# REPORT OF THE

# STANDING POLICY COMMITTEE ON PUBLIC WORKS

# DATED APRIL 9, 1999

On motion of Councillor De Smedt, the Report of the Standing Policy Committee on Public Works dated April 9, 1999, was considered clause by clause.

Moved by Councillor De Smedt,

That the Consent Agenda, Clauses 1,2,3,4,5,6,7,8,9 and 10, be adopted.

Councillor Timm-Rudolph requested that Clause 4 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 1,2,3,5,6,7,8,9 and 10 was put and declared carried.

**Request of the Pan Am Games Society Inc. Regarding the Free Use of the Transit System During the Games**
**File TT-2 (Vol. 11) [c/r GC-8.9 (Vol. 6)]**

**519 -** 1. The Standing Policy Committee on Public Works has been advised that since January of 1998, the administration of the Transit Department has been meeting with staff from the Pan Am Games Society (PAGS) to prepare plans for the transportation requirements associated with the XIII Pan Am Games. An agreement has been reached regarding the provision of the additional service required to meet the Games requirements.

As a result of the XIII Pan Am Games which will take place in Winnipeg from July 23 to August 8, 1999, there will be a requirement to move a significant number of spectators to various venue sites associated with the Games, as well as special event locations such as The Forks, opening and closing ceremonies, etc. In addition, PAGS has requested that Winnipeg Transit provide additional service, on a contract basis, for the movement of media during the Games, and for athletes for competition purposes. Moreover, PAGS may request Winnipeg Transit to provide other transit services which will be confined to the City of Winnipeg, Birds Hill Park, and the John Blumberg Softball Complex. PAGS will make arrangements with other contractors to provide transportation services to and from locations outside the City of Winnipeg, as well as for athletes for practice purposes.

The following services are to be provided on a full cost recovery basis under the agreement in principal reached with the Pan Am Games Society for the provision of transit services to the Games.

- Transit service will be provided for spectators to various venue sites utilizing a combination of regular transit service, special PAGS routes from downtown, and PAGS shuttle service from special park and ride lots to major venue sites.

- Service will be provided under contract to PAGS for the transportation of media personnel from the media center to the various venue locations.

- Service will be provided under contract to PAGS for the transportation of athletes from the village sites at the University of Manitoba and Canadian Forces Base 17 Wing, to the various venue locations.

Under this agreement in principal, the Transit Department will experience no net increase to its cost of operation.

These transit services will be provided by way of a “Gift in Kind” as authorized by Council, pursuant to its approval and completion of the Pan Am Agreement dated February 20, 1995. Costs not recoverable through the limits of “Gifts in Kind” will be reimbursed through direct invoice to the Pan Am Games Society, or through a reduction in the City’s cash contribution to the Games, as per the said funding agreement.

Under the authority delegated by Council, this agreement will be executed by the administration on the basis that there will be no impact on the 1999 Current Estimates of the Transit Department.

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Many of the venues being utilized for the XIII Pan Am Games will be served only by regular transit routes. The size of the venue and/or projected attendance in these cases does not warrant additional service. Other venues may be served by a combination of regular transit service and additional special PAGS routes and/or PAGS park and ride shuttles.

The Pan Am Games Society Inc. has requested that Winnipeg Transit provide free access to all transit services operated by Winnipeg Transit for:

- all spectators displaying a Games event ticket for an event on that specific day;
- all accredited Games volunteers, who are wearing their volunteer uniform and accreditation badge, for the period July 18 to August 10, 1999;
- all accredited Games media and athletes, showing agreed upon identification, for the period July 18 to August 10, 1999.

There will be no increase in cost to the Transit Department if this free service is provided, as the proposal does not contemplate the addition of extra buses for regular service. The Transit Department is, however, of the opinion that the request by PAGS involves two potential sources of revenue loss.

1. Revenue loss from existing transit users - An example would be a regular transit user who has a Games ticket for an evening event or a volunteer accreditation, and who would be able to show the Games ticket or accreditation, and ride back and forth to work during the day, and then go to the Games event or volunteer assignment in the evening. PAGS will attempt to minimize this potential revenue loss by stipulating to ticket holders and volunteers that their free use of the regular transit system applies only to and from the location where they will be volunteering or attending an event.

2. Potential revenue loss from additional riders associated with the Games events - An example would be a Games spectator, who might normally not be a transit user, or who is from out of town, and who travels to a venue which is served only by regular transit. This spectator would show their event ticket and ride there and back for free on the regular transit system.

It is not possible to precisely define the potential revenue loss associated with this request. The revenue loss under No. 1 above represents a real revenue loss, while the revenue loss under No. 2 above represents the loss of potential additional revenue. (*Note: No provision has been made in the 1999 Current Estimates for this potential additional revenue.*) The Transit Department estimates the total potential revenue loss of Nos. 1 and 2 above could be in the order of up to $200,000.00. It is possible that this potential revenue loss could be somewhat offset by the fact that additional people will be in the City of Winnipeg during this period to attend the Games, and this could result in some overall increase in use of the transit system and a resulting increase in revenue. It should be noted that PAGS is not in agreement that their request represents a revenue loss to the City of the magnitude estimated by the Transit Department.

There are definite operational advantages to allowing Games day ticket holders to travel for free when showing their event ticket for that day. Without this arrangement, those persons using regular transit to an event would be treated differently from those spectators using the special service being provided to the major venues, since this special service is being provided on a charter basis to PAGS and no fare is to be collected. This would be a particular issue for those venues which will be served by both regular transit and the additional service being provided by PAGS. (*Note: All service to Pan Am Games events for those physically unable to use the regular system, will be provided by the "regular system".*) Without approval of this request, there could be considerable confusion among transit passengers. For this reason, the Transit Department is supportive of the request made by PAGS to provide free access to the regular transit system.

The Standing Policy Committee on Public Works recommends:

I. That Council provide direction to the administration regarding the request by the Pan Am Games Society Inc. (PAGS) for Winnipeg Transit to provide free access to all transit services operated by Winnipeg Transit during the XIII Pan Am Games (regular transit and Handi-Transit) for the following:

   i) all spectators displaying a Games event ticket for an event on that specific day;
   ii) all accredited Games volunteers, who are wearing their volunteer uniform and accreditation badge, for the period July 18 to August 10, 1999;
   iii) all accredited Games media and athletes, showing agreed upon identification, for the period July 18 to August 10, 1999.

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

Adopted by consent.

**Winter Cost Averaging for Summer Sewer Charges File WW-2.3 (Vol. 13)**

**520 -** 2. At its meeting held on January 27, 1999, Council referred the following motion to the Standing Policy Committee on Public Works, namely:

*Moved by Councillor Angus,*
*Seconded by Councillor Lazarenko,*

*WHEREAS the sewer rate is based on water consumption;*

*AND WHEREAS the general population uses more water in the summer months to help beautify the City by watering flower beds, trees and grass;*

*AND WHEREAS this water does not enter the sewer system but people are being unfairly charged on this sewer rate;*

*THEREFORE BE IT RESOLVED that the City of Winnipeg establish residential sewer rates based on the winter average of water consumed;*

*AND FURTHERMORE that water rates be frozen at the 1999 rates for 2000, 2001 and 2002.*

On April 9, 1999, the Standing Policy Committee on Public Works considered an administrative report from the Water and Waste Department with respect to the establishment of residential sewer rates based on the winter average of water consumed. The Water and Waste Department has advised that the recommendation that water rates be frozen at the 1999 rate for 2000, 2001 and 2002 will be the subject of a separate report.

In its report dated March 19, 1999, the Water and Waste Department advises that some customers use a considerable amount of water for gardening and lawn maintenance in the summer months. These customers object to being billed for sewer charges for all summer water use as the sewer rate is higher than the water rate. This issue has been a consistent source of customer complaints to the City, prompting a review of the matter. The scope of this review is limited to residential customers at this time.

On December 13, 1995, City Council referred a motion to the then Committee on Works and Operations requesting a review of the appropriateness of charging residents sewer charges on water used for irrigation (i.e. lawn and garden watering).

A research paper titled *"Research on Residential Irrigation Consumption (Lawn Watering)"* dated June 12, 1996, identified as Appendix "B", was submitted to the Committee on Works and Operations at their meeting of July 9, 1996. An accompanying report recommended that this issue be dealt with during the comprehensive sewer and water rate structure review and public consultation.

On July 24, 1996, the Committee on Works and Operations approved $150,000.00 for a comprehensive Sewer Rate Cost-of-Service study and an update of the 1994 Water Rate Cost-of-Service study to be prepared by a qualified consultant. The purpose of the study was to:

- Develop adequate, defensible rates consistent with community values;
- Evaluate cost-of-service as a foundation for rate policy development;
- Address business development / retention rate policies;
- Address concern over use of metered water use as a basis for sewer volume billings;
- Enhance the foundation for public involvement in, and acceptance of, utility decision-making.

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The study was to involve the public through the formation of a Sewer Rate Advisory Committee (SRAC) that would work toward consensus through the development of informed judgments. The Department ultimately awarded the consulting contract to CH2M Gore & Storrie (CG & S). The Water and Waste Department has advised that it will submit a report on the main aspects of the study in the near future. A report on winter cost averaging is submitted separately to simplify both reports by dealing with this issue on its own.

The sewer rate ($2.80 per hundred cubic feet) is calculated by taking the total sewer utility cost and dividing by the number of hundred cubic feet of water sold.

$$SEWER.RATE = \frac{TOTAL.SEWER.COSTS}{TOTAL.SALES.VOLUME}$$

That is:
To the extent that the proposed change reduces the total sales of the sewer utility (the denominator), and where the costs (numerator) do not change, the sewer rate must increase accordingly.

Five alternatives have been identified for charging for summer sewer use, namely:

1. Winter month averaging: basing the summer sewer charge on the average water consumption during the winter months (October - April).

2. Quarterly maximum: once a resident's summer water consumption reaches a threshold level, sewer charges are stopped.

3. Straight summer discount: applying a straight sewer discount to all residential homeowners, regardless of whether they irrigate or not.

4. Install irrigation meters: allow residents, at their own cost, to install irrigation meters to measure outdoor consumption.

5. Status quo: bill residents full sewer charge based on total water consumption (indoor and outdoor).

Each alternative has been evaluated against the following five criteria: fairness/equity; customer acceptance; implementation cost; maintenance cost; and water conservation, as outlined in Appendix A. The conclusion is that using average winter water consumption was a reasonably equitable yet practical way to bill summer sewer consumption.

Winter month averaging, or charging for summer sewer use based on the previous winter water consumption, would result in a drop in the total volume of sewer sales. A corresponding rate increase of two cents per hundred cubic feet (from the current rate of $2.80 to $2.82 per hundred cubic feet) would be required to compensate for the “lost sales”.

The Sewer Rate Advisory Committee (SRAC) reviewed winter month averaging along with a whole range of other issues. Their conclusion was:

> *"There was marginal support for the use of winter month average for residential customers, but only if it can be implemented at minimal cost. Concerns over the assessment of sewer charges on the basis of metered water use should be addressed by providing customers the option to install, at their cost, separate irrigation meters."*

CG & S made a stronger recommendation on the subject:

> *"The City of Winnipeg should implement a cost effective method of using averaged winter month water consumption as a basis for billing residential sewer service."*

> *"Though the SRAC did not develop a strong recommendation on the use of metered water use to bill summer sewer service, additional support may be gleaned from the experience of utility customer service personnel. These staff members indicated that this issue was of particular concern to many Winnipeg citizens who object to paying sewer service for summer uses that do not contribute wastewater flows. In fact, in our view, the selection of a billing basis should be made on the basis of*

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*relative accuracy in estimating wastewater flows. Because Winnipeg experiences outdoor peaks in the summer, a winter month averaging procedure is preferred because of the enhanced accuracy (and thus equity) of this basis for sewer service billing. Implementation of winter month averaging should occur over a multi-year period to ensure development of appropriate customer service and appeal procedures, adjustments to the utilities' revenue forecasts, and accurate customer billing."*

*"Insofar as the implementation of winter month averaging will reduce the effective cost of summer water service, the City should evaluate the implementation of seasonal water rates in conjunction with a conversion to winter month averaging. By so doing, the City may avoid an inadvertent water conservation disincentive to residential customers. Rather, it may provide more direct communication of the costs of water and wastewater services."*

The Water and Waste Department concurs with the recommendation of CG & S on the basis of equity and proposes implementation of a summer sewer charge based on winter water consumption for residential customers only, once the new Customer Information and Billing System is in place. It is anticipated that the earliest possible implementation date would be during the Summer of 2001. To satisfy the SRAC's concern over cost, the Department estimates that an implementation cost of $150,000.00 is reasonable given the increase in equity. Funding will be from the Water and Waste Current Estimates

Should the recommendation be approved, the Water and Waste Department will develop the specific formula for winter month averaging and will include this in its recommendation for the 2001 water and sewer rate. The Department will endeavor to quantify the impact of the CG & S recommendation for a seasonal water rate for summer use of water in conjunction with a conversion to winter month averaging at a future date, likely in conjunction with the next overall review of water rates or water conservation which may take place in five years or so. The impact of delaying implementation in the meantime is expected to be small.

Overall winter month averaging does not change the revenue or expenses for the Sewer Utility. The one time cost of $150,000.00 would not cause an increase in sewer rates.

Following consideration, the Standing Policy Committee on Public Works determined that disposition of this matter ought to be deferred until such time as the comprehensive Sewer Rate Cost-of-Service Study is considered, and accordingly submits same to Executive Policy Committee and Council for information.

A copy of Appendix “B” referred to in the above clause is on file in the office of the City Clerk.

Adopted by consent.

**Access to an Existing Office/Warehouse Building located at 1558 Willson Place**
**File SC-1(31) (Vol. 1)**

**521 -** 3. The Standing Policy Committee on Public Works has been advised an application has been received from the Longboat Capital Group, for the construction of an 8.0 metre wide private approach on the east side of Waverley Street approximately 78.5 metres south of Willson Place.

This application is non-conforming under The City of Winnipeg Private Approaches By-Law No. 6546/95 Section 3, Subsection (5), which states:

“(5) *No approach shall be constructed, erected or installed on any of the streets or portions of streets set forth in Schedule 3 hereto, except where there is no other means of access; and in such instances the approval of any application will be on a temporary basis effective only until other streets, lanes or service roads are provided, from which access may be obtained.”*

This section of Waverley Street is contained within Schedule 3 of the By-Law.

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This section of Waverley Street contains two 7.3 metre wide roadways separated by an 18.9 metre wide median and carries approximately 29,700 vehicles in a typical 12-hour weekday period between 07:00 and 19:00, with a speed limit of 70km/h. There is an existing single-storey office/warehouse building on the land, with parking to the side and the rear of the building for approximately 84 vehicles. There are also five loading doors to the rear of the building. A portion of the existing building is currently vacant. The site is currently served by two private approaches, one is 6.0 metres wide and the other is 12.0 metres wide, both located on the south side of Willson Place, approximately 13.7 metres and 55.0 metres east of Waverley Street. Motorists are able to utilize the existing median opening on Waverley Street at Willson Place when exiting Willson Place to turn left and travel southbound on Waverley Street, or to turn left from southbound Waverley Street to enter Willson Place.

The existing office/warehouse building will not be modified on the exterior, however, the applicant is proposing to construct an additional 25 space parking lot to the south of the existing building, and a 37 space parking lot to the front of the existing building, adjacent to Waverley Street. Access to these proposed parking lots is available via the existing private approaches on the south side of Willson Place, east of Waverley Street.

The applicant desires to make it easier for vehicles on Waverley Street to enter and exit the proposed parking lot to the front of the existing building by constructing a non-conforming private approach on the east side of Waverley Street. The Public Works Department does not support this application for the following reasons:

- If the private approach is constructed, it is likely that vehicles will cross 70km/h northbound traffic on Waverley Street, to continue southbound on Waverley Street by making a U-turn at the median. Since there is no existing northbound left turn storage lane, it is much safer and less disruptive to through traffic for exiting vehicles who wish to continue southbound on Waverley Street to enter Waverley Street at Willson Place at the median opening.

- The City of Winnipeg Private Approaches By-Law clearly states that no approaches on this section of Waverley Street may be constructed unless there is no other means of access, and in such cases where access is permitted, it would only be on a temporary basis, until other access is provided. In this case, other means of access currently exist from Willson Place.

- If this non-conforming private approach is approved, it would set a precedent for the other commercial properties on Waverley Street. Waverley Street is intended to be a high speed-high volume roadway, and if additional private approaches are approved, the potential for collisions increases, and the disruption of through traffic also increases, which defeats the intended nature of the roadway.

There will be no financial impact on the proposed work for this project for the first five years as all costs will be accommodated through normal budget provision for infrastructure growth. However, in year six street maintenance costs will increase to $475.00 annually due to annual concrete/asphalt repairs, and crack and joint sealing. A financial impact statement has been prepared and is identified as Appendix “B”.

The Standing Policy Committee on Public Works recommends:

I. That the application for the construction of an 8.0 metre wide private approach on the east side of Waverley Street approximately 78.5 metres south of Willson Place be approved, as shown on Drawing No. A-9217, subject to the applicant paying all costs for the approved approach and all related works including, but not necessarily limited to, a deceleration lane, transition and relocation of street lights and signs.

II. That the City Solicitor/Manager of Legal Services be instructed to prepare for submission to Council, an amendment to Schedule 3 of the Private Approaches By-law No. 6546/95.

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

A copy of Appendix “B” referred to in the above clause is on file in the office of the City Clerk.

Adopted by consent.

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**Access to a Proposed Commercial Development located on the west side of Lagimodière Boulevard**
**File SC-1(35) (Vol. 1)**

**522 -** 4. The Standing Policy Committee on Public Works has been advised that an application has been received from DS-Lea Consultants Ltd., to permit a modification to an existing approach on the west side of Lagimodière Boulevard opposite Tascona Road and a 30.3 metre wide channelized approach on the west side of Lagimodière Boulevard approximately 213.0 metres south of Tascona Road.

This application is non-conforming under The City of Winnipeg Private Approaches By-Law No. 6546/95 Section 3, Subsection (2), which states:

> "(2) *No approach shall be constructed, erected or installed in any street or section of street set forth in Schedule 1 hereto, provided that on those streets or sections of street which have service roads adjacent to the main roadways, this Schedule shall apply only to the main roadways and not to the service roads."*

This section of Lagimodière Boulevard is contained within Schedule 1 of the By-law.

This section of Lagimodière Boulevard contains an 8.5 metre wide southbound roadway and an 8.5 metre wide northbound roadway, separated by an 8.5 metre wide median, and carries approximately 12,600 northbound vehicles and 16,600 southbound vehicles in a typical 12-hour weekday period between 07:00 and 19:00. The speed limit on Lagimodière Boulevard is 80km/h.

The site is currently vacant, and there are no existing private approaches to this land from Lagimodière Boulevard.

The applicant is proposing to construct a 60,000 square foot building, with three other proposed buildings, each ranging between 2,500 and 8,000 square feet. Proposed access to this development will be from Paterson Street on the west side of Lagimodière Boulevard, a proposed 12.0 metre wide channelized right-in/right-out private approach on the west side of Lagimodière Boulevard, approximately 165.4 metres north of rue Leveque, and a proposed private approach on rue Leveque. The Public Works Department has no concerns with the proposed private approaches to Paterson Street or rue Leveque.

The Public Works Department, however, recommends that access on the west side of Lagimodière Boulevard not be approved for the following reasons:

- This section of Lagimodière Boulevard is contained within Schedule 1 of the Private Approaches By-Law for reasons of traffic operations, capacity and safety. Vehicle collisions and capacity of a street are directly related to the number of approaches to private property from a street; as the number of approaches increase the number of potential vehicle conflicts also increase thereby reducing the capacity of the street and increasing the potential for vehicle collisions. Major arterial streets such as Lagimodière Boulevard are intended for the transportation of large volumes of through traffic at relatively high speeds; private approaches diminish the capacity of and level of motorist safety on those streets.

- The proposed development can be safely and conveniently accommodated with all access from Paterson Street and rue Leveque.

- Access to other developers with property on Lagimodière Boulevard has been restricted for the same reasons. If access for this development is approved, a precedent will be set.

In order to maintain safe and efficient traffic operations it is also recommended that the existing median opening on Lagimodière Boulevard at rue Leveque be closed. There is no opportunity to construct a northbound left-turn storage lane at this location, which is on a superelevated curve, and with the increased traffic activity that will be generated by the proposed development this median opening will become a safety problem.

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Further, the proposed traffic control signal at the intersection of Lagimodière Boulevard and Paterson Street poses a significant potential problem not only in terms of being a poor signal location which will jeopardize route progression on Lagimodière Boulevard, but also forecast weekend eastbound hourly volumes (325 left and 325 right) would far exceed the capacity available from the very limited eastbound traffic signal phase time which could be effectively provided at a signal at Paterson Street.

A traffic count done in March of 1998 at Lagimodière Boulevard/Maginot Street recorded southbound through traffic activity on Lagimodière Boulevard over 16,600 and northbound through travel of 12,660 motorists during a 12-hour weekday period. Southbound through traffic activity in the afternoon peak hour alone was 2,440 vehicles. Comparison with a study done at Fermor Avenue/Lagimodière Boulevard in February of 1996, suggests traffic has increased as much as 20% from that recorded in 1996.

Traffic activity along this section of Lagimodière Boulevard is predominantly northbound in the morning, southbound during the afternoon peak, and is balanced more or less at 950 to 1,000 vehicles/hour throughout much of the midday, although southbound traffic swelled to about 1,300 vehicles/hour in the early afternoon. Severe northbound congestion each weekday morning and extensive southbound congestion each evening peak is now a familiar chronic condition of the Fermor Avenue/Lagimodière Boulevard intersection.

Separate left-turn arrow phases control all four turning movements at Fermor Avenue and Lagimodière Boulevard. Therefore, northbound and southbound through drivers must settle for only 35% of the cycle length (28 seconds) each cycle. As a consequence of its poor spacing, a signal at Paterson Street designed to protect those meager north/south progression bands, would be able to provide only 16 seconds of eastbound signal time (i.e. green plus yellow) each cycle. Even if two traffic lanes were available to serve eastbound left-turns from Paterson Street onto Lagimodière Boulevard, there would be inadequate time to serve the anticipated weekend demand of seven eastbound motorists per cycle (325/hour).

The development of the commercial lands abutting Lagimodière Boulevard calls for a well-planned strategy to provide reasonable land access with minimal added impairment of the operation of Lagimodière Boulevard. The initial step should be a new signal at Cottonwood Road/Niakwa Road East which would handle traffic from the east of Lagimodière Boulevard, would take a little neighborhood traffic pressure off Paterson Street, provide a vital access for the lands east of Lagimodière Boulevard, and would break up southbound traffic flow to provide regular gaps in traffic to advantage the proposed additional activity at the subject site and thereby reduce the need for a signal at Paterson Street.

With or without a signal at Paterson Street, a number of trees within the Lagimodière Boulevard median should be removed to clear the sight lines and provide adequate safety for an increased northbound left-turn movement forecast at Paterson Street.

The proposed roadway access to the development from Lagimodière Boulevard at Paterson Street is too close to Fermor Avenue (about 600 metres) to maintain effective signal progression along Lagimodière Boulevard. Therefore a signal is not recommended at that location.

A traffic control signal at Lagimodière Boulevard/Cottonwood Road is estimated to cost approximately $150,000.00, including the interconnecting tieline link to Fermor Avenue. It is reasonable to anticipate some contribution toward the cost of installation from the development east of Lagimodière Boulevard which would also presumably rely on this intersection for its primary access.

A traffic control signal at Lagimodière Boulevard/Paterson Street would cost an estimated $130,000.00 including the interconnection link.

On average, annual operating and maintenance costs for a typical traffic signal are assumed to be approximately $4,000.00 - $5,000.00 per year. Operating and maintenance costs for traffic signals have traditionally been budgeted within the City's annual tax-supported budget. There should be consideration to having these annual signal operating costs borne by the developer where a signal is clearly to serve a commercial development.

There will be no financial impact on the proposed pavement work for this project for the first five years as all costs will be accommodated through normal budget provision for infrastructure growth. However, in year six street maintenance costs will increase to $1,030.00 annually due to increased annual concrete/asphalt repairs, and crack and joint sealing. A financial impact statement has been prepared and is identified as Appendix “B”.

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The Standing Policy Committee on Public Works did not concur in the recommendations of the Public Works Department and recommends:

I. That the application for construction of a non-conforming channelized private approach on the west side of Lagimodière Boulevard approximately 165.4 metres north of rue Leveque be approved, subject to the applicant paying all costs for the approved approach and associated work, including a deceleration lane and acceleration lane, as determined by the Director of Public Works.

II. That the proposed private approach from rue Leveque not be approved.

III. That the median opening on Lagimodière Boulevard at rue Leveque not be closed.

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

V. That the City Solicitor/Manager of Legal Services be instructed to prepare for submission to Council, an amendment to Schedule 1 of the Private Approaches By-law No. 6546/95.

VI. 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.

A copy of Appendix "B" referred to in the above clause is on file in the Office of the City Clerk.

Moved by Councillor De Smedt,
Adoption of the clause.

Carried.

Councillor Timm-Rudolph asked to be recorded as having voted against the clause, in accordance with Rule 50.7 of the Procedure By-law.

**Access to a Proposed Church located on the east side of Lagimodière Boulevard**
**File SC-1(35) (Vol. 1)**

**523 -** 5. The Standing Policy Committee on Public Works has been advised that an application has been received from Number Ten Architectural Group, for the construction two private approaches on the east side of Lagimodière Boulevard to serve the Springs of Living Water Church building.

This application is non-conforming under The City of Winnipeg Private Approaches By-Law No. 6546/95 Section 3, Subsection (2), which states:

> "(2) *No approach shall be constructed, erected or installed in any street or section of street set forth in Schedule 1 hereto, provided that on those streets or sections of street which have service roads adjacent to the main roadways, this Schedule shall apply only to the main roadways and not to the service roads.*"

This section of Lagimodière Boulevard is contained within Schedule 1 of the By-law.

This section of Lagimodière Boulevard contains an 8.5 metre southbound roadway and an 8.5 metre northbound roadway, separated by an 8.5 metre median, and carries approximately 16,600 northbound vehicles and 12,660 southbound vehicles in a typical 12-hour weekday period between 07:00 and 19:00. The speed limit on Lagimodière Boulevard is 80 km/h.

The site is currently vacant, and there are no existing private approaches to this land from Lagimodière Boulevard.

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The applicant is proposing to construct a 66,300 square foot church building, and a 600 vehicle parking lot. Future plans for this property include the construction of a high school and a theater.

The applicant desires to make it more convenient for motorists on Lagimodière Boulevard to enter and exit the proposed site by applying for two non-conforming private approaches on the east side of Lagimodière Boulevard. The southerly private approach is opposite Paterson Street, and the northerly private approach is 296.2 metres north thereof, as shown on Drawing No. A-9214-A identified as Appendix "A".

The Public Works Department recommends that access to this development be from Niakwa Road, opposite Cottonwood Road, and from Niakwa Road at the east limit of the property which provides for access to Fermor Avenue. The existing intersection of Cottonwood Road/Niakwa Road is the most desirable location for an additional traffic control signal on Lagimodière Boulevard and would serve the Church, the Fairweather Properties Inc. development on the west side of Lagimodière Boulevard, and the residents of Windsor Park. The intersection of Niakwa Road and Cottonwood Road has a median opening on Lagimodière Boulevard to allow southbound left-turns into the proposed development and also left-turns out of the development to continue southbound on Lagimodière Boulevard.

The Public Works Department recommends that no access on the east side of Lagimodière Boulevard be approved for the following reasons:

- This section of Lagimodière Boulevard is contained within Schedule 1 of the Private Approaches By-Law for reasons of traffic operations, capacity and safety. Vehicle collisions and capacity of a street are directly related to the number of approaches to private property from a street; as the number of approaches increase the number of potential vehicle conflicts also increase thereby reducing the capacity of the street and increasing the potential for vehicle collisions. Major arterial streets such as Lagimodière Boulevard are intended for the transportation of large volumes of through traffic at relatively high speeds; private approaches diminish the capacity of and level of motorist safety on those streets.

- The proposed development can be safely and conveniently accommodated with all access from the existing Niakwa Road intersection on the east side of Lagimodière Boulevard opposite Cottonwood Road and also from Niakwa Road at the east end of the property which provides for access to Fermor Avenue.

- Access to other developers with property on Lagimodière Boulevard has been restricted for the same reasons. If access for this development is approved, a precedent will be set.

In addition, the Public Works Department has a particular concern with the proposed right-in/right-out approach between Paterson Street and Cottonwood Road. It is unacceptably close to the curve on Lagimodière Boulevard and would present a hazard to through traffic for several reasons:

a) Making a right-turn from an approach at the end of a high-speed curve is difficult and hazardous due to poor visibility. It would be very easy for a motorist attempting to turn onto Lagimodière Boulevard to misjudge which lane a high-speed vehicle is approaching from as it proceeds around the curve toward them. It would also be difficult for northbound traffic negotiating the curve to determine whether the vehicle has turned into the curb lane to head north, or into the median lane to either turn onto Cottonwood Road or make a U-turn. This greatly increases the likelihood of a serious high-speed right-angle or rear-end collision.

b) Vehicles making a right-turn into the approach from Lagimodière Boulevard would also create a hazardous situation. The northbound motorists' attention is focused mainly upon negotiating the two relatively sharp back-to-back superelevated curves. This leaves them with little attention to focus upon the unexpected behaviour of vehicles ahead of them that may be attempting to turn into the proposed approach. Due to the short distance between the proposed approach and the Cottonwood Road/Niakwa Road intersection, the driver of a vehicle following a motorist who signals late (or fails to signal), may also mistakenly assume the vehicle is slowing to turn right onto Niakwa Road and not into the proposed approach. Again, increasing the potential for serious high speed collisions. Closely spaced access points along high-speed roadways, especially near curves, are avoided for these and other safety and operational issues.

c) The proposed approach is also too close to the Cottonwood Road/Niakwa Road intersection for traffic exiting the approach to safely make a left-turn onto Cottonwood Road or a U-turn at Cottonwood Road. Given the nature of events and programming at this type of facility there will be very high peak demands to exit the site. With an approach in the proposed location, the traffic queue for those turning onto Cottonwood Road or

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making the U-turn at Cottonwood Road would backup into the northbound median through lane. Northbound traffic coming around the curve at high speed would not have sufficient sight distance to determine that the queue is extending into the through lane. This queue can, however, be handled safely by moving the access point to Niakwa Road. By routing the traffic directly to the Niakwa Road/Cottonwood Road intersection the queue will occur safely on this low- speed roadway, instead of occurring in a high-speed through lane. Not only does it reduce the hazard to northbound through traffic, but it also eliminates the need to make a U-turn to proceed south on Lagimodière Boulevard. This demand to proceed south on Lagimodière Boulevard would then simply become a westbound left-turn from Niakwa Road.

A facility with traffic demands similar to the proposed Springs of Living Water Church complex is the South Winnipeg Technical Centre. The South Winnipeg Technical Centre access is handled safely and efficiently by the lower speed roadways (Henlow Bay and Scurfield Boulevard) without having direct access to the high speed facility (Kenaston Boulevard.) Similarly, access to the Springs of Living Water Church site cannot be handled safely and efficiently with the proposed access configuration. Providing the development with access via Niakwa Road, and with Niakwa Road addresses, would also clarify where the access to the development is to occur.

With respect to the proposal to signalize the proposed approach opposite Paterson Street, the following should be noted. The desirable spacing between traffic control signals is a minimum of 900 metres for a roadway that has a speed limit of 80km/h. The intersection of Paterson Street and Lagimodière Boulevard is only 600 metres from the intersection of Fermor Avenue and Lagimodière Boulevard, which is also signalized. If the intersection of Lagimodière Boulevard and Paterson Street were signalized, bi-directional signal progression along Lagimodière Boulevard would be unobtainable. Even if this intersection was signalized, it would be incapable of handling the projected traffic activity from both the proposed Fairweather Properties Inc. development on the west side of Lagimodière Boulevard and the Church without significant and recurring congestion. Therefore, if traffic control signals are installed at the intersection of Lagimodière Boulevard and Paterson Street to serve the Fairweather Properties Inc. development, it is strongly recommended that access to the Springs of Living Water Church not be approved as a fourth leg to this intersection due to the congestion that would result.

For the above reasons, the Public Works Department strongly recommends against permitting any access to the proposed development from Lagimodière Boulevard, and recommends that access to this development be from Niakwa Road, opposite Cottonwood Road, and from Niakwa Road at the east limit of the property which provides for access to Fermor Avenue. The Public Works Department further recommends that if access to this site is to be approved on Lagimodière Boulevard it be as shown on Drawing No. A-9214-B, identified as Appendix “B”. There is no provision for infrastructure growth within the Streets Maintenance Division current budget. Additional funding in the amount of $475.00 annually is required to accommodate the increased maintenance costs. A financial impact statement has been prepared and is identified as Appendix “C”.

The Standing Policy Committee on Public Works concurred in part with the recommendations of the Public Works Department and recommends:

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

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

III. That the application for the construction of one 10.5 metre private approach on the east side of Lagimodière Boulevard approximately 182.6 metres south of Niakwa Road not be approved;

IV. That the City Solicitor/Manager of Legal Services be instructed to prepare for submission to Council, an amendment to Schedule 1 of the Private Approaches By-law No. 6546/95.

V. 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.

A copy of Appendix “C” referred to in the above clause is on file in the Office of the City Clerk.

Adopted by consent.

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**Access to a Proposed Commercial Development located at the northeast corner of Kenaston Boulevard and McGillivray Boulevard**
**File SC-1(31) (Vol. 1)**

**524 -** 6. The Standing Policy Committee on Public Works has been advised that an application has been received from Stanley Consulting Group Ltd., for the construction of a channelized private approach on the east side of Kenaston Boulevard, north of McGillivray Boulevard.

This application is non-conforming under The City of Winnipeg Private Approaches By-Law No. 6546/95 Section 3, Subsection (2) which states:

> "(2) *No approach shall be constructed, erected or installed in any street or section of street set forth in Schedule 1 hereto, provided that on those streets or sections of street which have service roads adjacent to the main roadways, this Schedule shall apply only to the main roadways and not to the service roads."*

This section of Kenaston Boulevard is contained within Schedule 1 of the By-law.

This section of Kenaston Boulevard contains a 7.8 metre southbound roadway and a 7.8 metre northbound roadway, separated by an 11.4 metre median, and carries approximately 9,800 northbound vehicles and 6,700 southbound vehicles in a typical 12-hour weekday period between 07:00 and 19:00. The speed limit on Kenaston Boulevard is 80km/h.

The site is currently vacant, and there are no existing private approaches to this land.

The applicant is proposing to initially construct a 129,200 square foot commercial building and a 48,000 square foot building with 1,141 parking spaces on the site. In the ultimate development, there could be a total of seven commercial buildings with a total of approximately 389,000 square feet, and almost 2,000 surface parking spaces.

Proposed access to this development includes three private approaches on the south side of Lindenwood Drive East, and a channelized private approach on the north side of McGillivray Boulevard approximately 119.3 metres east of Kenaston Boulevard complete with traffic control signals. The applicant desires to make it more convenient for northbound motorists on Kenaston Boulevard to enter and exit the proposed site by applying for a non-conforming channelized private approach approximately 8.0 metres in width and approximately 195.7 metres south of Lindenwood Drive East, as shown on Drawing No. A-9239 identified as Appendix "A".

The applicant has agreed to the proposed designs and locations for the private approaches located on the south side of Lindenwood Drive East and on the north side of McGillivray Boulevard, as shown on Drawing No. A-9239A identified as Appendix "B".

The Public Works Department recommends that no access on the east side of Kenaston Boulevard be approved for the following reasons:

- This section of Kenaston Boulevard is contained within Schedule 1 of the Private Approaches By–Law for reasons of traffic operations, capacity and safety. Vehicle collisions and capacity of a street are directly related to the number of approaches to private property from a street; as the number of approaches increase the number of potential vehicle conflicts also increase thereby reducing the capacity of the street and increasing the potential for vehicle collisions. Major arterial streets such as Kenaston Boulevard are intended for the transportation of large volumes of through traffic at relatively high speeds; private approaches diminish the capacity of and level of motorist safety on those streets.

- Long-term future plans provide for a grade separated interchange at the intersection of McGillivray Boulevard and Kenaston Boulevard. This proposed channelized private approach on the east side of Kenaston Boulevard would not be compatible with a future interchange as the direct ramp from McGillivray Boulevard to Kenaston Boulevard in the northeast quadrant of the interchange would conflict with the proposed access.

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- The proposed development can be safely and conveniently accommodated with all access from McGillivray Boulevard and from Lindenwood Drive East, as the proposed channelized private approach is only 195.7 metres south of the proposed traffic controlled intersection of Lindenwood Drive East. Northbound vehicles on Kenaston Boulevard only have to drive 195 metres further on Kenaston Boulevard to enter the site, and all exiting vehicles continuing northbound on Kenaston Boulevard can also do so at the Lindenwood Drive East intersection. There is no logical reason for two access points to adjoin Kenaston Boulevard within such a short distance.

For the above reasons, the Public Works Department strongly recommends against permitting any access to the proposed development from Kenaston Boulevard, and recommends that all access to the proposed development be from McGillivray Boulevard and Lindenwood Drive East. The Public Works Department further recommends that if direct access on Kenaston Boulevard is to be approved, that it be as shown on Drawing No. A-9239, identified as Appendix "A".

There is no provision for infrastructure growth within the Streets Maintenance Division current budget. Additional funding in the amount of $1,800.00 is required to accommodate the increased costs. A financial impact statement has been prepared and is identified as Appendix "C".

The Standing Policy Committee on Public Works did not concur in the recommendation of the Public Works Department and recommends:

I. That the construction of one 12.5 metre entrance only private approach on the east side of Kenaston Boulevard approximately 195.7 metres south of Lindenwood Drive East be approved, subject to the applicant paying all costs for the approved approach and associated work, including a deceleration lane, as determined by the Director of Public Works.

II. That the City Solicitor/Manager of Legal Services be instructed to prepare for submission to Council, an amendment to Schedule 1 of the Private Approaches By-law No. 6546/95.

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

A copy of Appendix "C" referred to in the above clause is on file in the Office of the City Clerk.

Adopted by consent.

**Prioritization of 1999 Building Services Division Capital Projects**
**File FB-1 (Vol. 6)**

**525 -** 7. Council at its meeting held on March 15, 1999, approved the 1999 Annual Capital Estimates and in doing so, reduced the Building Services Program of the Public Works Department from $2,773,000.00 to $1,773,000.00 through the deletion of $1 million in unspecified projects.

The following list of projects which total $1,773,000.00 are recommended to be undertaken in the 1999 Capital Program for Building Services. The projects are prioritized by the Public Works Department in order to prolong the life of the recreation facilities noted. All of the proposed projects are refurbishments of existing facilities and are not new developments. In priorizing these projects, consideration has been given to the impact on the public due to deterioration in the condition of the facility and in the case of Project No. 3, preparation for the XIII Pan Am Games.

**Report of the Standing Policy Committee on Public Works dated April 9, 1999**

| 1999 CAPITAL PROGRAM FOR BUILDING SERVICES | | | |
|---|---|---|---|
| **PRIORITY** | **FUNCTION/PROJECT** | **DETAIL PAGE NO.** | **AMOUNT** |
| 1 | Building Refurbishing/Improvements - Indoor Aquatic Facilities Air Barrier | 3-46 | $ 1,140,000.00 |
| 2 | Building Refurbishing/Improvements - Arenas Civic Centre Ice Plant | 3-45 | 241,000.00 |
| 3 | Parking Lots - Improvements - Pan Am Pool | 3-44 | 240,000.00 |
| 4 | Community Centres - Refurbishment and Improvements Roof Replacement and Vandal Proofing - Various locations (per Appendix "A") | 3-43 | 152,000.00 |
| **TOTAL PROGRAM** | | | **$ 1,773,000.00** |

The following projects have been removed from the 1999 Capital Program for Building Services in order to achieve the $1,000,000.00 reduction required, and are recommended to be considered during the 2000 - 2004 Capital Estimates review process, namely:

| BUILDING SERVICES PROJECTS RECOMMENDED FOR CONSIDERATION DURING THE 2000 - 2004 CAPITAL ESTIMATES REVIEW | | | |
|---|---|---|---|
| **PRIORITY** | **FUNCTION/PROJECT** | **DETAIL PAGE NO.** | **VALUE** |
| 1 | Building Refurbishing/Improvements - Indoor Aquatic Facilities Air Barrier | 3-46 | $ 100,000.00 |
| 2 | Building Refurbishing/Improvements - Outdoor Aquatic Facilities | 3-47 | 107,000.00 |
| 3 | Parking Lots Improvements - St. James Civic Centre Complex ($133,000.00) Bonivital Pool ($155,000.00) | 3-44 | 288,000.00 |
| 4 | Community Centres - Refurbishing and Improvements - Westdale Community Centre - Lighting replacement and insulation upgrade | 3-43 | 42,000.00 |
| 5 | Building Maintenance Refurbishing/Improvements - Arena St. Vital Roof | 3-45 | 110,000.00 |
| 6 | Building Refurbishing/Improvements Indoor Aquatic Facilities - Sherbrook Pool | 3-46 | 240,000.00 |
| 7 | Community Centres - Refurbishing and Improvements - Central Community Centre - removal of hill | 3-43 | 113,000.00 |
| **TOTAL** | | | **$ 1,000,000.00** |

In that the $1 million reduction has been incorporated into the approved 1999 Capital Estimates, there is no financial impact.

The Standing Policy Committee on Public Works recommends:

I. That the prioritized projects as listed above constitute the 1999 Capital Program for Building Services and be undertaken based on the $1,773.000.00 Council approved 1999 Capital Budget.

II. That the afore-noted projects removed from the 1999 Capital Program for Building Services in order to achieve the $1,000,000.00 reduction required, be considered during the 2000 - 2004 Capital Estimate review process.

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

Adopted by consent.

**Report of the Standing Policy Committee on Public Works dated April 9, 1999**

**Award of Tender No. 179-99 - The Lease of Automobiles File S-8 (Vol. 1)**

**526 -** 8. The Standing Policy Committee on Public Works has been advised that a tender was issued for the lease of 11 four-door compact sedans for use by customers of the Equipment and Material Services Division of the Public Works Department. These automobiles are to replace existing leased units for which the lease has expired.

The tender closed on February 26, 1999, with the following bids being received, namely:

| | |
|---|---|
| Vickar Community Chevrolet Oldsmobile Ltd. | $ 74,804.40 |
| Pembina Dodge Chrysler Ltd. | $99,396.00 |
| National Leasing | $107,486.28 |
| Park Pontiac Buick GMC Ltd. | $108,900.00 |
| Birchwood Pontiac Buick | $114,444.00 |
| Eastern Chrysler Plymouth | $124,545.96 |
| Westport Chrysler | $126,720.00 |
| Cam Clark Ford Sales (Wpg.) Ltd. | $134,244.00 |
| Keystone Ford Sales | $134,663.76 |
| Newcourt Financial Ltd. | $136,204.20 |

The contract administrator has reviewed the work with the recommended bidder, and is of the opinion that the bidder has the necessary resources to perform all of the work in accordance with the requirements of the specifications. The lapse date for the award of this contract is May 6, 1999.

The cost of this contract is estimated to be $27,428.28 per year. This expenditure is within the proposed current budget funds available for the 1999 and 2000 fiscal years. A financial impact statement for this project has been prepared and is identified as Appendix “A”.

The Standing Policy Committee on Public Works recommends:

I. That a contract be awarded for the lease of 11 automobiles, from June 15, 1999 to June 15, 2002, to Vickar Community Chevrolet Oldsmobile Ltd., the lowest bidder meeting the specifications in the amount of $74,804.40, plus GST and MRST.

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.

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

Adopted by consent.

**Award of Tender No. 84-99 - The Lease of an Asphalt Paver File S-8 (Vol. 1)**

**527 -** 9. The Standing Policy Committee on Public Works has been advised that a tender was issued for the lease of an asphalt paver for a period of six years commencing on May 1, 1999. The new asphalt paver is to replace a 20 year old paver, which was disposed of at the end of the 1998 construction season due to the high cost of repairs.

The tender closed on March 19, 1999, and one responsive bid was received from Strongco Equipment Limited at $520,804.00. A tender submission was also received from Terratech Equipment however the Materials Management Division has advised that the Letter of Credit for the Bid Bond is not sufficient and as a result their tender submission has been deemed to be non-responsive. The tender submission from Strongco Equipment Limited was accompanied by a bid bond and an agreement to bond, which have been certified by Legal Services.

**Report of the Standing Policy Committee on Public Works dated April 9, 1999**

The contract administrator has reviewed the work with the recommended bidder, and is of the opinion that the bidder has the necessary resources to perform all of the work in accordance with the requirements of the specifications.

The bids are open for acceptance until May 18, 1999.

The total cost of this contract is estimated to be $572,885.00. The annual cost of the contract varies from $157,667.00 in 1999 down to $64,387.00 in 2004. The variation in annual cost is due to the actual depreciation rate of the paver, which is highest when the paver is new and decreases as the paver is older. This expenditure is within the proposed current budget funds available for the 1999 and 2000 fiscal years. The contract documents stipulate that the award of this work is subject to the annual approval of funds by City Council. In the event that funding is not approved for a particular year, no work shall be performed under this Contract, and the City will have no obligation to pay the Contractor for that year.

A financial impact statement for this project has been prepared and is identified as Appendix "A".

The Standing Policy Committee on Public Works recommends:

I. That a contract be awarded for the lease of an asphalt paver, from May 1, 1999 to October 30, 2004, to Strongco Equipment Limited, the lowest bidder meeting the specifications in the amount of $520,804.00, plus GST and MRST.

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.

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

Adopted by consent.

**Requests to Waive Service Charges and Booking Fees - Assiniboine Park (1999 Teddy Bears' Picnic and ILRC Winnipeg Family Kite Festival '99)**
**File PR-2.10 (Vol. 10)**

**528 -** 10. On April 9, 1999, the Standing Policy Committee on Public Works considered two requests to waive service charges and booking fees associated with the Assiniboine Park, as referred by the Standing Policy Committee on Protection and Community Services and the Assiniboia Community Committee, respectively.

Committee also had before it for consideration a report from the Director of Public Works dated March 29, 1999, with respect to requests to waive service charges and booking fees for special events held in City of Winnipeg parks, addressing the matter of jurisdiction and budget implications, as well as administrative recommendations vis-a-vis the two specific requests.

At the said meeting, John Meyers and Donna McLellan, representing The Children's Hospital Foundation of Manitoba Inc., appeared in delegation in support of the request outlined in the communication from the Chairperson of the 1999 Teddy Bears' Picnic dated March 4, 1999, for a waiver of fees associated with the 13th Annual Teddy Bears' Picnic to be held on Sunday, May 30, 1999 at the Assiniboine Park, as outlined below, namely:

| | |
|---|---|
| Service and staffing charges incurred before, during and after the Teddy Bears' Picnic | $ 2,168.56 |
| Assiniboine Park Booking Fee | $ 1,733.40 |
| Park Police Staffing Costs | $ 1,279.27 |
| **Total** | **$ 5,181.23** |

**Report of the Standing Policy Committee on Public Works dated April 9, 1999**

Carole Scrivener, Chairperson, Independent Living Resource Centre Winnipeg Family Kite Festival '99, also appeared in delegation in support of her request as outlined in communication dated March 5, 1999, for a waiver of fees associated with the 4th Annual ILRC Winnipeg Family Kite Festival to be held on Saturday, June 19, 1999 and Sunday, June 20, 1999 at the Assiniboine Park, as outlined below, namely:

| | |
|---|---|
| Assiniboine Park Booking Fee | $ 693.36 |
| Administration Fee | $ 11.50 |
| Bandmobile Fee | $ 222.56 |
| **Total** | **$ 927.42** |

Jurisdiction

In previous years these requests were received for consideration by the Standing Policy Committee on Protection and Community Services, whose recommendation for waiver of fees and charges was ultimately adopted by Council. This occurred prior to and during the organization of the new Public Works and Community Services Departments.

The Manager of the Parks and Open Space Division, Public Works Department, and the Manager of Community Development and Recreation Services Division, Community Services Department, agree that jurisdiction should be based on where the expenditures and revenues are budgeted and controlled. As such, parks support for special events and the related revenue fall under the Parks and Open Space Division of the Public Works Department, and therefore the jurisdiction to waive fees should rest with the Standing Policy Committee on Public Works.

In the near future the Public Works and Community Service Departments will meet to co-ordinate the division of responsibilities vis-a-vis parks and recreation charges and recommend the required changes to their respective fees and charges policies and fee schedules.

Budget Implications

Given that 100% of these fees have been waived in previous years, there are no new financial implications with respect to the Parks and Open Space Division budget. However, the Parks and Open Space Division is accountable for park related revenues and will have to make adjustments in revenue and/or adjust expenditures accordingly.

While Council waived 100% of the service charges and fees in 1998, a stipulation was attached to the request, which reads as follows:

> "*... that the Standing Policy Committee on Protection and Community Services will only consider waiving 50% of the fees in the future and that they (the organizers) approach the Assiniboia Community Committee prior to organizing the 1999 event, for funding 50% of the event through sources available to the Community Committee (i.e.: Community Incentive Grants, Per Capita Grants and/or Recreation Programming Reserve Fund*)."

Given this direction, the Parks and Open Space Division recommends the waiving of 50% of the service charge and booking fees for both the 1999 Teddy Bears' Picnic and ILRC Winnipeg Family Kite Festival '99. An alternative to the recommendation would be to allow another year of grace, granting 100% waiver of charges this year with the expectation that in the year 2000 alternative funding be used for at least 50% of the fees and charges. Funds can be found within the Council approved 1999 Parks and Open Space Current Estimates.

The Standing Policy Committee on Public Works recommends:

I. That 50% of the fees and service charges be waived, as outlined below, and in accordance with the motion passed by the Standing Policy Committee on Protection and Community Services on April 9, 1998, namely:

| Event | | Amount to be Waived |
|---|---|---|
| 1999 Teddy Bears' Picnic | Sunday, May 30, 1999 | $ 2,590.62 |
| ILRC Winnipeg Family Kite Festival '99 | Saturday, June 19, 1999<br>Sunday, June 20, 1999 | $ 463.71 |

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II. That the Administration be requested to develop a policy for waiver of service charges and booking fees for events held by charitable or non-profit organizations in City of Winnipeg parks.

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.

## STANDING POLICY COMMITTEE ON PUBLIC WORKS

## QUESTION PERIOD

**529 -** Councillor Steek questioned if the Administration had a definitive policy on what constituted a reconstruction versus what constituted a rehabilitation in regard to road maintenance, and in noting a recent reconstruction completed with asphalt rather than concrete, questioned the policy.

Councillor De Smedt took the question under advisement but noted that reconstruction and rehabilitation were two different protocols and advised that he would ask the Administration to review the policy surrounding each.

Councillor Steek questioned what type of resources were being allocated to backlane repair and questioned the repair policy with regard to process of identifying the backlanes.

Councillor De Smedt took the question under advisement.