REPORT "A" OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JULY 7, 1998

On motion of Councillor De Smedt, Clause 5 of Report "A" of the Standing Policy Committee on Public Works, dated July 7, 1998, was considered.

Streetscape Old St. Vital Business Improvement Zone
File SC-3.12 (Vol. 12)

263 - 5. On February 18th, 1997, Council approved funding in the amount of $700,000.00 from the Manitoba/Winnipeg Community Revitalization Program for the Old St.Vital Business Improvement Zone Streetscaping Program.

The first phase of this Project has been designed by Hilderman, Thomas, Frank, Cram Landscape Architects and was scheduled to go to tender on May 19th, 1998.

The first phase of the Project includes:

- A structural sidewalk and overlook on the west side of St. Mary's Road from Vivian Avenue to Harrowby Avenue including new decorative lighting.
- A mid-bank riverside trail and landscaping from Vivian to Harrowby.
- Renewal of the median with hard surfacing, planters and banners.

West Sidewalk:

The existing west sidewalk is approximately 1.55 m wide. It is supported on timber piles due to the drop off towards the Red River. The proposed sidewalk is 2.95 m wide. It will be supported on new concrete piles and a grade beam. There will be a safety curb at the roadway, a bridge railing with both decorative lighting and relocated streetlights. This will enhance both pedestrian and vehicular safety and aesthetics. Primarily due to the structural nature of this sidewalk the Project is estimated to cost $1,050,000.00.

Funding:

In addition to the $700,000.00 funding approved for this Project additional funding in the amount of $150,000.00 is being provided from sidewalk renewal, curb renewal and boulevard hard surfacing accounts.

There is a funding shortfall based on the Project estimates of approximately $200,000.00. The Old St. Vital BIZ is actively pursuing funding from Federal and Provincial Programs. The $150,000.00 of additional City dollars will be available to match these contributions when they are approved.

In the event that the additional Federal and/or Provincial funding is not approved by the date of contract award in mid-June it may be necessary to delete some items from the contract to meet the funding available at the time of award. It is anticipated that we will be able to add these items back in if the Federal or Provincial funding becomes available.

In accordance with City Policy, an Agreement for the funding of ongoing maintenance and operating costs for the Streetscape Capital Improvements, between the BIZ and the City, has been negotiated and is expected to be signed soon.

The Standing Policy Committee on Public Works recommends:

I. That additional funding in the amount of $200,000.00 needed to complete the Old St. Vital Business Improvement Zone Streetscaping Project be approved and be referred to the Standing Committee on Fiscal Issues to determine the source of funding.

Report "A" of the Standing Policy Committee on Public Works dated July 7, 1998

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.

On July 13, 1998, the Standing Committee on Fiscal Issues recommended that the request be denied inasmuch as a source of funding could not be identified.

On July 15, 1998, the Executive Policy Committee referred the clause back to the Standing Committee on Fiscal Issues.

On August 31, 1998, the Standing Committee on Fiscal Issues recommended that the matter be referred to the Chief Financial Officer for further review and report back within 30 days.

On September 22, 1998, the Standing Committee on Fiscal Issues considered a report from the Chief Financial Officer and concurred in the recommendation contained therein, namely, that the current shortfall of $55,000 in Project Funding for Phase I of this Project be the first charge against the 1999 Capital Program for Streetscaping for St. Anne's/St. Mary's Roads.

On September 23, 1998, the Executive Policy Committee advised that they did not concur in the recommendations of the Standing Policy Committee on Public Works and concurred in the recommendation of the Standing Committee on Fiscal Issues, namely, that the current shortfall of $55,000 in Project funding for Phase I of this Project be the first charge against the 1999 Capital Program for Streetscaping for St. Anne's/St. Mary's Roads.

On September 29, 1998, Council referred back Clause 5 of Report "A" of the Standing Policy Committee on Public Works dated July 7, 1998, to the Standing Committee on Fiscal Issues.

On November 13, 1998, the Standing Committee on Fiscal Issues gave further consideration to the matter and recommended that the current shortfall of $55,000 in Project Funding for Phase I of this Project be the first charge against the 1999 Capital Program.

On December 9, 1998, the Executive Policy Committee considered the matter during deliberations on the Preliminary 1999 Annual Capital Estimates and received the recommendation from the Standing Committee on Fiscal Issues as information.

Inasmuch as Council on December 15, 1999, adopted Clause 1 of Report "A" of the Report of the Executive Policy Committee dated December 9, 1998, approving the Preliminary 1999 Annual Capital Estimates, which included funds for streetscaping in St. Vital, the Executive Policy Committee recommends that the matter be filed.

Moved by Councillor De Smedt,
That the clause be considered.

Moved by Councillor De Smedt,
That the recommendation of the Executive Policy Committee, that the matter be filed, be adopted.

The recommendation of the Executive Policy Committee, that the matter be filed, was put and declared carried.

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JANUARY 4, 1999

On motion of Councillor De Smedt, the Report of the Standing Policy Committee on Public Works, dated January 4, 1999, was considered clause by clause.

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

264 - Councillors Golden, Lazarenko, Steek and Timm-Rudolph asked to be recorded as having voted against Clause 2, in accordance with Rule 50.7 of the Procedure By-law.

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

Proposal for Discounted Monthly Transit Passes for Clients of the Employment and Income Assistance Branch of the Manitoba Department of Family Services
File TT-2 (Vol. 11)

265 - ***Note: Clause 1 has been laid over for 30 days by the Executive Policy Committee.***

Laid over for 30 days by the
Executive Policy Committee

1999 Water Tank Rental Rates
File HR (Vol. 6)

266 - 2. The Standing Policy Committee on Public Works has been advised that Council customarily approves changes to water tank rental rates in a report by Winnipeg Hydro on the general increase in consumer electricity rates. Since Manitoba Hydro has announced that it will not seek an increase in electricity rates in 1999, this report deals with the Winnipeg Hydro Department's proposal to increase water tank rental rates.

From 1993 through 1997 Council approved increases in water tank rental rates of 3% each year. Before that, increases were 5.8% in 1989, 5.4% in 1990, 5.0% in 1991, and 4.7% in 1992. These rates are not subject to approval by the Manitoba Public Utilities Board and there is no statutory requirement for Winnipeg Hydro and Manitoba Hydro to charge the same rates for the rental of hot water tanks. Water tank rental rates were not increased in 1998.

Winnipeg Hydro rents approximately 8,500 hot water tanks to residential and commercial customers within its service area. The rates charged for rental tanks are expected to recover all program costs including tank purchases, preparation, maintenance, replacements and removal, as well as administrative, debt and finance costs. A business plan for the water tank rental program prepared by Winnipeg Hydro indicates that the water tank rental program contributes in excess of $250,000.00 to Hydro's annual net income. Notwithstanding that the program is profitable, rental revenue alone does not cover all program costs. It is the profit made on the electricity sold in connection with the rental tanks which produces an overall profit. By gradually increasing rental rates and restraining the program expenses in future years, the Department anticipates that the water tank rental program will become profitable without having to rely on the profit from the related sale of electricity.

To ensure that the water tank rental program level of profitability can be sustained, and enhanced over time, Winnipeg Hydro proposes increasing water tank rental rates for the common 40 gallon (181 litre) tank by 5%, with somewhat higher percentage increases for larger tanks due to their greater cost. Most rental customers will be subject to a monthly increase of 20 cents, while customers renting the largest tanks will experience an increase of 50 cents. If the recommendation is approved, the following monthly rates will become effective on April 1, 1999, namely:

Report of the Standing Policy Committee on Public Works dated January 4, 1999

Water Tank Size (gallons)	Present Monthly Rate	New Monthly Rate for 1999	Change		1999 Effective Monthly Rate per Gallon
			$	%	
40 (181 L)	$4.00	$4.20	$0.20	5.0 %	10.5¢
60 (272 L)	$5.05	$5.35	$0.30	5.9 %	8.9¢
100 (454 L)	$7.60	$8.10	$0.50	7.6 %	8.1¢

In the Fall of 1996, Manitoba Hydro re-entered the hot water tank business. While offering to lease 40 and 60 gallon tanks to residential customers, the Manitoba Hydro program does not offer 100 gallon tanks which are preferred by most commercial customers. The Manitoba Hydro rental rates are substantially higher than those charged by the City utility. Their rates are $10.10 for a 40 gallon tank and $12.12 for a 60 gallon tank, which are more than twice that charged by Winnipeg Hydro, reflecting that this is a new program with new tanks. Winnipeg Hydro rates reflect the older average age and historical cost of its tanks currently in service. Consequently, this rate increase is considered fair and reasonable.

The 1999 Current Estimates of the Winnipeg Hydro Department assumed no rate increases in water tank rental rates in 1999 and 2000. The financial impact statement provided identifies the impact of the 5% rate increase on the Winnipeg Hydro Department revenue.

The Standing Policy Committee on Public Works recommends:

I. That the Winnipeg Hydro Department be authorized to implement a 5% increase in water tank rental rates effective April 1, 1999.

II. That the Proper Officers be authorized to do all things necessary to effect the intent of the foregoing.

Copy of attachment referred to in the above clause is on file in the office of the City Clerk.

Adopted by consent.

(See Minute No. 264 for opposition recorded by Councillors Golden, Lazarenko, Steek and Timm-Rudolph)

Local Improvement Projects - Canadian National Railway File SL-1 (Vol. 20)

267 - 3. Council at its meeting held November 5, 1980, adopted a policy governing local improvements abutting railway properties which are unfit for building purposes. This policy was amended by Council at its meeting of August 19, 1981, and March 21, 1984, and reads as follows:

> "If the Commissioner of Works and Operations deems that railway properties on which rails are laid for the purpose of rail transportation are unfit for building purposes, that a recommendation be forwarded to Council prior to advertising the local improvements that the property be deemed unfit for building purposes, subject to the condition that if at any time the property is deemed to be a buildable site, and prior to allowing any connection to the underground services or any access to surface improvements, the City Treasurer shall initiate steps to collect the appropriate local improvement costs (either cash or amortized) at the same rate and during the same number of years as in the original term -- all subject to the provisions of Chapter 109, Province of Manitoba Statutes (1965) and Privy Council Order No. 1979/607."

In order to ensure the construction of needed local improvements, it is proposed that the properties outlined in Appendix "A", which are owned by the Canadian National Railway company and deemed unsuitable for building purposes, be exempted from the payment of local improvement levies in accordance with the above policy.

Report of the Standing Policy Committee on Public Works dated January 4, 1999

However, if at a future time the purpose of said lands changes and they are then classified as buildable sites, the City shall be empowered to recoup local improvement costs for the installation of services, prior to any connections being made to underground improvements such as sewer and watermains, and access to above-ground improvements such as paved streets -- all subject to the provisions of Chapter 109, Province of Manitoba Statues (1965) and Privy Council Order 1979/607.

Chapter 109 of the Province of Manitoba Statues allows for taxation for local improvements to C.N.R. and C.P.R. properties within the borders of the former City of Winnipeg only if the local improvement is a direct benefit to the railway operations of the companies or operations in connection therewith. The properties listed in Appendix "A" are used for the purpose of transportation and are currently unsuitable for building purposes, and as a result, do not benefit from the installation of local improvement projects. Consequently, representatives of the railways (as has been demonstrated in the past) will petition against the installation of these projects, thus jeopardizing (if not defeating) these needed improvements.

Concurrence in this recommendation would ensure that needed local improvements could be installed, as railway property frontage would not be considered assessable and, therefore, the C.N.R. would not be allowed to petition against these projects.

The Standing Policy Committee on Public Works therefore recommends:

I. That the properties listed in Appendix "A" and owned by the C.N.R. which are unsuitable for building purposes not be assessed for local improvement charges.

II. That, if at any time these properties are deemed to be buildable sites, prior to allowing any connection from underground services or access from surface improvements, the City Treasurer shall initiate steps to collect the appropriate local improvement costs.

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

Adopted by consent.

(See Minute No. 301 for attachment)

Access to a Proposed Commercial Development located on the South Side of Portage Avenue between Maryland and Sherbrook Streets File SC-1(32) (Vol. 1)

268 - 4. The Standing Policy Committee on Public Works has been advised that an application has been received from Pre Con Builders, for the construction of one 7.0 metre angular “entrance only” private approach on the south side of Portage Avenue, approximately 34.0 metres east of Maryland Street.

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 Portage Avenue is contained within Schedule 1.

This section of Portage Avenue contains a 13.4 metre wide westbound roadway and a 13.4 metre wide eastbound roadway, separated by a 0.5 metre wide median, and carries approximately 18,800 westbound vehicles and 26,500 eastbound vehicles in a typical twelve hour weekday period between 07:00 and 19:00. There is a westbound left turn storage lane for vehicles on Portage Avenue that are turning southbound onto Maryland Street, and an eastbound left turn storage lane for vehicles on Portage Avenue that are turning northbound onto Sherbrook Street.

Report of the Standing Policy Committee on Public Works dated January 4, 1999

The site is currently occupied by an automobile dealership, however, there are plans to demolish some of the existing buildings and redevelop the property. There are currently three private approaches on the east side of Maryland Street, and one private approach on the west side of Sherbrook Street, which serve this property.

The applicant is proposing to construct a 2,500 square foot restaurant, a 2,200 square foot restaurant, and a 25,300 square foot commercial building with a 175 surface parking lot on the site.

Two private approaches are proposed on both Maryland and Sherbrook Streets to serve this development. The applicant also desires to make it more convenient for eastbound motorists on Portage Avenue to enter the proposed site by applying for a non-conforming angular "entrance only" private approach on the south side of Portage Avenue, approximately 34.0 metres east of Maryland Street, as shown on Drawing No. A-9198.

The Public Works Department recommended that no access on the south side of Portage Avenue be approved for the following reasons:

- This section of Portage Avenue 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 Portage Avenue are intended for the transportation of large volumes of through traffic; private approaches diminish the capacity of and level of motorist safety on those streets.

- The proposed development can be safely and conveniently accommodated with the access from both Maryland or Sherbrook Streets. Eastbound Portage Avenue traffic can enter the site by turning right onto Maryland Street and then entering the site by way of the two approaches to the site from Maryland Street.

- The Public Works Department has in the past denied access to other developers with property fronting on Portage Avenue for the same reasons. If access for this development is approved, a precedent will be set.

- There would be a reduction of approximately three on-street parking spaces on the south side of Portage Avenue with the construction of the proposed non-conforming private approach.

For the aforementioned reasons the Public Works Department strongly recommended against permitting any access to the proposed development from Portage Avenue, and recommended that all access to the proposed development be from Maryland and Sherbrook Streets.

There is no financial impact or immediate cost to the City if this non-conforming private approach is approved or denied.

The Standing Policy Committee on Public Works recommends:

I. That the application for construction of one 7.0 metre angular "entrance only" private approach on the south side of Portage Avenue, approximately 34.0 metres east of Maryland Street, be approved as shown on Drawing No. A-9198.

II. That the City Solicitor 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.

Copy of attachment referred to in the above clause is on file in the office of the City Clerk.

Adopted by consent.

Report of the Standing Policy Committee on Public Works dated January 4, 1999

Award of Tender No. P.D. 98-153 - Lease of Street Sweepers File S-8 (Vol. 1)

269 - 5. The Standing Policy Committee on Public Works has been advised that Tender No. P.D. 98-153 was issued for the lease of eight street sweepers for a period of six years commencing on March 1, 1999. The sweepers are to replace the existing City fleet of sweepers.

In the accompanying informational report submitted by the Public Works Department it is reported that the current departmental policy for summer street sweeping is to sweep all regional streets once per week, the downtown area three times per week and all other streets an average of once per summer on an "as required" basis. Routine summer sweeping is almost entirely on the regional street system and is carried out utilizing City sweepers five nights per week to avoid heavy traffic, and daytime work is initiated as necessary. The current number of eight sweepers is the minimum number of sweepers required to carry out the normal summer sweeping operation with one shift.

Prior to 1981, the City owned 26 sweepers with that number being reduced to 12 in 1988 and to the current eight in 1990. The sweeping program has also been reduced in that time frame.

The City also carries out extensive sweeping during the Spring Cleanup and the Fall Leaf Pickup programs. During the Spring and Fall Cleanup programs the sweepers are utilized for two shifts with the day shift sweeping non-regional streets. During the last three years the sweepers were utilized for an average of 8,700 hours per year or approximately 1,090 hours each.

During the same period, the City has also used hired sweepers on an hourly basis for an average of 10,750 hours per year, an average of 55% of the total number of sweeper hours worked. Most of these hired equipment hours were worked during the Spring Cleanup and Fall Leaf Pickup programs.

Some of the advantages of maintaining the current practice of using a mix of private and City sweepers are as follows:

- It allows a good comparison to private equipment costs to ensure that the City is undertaking its operations in an effective and efficient manner.

- The City will always have to make extensive use of hired sweepers during the Spring Cleanup and Fall Leaf Pickup programs. By maintaining a minimal fleet of City sweepers, this will ensure that the City maintains some control over the hourly rates that the private sector will be seeking.

- City forces have become much more efficient in recent years with all summer sweeping activities being carried out from one central location instead of the previous six. This allows for experienced operators to become familiar with sweeping routes and be able to work with minimal supervision. If work is contracted out, as with much of the snow clearing operations, full time supervision and contract administration from City staff will be required.

- The utilization of City personnel operating City equipment allows for more flexibility and quicker response time in setting and adjusting sweeping routes. Should a section of regional street not require sweeping on a particular night, foremen can move the equipment to a street which does require sweeping. Some of this flexibility would be lost under a sweeping contract.

- City sweepers are available immediately for all shifts (including weekends) for cleanup of spills, accident sites or for special events such as parades. The City also provides sweepers for specific community cleanup programs which would be difficult to administer with contracted sweepers.

The average hourly cost for City sweepers during the past three years (including operator) was $72.78 per hour. It should be noted that repair costs for City sweepers have been increasing dramatically over the last three years as the sweepers have reached the end of their life expectancy. With the current bid price of $28.24 per hour for leased sweepers the actual cost per hour including operator, overhead, fuel and brooms should be approximately $62.00 per hour.

Report of the Standing Policy Committee on Public Works dated January 4, 1999

The Equipment and Materials Services Division of the Public Works Department has advised that a lease of six years for new sweepers would provide optimal economic benefits based on equipment ownership cost, maintenance and availability of equipment.

The Tender, No. P.D. 98-153, for the lease of eight street sweepers closed on December 10, 1998, with bids being received as follows:

1.	Cubex Limited	$1,355.719.68
2.	Cubex Limited – Alternate Bid	$1,473,319.68
3.	Querel Equipment Sales & Supply Limited	$1,814,016.00
4.	Wakshinsky Bros. Limited	$2,469,840.00

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

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 February 8, 1999.

The cost of this contract is estimated to be $248,548.00 per year. 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 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 in accordance with the recommendation contained in a report dated November 18, 1997, as concurred in by the Standing Committee on Fiscal Issues on November 24, 1997.

The Public Works Department recommends that a contract be awarded for the lease of street sweepers, from March 1, 1999 to March 1, 2005, to Cubex Limited, the lowest bidder meeting the specifications in the amount of $1,355,719.68 plus GST and MRST.

Following consideration of the above information, the Standing Policy Committee on Public Works directed that this matter be forwarded to the Executive Policy Committee without recommendation, and in the interim, the Director of Public Works prepare a report outlining comparisons of private and public equipment costs and service, for submission to members of the Standing Policy Committee and the Executive Policy Committee on or before January 15, 1999.

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

The Executive Policy Committee concurs with the recommendation of the Administration, namely:

> *"That the City of Winnipeg Public Works Department continue to utilize City-operated sweepers to carry out the summer street sweeping program and that a contract be awarded for the lease of street sweepers, from March 1, 1999 to March 1, 2005, to Cubex Limited, the lowest bidder meeting the specifications in the amount of $1,355,719.68 plus GST and MRST."*

Moved by Councillor De Smedt,
That the clause be considered.

Moved by Councillor Eadie,
That the recommendation of the Executive Policy Committee be adopted.

Report of the Standing Policy Committee on Public Works dated January 4, 1999

The recommendation of the Executive Policy Committee was put and declared 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.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

MOTIONS

Moved by Councillor Angus,
Seconded by Councillor Lazarenko,

270 - 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.

Automatic Referral to the Standing Policy Committee on Public Works in accordance with Rule 16.1 of the Procedure By-law

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

271 - On motion of Councillor De Smedt, By-law No. 7361/99, a by-law of The City of Winnipeg to authorize the undertaking of certain local improvements during the year 2000, was read a first, second and third time, the rule being suspended for the third reading, and was passed and ordered to be signed and sealed.
File SL(1999)(Vol. 1)

STANDING POLICY COMMITTEE ON PUBLIC WORKS

QUESTION PERIOD

272 - Councillor Timm-Rudolph requested information on this season’s snowfall percentages and questioned the amount that had been expended from the snow removal budget to date.

Councillor De Smedt agreed to take the question under advisement.