REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED OCTOBER 5, 1993

On motion of Councillor Duguid, the Report of the Committee on Works and Operations dated October 5, 1993, was considered.

Moved by Councillor Duguid,
That the Consent Agenda items, Clauses 1,2,3,4,5,6,7,8,9,10 and 11, be adopted.

Councillor Clement requested that Clause 3 be pulled from the Consent Agenda.

Councillors Duguid, Hyman and Thomas asked to be recorded as having voted against Clause 11 in accordance with Rule 50.7 of the Procedure By-law.

Councillor Clement asked to be recorded as having voted against Recommendation No. II in Clause 4, in accordance with Rule 50.7 of the Procedure By-law.

The motion to adopt the Consent Agenda, Clauses 1,2,4,5,6,7,8,9,10 and 11 was put and declared carried.

Her Worship the Mayor and Councillors:

Residential Overnight Parking Ban
File ST-5.2 (Vol. 20)

1055 - 1. Council, on December 16, 1992, referred the following motion to your Committee on Works and Operations, namely:

"WHEREAS the Mayor can implement "The Residential Overnight Parking Prohibition" to allow the clearing of snow from residential streets;

AND WHEREAS the prohibition prevents anyone from parking a vehicle for more than one hour between 3:00 a.m. and 6:00 a.m.;

AND WHEREAS the Administration of this prohibition is not as effective as anticipated and does not achieve the goal of removing vehicles to allow efficient snow removal in residential areas;

AND WHEREAS it would be appropriate to lengthen that time frame from 1:00 a.m. to 6:00 a.m. and to adjust the process of ticketing vehicles providing their immediate removal upon issue of the citation;

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AND WHEREAS the purpose of this regulation is to provide for the efficient delivery of snow removal services;

AND WHEREAS the City of Winnipeg could consider alternative ticketing methods (such as issuing a ticket with a fine equal to the cost of removing vehicles to the closest cleared street or area: which would not onerously punish owners of offending vehicles; {as opposed to the present practice of fining offenders $20.00 plus a $45.00 tow fee in addition to a $7.50 per day storage fee for a minimum cost of $72.50});

THEREFORE BE IT RESOLVED that the Committee on Works and Operations review this aspect of the by-law and implement changes that will improve the removal of snow from City Streets."

Council, on March 24, 1993, granted your Committee on Works and Operations a 60-day extension, on May 26 a further 90-day extension, on July 12 a further 60-day extension, and on September 22, 1993 a further 30-day extension of time in which to report back to Council on this matter.

On October 5, 1993 your Committee on Works and Operations again considered this matter and was advised that the Administration has prepared a report in connection therewith, which has been referred to Community Committees for comments back to the Standing Committee.

Your Committee on Works and Operations therefore recommends that pursuant to Section 16.4 of the Procedure By-law No. 5400/90, a further 60-day extension of time be granted in which to report back to Council on this matter.

Adopted by consent.

Solid Waste Utility Implementation
File WT-1.2 (Vol. 8)

1056 - 2. Council, on July 22, 1993, adopted Clause 5 of the Report of the Committee on Works and Operations, dated July 12, 1993, with respect to the implementation of a solid waste utility.

Recommendation III of Clause 5 states:

> "III. That a further report be submitted by October 31, 1993, including results of the public consultation program, comments from the Community Committees, prior to implementation and recommendation for a solid waste utility."

On September 7, 1993, your Committee on Works and Operations considered the issue of a public consultation program for a solid waste utility and referred it to its Ad Hoc Committee on Waste Reduction for consideration.

To allow for sufficient time for the public consultation process, your Committee on Works and Operations recommends that a 90-day extension of time be granted in which to report back to Council on this matter.

Adopted by consent.

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Transfer of Surplus Funds from the 1988 Bishop Grandin Boulevard Capital Project to the Proposed Tree Planting and Grading Project on the West side of Dawson Road and Image Route Enhancement on Fermor Avenue

File PB-2 (Vol. 24)

1057 - 3. Your Committee on Works and Operations has been advised that the Riel Community Committee, on July 14, 1993, recommended that surplus funds in the approximate amount of $60,000.00 be reallocated from the 1988 Bishop Grandin Boulevard Project to a proposed tree planting and grading project required on the west side of Dawson Road at the rear of the homes along Penfold Crescent. The Community Committee further recommended that any additional funds identified by the Administration as being available, be reallocated for the landscaping and enhancement of Fermor Avenue from Archibald Street to St. Mary's Road, in a similar manner as other enhanced Image Routes in the City.

Project funding in the amount of $5,500,000.00 for The Bishop Grandin Boulevard Project between St. Anne's Road and Lagimodiere Boulevard was approved in the 1988 Capital Program of the Streets and Transportation Department. All works on the project are complete, and $128,000.00 in surplus funds remain in Work Order 5188030701 now scheduled to be closed. These funds are project specific and any surplus accruing therefrom cannot be used for projects which have not received the approval of Council.

Your Committee on Works and Operations concurred in the recommendation of the Riel Community Committee and therefore recommends:-

I. That surplus funds in the approximate amount of $60,000.00 be reallocated from the 1988 Bishop Grandin Boulevard Project to the Tree Planting and Grading Project on the west side of Dawson Road, at the rear of the homes on Penfold Crescent.

II. That surplus funds in the approximate amount of $68,000.00 be reallocated from the 1988 Bishop Grandin Boulevard Project to the Image Route Enhancement Project on Fermor Avenue between Archibald Street and St. Mary's Road.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

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Traffic on, and Proposed Closing of Augier Avenue - Assiniboia Community
File SC-3.13(31) (Vol. 1)

1058 - 4. As part of the rehabilitation of the Perimeter Highway bridge over Portage Avenue, traffic on the Perimeter Highway will be diverted from the overpass to Portage Avenue and controlled by traffic control signals at Portage Avenue. This temporary traffic control measure is expected to be operational in September 1993 and will last approximately 12 months. It is expected that the traffic capacity at these new signalized locations will be less than the anticipated demand. As a result, there is some possibility that northbound traffic on the Perimeter Highway may turn off at Augier Avenue to bypass the signals, at least during those short periods of time that Portage Avenue is also closed. (During these periods of time all traffic will be accommodated via a traffic circle configuration).

If Augier Avenue is used during these time periods, the resulting traffic increases in the residential community bounded by Portage Avenue, the Glendale Country Club, the Assiniboine River and the Perimeter Highway may be unacceptably high.

There is a gravel service road with dust palliative on the east side of the Perimeter Highway connecting Augier Avenue and St. Charles Street. A short section (100 m) of Augier Avenue between the Perimeter Highway and the east limit of the Downs Village Mobile Home Community has a gravel and oil surface. Substantial increases in traffic on these roadways would not only increase noise (and dust from the gravel roadway) for the residents, but also increase the rate of deterioration of these roadway surfaces and hasten the need for rehabilitation. Additionally, the traffic volume increases in the community at large, beyond that normally associated with residential streets, is cause for concern.

To preclude the impression that traffic is infiltrating into the community, it is suggested that Augier Avenue be closed in its entirety at the Perimeter Highway at such time as traffic on the Perimeter Highway is diverted from the overpass.

In the longer term, consideration should be given to permanent closure/removal of this Augier Avenue access, inasmuch as adequate community access will be retained via the service road, St. Charles Street, Buchanan Boulevard and Stewart Street. A number of years ago when the barrier wall was constructed on the Perimeter Highway and the median access was closed, the Manitoba Department of Highways placed signs at this location indicating that this crossing was temporary only and would be removed at some later date.

On September 14, 1993, the Assiniboia Community Committee considered the proposed closing of Augier Avenue and recommended that:

1) Augier Avenue be temporarily closed (signs/barricades) at the Perimeter Highway during the period of time the Perimeter Highway Overpass is under construction, and

2) the Assiniboia Community Committee, in consultation with the M.L.A. for the area, the Honourable Linda McIntosh, give future consideration to the permanent closing of Augier Avenue following the reconstruction of the Perimeter Highway Overpass.

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Your Committee on Works and Operations has approved the proposal and recommends:-

I. That Augier Avenue be temporarily closed (signs/barricades) at the Perimeter Highway during the period of time the Perimeter Highway Overpass is under construction, and

II. That the Assiniboia Community Committee, in consultation with the M.L.A. for the area, the Honourable Linda McIntosh, give future consideration to the permanent closing of Augier Avenue following the reconstruction of the Perimeter Highway Overpass.

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

Adopted by consent.

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

Rescinding Murray Avenue and Ferrier Street as Full-Time Truck Routes

File ST-5.2 (Vol. 20)

1059 - 5. Murray Avenue between McPhillips and Ferrier Streets and Ferrier Street between Murray and Swailes Avenues were designated Full-Time Truck Routes in 1991 to provide the shortest routing for trucks oriented to the industrial sites in the vicinity of Ferrier Street, so that the use of Diplomat Drive or Templeton Avenue to gain access to the nearest available Truck Route in this area, Leila Avenue, would not be required.

These sections of Murray Avenue and Ferrier Street contain rural-type gravel roadways with ditches. The consequence of truck operations on these gravel roadways, including full loads in the Spring season, has been an accelerated deterioration of the road surfaces, necessitating a significant expenditure of funds to maintain them in an acceptable condition.

The extension of McGregor Street from Leila Avenue to Templeton Avenue will provide an all-weather connection between Ferrier Street and Leila Avenue and will be the shortest routing between the industrial sites adjacent to Ferrier Street and Leila Avenue to the south provided that Ferrier Street and Murray Avenue are not Truck Routes.

On September 14, 1993, the Lord Selkirk-West Kildonan Community Committee concurred in the recommendation of the Streets and Transportation Department that Murray Avenue and Ferrier Street be rescinded as Full-Time Truck Routes.

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The extension of McGregor Street from Leila Avenue to Templeton Avenue no longer requires the routing of trucks via Murray Avenue and Ferrier Street.

Your Committee on Works and Operations recommends:-

I. That Murray Avenue between Ferrier and McPhillips Streets and Ferrier Street between Swailes and Murray Avenues be rescinded as Full-Time Truck Routes.

II. That the Law Department be requested to prepare the necessary amending by-law to Schedule 1 of Traffic By-law No. 1573/77 for submission to Council.

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

Adopted by consent

Amendment to Private Approaches By-law No. 329/73 - Access to the Real Canadian Superstore No. 1514 Located at 215 St. Anne's Road File SC-1 (Vol. 38)

1060 - 6. Nejmark Architects Inc., 701 - 281 McDermot Avenue, has applied for the construction of one 6.0 metre concrete approach to the Real Canadian Superstore on the north side of Fermor Avenue east of St. Anne's Road.

This application is non-conforming under Section 3, Subsection (2) of The City of Winnipeg Private Approaches By-law No. 329/73, 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 Fermor Avenue is contained within Schedule 1 of the By-law.

Pursuant to the requirements of Section 3, Subsection (3) of the Private Approaches By-law, no deletion or addition shall be made to Schedule 1 of the By-law unless a notice has been published in each of two successive weeks in two newspapers having general circulation in the Winnipeg Area. Public notice appeared in the daily newspapers on September 17 and 24, 1993.

At the October 5, 1993 meeting of your Committee on Works and Operations, Mr. J. Evans, 6 Mohawk Bay, on behalf of the Niakwa Park Residents' Association, and Mr. R. Jackson, 21 Mohawk Bay, were heard in opposition to the proposed amendment to Schedule l of the Private Approaches By-law.

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Councillor Golden was heard in support of the amendment.

Your Committee on Works and Operations recommends:-

I. That the City Solicitor be instructed to prepare for submission to Council, an amendment to Schedule l of the Private Approaches By-law No. 329/73 to exempt the north side of Fermor Avenue east of St. Anne's Road.

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

For the information of Council, the Committee on Works and Operations directed that should Council approve the amendment to Schedule 1 of the Private Approaches By-law, design plans for the approach shall be subject to the approval of the Commissioner of Works and Operations, in consultation with the Ward Councillor.

Adopted by consent.

Closing and Opening of East/West Lane Connections - West of Raglan Road - City Centre Community File DAOC 3/91

1061 - 7. Council, on September 23, 1992, adopted Clause 11 of the Report of the Committee on Works and Operations dated September 8, 1992, which included the following recommendation:

"1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the street closing and opening of the east/west lane connections, west of Raglan Road, in accordance with Misc. Plan No. CCFR 4229/6; the cost of the by-law, estimated at $200.00, to be borne by the Mennonite Brethren Church of Manitoba."

In accordance with the above recommendation, the Acting City Solicitor prepared By-law No. 6159/93 to open and close east/west lane connections, west of Raglan Road.

Council, on April 28, 1993, referred back By-law No. 6159/93 to your Committee on Works and Operations, due to numerous calls to the Ward Councillor, from residents in opposition to the By-law. Your Committee on Works and Operations referred this matter to the City Centre Community Committee and on October 5, 1993 considered the following Community Committee recommendations:

"That the Committee on Works and Operations be requested to give favourable consideration to not proceeding with the lane opening; and

That the lane closing be proceeded with and the land transferred to the jurisdiction of the Parks and Recreation Department."

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The Community Committee further recommended to the Commissioner of Planning and Community Services that the existing lane right-of-way, once closed, be rezoned "PR" Parks and Recreation District.

Your Committee on Works and Operations approved the recommendations of the Community Committee and therefore recommends:-

I. That By-law No. 6159/93 be not proceeded with.

II. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the street closing of the east/west lane connections, west of Raglan Road, in accordance with Misc. Plan No. CCFR 4229/6; the cost of the by-law, estimated at $200.00, to be borne by the Mennonite Brethren Church of Manitoba.

III. That upon first reading of the by-law being subsequently given, the City Clerk be authorized to post the necessary notices in accordance with The City of Winnipeg Act.

IV. That upon third reading of the by-law being subsequently given, the land be transferred to the jurisdiction of the Parks and Recreation Department.

V. That the Proper Officers of the City do all things necessary to implement the foregoing.

Copy of Misc. Plan No. CCFR 4229/6 is on file in the office of the City Clerk.

Adopted by consent.

Proposed Partial Closing of the Lane on the West Side of Young Street between Broadway and Westminster Avenue - City Centre Community DAC 4/93

1062 - 8. The proposed closing, shown on Misc. Plan No. CC 8782/1, was requested by the elected Residents Committee to the Spence Memorial Manitoba/Winnipeg Community Revitalization Program through the Neighbourhood Program Branch in an effort to end an ongoing traffic problem in the area.

It is intended that the lands comprising of the lane proposed to be closed will be consolidated with the adjacent Broadway Optimist Community Centre and that the remaining 15 metres of the lane serve as a turn-around.

The proposed closing was circulated to all interested City departments and public agencies with no objections being received in response.

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On May 18, 1993, the City Centre Community Committee recommended that the proposed partial lane closing as shown on Misc. Plan No. CC 8782/1 be approved.

On June 9, 1993, the Committee on Planning and Community Services concurred in the recommendation of the Community Committee, approving the partial lane closing as to planning details.

The Neighbourhood Programs Branch has advised that funds in the amount of $20,500.00 have been allocated for concrete removal and remedial work required as a result of the partial lane closing.

The Committee on Finance and Administration, at its meeting on September 3, 1993, approved the transfer of jurisdiction of the lands comprising the lane to be closed to the Parks and Recreation Department for incorporation into the Broadway Optimist Community Centre site.

Your Committee on Works and Operations has approved the proposal and recommends:-

I. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the partial closing of the lane on the west side of Young Street between Broadway and Westminster Avenue in the manner shown on Misc. Plan No. CC 8782/1; the cost of the by-law to be borne by the Neighbourhood Programs Branch.

II. That upon first reading of the by-law being subsequently given, the City Clerk be authorized to post the necessary notices in accordance with The City of Winnipeg Act.

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

Copy of Misc. Plan No. CC 8782/1 regarding this proposal is on file in the office of the City Clerk.

Adopted by consent.

Main Street/Norwood Bridges Project

File DAO 19/93

1063 - 9. On July 8, 1993, City Council adopted the Recommended Plan of the Main Street/Norwood Bridges Project (an eight-lane divided facility), including the Bell Avenue Option 2B, the St. Mary's Road Terminus at Tache Avenue and the five-span concrete CN Rail Mainline grade separation structure as identified in the Report of the Committee on Works and Operations dated May 25, 1993.

The particulars of the properties required for this project are as specified on Misc. Plan Nos. 8334/6, 8334/7, 8334/8.

Report of the Committee on Works and Operations dated October 5, 1993

The subject properties are required for the proposed reconstruction of the Main/Norwood Bridges and associated right-of-way realignments.

On September 27, 1993, the Committee on Finance and Administration recommended that the City initiate expropriation proceedings in the acquisition of the aforementioned properties and that the Report of the Committee on Finance and Administration with respect to this matter be submitted to Council simultaneously with the Expropriation By-law.

In conjunction therewith, your Committee on Works and Operations recommends:-

I. That the City Solicitor be instructed to prepare the necessary street opening by-law in accordance with Misc. Plan Nos. 8334/6, 8334/7, 8334/8 for submission to Council, and that the cost of the by-law be charged to Capital Account No. 03 118117 5192050701.

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

Copy of Misc. Plan Nos. 8334/6, 8334/7, 8334/8 regarding this proposal are on file in the office of the City Clerk.

Adopted by consent.

Expropriation - Proposed Dualling of Pembina Highway from rue des Trappistes to the South City Limit

File DAO 20/93

1064 - 10. On July 6, 1993, the Committee on Works and Operations approved a recommended plan for the Pembina Highway Dualling Project.

On July 22, 1993, Council approved:

1) the recommended plan for the Pembina Highway Dualling Project from rue des Trappistes to the South City Limit;
2) that land acquisition negotiations be commenced to acquire all properties required for theproject;
3) that an environmental license and other approvals be obtained in order for the project to proceed to construction.

The particulars of the property required for this project are outlined on Misc. Plan Nos. Riel 8916/A and Riel 8916/B.

The subject properties are required for the proposed widening of Pembina Highway from rue des Trappistes to the South City Limit.

Report of the Committee on Works and Operations dated October 5, 1993

On September 27, 1993, the Committee on Finance and Administration recommended that the City initiate expropriation proceedings in the acquisition of the aforementioned properties and that the Report of the Committee on Finance and Administration with respect to this matter be submitted to Council simultaneously with the Expropriation By-law.

In conjunction therewith, your Committee on Works and Operations recommends:-

I. That the City Solicitor be instructed to prepare the necessary street opening by-law in accordance with Misc. Plan Nos. Riel 8916/A and Riel 8916/B for submission to Council and that the cost of the by-law be charged to Capital Account No. 03 118117 5193030701.

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

Copies of Misc. Plan Nos. Riel 8916/A and Riel 8916/B regarding this proposal are on file in the office of the City Clerk.

Adopted by consent.

Expropriation - Charleswood Bridge, North and South of the Assiniboine River from Roblin Boulevard to Ness Avenue
File DAO 21/93

1065 - 11. On March 8, 1989, Council approved the 1989 Capital Program, which included $4,810,000.00 funding for land acquisition and engineering design for the Charleswood Bridge Project.

The particulars of the property required for this project are identified on Misc. Plan Nos. ASBA 7549/1, ASBA 7549/2A, ASBA 7549/3.

The subject properties are required for the proposed Charleswood Bridge from Ness Avenue to Roblin Boulevard.

On September 27, 1993, the Committee on Finance and Administration recommended that the City initiate expropriation proceedings in the acquisition of the aforementioned properties and that the Report of the Committee on Finance and Administration with respect to the matter be submitted to Council simultaneously with the Expropriation By-law.

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In conjunction therewith, your Committee on Works and Operations recommends:-

I. That the City Solicitor be instructed to prepare the necessary street opening by-law in accordance with Misc. Plan Nos. ASBA 7549/1, ASBA 7549/2A, ASBA 7549/3 for submission to Council and that the cost of the by-law be charged to Capital Account No. 03 118117 5189010703.

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

Copies of Misc. Plan Nos. ASBA 7549/1, ASBA 7549/2A, ASBA 7549/3 regarding this proposal are on file in the office of the City Clerk.

Adopted by consent.

Councillors Duguid, Hyman and Thomas asked to be recorded as having voted against the clause, in accordance with Rule 50.7 of the Procedure By-law.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

1066 - On motion of Councillor Duguid, the following by-laws were each read a second and third time and were passed and order to be signed and sealed, namely:

By-law No. 6226/93, a By-law of the City of Winnipeg to close the public lane bounded by Edmonton and Carlton Streets and Cumberland and Qu'Appelle Avenues, File DAC 6/92;

By-law No. 6239/93, a By-law of the City of Winnipeg to close a part of Lydia Street between McDermot and Bannatyne Avenues and to open a North/South Public Lane to Bannatyne Avenue. File DAOC 3/93

On motion of Councillor Duguid, By-law No. 6252/93, a By-law of the City of Winnipeg to amend By-law No. 1573/77, being The City of Winnipeg Traffic By-law, 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 ST-5.2 (Vol. 19)

COMMITTEE ON WORKS AND OPERATIONS

QUESTION PERIOD

1067 - Councillor Prystanski noted the Committee's exploration of the possible implementation of a solid waste utility and questioned whether the Committee had identified its commitment to automated garbage collection.

Councillor Duguid responded that the Committee had incorporated a public consultation process which utilized public opinion surveys, focus groups and seminars which included the private sector, public sector, and non-profit groups, and that the automated garbage program issue had been addressed. He further noted that there had been a request for a 90 day extension to consider the question of automated refuse being compatible with the concept of the solid waste utility, and that a report to the Mayor and the Executive Policy Committee would be forthcoming.

Councillor Prystanski noted the timeframe set for the automated garbage system and questioned whether the schedule would be adhered to.

Councillor Duguid noted that the schedule would be adhered to, specifically in relation to phase two, but further noted that a review would be conducted before a further timeframe would be developed and that the issues of recycling and garbage both required concurrent address under the discussion of a waste management system.

Councillor Prystanski noted that the automated garbage system had been linked to back lanes and questioned whether streets without back lanes would be given a utility-style garbage collection system.

Councillor Duguid noted that the review was of the entire refuse system and that it was economically viable to use the automated refuse system for areas with back lanes, and that questions regarding the front drive areas would be reviewed and invited Councillor Prystanski to be part of such review.

Councillor Golden noted that report to the Riel Community Committee had identified a cost of $75,000 to put tow-away symbols on snow route signs, and questioned whether there might be a creative solution which could avoid this extraordinary cost by utilizing the usage of stickers attached by sign maintenance personnel.

Councillor Duguid noted that the Committee would be reviewing Community Committee input on the residential overnight parking ban report and that the issue of stickers is contained in such report. He further noted that he would be looking at creative solutions to the cost problem.

Councillor Prystanski questioned whether some areas of Winnipeg would be footing the responsibility of improving the garbage collection while the suburbs without back lanes would continue to receive the same standard and level of garbage collection.

Councillor Duguid reiterated that the implementation of automated refuse in suburban situations is very costly and noted that people would continue to have refuse pick-up as they had in the past.

Councillor Prystanski noted that in past Council it had been suggested that automated refuse

collection would be cost efficient in the suburbs and questioned whether inner-city areas with back lanes will be subject to automated garbage bins while the suburbs would continue to receive individual household pick-up.

Councillor Duguid again noted that there was no long-term strategy for the automated refuse system as yet, and pointed out that the current program was phase two of the pilot program which would be evaluated. He further noted that 70 to 80 percent of the residents under the program displayed current satisfaction with the new system.

1068 - Council here reverted back to the order of business "Report of the Committee on Planning and Community Services" dated September 28, 1993 and considered Clause 1.