REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED FEBRUARY 10, 1998

On motion of Councillor Timm-Rudolph, the Report of the Standing Policy Committee on Public Works, dated February 10, 1998, was considered.

The Federal/Provincial Flood Proofing Program - Feasibility Study for Community Ring Dike Sites
File WH-2 (Vol. 5) [c/r PD (Vol. 12)]

482 - 5. During the Spring, 1997, Winnipeg and Manitoba experienced the "Flood of the Century". On July 16, 1997, the Province of Manitoba issued a News Release stating that "$8 million commitment announced for Flood Proofing program this year". On July 17, 1997, the Federal Government announced that it was contributing $12 million to flood proofing, and the Provincial Government then announced it was providing another $4 million to match the Federal Government.

On July 24, 1997, the Province issued a Fact Sheet on the new Federal/Provincial Flood Proofing Program, including who is eligible and how to apply. A similar advertisement was placed in the newspaper on August 2, 1997.

On August 28, 1997, the Province announced that it was contributing an additional $34 million to the Flood Proofing Program. An advertisement was placed in the newspaper to this effect on September 6, 1997.

On October 7, 1997, Committee on Works and Operations received as information a report titled "The Provincial Flood Proofing Program".

On October 17, 1997, the Water and Waste Department issued a letter to residents north of the Floodway who required secondary dikes in the spring, 1997, informing them of the status of the Federal/Provincial Flood Proofing Program.

On December 2, 1997, the Standing Policy Committee on Public Works heard a presentation from the Elm Park Peninsula Flood Committee (representing Kingston Crescent area residents) wherein diking solutions were requested. Committee resolved, among other things, that "the City of Winnipeg request the senior levels of government to include this project in the flood proofing program for 1998". "Committee also requested that the administration consider all of the alternatives currently being proposed by the Elm Park Peninsula Flood Committee in dealing with the flood issues on Scotia Street, including a cost benefit analysis".

On December 9, 1997, Executive Policy Committee heard the same presentation from the Elm Park Peninsula Flood Committee. The presentation was "referred to the Chief Administrative Officer for consideration during discussions concerning flood proofing for all areas of the City currently taking place between the City and the Province".

In the report titled "The Provincial Flood Proofing Program" and in the October 17, 1997 letter to the residents, it was identified that the Federal/Provincial Flood Proofing Program did not include Priority 3 properties in the City north of the Floodway. Priority 3 properties are generally those that were not destroyed or severely damaged by the flood, but may have incurred some damage. This situation covers the vast majority of properties north of the Floodway, in large part due to the flood protection efforts by the City, property owners, volunteers and the Canadian Forces.

It is the understanding of the Water and Waste Department that Priority 3 properties in the City north of the Floodway have not been included in the program to date because they are viewed by the other levels of government as being protected by the major flood control works (Shellmouth Dam, Assiniboine Diversion and Red River Floodway). The Federal and Provincial Governments expended significant funds previously in the 1960's to provide that protection. Further, the Provincial Government has earmarked $10 million towards repair and maintenance of the Floodway, which is a direct benefit to the City. The $10 million is over and above the funding allocated to the Flood Proofing Program.

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Recently the Minister of Natural Resources initiated a review of the Priority 3 properties for potential inclusion in and expansion of the Flood Proofing Program. The Water and Waste Department has been assisting in this review by providing information collected during the flood, and undertaking technical analyses since the flood on alternatives and costs to flood proof the subject Priority 3 properties.

The Manitoba Water Resources Branch (MWRB) has indicated that the Flood Proofing Program is separated into two categories: 1) individual flood proofing, and; 2) community ring dikes. The Province defines a "community ring dike" as one which "requires the existence of a recognized community". Examples of "community ring dike" locations are Kingston Crescent, Scotia Street, Glenwood Crescent and Rue St. Pierre. The Province defines "individual flood proofing" as one which "protects a small group of properties or individual properties", and examples of such locations are Wellington Crescent, Christie Road and Turnbull Drive.

The Water and Waste Department has determined that a total of 789 properties in the City north of the Floodway require flood proofing to the Flood Protection Level (FPL). The FPL has been established as the minimum required level for flood proofing and is consistent with the City of Winnipeg Act for new construction along the rivers. Of these 789 properties, it has been estimated that 516 properties fall into the "community ring dike" category and 273 properties fall in the "individual flood proofing" category.

The status of the Flood Proofing Program and its expansion to include Priority 3 properties north of the Floodway has not changed significantly since October 7, 1997, when the former Committee on Works and Operations received as information the report titled "The Provincial Flood Proofing Program". These Priority 3 properties are still not included in the program. However, in a letter dated November 25, 1997 to Mr. Robert Gannon, Chief Administrative Officer, the MWRB has indicated that the Province "is continuing to negotiate for further contributions from the Federal Government" and that "the City's requirements are being included in these negotiations".

In a December 22, 1997 meeting between administrative officials of the City and those from the Provincial Departments of Natural Resources and Government Services, the Province confirmed that inclusion of Winnipeg properties in the Flood Proofing Program will require further negotiation with the Federal Government and this is anticipated to be undertaken over a longer term.

The Province also indicated that the City should undertake an engineering feasibility study for the properties that would fall under the "community ring dike" category. The purpose would be to establish site by site what flood proofing measures can be done, what riverbank stabilization works would be required and what the costs would be. A feasibility study report by a consultant complete with estimated capital costs of flood proof works would assist in the negotiations with the Federal Government. The Water and Waste Department has already done some of this work on a very conceptual basis, but the Province recommends that an independent and more detailed assessment be undertaken. Further, the City does not have the technical expertise to undertake riverbank stability analyses, which expertise must be provided from a geotechnical engineering consultant. This study is proposed to be undertaken by a local engineering consultant, with municipal, geotechnical and structural experience.

Under the terms of the Flood Proofing Program, "community ring dikes" are to be cost shared 45% each by the Federal and Provincial Governments and 10% by the municipality. Since there is no maximum on the portion of funding to be provided by the upper levels of government, they are very interested in the total costs for flood proofing in the "community ring dike" context.

A similar study and cost estimate is not required for the properties that fall under "individual flood proofing" category as the Province and the Federal Government are to cost-share 75% of the cost of flood proofing to a maximum $30,000.00. The property owner is responsible for the remaining costs, regardless of the total.

The undertaking of this study will hopefully lead to the inclusion of the Priority 3 properties in the Flood Proofing Program. Once properties are flood proofed, it will reduce the City's requirement for protecting them on a temporary basis during future flood events.

It is estimated that a feasibility study of the 516 properties under the "community ring dike" category would cost approximately $200,000.00. The funds required to undertake the feasibility study are recommended to be transferred from Unused Borrowing Authority available from the Land Drainage Financing System Study. The financial impact of the proposed transfer is summarized on Appendix “A”.

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The Province has advised that the costs of the study may be eligible for reimbursement under the terms of the "community ring dike" category, if and when the Flood Proofing program is expanded to include properties in Winnipeg north of the Floodway. Therefore, the City may be reimbursed for up to 90% of the costs of this study.

The recommendation of the administration is to utilize surplus borrowing authority from the Land Drainage Financing System capital account. The status is shown below.

Land Drainage Financing system - Financial Summary

Approved Capital		
1994		$ 600,000
1995		$1,000,000
	TOTAL	$1,600,000
Less Approved Council Transfer for St. Boniface Stormwater Retention Basin		-$1,200,000
Less Amount of Previous Committed/Expended		-$ 840
Surplus Borrowing Authority Available		$ 399,160
Transfer Recommended		$ 200,000

The Standing Policy Committee on Public Works does not agree that funding for this project be utilized from surplus borrowing authority and is requesting Executive Policy Committee to investigate an alternative funding source.

The Standing Policy Committee on Public Works therefore recommends:

I. That funding for consulting services for an engineering feasibility study project to investigate the feasibility, alternatives and costs of "community ring dike" sites be approved, and that Executive Policy Committee be requested to investigate alternative sources of funding, and if not available, that Surplus Borrowing Authority in the amount of $200,000.00 be utilized from the Land Drainage Financing System capital account No. 03 118112 5294020701.

II. That the Proper Officers of the City 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.

Moved by Councillor Timm-Rudolph,
That the clause be adopted.

Carried.

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED MARCH 10, 1998

On motion of Councillor Timm-Rudolph, the Report of the Standing Policy Committee on Public Works, dated March 10, 1998, was considered clause by clause.

Moved by Councillor Timm-Rudolph,
That the Consent Agenda, Clauses 1,2,3 and 4 be adopted.

Carried.

Upgrading of the Fluoride Feed Facility for the Potable Water Supply System
File WW-4.1 (Vol. 4)

483 - 1. Fluoride is added to the City water supply as a public dental health measure to prevent dental cavities.

The leakage of fluoride from the existing fluoride feed facility which was detected on August 12, 1997, was due to a failure in the piping system that transfers the fluoride from the underground storage tanks to the fluoride feed building. The leakage was detected in the groundwater monitoring system that was installed adjacent to the underground storage tanks. The fluoride leaked directly into the soils and groundwater in the vicinity of the tanks.

Provincial regulations enacted subsequent to the construction of the existing facility require all chemical storage facilities to be constructed so that any leakage is contained. This results in earlier detection of the leak and minimizes the impact to the environment. On November 20, 1997, an Order was issued in accordance with the Manitoba Dangerous Goods Handling and Transportation Act requiring the City of Winnipeg to upgrade the fluoride feed facility by June 15, 1998. The Order from Manitoba Environment requires that the upgraded facility must include full containment of any leakage.

This project is not included in the Annual Capital Estimates and as such no funds have been specifically identified for this work.

As part of this project, the Water and Waste Department will also be considering alternate locations for the upgraded facility. Factors to be considered may include cost to construct and operate, emergency response, impact on the Shoal Lake watershed and others.

The Capital Budget account for the Pump Upgrading Project at the MacLean and McPhillips Pumping Stations has surplus borrowing authority available to fund the upgrading of the fluoride feed facility. This surplus is a result of lower than expected tender prices for the work.

PROJECTED EXPENDITURES

Construct Upgraded Fluoride Feed Facility		$350,000.00
SubTotal:	$350,000.00	
Finance (2%)		$7,000.00
Administration (1%)		$3,500.00
GST (3%)	$10,500.00	
SubTotal:	$371,000.00	

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Engineering			$120,000.00
GST (3%)			$3,600.00
SubTotal:		$494,600.00	
Total Project Expenditure:	$494,600.00		
	Recommended Transfer		$500,000.00

Projected Financial Status To Completion for the Pump Upgrading Project:
(43 1181xx 5196060701)

Construction (112)		
* Contract #1	$646,600.01	
* Contract #2	$565,696.00	
* Contract #3	$544,000.00	
* Contract #4	$1,254,000.00	
* Contract #5	$14,801.00	
* Contract #6	$164,990.00	
Contract #7	$20,000.00	
Total Engineering (114)		$794,720.00
PST	$51,029.30	
GST	$120,144.21	
Total Administration (151)		$32,100.87
Total Interest (152)		$128,403.48
Total Misc (154)	$150,000.00	
* denotes contract awarded/tender closed		
SubTotal:	$4,486,484.87	
Recommended Transfer to Fluoride Project:		$500,000.00
SubTotal:	$4,986,484.87	
Approved Budget:		$5,346,000.00
Remaining Surplus Borrowing Authority:		$359,515.13

A financial impact statement as outlined in Appendix “A” has been prepared in accordance with the recommendations contained in a report dated November 18, 1997, as concurred in by the Standing Committee on Fiscal Issues on November 24, 1997.

The Standing Policy Committee on Public Works recommends:

I. That surplus borrowing authority, in the amount of $500,000.00 be transferred from the Pump Upgrading - MacLean and McPhillips Pumping Stations Project (43 1181xx 5196060701) to the Fluoride Feed System Upgrading Project.

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

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

Adopted by consent.

Supply and Delivery of Equipment Services for the Brady Road Sanitary Landfill (PD97-176) File WT-3 (Vol. 14)

484 - 2. The City has used contract equipment to pick up and convey cover material for the refuse as well as cell excavation and berm construction since 1992. PD92-40 covered the period from July 1, 1992 to June 30, 1995. Due to the uncertainty as to the direction the City was going with regards to the Brady Landfill, the contract was extended for one year, July 1, 1995 to June 30, 1996. Subsequently the contract was extended for

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another year, July 1, 1996 to June 30, 1997. Again, due to the uncertainty this contract was extended for a further six (6) months with "James Braun Construction Company Ltd". This contractor did not bid on tender package PD97-176 and appears to be getting out of the business.

Four (4) bids for tender PD97-176 where received and Taillieu Construction was the lowest responsive bid. An inspection of their facilities and resources indicates that they have the necessary experience and resources to complete the project satisfactorily. The Manager of Materials has advised that each of the tender submissions was accompanied by a Bid Security and a Written Understanding each of which has been certified by the Legal Services Division. Funds for this project are covered under the Water & Waste operating budget for 1998. The bids are open until March 17, 1998.

There is no financial impact since the funds are covered under the current operating budget.

In accordance with SC.9 of the Tender Documents, the contract provides that the City may extend the contract for up to two (2) consecutive one-year terms if, in respect of each such one-year term, Council approves funding of the contract for that particular year and that if the funding is not approved, the contract shall terminate.

The award of tender PD97-176 for year one, requires the approval of Council since it commits future funds.

The Standing Policy Committee on Public Works recommends:

I. That a contract for the Supply and Delivery of Equipment Services for the Brady Road Sanitary Landfill (PD97-176) be awarded to Taillieu Construction Ltd., the lowest bidder meeting the specifications, for the period February 1, 1998 to January 31, 1999 in the conditional amount of $412,500.00 (M.R.S.T & G.S.T. extra if applicable).

II That the Chief Administrative Officer be authorized to extend the contract for the second and third year if required.

Adopted by consent.

Traffic Regulations on Route 90/Route 165 Connection between Scurfield Boulevard and Waverley Street
Files ST-5.2 (Vol. 24) & SC-1.1 (Vol. 6)

485 - 3. The construction of the link between Route 90 at Scurfield Boulevard and Route 165 at Waverley Street is expected to be completed and open to traffic in the Fall of 1998. The traffic regulations recommended herein will compliment the roadway geometry associated with these works and will provide for the orderly movement and control of traffic.

The connection between Route 90 at Scurfield Boulevard and Route 165 at Waverley Street will be constructed as a 4 lane divided highway with a curve in the roadway at a point west of Waverley Street which will be designed for a safe operating speed of 95 km/h. The intersections of Route 165 and Waverley Street and Route 90 and Scurfield Boulevard are now traffic signal controlled.

a) Regional Street Designation.

Route 165 east of Waverley Street and Kenaston Boulevard north of Scurfield Boulevard are designated as Regional Streets. The new highway connecting them will fulfil criteria as listed in Group "A" (4) Arterial Connector, as adopted by Council on February 29, 1984, namely an arterial street that is an important link between two or more arterial streets and that serves a significant residential, commercial and industrial sector of the urban area. This facility should, therefore, be designated a Regional Street.

b) Route Number Designation.

Most major streets in the City are part of the numbered Winnipeg Route system. For road user guidance, it is desirable to identify the availability of this facility for public use in a prominent way, such as by way of a route number on maps of the City. This route is now identified as Route 165 east of Waverley Street and Route 90 north

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of Scurfield Boulevard, consistent with an even number for north-south routes and an odd number for east-west routes. Until such time as Route 90 is extended further south and Route 165 is extended farther west, this new interim connection may be designated as Route 90.

c) Truck Route Designation.

The criteria used by the Public Works Department to recommend the establishment of truck routes includes a street that connects two or more communities and a street that intersects other Regional Streets. This new highway fulfils these criteria, and should, therefore, be designated as a Full-Time Truck Route and be so identified in Schedule A of the Traffic By-law.

d) Snow Route Designation.

Route 165 and Route 90 by virtue of being Regional Streets are now listed on Schedule "A" of the Snow Route By-law. Adding this new section of street to Schedule "A" of the Snow Route By-law is consistent with the practice of specifying Regional Streets as Snow Emergency Routes.

e) Private Approach Restriction.

Route 165 east of Waverley Street is contained within Schedule 1 of the Private Approaches By-law. This new street has been designed to accommodate through traffic efficiently and safely without interruption from intersecting traffic. It is, therefore, appropriate that this new section of the route be included in Schedule 1 of the Private Approaches By-law, being that schedule which prohibits the construction of private approaches thereon.

f) Stopping Prohibitions.

On opening day, this new street is projected to carry approximately 28,000 vehicles in a typical 12 hour weekday between 07:00 and 19:00 and approximately 1,600 hourly vehicles per direction in each of the A.M. and P.M. peak periods. There will be no development on either side of this new highway and prohibiting stopping on both sides will ensure that all lanes are made available for the movement of traffic.

g) Intersection Traffic Control.

i) Yield sign control.

At Route 165 and Waverley Street:

- the existing 2 lane westbound right turn cut-off which is now traffic signal controlled, will be replaced with a single lane right turn cut-off under yield sign control

- single lane right turn cut-offs will be constructed for the southbound and eastbound right turn movements

At Route 90 and Scurfield Boulevard:

- single lane right turn cut-offs will be constructed for the northbound and eastbound right turn movements

It is appropriate that before entering the intersecting street, vehicular traffic using these right turn cut-offs be required to "Yield" to pedestrians crossing the cut-off as well as to approaching vehicular traffic on the intersecting street.

ii) Traffic Lane designations.

In the peak hour, approximately 585 northbound vehicles on Waverley Street are projected to turn left onto the new facility. A dual northbound left turn storage lane will be provided on Waverley Street to accommodate this left turn demand and the recommended dual left turn lane designation will legalize such a movement.

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h) Speed Limit.

The speed limit is 80 km/h on Route 90 north of Scurfield Boulevard and on Route 165 east of Waverley Street. The new facility between Scurfield Boulevard and Waverley Street has been designed for an operating speed of 95 km/h. It is, therefore, deemed appropriate that an 80 km/h speed limit be established on the new highway between Scurfield Boulevard and Waverley Street to be consistent with the 80 km/h speed limit elsewhere along this route in this area.

Financial Impact:

Costs associated with the fabrication and posting of signing related to the recommended traffic regulations have been budgeted for as part of the Street Construction Capital Works Program. Maintenance of these signs will not be required until after 2003. Costs associated with the processing and preparation of the necessary by-laws will be borne by the Annual Current Estimates of Legal Services and the Chief Administrative Officer's Secretariat as may be appropriate.

The Standing Policy Committee on Public Works recommends:

I. That the traffic regulations on the Route 90/Route 165 connection between Scurfield Boulevard and Waverley Street be adopted, as outlined in Appendix "A".

II. That the City Solicitor/Manager of Legal Services be instructed to prepare the appropriate amending by-laws to the following by-laws for submission to Council for approval:

A. The City of Winnipeg Traffic By-law No. 1573/77.

B. The City of Winnipeg Snow Route By-law No. 6548/95.

C. The City of Winnipeg Private Approaches By-law No. 329/73.

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

Adopted by consent.

(See Minute No. 500 for attachment)

Parking Meters on Good Street Between Portage Avenue and St. Mary Avenue
File ST-2 (Vol. 21)

486 - 4. Pollock School of Beauty, 480 Portage Avenue, and a group of petitioners representing businesses on surrounding streets submitted a petition requesting that the parking meters on this block of Good Street be changed from a one-hour limit to a two-hour limit. Five out of nine properties adjoining Good Street concurred with the proposed change with no opposition being registered.

The City Centre Community Committee at its meeting held on February 3, 1998 concurred in the request.

Good Street between Portage Avenue and St. Mary Avenue serves as a fronting street for the west side of Good Street and the east side as a back lane for the Colony Street properties.

Copies of the petition indicating the proposed change were sent by Pollock School of Beauty to Army Surplus, 460 Portage Avenue, and to Perths Cleaners, 505 St. Mary Avenue. No opposition to the proposed change was received.

Parking is permitted on the west side of Good Street between Portage Avenue and St. Mary Avenue where there are eleven (11) one-hour parking meters. There are no residential properties in this block. There is only one business that has a Good Street address, 324 Good Street, who have signed in favor of the two-hour restriction. The remaining adjoining properties have access serving the public from streets other than Good Street. Pollock School of Beauty have indicated that their establishment cannot conduct business within the one-hour time limit.

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This work will be done under normal working days activities with no impact to funding.

The Standing Policy Committee on Public Works recommends:

I. That the one-hour parking meters on the west side of Good Street between Portage Avenue and St. Mary Avenue be replaced with two-hour parking meters.

II. That the City of Winnipeg Parking Meter By-law be amended as follows:

A. Schedule "A" to By-law No. 6547/95 of the City of Winnipeg be amended by deleting the following:

"West side of Good Street between St. Mary Avenue and Portage Avenue".

B. Schedule "B" to By-law No. 6547/95 of the City of Winnipeg be amended by adding the following:

"West side of Good Street between Portage Avenue and St. Mary Avenue".

III. That the City Solicitor be instructed to prepare the necessary amending by-law in accordance with the foregoing for submission directly to Council for approval.

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

Adopted by consent.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

487 - On motion of Councillor Timm-Rudolph, the following by-laws were read a first, second and third time, the rule being suspended for the third reading of each by-law, and were passed and ordered to be signed and sealed, namely:

By-law No. 7173/98, a by-law of The City of Winnipeg to amend By-law No. 6547/95, being a by-law of the said City concerning the reservation of certain portions of streets and public parking sites for the purpose of parking vehicles and the use of parking meters in connection therewith. File ST-2 (Vol. 21)

By-law No. 7174/98, a by-law of The City of Winnipeg to amend By-law No. 2480/79, being the Noise Control By-law. File ER-1.2 (Vol. 14)

Councillor Silva asked to be recorded as having voted against the third reading of By-law No. 7173/98, in accordance with Rule 50.7 of the Procedure By-law.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

QUESTION PERIOD

488 - Councillor Murray questioned if the City was undertaking a study of waste collection and landfills and what the terms of reference were.

Councillor Timm-Rudolph took the question under advisement.

Councillor Murray questioned whether a consultant or contractor had been hired to do the study. Councillor Timm-Rudolph advised that she had received a letter to the effect that the company hired had wanted to do personal interviews with Members of Council. She advised that there was some discussion at Waste Minimization Advisory Committee on the issue and that they were aware of this particular study.

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

Councillor Murray again questioned what the terms of reference were.

Councillor Timm-Rudolph noted that the previous Standing Committee had made the decision and that she did not have all the details at this point.

Councillor Steek referenced the recent list published in the media of City streets scheduled for reconstruction or resurfacing and requested that a seminar be scheduled prior to the next Council Meeting, with Public Works personnel to identify the criteria that was used for establishing what streets were going to be repaired.

Councillor Timm-Rudolph referred to the rating process and advised that she would endeavour to arrange the seminar, and encouraged Members of Council to speak directly to the Manager of Street Maintenance to get an understanding on how the streets were rated for repairs.

Councillor Angus requested confirmation that there was a Steering Committee implementing an alternative service delivery option on solid waste and that included on the list of people being interviewed by the Steering Committee was the Chairman of the Waste Minimization Advisory Committee.

Councillor Timm-Rudolph replied in the affirmative.

Councillor Angus requested confirmation that the project team leader was a City Administrator, Dwight Gibson, and that Paul Moist of CUPE was also a member of the Steering Committee.

Councillor Timm-Rudolph replied that this was correct.

Councillor Murray again requested to know who set the terms of reference for the study, appointed the consultant and set the budget.

Councillor Timm-Rudolph again reiterated that she had not been a member of the Standing Committee when the process had started and did not know the history of the issue at hand.

Councillor Murray requested the Chairperson to look into the matter and to find out the background of the study.

Councillor Timm-Rudolph took the question under advisement.

Moved by Councillor Eadie,

That Rule 6.1 of the Procedure By-law be suspended to allow Council to continue and finish its deliberations.

Carried.

Councillor Thomas asked to be recorded as having voted against the suspension of Rule 6.1, in accordance with Rule 50.7 of the Procedure By-law.