REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JUNE 9, 1998

On motion of Councillor Timm-Rudolph, the Report of the Standing Policy Committee on Public Works dated June 9, 1998, was considered clause by clause.

Moved by Councillor Timm-Rudolph,
That the Consent Agenda, Clauses 6 and 7 be adopted.

906 - Councillor Silva asked to be recorded as having voted against Clause 6, in accordance with Rule 50.7 of the Procedure By-law.

The motion to adopt the Consent Agenda, Clauses 6 and 7 was put and declared carried.

Local Improvement Project - 14' x 6" Concrete Lane pavement on the first North-South lane West of Princess Street from Elgin Avenue to William Avenue - City Centre Community and Lord Selkirk-West Kildonan Community
File SL(1998) (Vol. 1)

907 - 6. The Standing Policy Committee on Public Works has been advised that petitions, insufficiently signed against (47.89%), have been received and certified against a Local Improvement for the construction of a 14' x 6" concrete lane pavement on the first north-south lane West of Princess Street from Elgin Avenue to William Avenue.

Because the proposed works crosses both the City Centre and Lord Selkirk-West Kildonan Communities, both Community Committees were notified of the results of the petition. On May 5, 1998, the City Centre Community Committee recommended that this Local Improvement Project not be proceeded with. On May 12, 1998, the Lord Selkirk-West Kildonan Community Committee recommended that this Local Improvement Project be proceeded with.

The Standing Policy Committee on Public Works concurs with the recommendation of the Lord Selkirk-West Kildonan Community Committee and recommends:

I. That the Local Improvement Project for the construction of a 14' x 6" concrete lane pavement on the first North-South lane West of Princess Street from Elgin Avenue to William Avenue, be approved.

II. That funding for the project in the amount of $40,000.00 be identified by the Standing Committee on Fiscal Issues.

III. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary Local Improvement By-law in accordance with the foregoing and submit same directly to Council for approval.

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

In amendment,

The Executive Policy Committee concurs with the recommendation of the Standing Committee on Fiscal Issues and recommends that the local improvement project be deferred for construction until 1999, and that provision be made in the 1999 Capital Budget.

Adopted by consent.

(See Minute No. 906 for opposition recorded by Councillor Silva)

Report of the Standing Policy Committee on Public Works dated June 9, 1998

Local Improvement Projects in the Riel Community File SL(1998) (Vol. 1)

908 - 7. The Standing Policy Committee on Public Works has been advised that the following proposed Riel local improvement projects were advertised on March 16, 1998, namely:

Ornamental Lane Lighting	Gascon, Gosford, Wales
Waste Water Sewer	Victoria Row & Victoria Crescent
Waste Water Sewer	Victoria Crescent, Ferry Road, Victoria Grove
Waste Water Sewer	Victoria Crescent from Ferry Road to Delmar & Delmar from Victoria Crescent to Victoria Grove
Waste Water Sewer	Victoria Crescent from Delmar to St. Vital Road
Waste Water Sewer	Victoria Crescent from Delmar to Lotus Lane

These local improvements were all petitioned against except the ornamental lane lighting.

On May 12, 1998, the Riel Community Committee recommended that the following local improvement projects be proceeded with, namely:

Ornamental Lane Lighting	Gascon, Gosford, Wales
Waste Water Sewer	Victoria Row & Victoria Crescent

The Standing Policy Committee on Public Works therefore recommends:

I. That the Local Improvement Project for ornamental lane lighting on the first north-south lane East of Gascon Road from Gosford Road to Wales Avenue, be proceeded with.

II. That the Local Improvement Project for waste water sewer in Victoria Row from Victoria Crescent to the east limit, be proceeded with.

III. That funding for these projects in the total amount of $56,000.00 be identified by the Standing Committee on Fiscal Issues.

IV. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary Local Improvement By-law in accordance with the foregoing and submit same directly to Council for approval.

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.

The Executive Policy Committee concurs with the recommendation of the Standing Committee on Fiscal Issues and recommends that the local improvement projects be deferred for construction until 1999, and that provision be made in the 1999 Capital Budget.

Adopted by consent.

REPORT "A" OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JULY 7, 1998

On motion of Councillor Timm-Rudolph, Report "A" of the Standing Policy Committee on Public Works, dated July 7, 1998, was considered clause by clause.

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

909 - Councillor Thomas asked to be recorded as having voted against Clause 3, in accordance with Rule 50.7 of the Procedure By-law.

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

School Bus Service for Pointe Du Bois
File H (Vol. 7)

910 - 1. The Hydro Department has been operating the Pointe du Bois School District (No.1696) since August of 1913, about two years after first power was delivered by the plant. As required by the Manitoba Public Schools Act, the Hydro Department is therefore responsible for the basic education of all children within the district boundaries, including those of non-Hydro employees living just outside the townsite. Since its establishment, the district operated a single school, located at Pointe du Bois, which at one time provided education from Kindergarten to Grade XI.

Over the years, the town population decreased, mostly due to opening of an all weather highway to Lac du Bonnet and automation of the Slave Falls plant, and in March of 1983, with the projected next year enrollment of only five students, decision was made to close the school and to bus all children to the Lac du Bonnet schools. This was made possible through prior arrangement with the Agassiz School Division No. 13, which was at the time already providing education for the Pointe children, Grades VII and up. The Hydro Department has been paying all related costs as assessed by the school division, and providing school transportation, all at no cost to the residents.

As provision of school transportation is not a core function of the department, in February of this year, the Agassiz School Division was approached with a request to take over the bus operation beginning with the 1998 school year. Following extended discussions, the division has agreed to provide the bus service for a five year period at a fixed cost of $20,000.00 per year, as per their letter dated April 23, 1998. It is anticipated, upon expiry, the agreement will be renewed for further five year terms.

The operation of the school bus is currently costing the department approximately $40,000.00 per year. The present school bus, in service since 1991, will likely need to be replaced in the next two to three years at an estimated cost of $70,000.00. Council approval is required for a multi-year agreement involving the expenditure of future operating budget funds.

Estimated annual savings to the Hydro Department, based on current costs, will amount to about $20,000.00 per year, for a total of $100,000.00 for the term of this agreement. Additional cost reduction will be realized due to not having to replace the bus in the next five years. The department will also review the staff requirements as they are impacted by this proposed change in operations.

The Standing Policy Committee on Public Works recommends:

I. That the Hydro Department discontinue the provision of school bus service for the Pointe du Bois area children.

II. That the Department enter into a multi-year agreement with the Agassiz School Division No. 13 to provide school transportation for the Pointe du Bois children, starting September 1998.

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

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

Adopted by consent.

Access to the Midtown Carwash Located on the West Side of Donald Street, South of Gertrude Avenue
File SC-1(32) (Vol. 1)

911 - 2. The Standing Policy Committee on Public Works has been advised that an application has been received from Midtown Car Wash, 344 Gertrude Avenue, Winnipeg, for the construction of 1-7.3 metre private approach on the west side of Donald Street approximately 27.5 metres south of Gertrude Avenue.

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

> "(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 Donald Street is contained within Schedule 1.

This section of Donald Street contains a 7.7 metre wide southbound roadway and a 10.4 metre wide northbound roadway, separated by a 1.3 metre wide median, within a 24.4 metre right-of-way, and carries approximately 13,000 northbound vehicles and 20,400 southbound vehicles in a typical twelve hour weekday period between 07:00 and 19:00.

The site currently contains the Tempo Gas Bar, Midtown Car Wash and Thrifty Car Rental with the 15 parking spaces being used by Thrifty Car Rental.

The property is served by an existing 8.0 metre wide "exit only" private approach and an angular 8.0 metre wide "entrance only" private approach on the east side of Scott Street. The 8.0 metre wide "exit only" private approach is used as an exit for motorists who only want to purchase gas at the Tempo Gas Bar, and not proceed with getting their car washed. The 8.0 metre wide angular "entrance only" private approach is used as the only entrance for vehicles either using the Tempo Gas Bar or the Midtown Car Wash.

There is also an existing 4.9 metre wide private approach on the south side of Gertrude Avenue to serve as an exit from the property for motorists who have exited the car wash.

The applicant is proposing to construct a private approach on the west side of Donald Street, approximately 27.5 metres south of Gertrude Avenue. The Private Approaches By-Law does not permit private approaches to be approved for properties located on this section of Donald Street, as it is contained within Schedule 1 of the By-Law.

Queues for the car wash frequently extend from the "entrance only" private approach on the east side of Scott Street back into the southbound lanes of Donald Street. The Public Works Department and the property owner have worked together to arrive at a plan to allow more vehicles to queue on the car wash property and therefore reduce or eliminate the queuing on Donald Street. The plan, while effective in solving the problem of queuing, restricts access to the Thrifty Car Rental outlet. In order to provide access to the car rental operation, a bi-directional private approach on Donald Street is required.

The Public Works Department believes that elimination of queuing from the car wash on Donald Street more than off sets any potential traffic operating problems as a result of the proposed private approach on Donald Street; and therefore recommended that the installation of the private approach on Donald Street be approved by the Standing Policy Committee on Public Works.

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

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

The Standing Policy Committee on Public Works therefore recommends:

I. That the construction of 1-7.3 metre private approach on the west side of Donald Street approximately 27.5 metres south of Gertrude Avenue (as shown on Drawing No. A-9115) be approved.

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 required.

Adopted by consent.

Local Improvements - East Kildonan - Transcona Community Committee
File SL-1 (Vol. 20)

912 - 3. The Standing Policy Committee on Public Works has been advised that the following Local Improvements were advertised on March 16, 1998 and were not petitioned against, namely:

1) Ornamental Lane Lighting on the first east-west lane south of Tu-pelo Avenue from Molson Street to and including the north-south lane outlet to Tu-pelo Avenue west of Molson Street;

2) Ornamental Lane Lighting on the first north-south lane west of Cedargrove Crescent (west leg) including the two east-west lane outlets to Cedargrove Crescent (west leg);

3) Lane Lighting on the first east-west lane north of Simpson Avenue from Besant Street to Louelda Street;

4) 5' Concrete Sidewalk on the west side of Raleigh Street from the south line of the first east-west lane south of Linden Avenue to the north line of the first east-west lane north of Dunrobin Avenue.

The East Kildonan-Transcona Community Committee on June 16, 1998 recommended that these local improvement projects be proceeded with.

The Standing Policy Committee on Public Works therefore recommends:

I. That the Local Improvement Projects as outlined above, be approved.

II. That funding for the projects in the total amount of $24,200.00 be identified by the Standing Committee on Fiscal Issues for inclusion in the 1999 budget.

III. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary Local Improvement By-law in accordance with the foregoing and submit same directly to Council for approval.

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

On July 13, 1998, the Standing Committee on Fiscal Issues considered the referenced matter and recommended that the local improvement projects be deferred for construction until 1999 and that provision be made in the 1999 Capital Budget.

The Executive Policy Committee concurs with the recommendation of the Standing Committee on Fiscal Issues and recommends that the local improvement projects be deferred for construction until 1999, and that provision be made in the 1999 Capital Budget.

Adopted by consent.

(See Minute No. 909 for opposition recorded by Councillor Thomas)

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

Local Improvement Project - Ornamental Street Lighting - Doncaster Street - Assiniboia Community
File SL(1998) (Vol. 1)

913 - 4. The Standing Policy Committee on Public Works has been advised that a local improvement for ornamental street lighting on Doncaster Street from Tuxedo Avenue to Wellington Crescent was advertised on March 16, 1998, and was not petitioned against.

On June 16, 1998, the Assiniboia Community Committee recommended that the local improvement project be proceeded with.

The Standing Policy Committee on Public Works therefore recommends:

I. That the Local Improvement Project for ornamental street lighting on Doncaster Street from Tuxedo Avenue to Wellington Crescent, be proceeded with.

II. That funding for this project in the amount of $28,000.00 be identified by the Standing Committee on Fiscal Issues for inclusion in the 1999 budget.

III. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary Local Improvement By-law in accordance with the foregoing and submit same directly to Council for approval.

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

On July 13, 1998, the Standing Committee on Fiscal Issues considered the referenced matter and recommended that the local improvement projects be deferred for construction until 1999 and that provision be made in the 1999 Capital Budget.

The Executive Policy Committee concurs with the recommendation of the Standing Committee on Fiscal Issues and recommends that the local improvement project be deferred for construction until 1999, and that provision be made in the 1999 Capital Budget.

Adopted by consent.

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

914 - ***Note: Clause 5 has been referred back by Executive Policy Committee to the Standing Committee on Fiscal Issues.***

Referred back by Executive Policy Committee to the Standing Committee on Fiscal Issues

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

Approval of Thin Bituminous Overlay for City Streets File SC-3.4 (Vol. 22)

915 - ***Note: Clause 6 has been referred back by Executive Policy Committee to the Standing Committee on Fiscal Issues.***

Referred back by Executive Policy Committee to the Standing Committee on Fiscal Issues

REPORT "B" OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JULY 7, 1998

On motion of Councillor Timm-Rudolph, Report "B" of the Standing Policy Committee on Public Works, dated July 7, 1998, was considered.

Moved by Councillor Timm-Rudolph,
That the Consent Agenda, Clause 1, be adopted.

Carried.

Strategic Infrastructure Reinvestment Policy (SIRP) Report and Recommendations File S-7 (Vol. 4)

916 - 1. The Strategic Infrastructure Reinvestment Policy (SIRP) Task Force was appointed by the former Committee on Works and Operations on April 7, 1995 with a mandate to review the state of Winnipeg's infrastructure and to make recommendations for a policy framework for civic infrastructure management and investment decisions.

The Report of the Strategic Infrastructure Reinvestment Policy Task Force dated May 15, 1998 contains 30 recommendations which focus on environmentally and financially sustainable infrastructure investment approaches, as outlined in Appendix "A".

On June 29, 1998 the Standing Policy Committee on Public Works heard representation from Messrs. Chris Lorenc and Jim Thomson, Co-Chair of the SIRP Task Force outlining the Report and Recommendations of the Task Force.

The Standing Policy Committee on Public Works concurs in the recommendations of the Strategic Infrastructure Reinvestment Policy (SIRP) Task Force as outlined in Appendix "A", and submits them to Council for adoption.

Adopted by consent.

(See Minute No. 930 for attachment)

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JULY 14, 1998

On motion of Councillor Timm-Rudolph, the Report of the Standing Policy Committee on Public Works, dated July 14, 1998, was considered.

Moved by Councillor Timm-Rudolph,
That the Consent Agenda, Clause 1, be adopted.

Carried.

Access to a proposed Development located at 3755 Portage Avenue
File SC-1(31) Vol. 1)

917 - 1. The Standing Policy Committee on Public Works has been advised that an application has been received for the construction of one 9.1 metre private approach on the north side of Portage Avenue approximately 3.3 metres west of Stewart Street, from JMK Construction Ltd. to provide access to a proposed development located at 3755 Portage Avenue.

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

> "(4) No approach shall be constructed, erected or installed in any of the streets or portions of streets set forth in Schedule 2 hereto, except where two separate directional approaches, one for access to, and one for egress from the property, may be constructed where the property to be served has sufficient frontage to permit such approaches to be located in such a manner as to comply in all respects with the provisions of Section 8 of this by-law.

This section of Portage Avenue is contained within Schedule 2.

This section of Portage Avenue contains a 10.8 metre wide westbound roadway and a 11.1 metre wide eastbound roadway, separated by a 3.0 metre wide median, within a 40.2 metre right-of-way, and carries approximately 11,700 westbound vehicles and 9,100 eastbound vehicles in a typical twelve hour weekday period between 07:00 and 19:00.

A gas station with six gas pumps, car wash and a convenience store are proposed to be constructed on the site. On the west side of Stewart Street, the applicant is proposing to construct a 9.1 metre wide private approach, which would serve as the entrance for fuel delivery trucks. On the east side of Isbister Street, it is proposed to construct a 9.1 metre wide private approach. On the north side of Portage Avenue, the applicant is proposing to construct an angular "entrance only" private approach and an angular "exit only" private approach. These two private approaches would serve as the main entrances and exits to the property for westbound motorists on Portage Avenue. The angular "exit only" private approach would also serve as the exit for the fuel delivery trucks. The angular "entrance only" private approach would be located 3.3 metres west of Stewart Street instead of 6.0 metres, as required by the Private Approaches By-Law. If the applicant were to locate the angular "entrance only" private approach 6.0 metres west of Stewart Street to make it conforming, the queue from the gas pumps would extend onto Portage Avenue, and therefore cause delays for westbound motorists.

The Public Works Department does not expect that this one angular non-conforming 9.1 metre wide angular "entrance only" private approach will cause any traffic operating problems on Portage Avenue.

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

Report of the Standing Policy Committee on Public Works dated July 14, 1998

The Standing Policy Committee on Public Works recommends:

I. That the application for the construction of one 9.1 metre private approach on the north side of Portage Avenue approximately 3.3 metres west of Stewart Street be approved.

II. That the City Solicitor be instructed to prepare for submission to Council, an amendment to Schedule 2 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 required.

Adopted by consent.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

MOTIONS

Moved by Councillor Prystanski,
Seconded by Councillor Timm-Rudolph,

918 - WHEREAS the Principal of Cecil Rhodes School has advised that since Keewatin Street is no longer the boundary for the school catchment area, 27 students (including 18 of elementary school age) living west of Keewatin Street are registered to attend Cecil Rhodes School in the fall of 1998;

AND WHEREAS the Chief Administrative Officer advised the Standing Policy Committee on Public Works in a report dated June 25, 1998, that Keewatin Street is a four-lane divided regional street carrying approximately 23,000 vehicles in a typical 12 hour weekday period and that once the School re-opens in the fall the estimated level of activity will be sufficient to warrant the installation of a pedestrian corridor across Keewatin Street at Elgin Avenue;

AND WHEREAS the Lord Selkirk-West Kildonan Community Committee on May 12, 1998 recommended the installation of a pedestrian corridor at this location;

THEREFORE BE IT RESOLVED that a pedestrian corridor be installed across Keewatin Street in the south crosswalk at Elgin Avenue by the start of the new school year;

AND BE IT FURTHER RESOLVED that funds in the amount of $20,000.00 be used from the 1997 Capital Budget for Traffic Engineering improvements Program (Account 5197070701) to cover the cost of this pedestrian corridor installation.

The Speaker ruled automatic referral to the Standing Policy Committee on Public Works in accordance with Rule 16.1 of the Procedure By-law.

Moved by Councillor Prystanski,
That the rule be suspended to allow consideration of the motion at this time.

Carried.

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

The motion was put and declared carried.

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

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

919 - 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. 7264/98, a by-law of The City of Winnipeg to amend The Solid Waste By-law No. 1340/76 File WT-3 (Vol. 14)

By-law No. 7268/98, a by-law of The City of Winnipeg to amend By-law No. 6546/95, being a by-law of the said City to regulate the construction, maintenance and removal of private approaches and private walks File SC-1(31) (Vol. 1)

By-law No. 7269/98, a by-law of The City of Winnipeg to amend By-law No. 6546/95, being a by-law of the said City to regulate the construction, maintenance and removal of private approaches and private walks. File SC-1 (35) (Vol. 1)