Services), as well as representatives of the Provincial Departments of Natural Resources (Water Resources), Justice and Urban Affairs. The matter has been reviewed by the City Solicitor who has provided her opinion in a memorandum dated March 19, 1999.

There is public pressure, notably from the Elm Park Peninsula Flood Committee (representing a neighbourhood of 200 homes) for the City to provide legal protection of secondary dikes. The Riel Community Committee endorses the principle of establishing a corridor in the Elm Park Peninsula.

Therefore, the Administration proposes to draft a by-law respecting the legal protection of existing secondary dikes. This would be accomplished by the formation of a working committee with Department representatives from the Legal Services Division of Corporate Services, Water and Waste, Land and Development Services, and Public Works. As a result of the proposed Canada-Manitoba-City of Winnipeg Agreement on secondary diking enhancements, it is likely that new secondary dikes will be built as well. The by-law will be designed to also cover new dikes.

The Standing Policy Committee on Public Works recommends:

I. That the Administration be directed to prepare a by-law respecting the legal protection of secondary dikes.

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

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

Adopted by consent.

(See Minute No. 672 for opposition recorded by Councillor Golden)

1999 Local Improvement Projects
File SL(1999) (Vol. 1)

678 - 6. The Standing Policy Committee on Public Works has been advised that the Community Committees, at their meetings held on May 11 and May 18, 1999, respectively, considered the Local Improvement Status Reports dated April 20 and May 4, 1999, of advertised Local Improvements, and recommended that the following projects BE PROCEEDED WITH, namely:

TYPE	DESCRIPTION	PETITION (For/Against) & PERCENTAGE SIGNED	PROJECT COST
CITY CENTRE COMMUNITY			
Lane Lighting	On all lanes in the block bounded by Jessie Avenue and Warsaw Avenue, Osborne Street and Pembina Highway	n/a	$1,500.00
RIEL COMMUNITY			
Lane Lighting	On the first north-south lane west of Pembina Highway from Bairdmore Boulevard to Newdale Avenue	n/a	$2,400.00
Lane Lighting	On the first north-south lane west of Pembina Highway from Newdale Avenue to Kirkbridge Drive	n/a	$3,500.00
Ornamental Lane Lighting	On all lanes in the block bounded by Wales Avenue, Granby Bay and St. Anne's Road	n/a	$8,000.00
Ornamental Lane Lighting	On the first east-west lane south of Paddington Road from John Forsyth Road to the east limit including the north-south lane outlet to Paddington Road	Against - 46.01%	$7,500.00

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TYPE	DESCRIPTION	PETITION (For/Against) & PERCENTAGE SIGNED	PROJECT COST
LORD SELKIRK-WEST KILDONAN COMMUNITY			
14' x 6" Concrete Lane Pavement	On the first east-west lane south of Elgin Avenue West from the first north-south lane east of King Edward Street to the east limit including the north-south lane outlet onto Elgin Avenue West	n/a	$80,000.00
ASSINIBOIA COMMUNITY			
Lane Lighting	On the first east-west lane south of Waller Avenue from Marshall Crescent to the east limit	Against	$1,000.00
Lane Lighting	On the first east-west lane south of Manahan Avenue from Hudson Street to and including the north-south lane outlet onto Manahan Avenue east of Hudson Street	Against - 48.73%	$1,500.00
EAST KILDONAN-TRANSCONA COMMUNITY			
Lane Lighting	On all lanes in the block bounded by Henderson Highway, Canterbury Place and Kildonan Drive	n/a	$2,000.00
1 Ornamental Street Lighting	On Redonda Street from the south line of Bramwell Avenue to a point approximately 118 feet north of the north line of Paulley Drive	n/a	$7,500.00
*Waste Water Sewer	In Springfield Road from Lagimodiere Boulevard to the east line of Plessis Road	Against - 17.77%	$235,000.00
Watermain	In Springfield Road from a point approximately 1201.5 feet east of the east line of Lagimodiere Boulevard to the east line of Plessis Road	Against - 23.57%	$175,000.00

1 Cost of project to be borne by the City-at-large to increase the safety factor for children, parents and staff leaving Harold Hatcher Elementary School during the evening activities and given the small cost of the project.

The Standing Policy Committee on Public Works was also advised that the Community Committees recommended that the following Local Improvements NOT be proceeded with, namely:

TYPE	DESCRIPTION	PETITION (For/Against) & PERCENTAGE SIGNED	PROJECT COST
RIEL COMMUNITY			
Concrete Lane Pavement	16 feet (6 inches thick) on all lanes in the block bounded by Coniston Street and Lyndale Drive, Tache Avenue and Monck Avenue	Against - 51.80%	$104,000.00
Concrete Lane Pavement	16 feet (6 inches thick) on all lanes in the block bounded by Coniston Street and Lyndale Drive, Monck Avenue and Claremont Avenue	Against - 63.38%	$115,000.00
Concrete Lane Pavement	16 feet (6 inches thick) on the first east-west lane south of Aubert Street from Langevin Street to St. Joseph Street North	Against - 74.88%	$107,000.00
Concrete Lane Pavement	14 feet (6 inches thick) on all lanes in the block bounded by Glen Avenue and Nichol Avenue, St. Mary's Road and Killarney Street	Against - 60.34%	$114,000.00
LORD SELKIRK-WEST KILDONAN COMMUNITY			
Concrete Street Pvmt. Widening	21 feet (8 inches thick) on Charles Street from Jarvis Avenue to Sutherland Avenue	Against - 80.00%	$116,000.00
EAST KILDONAN-TRANSCONA COMMUNITY			
Asphalt Surface Roadways	On Knowles Avenue from Lagimodiere Boulevard to Cox Boulevard	Against 69.94%	$1,830,000.00

Report of the Standing Policy Committee on Public Works dated May 31, 1999

The Standing Policy Committee on Public Works recommends:

I. That the recommendations of the Community Committees be concurred in and the following Local Improvement Projects BE PROCEEDED WITH, namely:

a) the installation of Lane Lighting on all lanes in the block bounded by Jessie Avenue and Warsaw Avenue, Osborne Street and Pembina Highway at a cost of $1,500.00;

b) the installation of Lane Lighting on the first north-south lane west of Pembina Highway from Bairdmore Boulevard to Newdale Avenue at a cost of $2,400.00;

c) the installation of Lane Lighting on the first north-south lane west of Pembina Highway from Newdale Avenue to Kirkbridge Drive at a cost of $3,500.00;

d) the installation of Ornamental Lane Lighting on all lanes in the block bounded by Wales Avenue, Granby Bay and St. Anne's Road at a cost of $8,000.00;

e) the installation of Ornamental Lane Lighting on the first east-west lane south of Paddington Road from John Forsyth Road to the east limit including the north-south lane outlet to Paddington Road at a cost of $7,500.00;

f) the construction of a 14' x 6" Concrete Lane Pavement on the first east-west lane south of Elgin Avenue West from the first north-south lane east of King Edward Street to the east limit including the north-south lane outlet onto Elgin Avenue at a cost of $80,000.00;

g) the installation of Lane Lighting on the first east-west lane south of Waller Avenue from Marshall Crescent to the east limit at a cost of $1,000.00;

h) the installation of Lane Lighting on the first east-west lane south of Manahan Avenue from Hudson Street to and including the north-south lane outlet onto Manahan Avenue east of Hudson Street at a cost of $1,500.00;

i) the installation of Lane Lighting on all lanes in the block bounded by Henderson Highway, Canterbury Place and Kildonan Drive at a cost of $2,000.00;

j) the installation of Ornamental Street Lighting on Redonda Street from the south line of Bramwell Avenue to a point approximately 118 feet north of the north line of Paulley Drive at a cost of $7,500.00 to be borne by the City at-large;

k) the installation of a Waste Water Sewer in Springfield Road from Lagimodiere Boulevard to the east line of Plessis Road at a cost of $235,000.00, and;

l) the installation of a Watermain in Springfield Road from a point approximately 1201.5 feet east of the east line of Lagimodiere Boulevard to the east line of Plessis 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 intent of the foregoing, including the execution of any documents related thereto.

Adopted by consent.

Report of the Standing Policy Committee on Public Works dated May 31, 1999

Revisions to The City of Winnipeg By-laws No. 1481/77 and No. 1573/77 Files ST-5.3 (Vol. 7) and ST-5.2 (Vol. 25)

679 - 7. On March 23, 1994, Council adopted a recommendation contained in a report of the former Committee on Works and Operations, that the "*Manual of Temporary Traffic Control on City Streets, 1994 Edition*", as referred to in both the Streets and Traffic By-laws be amended to, among other things, require that effective January 1, 1998, signs, barricades and devices be equipped with High Intensity Type III sheeting and that barricades show diagonal cross-hatching.

At that time, because of limited financial resources, many City Departments and Contractors indicated that complying with the January 1, 1998, deadline would not be possible and requested an extension of time. Subsequent to the "*Manual of Temporary Traffic Control on City Streets, 1994 Edition*" being adopted for use in Winnipeg, the Transportation Association of Canada adopted a new Canadian standard for a light traffic barricade. The standard specifies black and orange vertical stripes instead of diagonal cross-hatching. Just prior to the January 1, 1998 deadline, Council, on December 17, 1997, authorized that the compliance date for use of High Intensity sheeting be extended for one year to January 1, 1999. Included in this extension date was the requirement that diagonal cross-hatching on barricades be replaced with vertical stripes to be consistent with the new Transportation Association of Canada standard.

As the January 1, 1999, implementation deadline approached, City Departments and Contractors again indicated that complying with this deadline for the High Intensity sheeting and vertical striping on barricades would not be possible due to financial constraints. Additional time was requested to allow for a "phased-in" approach to budgeting for this requirement.

The Transportation Association of Canada standard for signs as documented in the "*Manual of Uniform Traffic Control Devices for Canada, September, 1998 Edition*" specifies that, as a minimum, signs for temporary conditions be equipped with Type II (Engineering Grade) reflective sheeting. Type II reflective sheeting is the type that is currently in common usage. The Canadian Manual further states that Type III reflective sheeting (equivalent to High Intensity) "*should be considered*" (as opposed to "shall be used") for signs and devices used for channelizing traffic and on other signs and devices for emphasis and clarity where high levels of illumination, complex environments, roadside distractions or other features may compete for driver attention.

Because of the implementation problems related to the January 1, 1999 effective date for this preferred higher standard, and because the use of the Type II sheeting is compliant with the current Canadian standard, it is recommended that the "*Manual of Temporary Traffic Control on City Streets, 1994 Edition*" as referred to in both the Streets and Traffic By-laws be amended accordingly, such that the implementation date for the mandated use of Type III High Intensity sheeting and the vertical stripes on barricades be deferred from the previous January 1, 1999, deadline to the January 1, 2002, deadline.

Upon Council approval, the Public Works Department will advise all stakeholders, including other City Departments and outside Contractors, of these amendments and revised implementation date.

The Standing Policy Committee on Public Works recommends:

I. That the 1994 Edition of the "*Manual of Temporary Traffic Control in Work Areas on City Streets*", as referred to in Schedule D of The City or Winnipeg Streets By-law No. 1481/77, and in Section 16 of The City of Winnipeg Traffic By-law No. 1573/77, as amended by Council on March 23, 1994, and on December 17, 1997, be amended by:

(a) rescinding reference to January 1, 1999, as being the effective date that all retro reflective sheeting on signs, barricades and devices must be Type III (equivalent to High Intensity sheeting), and barricades must show vertical stripes, as specified in the following sections:

i) Item 3 in the Foreword;

ii) Section 1.05 and Section 3.03 C.;

iii) Illustration and specifications for a reflectorized barricade in Section 5.04 and 5.05;

Report of the Standing Policy Committee on Public Works dated May 31, 1999

iv) Specifications and Illustration for Moving Worksites in Figure 28 and Figure 30; and,

v) Illustration for Pedestrian Hoarding on Roadway in Figure 32.

and by

(b) specifying that the effective date that signs, barricades and devices must have Type III High Intensity retro reflective sheeting and barricades must show vertical stripes be January 1, 2002.

II. That the City Solicitor/Manager of Legal Services be requested to prepare and submit the necessary amending By-laws directly to Council for approval.

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

Adopted by consent.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

680 - On motion of Councillor De Smedt, 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. 7464/99, a by-law of The City of Winnipeg to amend By-law No. 6546/95, being a by-law of the said City to regulate the construction, maintenance and removal of private approaches and private walks. Files SC-1(31) (Vol. 1) and SC-1(35) (Vol. 1)

By-law No. 7471/99, a by-law of The City of Winnipeg to authorize the undertaking of certain local improvements during the year 1999. File SL(1999)