# REPORT OF THE

# STANDING POLICY COMMITTEE ON PUBLIC WORKS

# DATED APRIL 30, 2002

On motion of Councillor Angus, the Report of the Standing Policy Committee on Public Works, dated April 30, 2002, was considered clause by clause.

Moved by Councillor Angus,
That the Consent Agenda, Clauses 1,2 and 3, be adopted.

Carried.

**Approval for an extension to Service Contract No. 4968 with the St. Vital Minor Hockey Association Inc. at St. Vital Arena for the period of August 1, 2002 to July 31, 2005**

**File GL-9 (Vol. 16)**
**[c/r PR-2.1 (Vol. 23)]**

**467 -** 1. The Standing Policy Committee on Public Works has been advised that in the spring of 1998, the City issued a request for "Proposals For Operational Service Contracts with Community Centres and Non-Profit Sport Organizations at City of Winnipeg Indoor Ice Arena(s)". There were three proposals received for the St. Vital Centennial Arena.

On June 24, 1998, Council approved:

> "That an award of contract (RFP Item 3) be approved for the St. Vital Centennial Arena, to the St. Vital Minor Hockey Association, who has submitted the proposal offer most advantageous to the City for St. Vital Centennial Arena, said contract being a 36 month service contract to operate the St. Vital Centennial Arena, as it is in the interest of the City to award the contract."

The City and St. Vital Minor Hockey Association Inc., executed contract No. 4968.

On July 18, 2001, Council approved exercising the one-year option with St. Vital Minor Hockey Association to extend its option for one year from August 1, 2001 to July 31, 2002. Council also approved the Administration negotiating a further three (3) year extension of the contract with St. Vital Minor Hockey Association.

In a letter dated February 27, 2001, the St. Vital Minor Hockey Association indicated that they wished to exercise the one-year option in the existing Contract No. 4968. Council approved this extension on July 18, 2001.

The St. Vital Minor Hockey Association also expressed a desire, to enter into a longer-term arrangement with the City at the St. Vital Arena. The St. Vital Minor Hockey Association Inc. and the City both wished to extend the Contract on the same terms and conditions and that it be amended to add a further option to renew the contract for a period not to exceed three (3) years on mutually agreeable terms and conditions.

On July 18, 2001, Council replaced Clause SC:8.02 of the contract with the following clause:

> "SC:8.02
>
> By mutual agreement of the parties, this Contract may be renewed for a further term not to exceed three (3) years upon the expiration of the term, upon terms and conditions to be mutually agreed upon between the parties, with the exception of any right to a further renewal."

This amendment to the Contract was made pursuant to Clause 7f) and 8j) of The City of Winnipeg Policy On Purchasing Procedures And Disposal Of Surplus Supplies, which are as follows:

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Clause 7 f) states:

> "Notwithstanding anything in this Policy where a purchase is determined to be fair and reasonable, and is made from a non-profit corporation, an authority having jurisdiction to award may make such purchase as a single source purchase."

Clause 8 j) states that:

> "Where a contract provides for a right of renewal or extension, or an authority determines that a contract variation is in the interests of the City, sections 8 (a) through (g) shall apply mutatis mutandis to such renewal, extension or variation."

The Contract was also amended to provide that the notice of intent to exercise the option to renew be exercised by October 1, 2001, so that terms and conditions could be negotiated and sufficient time be allowed if negotiations were unsuccessful and other arrangements needed to be made. The Administration was to report back to Standing Policy Committee on Public Works no later than December 31, 2001. These negotiations have taken longer than anticipated and have now concluded.

The City wrote St. Vital Minor Hockey Association Inc., on March 11, 2002, confirming the City's understanding of the outcome of negotiations. St. Vital Minor Hockey Association Inc., responded on April 8, 2002, and agreed to waive the requirement for the City to "give the Contractor written notice by October 1, 2001, of the City's intention to renew" as set out in Clause 3 of the Contract dated July 18, 2001.

As well, St. Vital Minor Hockey Association Inc., also agreed to:

- A base payment of $100,000.00;
- The incentive fee of 80%;
- The power supplied to the adjacent ballpark not being the responsibility of the St. Vital Minor Hockey Association.

The City is in agreement with the changes proposed in the St. Vital Minor Hockey Association fees, due to the volatility in natural gas costs as well as the increasing maintenance costs as the St. Vital Arena ages.

These changes in the existing agreement will result in an approximate increase of $10,000.00 per annum for an annual contract cost of approximately $132,000.00 plus GST. The contract price will increase each subsequent year by the CPI rate. Based on the anticipated revenue from the St. Vital Arena, there is no increase due to this contract in either the Public Works or Community Services Departments Current Budget for 2002, 2003 or 2004. The 2005 budget will be prepared accordingly.

The arena service contract with St. Vital Minor Hockey Association Inc., has been performed to the satisfaction of the Administration, which believes that it is in the best interests of the City to approve the three-year extension.

Council approval is required to extend Contract No. 4968 for the option years of August 1, 2002 to July 31, 2005.

The Financial Impact Statement is outlined on Attachment "A".

The Standing Policy Committee on Public Works recommends:

I. That an extension of existing Service Contract No. 4968 for St. Vital Arena with the St. Vital Minor Hockey Association Inc. from August 1, 2002 to July 31, 2005, in the amount of $403,973.00 plus GST on the same terms and conditions, except as noted herein, be approved.

II. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of 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 April 30, 2002**

**Traffic Regulations related to the Moray Street Extension**

**File ST-5(31) (Vol. 4)**

**468 -** 2. The Standing Policy Committee on Public Works has been advised that the Moray Street Extension between Roblin Boulevard and Grant Avenue is expected to be completed and opened to traffic in the fall of 2002. Moray Street between Portage Avenue and Roblin Boulevard, which includes the Charleswood Bridge crossing of the Assiniboine River, was open to traffic on October 24, 1995.

Councillor Clement received a letter from Haney Street residents, who had expressed their concerns at a meeting on February 20, 2002, related to the impact of the proposed extension of Moray Street between Roblin Boulevard and Grant Avenue on traffic on Haney Street. A list of measures to reduce the volume of through traffic on Haney Street, south of Grant Avenue was included in the letter. The suggested measures included expediting traffic flow on the Moray Street Extension Grant Avenue-Shaftesbury Boulevard-Wilkes Avenue routing by increasing the speed limit on Grant Avenue adjacent to the Assiniboine Forest.

A. Street Name and Route Designation

The Moray Street Extension between Roblin Boulevard and Grant Avenue will contain a 4 lane divided highway, as outlined in Attachment "A". It will be a southerly extension of the existing Route 96, which consists of the Moray Street/Charleswood Bridge route. It is appropriate that motorists identify this southerly extension of an arterial connection of two communities across the Assiniboine River as Moray Street and Route 96 for consistency and recognition. It is equally appropriate that it be designated as a Regional Street, a Snow Route, a Full-Time Truck Route, and as a limited access highway. Because this route is projected to carry 15,000 vehicles in a 24 hour period on opening day, with a peak volume of 1,000 hourly southbound vehicles in the P.M. peak hour and 800 hourly northbound vehicles in the A.M. peak hour, and because there will be no private approach access fronting onto this section of Moray Street, parking, loading and stopping should be prohibited at all times on both sides of the street.

B. Traffic Control at Moray Street and Roblin Boulevard

The Moray Street Extension between Roblin Boulevard and Grant Avenue is expected to carry 15,000 vehicles per day. With the extension of Moray Street south of Robin Boulevard in place, the peak hour southbound right turn traffic volume on Moray Street to Robin Boulevard is projected to decrease from the current 1,070 vehicles to 850 vehicles. Because the 850 hourly vehicles can reasonably be accommodated in a single lane under a "Yield" control, the traffic control signals that now regulate this movement, and the dual southbound right turn movement can be rescinded.

At Roblin Boulevard and Haney Street, northbound left turns and eastbound U-turns are currently prohibited at all times. These regulations were implemented as part of the Charleswood Bridge project between Portage Avenue and Roblin Boulevard in order to discourage traffic from using Haney Street, a residential street, as a short cut to Grant Avenue. Haney Street intersects Roblin Boulevard at a point approximately 40 metres east of the traffic control signals at Moray Street. Westbound queues on Roblin Boulevard at the traffic control signals at Moray Street regularly extend beyond Haney Street, particularly in the P.M. peak period. Generally, all left turn movements are accommodated at the intersection of two Regional Streets/Truck routes unless there would be a traffic safety or congestion problem. Consequently, a left turn storage lane will be provided on Roblin Boulevard for westbound motorists destined to go south on the new Moray Street extension. Since Haney Street is only 40m away from Moray Street, the existing median opening on Roblin Boulevard at Haney Street would be contained within the proposed westbound left turn storage lane. This creates the potential for traffic operational problems. If the westbound left turn on Roblin Boulevard were to be maintained at Haney Street, these motorists could have difficulty reacting to/yielding to vehicular traffic that has suddenly entered the eastbound roadway on Roblin Boulevard from either southbound left off of Moray Street (which will be a two lane left turn movement) or northbound right off of Moray Street (which will be travelling through a right turn cut-off). This potentially hazardous arrangement should be avoided by closing the median opening on Roblin Boulevard at Haney Street.

Right turn cut-offs will be constructed for the eastbound right turn movement and the northbound right turn movement at Roblin Boulevard and Moray Street. 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 and to vehicular traffic on the intersecting street.

C. Traffic Control at Moray Street and Grant Avenue

Because of the significant volume of traffic projected to approach this intersection (33,000 vehicles in a typical 24 hour weekday), and because the southbound left turn movement at this intersection (475 vehicles in the P.M. peak

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hour) will require that two traffic lanes be made available for such a movement, this intersection should be traffic signal controlled and southbound traffic should be designated "Left Turn Only" in two lanes.

Since the southbound left turn on Moray Street at Grant Avenue will occur in two traffic lanes, prohibiting pedestrians from crossing Grant Avenue on the east side of Moray Street will ensure safe and efficient traffic control phasing and operation and minimize the potential for vehicle-pedestrian collisions that would otherwise exist if motorists turning left two abreast were required to yield to pedestrians. Instead, pedestrians will be accommodated in the west crosswalk, where there is no conflict with vehicular traffic turning.

Right turn cut-offs will be constructed for the southbound and westbound right turn movements at Moray Street and Grant Avenue. 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 and to vehicular traffic on the intersecting street.

There is a mid-block median opening on Grant Avenue approximately 80 m east of Oakdale Drive serving the Charleswood Curling Club and Charleswood Junior High School. Due to the large volume of eastbound traffic on Grant Avenue that will turn left at Moray Street, a long left turn storage lane is required. The existing median opening therefore coincides with the transition for this left turn storage lane. To avoid traffic operational problems, the Charleswood Curling Club and Charleswood Junior High School have agreed to the closure of this median opening in exchange for a vehicular access via Oakdale Drive.

D. Pedestrian Corridor at Grant Avenue and Oakdale Drive

Charleswood Junior High School is located at the southeast corner of Grant Avenue and Oakdale Drive (just west of the Moray Street extension). With the extension in place, there will be a major shift of vehicular traffic from Roblin Boulevard to Grant Avenue. Due to the projected increase of traffic on Grant Avenue, the Moray Street extension project will include the installation of a pedestrian corridor on Grant Avenue on the east side of Oakdale Drive to serve students attending Charleswood Junior High School and crossing Grant Avenue to access transit services.

E. Speed Limits

Speed limits in North America are generally established on the basis of the 85th percentile speed, being the speed at or below which 85% of motorists operate their vehicle, provided that the collision rate is within acceptable limits. Such a criterion recognizes that the majority of motorists operate their vehicle in a reasonable and prudent manner with due consideration for conditions encountered, including activity into and out of intersecting public streets and approaches as well as the presence of pedestrians and bicyclists on or near the roadway.

- Moray Street between Portage Avenue and Roblin Boulevard

  Moray Street between Portage Avenue and Roblin Boulevard is a Regional Street, a Bus Route, and a Snow Route. This section of Moray Street contains a four lane divided highway and is traffic signal controlled at Portage Avenue and at Roblin Boulevard. In a typical 12 hour weekday between 07:00 and 19:00 this section of Moray Street carries approximately 23,400 vehicles. The speed limit is 70 km/h.

  A radar speed study undertaken on Moray Street between Portage Avenue and Roblin Boulevard produced the following 85th percentile speeds:

  - 76.7 km/h on the Charleswood Bridge
  - 78.0 km /h north of Roblin Boulevard

  In 2000, the collision rate on Moray Street between Portage Avenue and Roblin Boulevard was 3.3 collisions per million kilometres of vehicular travel compared with a 1997 rate of 3.3 on four lane divided arterial highways.

  Based on this information, it is appropriate that the existing 70 km/h speed limit on Moray Street between Portage Avenue and Roblin Boulevard be increased to 80 km/h.

- Moray Street between Roblin Boulevard and Grant Avenue

  Moray Street between Roblin Boulevard and Grant Avenue, a distance of approximately 1 kilometre, is proposed to be designated a Regional Street, a Full-Time Truck Route, and a Snow Route. It will also be a Bus Route. This section of Moray Street will contain a four lane divided highway and be traffic signal controlled at Roblin Boulevard and at Grant Avenue. A pedestrian overpass will be erected mid-way between Roblin Boulevard and Grant Avenue. There will be no private approaches required or permitted on this portion of Moray Street.

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Based on this information, it is appropriate that the speed limit on Moray Street between Roblin Boulevard and Grant Avenue be set at 80 km/h.

- Grant Avenue between Shaftsbury Boulevard and Chalfont Road

The Haney Street South Resident's Association has recommended that the speed limit on Grant Avenue be raised in order to encourage commuters to stay on Regional Streets such as Grant Avenue, Shaftesbury Boulevard and Wilkes Avenue.

Grant Avenue contains a four lane divided highway, is a Regional Street, a Full-Time Truck Route, a Bus Route, and a Snow Route. In a typical 12 hour weekday between 07:00 and 19:00, Grant Avenue carries 12,500 vehicles. The speed limit is 60 km/h from Kenaston Boulevard to PTH 101.

A radar speed study undertaken on Grant Avenue produced the following 85th percentile speeds:

- 73.3 km/h west of Shaftesbury Boulevard
- 75.7 km/h east of Chalfont Road
- 66.3 km/h east of Laxdal Road

In 2000, the collision rate on Grant Avenue between Stafford Street and Roblin Boulevard was 4.5 collisions per million kilometres of vehicular travel compared with a 1997 rate of 3.3 on four lane divided arterial highways.

Based on this information, it is appropriate that the existing 60 km/h speed limit on Grant Avenue between a point 100m east of Chalfont Road and a point 100m west of Shaftesbury Boulevard be increased to 70 km/h.

It has been the practice of the Public Works Department to secure concurrence from the Standing Policy Committee on Public Works for traffic regulations associated with the opening of any new regional transportation facility. As a matter of policy, the Public Works Department seeks the authority of the Standing Policy Committee on Public Works to apply to the Highway Traffic Board of Manitoba for a speed limit change on any city street or for the establishment of a modified speed limit on any new transportation facility.

The Financial Impact Statement is outlined on Attachment "B".

On April 30, 2002, the Standing Policy Committee on Public Works heard Councillor Clement in delegation and considered a report dated April 10, 2002, from the Director of Public Works and approved the following amendment, which has been incorporated into the recommendations set out below, namely:

- Recommendation V., be amended by adding the words "subject to vehicular access via Oakdale Drive", at the end of the statement.

The Standing Policy Committee on Public Works recommends:

I. That the Moray Street Extension between Roblin Boulevard and Grant Avenue be:

a. legally registered and signed on-site as a public street with the name "Moray Street";

b. designated a Regional Street and added to Schedule "E" of Streets By-law No. 1481/77;

c. designated and signed as "Route 96";

d. added to Schedule "A" of the Snow Route By-law No. 6548/95, being the schedule which specifies those streets being Regional Street Snow Routes;

e. added to Schedule 1 of the Traffic By-law No. 1573/77, being that schedule which specifies those streets which are Full-Time Truck Routes, and be signed as such; and

f. added to Schedule 1 of the Private Approaches By-law No. 329/73, being that schedule which specifies those streets upon which the construction of private approaches is prohibited.

II. That the City Solicitor/Manager of Legal Services be requested to prepare the appropriate amending By-laws to give effect to the above regulations for submission to Council.

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III. That the traffic regulations outlined in Attachment "C" be approved.

IV. That the westbound left turn movement on Roblin Boulevard at Haney Street be prohibited at all times to enable the physical closure of the median opening at this intersection.

V. That the westbound left turn and northbound left turn movements on Grant Avenue at the first median opening east of Oakdale Drive be prohibited at all times to enable the physical closure of the median opening, subject to vehicular access via Oakdale Drive.

VI. That a pedestrian corridor be installed on Grant Avenue in the east crosswalk at Oakdale Drive to serve Charleswood Junior High School.

VII. That traffic control signals be installed at the intersection of Moray Street and Grant Avenue.

VIII. That the Public Works Department be authorized to apply to The Highway Traffic Board of Manitoba to:

a. increase the speed limit on Moray Street between Portage Avenue and Roblin Boulevard from 70 km/h to 80 km/h;

b. establish an 80 km/h speed limit on the new section of Moray Street between Roblin Boulevard and Grant Avenue; and

c. increase the speed limit on Grant Avenue between a point 100m east of Chalfont Road and a point 100m west of Shaftesbury Boulevard from 60 km/h to 70 km/h.

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

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

Adopted by Consent.

**Kilkenny Drive North Community Ring Dike Local Improvement District**
**File SL-1 (Vol. 21), PD (Vol. 15)**

**469 -** 3. The Standing Policy Committee on Public Works has been advised that the Canada-Manitoba-City of Winnipeg Agreement on Secondary Diking Enhancements is a funding agreement that allocates funding assistance to reduce the risk of future flooding for properties within the City of Winnipeg, north of the Red River Floodway and outside the Primary Diking System. The Agreement provides for a total of $370,000.00 for this project. The Government of Canada and the Province of Manitoba are each contributing $166,500.00, and the City of Winnipeg is contributing $37,000.00. Pursuant to the Council Order of June 23, 1999, the City's share of community ring dike costs is to be recovered from the benefiting property owners through the local improvement process.

District Local Improvement Process:

Section 392.1 of The City of Winnipeg Act provides a mechanism for conducting district local improvements. In the case of the Kilkenny Drive North Community Ring Dike Project, the community has been consulted on flood mitigation options through public meetings held in the community by the Project Manager for this project. The community has indicated a willingness to proceed with the project. Accordingly, the City has initiated the local improvement process.

Under Section 392.1(5) of The City of Winnipeg Act, a local improvement district proposal may be initiated:

" (a) by the Council ".

In the case of the creation of local improvement districts for the purpose of building community ring dikes, the Council of the City of Winnipeg will be the initiating body.

By-law No. 6990/97 sets out guidelines for the composition of a Committee of Council for a local improvement district and the procedures for giving of notice and conducting public hearings for proposed local improvement districts.

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On July 18, 2001, Council passed By-law No. 7877/2001 that established the Councillors of Riel Community Committee as the District Proposal Committee for the proposed Kilkenny Drive North Community Ring Dike. The District Proposal Committee subsequently called for a public hearing to take place on April 22, 2002, for the purpose of receiving representations from the public on the project.

Project Description:

The main component of the Kilkenny Drive North Community Ring Dike is a segmental concrete block wall dike as required to attain the designated flood protection level.

KGS Group has been engaged as consulting engineers to prepare the final design and cost estimates and to undertake contract administration for this project. The conceptual design of the works to be constructed is outlined on Attachment "A".

Area affected by the proposal and lands to be levied:

That map attached as Attachment "B", shows the area affected by the proposal and depicts the parcels that are subject to the local improvement levy. The parcels on this map are referred to by tax roll number and can be cross-referenced to other parcel identifiers provided in this District Proposal.

Estimated Cost of the Project:

The Consultants have developed an estimated cost for this project based on site investigations and the final design criteria established for the project through consultation with federal and provincial technical representatives.

The City of Winnipeg share has been determined to be $37,000.00. Pursuant to the Council directive, the city share will be recovered from the benefiting property owners through a local improvement.

Method and Estimated Rate of Taxation:

Section 392.1(3) of the City of Winnipeg Act sets out the methods of taxation that may be used to levy the costs for a particular local improvement. In the case of the Kilkenny Drive North Community Ring Dike, each benefiting parcel is to equally share the costs to be recovered by the local improvement.

The table that identifies the parcel ID (City tax roll number), the parcel address, the parcel area, the estimated total cost per parcel if paid in cash and the estimated annual cost per parcel if added to the realty tax bill for 20 years, is outlined on Attachment "C".

Next Steps:

After completion of the public hearing process, the District Proposal will be forwarded to Council for first reading of the Kilkenny Drive North Community Ring Dike District Local Improvement Bylaw. This will be followed by a notice of objection period as set out in the City of Winnipeg Act that allows property owners the right to object to the proposal. If owners of lands within a proposed local improvement district having a total area greater than 50% of the total area of all lands within the district object to the District Proposal, then it will not proceed.

The schedule of events proposed for the local improvement portion of this project is outlined on Attachment "D".

The Standing Policy Committee on Public Works recommends:

I. That the District Local Improvement for the Kilkenny Drive North Community Ring Dike for the benefiting properties located at 624, 628, 634 and 640 Kilkenny Dive be proceeded with.

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

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

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

Adopted by Consent.

## STANDING POLICY COMMITTEE ON PUBLIC WORKS

## CONSIDERATION OF BY-LAWS

**470 -** On motion of Councillor Angus, By-law No. 8061/2002, a by-law of The City of Winnipeg to authorize the undertaking of local improvements in the Kilkenny Drive North Community Ring Dike Local Improvement District, was read a first time. Files SL-1 (Vol. 21) and PD (Vol. 15)

Councillor Angus moved that this constitute the first reading of By-law No. 8061/2002, which motion was carried.

On motion of Councillor Angus, 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. 8032/2002, a by-law of The City of Winnipeg to establish the Committee of Council for the proposed Parkwood Place Community Ring Dike Local Improvement District. File SL-1 (Vol. 21)

By-law No. 8033/2002, a by-law of The City of Winnipeg to establish the Committee of Council for the proposed Lord Avenue Community Ring Dike Local Improvement District. File SL-1 (Vol. 21)

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## QUESTION PERIOD

**471 -** Councillor Smith referred to the graffiti in the older neighbourhoods and noted that not much was being done during the winter months to eliminate graffiti. He questioned if it was being left until the summer to be undertaken by the Provincial Government's Green Team program, to which Councillor Angus stated that it was not being delayed in order to use the Province's Green Team and took the question under advisement.