CONSIDERATION OF REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

The Executive Policy Committee has had before it the Report of the Committee on Works and Operations, dated July 8th, 1992, has concurred in the recommendations contained therein, except as noted below, and submits same to Council for approval and adoption.

On motion of Councillor Duguid, the Report of the Committee on Works and Operations, dated July 8th, 1992, was considered.

North Committee Room,
Council Building, Winnipeg.
July 8th, 1992.

His Worship the Mayor and Councillors:

Your Committee on Works and Operations submits the following Report and recommends:

Multi-Material Recycling Depots
File WT-1.3

1314 - 1. On July 11th, 1990, Council approved a Waste Minimization and Recycling Action Plan which includes support to recycling projects. On March 10th, 1992, a recommendation to award a contract for a system of depots to a private contractor was denied by the Committee on Works and Operations.

On May 12th, 1992, the Committee on Works and Operations concurred in principle with a set of principles and a framework for a depot program, pending a further report.

On June 17th, 1992, Council instructed that the final decision relating to recycling programs proposed to be City-wide or pilot in nature in the City, including any contracts awarded, be a decision of Council.

At its special meeting on June 23rd, 1992, the Committee on Works and Operations received as information an administrative report dated June 18th, 1992, which outlined the consensus of the Special Working Group on Waste Minimization and Recycling at its meeting on June 8th, 1992, as well as a brief submitted by Councillor Golden entitled "A Recycling Strategy for Winnipeg". Several other delegations were also heard.

At another special meeting on July 8th, 1992, the Committee on Works and Operations gave further consideration to a multi-material depot recycling program for the City.

Your Committee indicated its preference for some recycling service to be implemented by mid-September. The Administration advised that a system of approximately four to six depots could be developed by the City, and the City could construct and operate depots utilizing the automated collection system. It was projected that the locations could be operational in September, 1992, provided additional resources are made available to undertake the equipment procurement, site developments, and implementation. It was also proposed that the initial depots could be located at shopping centres such as St. Vital, Kildonan, Unicity and Grant Park. The estimated cost of developing and operating the City-run sites for a period of six months would be approximately $214,000.00.

Regarding the Administration's advice as to a short term plan, your Committee on Works and Operations expressed interest in having each of the districts served by a depot, (as reflected in Recommendation 1).

During its meeting on June 23rd, 1992, the Committee on Works and Operations had expressed concern that the private sector be provided an opportunity to participate in the recycling system for the City. The Administration advised that a proposal call could be developed for approximately 16 multi-material depots, to include depot construction, material collection and marketing to the private sector. Some of the elements of this system include:

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- City to approve site locations (i.e. shopping centres)
- City to specify characteristics of sites
- Contractor to obtain agreements with property owners, to be approved by the City
- Depots to collect multi-materials (newspaper, plastic and aluminum beverage containers) with capability to expand to other materials
- RFP to specify site conditions, including: aesthetics of site, site layout, detail of minimum acceptable bins to be provided by contractor. These bins must be compatible with existing bins/equipment/systems presently available in the City in both the private and public sectors. This will allow re-tendering of the collection at the end of the contract term to the business community at-large
- Contractor to be responsible for all marketing arrangements, to be secured at the proposal stage
- Lease agreements with the property owners be assigned to the City at the end of the contract

Promotion and advertising for the proposed system would be undertaken by the City of Winnipeg. Distributors should be pursued for cost-sharing agreements for the system. It would be the contractor's responsibility to secure these agreements at the bid stage. It is estimated that the timing for an RFP process (including specification development (two months), tendering (two months), response evaluation and award (two months)) is approximately six months.

Regarding the Administration's advice as to a proposal call, your Committee expressed interest in including Versatech Industries Inc. in the context of the principles and framework concurred in at its May 12th, 1992 meeting, (as reflected in Recommendation 2).

The Administration has provided the following information on marketing of materials collected at the depots:

1) Old Newspaper (ONP)

The ONP can be marketed through a request for proposals to the private sector. Alternatively, the ONP can be provided to Versatech with a processing subsidy of approximately $13.00/tonne; however, Versatech has indicated they are not able to process additional ONP until they are relocated in a larger facility. Granting of the ONP directly to Versatech without competition requires Council approval. Furthermore, Versatech has also advised that they presently can accept ONP only if it is delivered in gaylords. The proposed short- term plan would not facilitate delivery in this fashion. Versatech is, however, willing to store the material until their new facility is operational, if the City provides a storage facility and assumes the cost of special handling required. The old newspaper quantities for Versatech are as follows:

1991 Actual

RECEIVED	3,700 tonnes (1,500 tonnes from publishers)
*SHIPPED	3,500 tonnes

*Includes No. 9 ONP to Pine Falls 2,400 tonnes

1992 Projected

RECEIVED	4,000 tonnes (1,500 tonnes from publishers)
*SHIPPED	3,600 tonnes

*Includes No. 9 ONP to Pine Falls 2,400 tonnes

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New Facilities/Full Operation Projected

RECEIVED	9,600 tonnes (1,500 tonnes from publishers)
*REQUIRED RECEIPT FROM CITY OF WINNIPEG DEPOTS	5,000 tonnes

*65% processed No. 9 ONP destined for Pine Falls, balance of No. 9 to Kenora and Thunder Bay.

2) Beverage Containers

The beverage containers can be marketed through a request for proposals to the private sector. Alternatively, the beverage containers could be provided to Manitoba Soft Drink Recycling Inc. (MSDR); however, granting of the beverage containers directly to MSDR without competition requires Council approval. A second alternative in the event that no acceptable marketing agreement is negotiated with MSDR is to collect only ONP at the depots.

Regarding the initial five depots, your Committee on Works and Operations has indicated its preference for the ONP to be marketed through a request for proposals and the beverage containers through MSDR (as reflected in Recommendation 1).

It is intended that the long term plan for material marketing will be reported on further by the Administration in relation to the request for proposals.

In accordance with the resolution of Council adopted June 17th, 1992, with respect to recycling matters, your Committee on Works and Operations submits the above report for favourable consideration and recommends:-

(1) That the Administration be instructed to immediately commence the construction of five to six recycling depots, with a minimum of five, at regional shopping centres, with one in each district, and (in this regard) that an agreement be made with Manitoba Soft Drink Recycling Inc. (MSDR) and a proposal call be put out for quotes on Old Newspaper (ONP).

(2) That the Administration be instructed to prepare a request for proposals (RFP) from the private and public sector, for approximately 16 recycling depots, based on the attached principles concurred in, in principle, by the Committee on Works and Operations at its meeting on May 12th, 1992.

(3) That the Proper Officers of the City do all things necessary to implement the foregoing.

Your Executive Policy Committee recommends that recommendation (1) above be deleted in its entirety and the following inserted thereto:-

"(1) That the Administration be instructed to immediately commence the construction of five to six recycling depots at a cost of $214,000.00 ($150,000.00 fixed costs and $64,000.00 operating costs), chargeable to the Waste Minimization Account, with a minimum of five depots, at regional shopping centres, with one in each district, and in this regard, that an agreement be made with Manitoba Soft Drink Recycling Inc. (MSDR)."

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Your Executive Policy Committee further recommends that the above recommendation (3) be renumbered (4) and that the following be inserted as (3), namely:

"(3) That all old newspaper (ONP) from the five/six depots be delivered to Versatech Industries Inc. at no cost to The City of Winnipeg."

Your Executive Policy Committee recommends that the above recommendations, as amended, be approved subject to a verification of the cost in developing the sites, which verification shall be submitted to the Committee on Works and Operations and further that an evaluation be completed immediately following the six months of operation.

Moved by Councillor Duguid,
Adoption of the clause.

In amendment,

Moved by Mayor Norrie,
That the recommendation of the Executive Policy Committee be adopted.

Moved by Councillor Lorenc,
That the clause and amendment be referred back to the Executive Policy Committee.

The motion to refer was put.

Councillor Lorenc called for the yeas and nays, which were as follows:-

Yea: Councillors Brown, Clement, Demare, Fleisher, Fraser, Golden, Kaufmann, Lorenc, Mitchelson, O'Shaughnessy, Prystanski and Young. 12

Nay: Councillors Boychuk, Diamant, Douglas, Duguid, Gilroy, Hyman, Lazarenko, Mendelson, Murray, Reese, Selinger, Thomas, Timmers, Yuen, Mayor Norrie and Councillor Eadie. 16

and the motion to refer was declared lost.

The Speaker called the Deputy Speaker, Councillor Demare, to the Chair and left the Chamber.

Moved by Councillor Mitchelson,
That the clause be referred back to the Executive Policy Committee.

The motion to refer was put.

The Deputy Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Fleisher, Fraser, Golden, Kaufmann, Lorenc, Mitchelson, Prystanski, Young and Demare. 9

Nay: Councillors Boychuk, Clement, Diamant, Douglas, Duguid, Hyman, Mendelson, Murray, Reese, Selinger, Thomas, Timmers, Yuen and Mayor Norrie. 14

and the motion to refer was declared lost.

The Executive Policy Committee amendment was put.

The Deputy Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Boychuk, Clement, Diamant, Douglas, Duguid, Gilroy, Hyman, Kaufmann, Lorenc, Mendelson, Mitchelson, Murray, Prystanski, Reese, Selinger, Thomas, Timmers, Yuen, Mayor Norrie and Councillor Demare. 20

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Nay: Councillor Golden. 1

and the amendment was declared carried.

The motion for the adoption of the clause, as amended, was put.

Councillor Lorenc asked that each item be considered separately.

Recommendation No. 1 was put.

The Deputy Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Boychuk, Clement, Diamant, Douglas, Duguid, Gilroy, Hyman, Mendelson, Mitchelson, Murray, Prystanski, Reese, Selinger, Thomas, Timmers, Yuen, Mayor Norrie and Councillor Demare. 18

Nay: Councillors Golden, Kaufmann and Lorenc. 3

and Recommendation No. 1 was declared carried.

Recommendation No. 2 was put.

The Deputy Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Boychuk, Clement, Diamant, Douglas, Duguid, Gilroy, Golden, Hyman, Kaufmann, Lorenc, Mendelson, Mitchelson, Murray, Prystanski, Reese, Selinger, Thomas, Timmers, Yuen, Mayor Norrie and Councillor Demare. 21

Nay: Nil. 0

and Recommendation No. 2 was declared carried.

Recommendation No. 3 was put.

The Deputy Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Boychuk, Clement, Diamant, Douglas, Duguid, Gilroy, Hyman, Lorenc, Mendelson, Mitchelson, Murray, Prystanski, Reese, Selinger, Thomas, Timmers, Yuen, Mayor Norrie and Councillor Demare. 19

Nay: Councillors Golden and Kaufmann. 2

and Recommendation No. 3 was declared carried.
Recommendation No. 4 was put and declared carried.

(Note: See Minute No. 1315 for attachment.)

The Speaker here returned to the Chamber and resumed the Chair.

1315 Attachment referred to in Clause 1 of the Report of the Committee on Works and Operations, dated July 8th, 1992.

(SEE PAGE 1954 FOR OFFICIAL SET OF MINUTES FOR ATTACHMENT)

CONSIDERATION OF REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

The Executive Policy Committee has had before it the Report of the Committee on Works and Operations, dated July 14th, 1992, has concurred in the recommendations contained therein and submits same to Council for approval and adoption.

On motion of Councillor Duguid, the Report of the Committee on Works and Operation, dated July 14th, 1992, was considered clause by clause.

North Committee Room,
Council Building, Winnipeg.
July 14th, 1992

His Worship the Mayor and Councillors:

Your Committee on Works and Operations submits the following Report and recommends:

Closing of a Portion of the North/South Leg of the Public Lane North of Grant Avenue, East of Laxdal Road - Assiniboine Park-Fort Garry Community.

File DAC 2/92

1316 - 1. On August 1st, 1990, Council passed By-law No. 5482/90 extending (opening) and closing part of the lane as illustrated on Misc. Plan No. APFG 7596.

The installation of the lane extension was done by way of local improvement which two property owners fronting on Laxdal Road to the west petitioned against. These two property owners were not against the lane being established, but were against being assessed any local improvements. In order that no assessment would be made against the two property owners, it was suggested that a one-foot strip be created along the west limit of the subject lane, adjoining the two affected Laxdal properties.

On October 1st, 1991, the Committee on Works and Operations, after considering a report dated September 26th, 1991, from the Director of Operations with respect to the method of funding the lane improvement, instructed that a one-foot buffer strip be created along the west side of the north/south leg adjacent to the two Laxdal Road properties. To create the buffer strip requires the closing as proposed.

The proposed partial lane closing was circulated to various applicable City departments and public utilities for information and comment in the usual manner. No objections were received in reply. The Manitoba Hydro, however, advised of the need for easement to protect Hydro's existing underground service.

The Assiniboine Park-Fort Garry Community Committee, at its meeting held on April 3rd, 1992, considered the subject proposal and recommended that the partial closing be approved.

On May 11th, 1992, the Committee on Planning and Community Services approved as to planning considerations the subject lane closing as shown on said Misc. Plan No. APFG 7596/1.

In the future, if the two owners of the Laxdal Road properties wish to take access off of the lane, then the one-foot buffer strip could be re-opened upon assessment and payment of the then current Local Improvement rate.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the closing of a portion of the north/south leg of the public lane north of Grant Avenue, east of Laxdal Road, in the manner shown on Misc. Plan No. APFG 7596/1; the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

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2. 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 requirements of The City of Winnipeg Act.

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

Copy of Misc. Plans No. APFG 7596 and APFG 7596/1 regarding this proposal are on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Widening - North-west Corner of Sargent Avenue and Empress Street and North-east Corner of Sargent Avenue and St. James Street - City Centre-Fort Rouge Community.
File DAO 20/92

1317 - 2. At its meeting held March 25th, 1992, Council approved the 1992 Capital Program and instructed the Director of Land Surveys and Real Estate Department to negotiate for a widening at the two above-referenced locations, namely, north-west corner of Sargent Avenue and Empress Street and north-east corner of Sargent Avenue and St. James Street, to accommodate an asphalt resurfacing project on Sargent Avenue between St. James and Arlington Streets.

The Committee on Finance and Administration, at its meeting on June 23rd, 1992, approved the proposed acquisition for the subject street widening.

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

1. That the City Solicitor be instructed to prepare the necessary street opening by-law to effect the widening at the north-west corner of Sargent Avenue and Empress Street and the north-east corner of Sargent Avenue and St. James Street, in accordance with Misc. Plan No. CCFR 8537 for submission to Council, and that the cost of the by-law, estimated at $200.00, be charged to the 1992 Capital Program of the Streets and Transportation Department.

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

Copy of Misc. Plan No. CCFR 8537 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Street Opening - North-east Corner, Plessis Road and Kildare Avenue - East Kildonan-Transcona Community.
File DAO 18/92

1318 - 3. Council, on July 8th, 1992, adopted Clause 2 of the Report of the Committee on Finance and Administration dated June 23rd, 1992, which recommended the transfer of jurisdiction of the north-east corner of Plessis Road and Kildare Avenue from the Parks and Recreation Department to the Streets and Transportation Department.

Report of the Committee on Works and Operations, dated July 14th, 1992.

The subject property is required by the Streets and Transportation Department to facilitate a channelization and installation of traffic control signals at the intersection of Plessis Road and Kildare Avenue. As approved in the 1992 Capital Program, a right turn cut-off is required at the north-east corner of Plessis Road and Kildare Avenue to accommodate delivery trucks making a westbound right turn and to provide a safer crosswalk for pedestrians.

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

1. That the City Solicitor be instructed to prepare the necessary by-law to effect the street opening at the north-east corner, Plessis Road and Kildare Avenue, in accordance with Misc. Plan No. EKT 8575 for submission to Council, and that the cost of the by-law, estimated to be $200.00, be charged to the Plessis Road and Kildare Avenue Intersection Project of the 1992 Capital Program.

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

A copy of Misc. Plan No. EKT 8575 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause

Carried.

Street Opening/Widening - 1515 Pembina Highway - Assiniboine Park-Fort Garry Community. File DAO 19/92

1319 - 4. At its meeting on July 8th, 1992, Council adopted Clause 1 of the Report of the Committee on Finance and Administration dated June 23rd, 1992, which recommended the above property acquisition for street widening. This acquisition is required to improve the radius in the curve of the southbound roadway on Pembina Highway at Dumas Avenue and to provide adequate sight distance for motorists entering Pembina Highway from Dumas Avenue. The large tree within the proposed widening will be removed under the construction works.

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

1. That the City Solicitor be instructed to prepare the necessary street opening by-law in accordance with Misc. Plan No. APFG 8527/1 for submission to Council to effect the widening at 1515 Pembina Highway, and that the cost of the by-law, estimated to be $200.00, be charged to the Pembina Highway Resurfacing Project of the 1990 Capital Program.

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

A Copy of Misc. Plan No. APFG 8527/1 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operations, dated July 14th, 1992.

Composting Display and Pilot Project at City Hall. File WT-1.3

1320 - 5. On July 11th, 1990, Council approved a Waste Minimization and Recycling Action Plan which includes an education and subsidy program on backyard composting, regional yard waste composting, and civic programs to effect in-house waste reduction.

On July 19th, 1991, Council approved a report from the Task Force for an Environmental Review of City Hall which recommended a composter be established at City Hall for composting of food wastes from the cafeteria, and that an amount of approximately $1,000.00 be utilized from the Waste Minimization and Recycling budget for this project.

On June 17th, 1992, Council directed that the final decision relating to recycling programs proposed to be City-wide or pilot in nature in the City, including any contracts awarded, be a decision of Council.

Food waste comprises approximately 22% of the total solid waste stream. Composting is an alternative to landfilling for this waste, and results in a humus-like end product which is useful for soil conditioning. Composting at City Hall has the added benefits of providing a vehicle for public awareness, and utilizing of the compost in the flower beds around City Hall.

It is proposed that four vermicomposting bins be purchased for this project and a composting display be set up at City Hall, which will be able to process all of the compostable waste from the cafeteria. Vermicomposting, or worm composting, is recommended since it operates in-door year round. The composting is accomplished by red wiggler worms which digest both the food wastes and the old newspapers which are used for bedding. The worm bins have lids to contain the worms and compostables, and since the worms are photophobic (i.e., they are light-sensitive), there is little chance that they will escape the bin. Vermicomposting is an innovative method of food waste disposal, which is environmentally friendly and requires no additional energy to operate. When operated properly, the process is odourless and requires very little maintenance. The vermicomposting bins are made in Canada, and the worms are also cultivated in Canada. The Region of Peel, Ontario, has passed a by-law in conjunction with their health department which approves the use of vermicomposting in-doors.

The City of Winnipeg Health Department and the Civic Properties Department have been consulted and concur in the proposed concept for this program, provided the project is operated at the recommended location, namely, the first floor of the Administration Building. The management of the cafeteria at 510 Main Street have also agreed to participate in the program. Vermicomposting Products & Etc. will supply the composters, train the staff in the cafeteria, provide public information and education, provide on-going monitoring of the compost operation, and harvest the compost for the City.

It is proposed that the project be undertaken as a six-month pilot. At the end of the pilot, the success of the program will be reviewed, and it is intended it will either be continued on a contract basis for maintenance and harvesting of the compost, or alternatively a raffle will be held to dispose of the compost bins. A display will be erected to provide information and brochures on the City's programs for composting under its Waste Minimization and Recycling Action Plan.

The estimated cost of the six-month pilot project is approximately $1,500.00. Adequate funding is available in the Waste Minimization and Recycling Internal Equipment Rental Account for this program.

Your Committee on Works and Operations therefore recommends:-

1. That a composting display and pilot project be set up in the Administration Building, first floor, in the vicinity of the Waterworks Customer Accounts Department for composting of food wastes from the cafeteria.

2. That an amount of $1,500.00 be utilized from the Waste Minimization and Recycling Current Estimate (Internal Equipment Rental 01-552702- 200201) for costs of this program.

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

Moved by Councillor Duguid
Adoption of the clause.

Carried.

Report of the Committee on Works and Operations, dated July 14th, 1992.

Bulky Waste - Ozone Depleting Substances.
File WT-1.3

1321 - 6. In 1991, the City undertook a pilot project jointly with the Province of Manitoba and Manitoba Hydro to recover and recycle ozone depleting substances.

On June 17th, 1992, Council directed that the final decision relating to recycling programs proposed to be City-wide or pilot in nature in the City, including any contracts awarded, be a decision of Council.

On July 1st, 1992, The Ozone Depleting Substances Act, Manitoba Regulation 15/92 came into effect.

As of July 1st, 1992, according to the Ozone Depleting Substances Act, it will be illegal to dispose of any refrigerator, freezer or other appliance containing ozone depleting substances (ODS's) prior to removal of the ODS's. Currently the City receives bulky waste of this nature delivered privately by residents or upon arrangement, picked up by City collection forces. In either case, the City would be in contravention of the ODS Act in disposing of waste of this nature without the ODS's first being removed.

The results of the pilot program in 1991 for collection of fridges and freezers and removal and recycling of ODS was positive; however, the final report on this project has not been issued by the Province as yet.

On June 3rd and June 29th, 1992, representatives of the Operations Department and the Waterworks, Waste and Disposal Department met with a representative of the Province to discuss the ramifications of the ODS Act. The Province was of the position that the long term solution involves a partnership between the City, the Province and perhaps Manitoba Hydro, and that in the interim, the City should assume the cost of ODS removal from waste it receives or collects.

In the interim, it is being proposed in Recommendation 1 that for 1992, a trial program be carried out to remove ozone depleting substances from appliances collected by the City as bulky waste or delivered privately to the landfills. It is the position of the Operations and Waterworks, Waste and Disposal Departments, that the Province must assume leadership in this issue. Therefore, until a long term program has been designed, the City could, for example, refuse to pick-up or receive bulky wastes unless such substances have been certified as removed. However, there is every possibility that if the City does not continue its longstanding practice of collecting and disposing of appliances such as refrigerators and freezers, they may be abandoned along outlying or secluded roadways and the City would ultimately be responsible for their pick-up and disposal. Also, with such abandoned appliances comes the risk of child related accidents if the doors are not removed.

In the interim period (1992), fridges and freezers delivered privately to the landfills, or picked up upon request by the City, would be stockpiled separately at the bulky metallic waste areas at the landfills. Collection by the City would be done through a special pick-up service as opposed to use of refuse collection vehicles, to minimize accidental release of ODS's.

It is being proposed in Recommendation 2 that an amount of $25,000.00 be approved for this trial program in 1992. This is based on the number of units anticipated to be received and collected and the anticipated service charge per unit to remove the ODS's. The contracted cost for removal of the ODS's from these units is estimated at $25,000.00.

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There is sufficient funding available for this work from funding carried over from the 1991 budget for waste minimization and recycling for purchase of a tub grinder. A separate report to the Commissioner of Works and Operations dated July 2nd, 1992, advised that an amount of $115,000.00 is available from the budget carried over for the tub grinder.

Currently there is insufficient data to estimate the actual number of units disposed of each year, and the cost per unit. This trial program will serve to provide this data.

As stated in Recommendation 3, the City will continue discussions with the Province regarding any ongoing programs for 1993 and beyond regarding ozone depleting substances requiring City participation, and this matter will be reported on further for policy approval.

ALTERNATIVE: That the public be advised that the City will not pick-up or receive bulky waste containing ozone depleting substances unless such substances have first been removed as certified by a provincially trained service technician.

This alternative has not been recommended since it will be difficult for the City to regulate the public in this matter. The response by the public will likely include alarm and abandoning of refrigeration appliances, which presents some safety concerns and would result in the City ultimately being responsible for picking up and disposing of the appliances.

Your Committee on Works and Operations recommends:-

1. That as an interim measure for 1992, a trial program be carried out to remove ozone depleting substances from appliances collected by the City as bulky waste or delivered privately to the landfills.

2. That an amount of $25,000.00 be approved for this program from funding carried over from the 1991 budget for waste minimization and recycling for purchase of a tub grinder.

3. That the City continue discussions with the Province regarding any ongoing programs for 1993 and beyond regarding ozone depleting substances requiring City participation, and this matter be reported on further for policy approval.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Informational Booklet on Waste Minimization and Recycling.
File WT-1.3

1322 - 7. On July 11th, 1990, Council approved a Waste Minimization and Recycling Program which includes the investigation and implementation of a waste wood chipping program.

On December 20th, 1991, the Commissioner of Works and Operations approved the carry-over of unencumbered funds in the Waste Minimization and Recycling budget into the 1992 budget. These funds included $150,000.00 for purchase of a tub grinder.

On June 17th, 1992, Council directed that the final decision relating to recycling programs proposed to be City-wide or pilot in nature in the City, including any contracts awarded, be a decision of Council.

The Council-approved Waste Minimization and Recycling Program was developed from the recommendations of a consultant report, Winnipeg Waste Minimization Study. The consultant's report proposed that the City develop a wood chipping program to divert bulk volumes of waste wood including lumber, pallets and trees, which includes acquisition of specialized equipment, namely a tub grinder.

Report of the Committee on Works and Operations, dated July 14th, 1992.

The purchase price of a tub grinder was estimated by the consultant at $150,000.00 and the annual operating costs were estimated at $100,000.00. The Equipment and Materials Services Branch (Operations Department) has determined that, for the City's intended use (i.e., stumps, pallets, trees, waste lumber), a larger machine is required than the one originally budgeted for. It has been determined that a larger, heavy-duty tub grinder, at an estimated cost in excess of $180,000.00 U.S. is required. Additional costs for operations include approximately $80,000.00 for establishing a site and other equipment including a front-end loader, and operating costs of approximately $805,000.00 annually. A large portion of the operating cost is attributable to frequent replacement of hammers in the hammermill, which is necessitated by the large volumes which would be processed in the machine. This estimate of operation cost is based on experience gathered from other municipalities presently operating a tub grinder.

Based on wood landfilled in 1991, an estimated 24,000 tonnes could be diverted from the landfill to a wood waste chipping program (assuming a 50% recovery rate). At $13.40/tonne, the landfilling cost would be $321,600.00. Since the total annual cost of a tub grinder operation would be $918,125.00, including amortized capital over five years, or $38.26/tonne, this project does not meet the Council-approved plan for a cost-effective waste minimization program, relative to landfilling cost. Furthermore, the resource value of the chipped wood is not sufficient to justify this expenditure.

It is therefore proposed in Recommendation 1 hereunder that the City not purchase a tub grinder for a waste wood chipping program. The Department would continue to investigate other alternative methods for management of waste wood.

The Department of Waterworks, Waste and Disposal has reviewed other priority needs for the funding allocated for this project. Another component of the Council-approved Action Plan is the provision of public information. The Department has contracted Foster/Marks Advertising to develop an informational booklet for delivery to households. An initial amount of $40,000.00 was included in the 1992 Current Estimates for this brochure; however, the cost estimate provided by Foster/Marks is approximately $75,000.00 for a 12-page booklet, delivered. The higher than anticipated cost is due to a larger document than had been envisioned, resulting from the complexity and quantity of information to be included. The booklet focuses on the 4 R's of waste minimization and promotes reduction as the highest priority, according to the Council-approved Plan. A directory of phone numbers for various government, environmental and crown corporations is also included. It is hoped that the document will be retained by households for future reference and is therefore more extensive than a once-read brochure. Therefore, Recommendation 2(I) is that $35,000.00 of the funds previously allocated for the tub grinder be utilized to produce sufficient quantities of the informational booklet for household distribution.

Recommendation 2(ii) is that a further report be submitted regarding uses for the remaining $115,000.00. Priority needs within the Waste Minimization and Recycling area will be reviewed, priorized and reported on.

Your Committee on Works and Operations recommends:-

1. That a tub grinder not be purchased from the budget for waste minimization and recycling.

2. That funding in the waste minimization and recycling budget for a tub grinder ($150,000.00) be utilized in the following manner:

    (i) $35,000.00 for producing sufficient quantities of the informational booklet on waste minimization for household distribution;

    (ii) and a further report be submitted shortly regarding uses for the remaining $115,000.00.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operations, dated July 14th, 1992.

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

1992 Supplementary Watermain Renewals
File WW-2.4

1323 - 8. It has been the practice to undertake additional watermain renewals where watermains have a high leak frequency and funding is available to undertake additional projects. All projects listed hereunder, except for Notre Dame Avenue from the west line of Adelaide Street to King Street, were identified because of their relatively high leak frequencies which vary from a high of 18.87 to a low of 10.00. The leak frequency is representative of the number of leaks per kilometre per year.

The cast iron watermain on Notre Dame Avenue, from the west line of Adelaide Street to King Street, has a leak frequency of 7.4. It is timely that the watermain be renewed at this time so that it can be coordinated with a 1992 streetscaping program on Princess Street and Notre Dame Avenue.

The funding for the Supplementary Watermain Renewal Program is as follows:

Funding Available in Watermain Renewal Reserve Fund (as of May 31st, 1992)	($ 168,638.20)
Funding Available in Allowance for Unforeseen Projects Fund	1,799,000.00
Less: Amount Reserved for Contingencies	(919,361.80)
	$ 711,000.00

Your Committee on Works and Operations recommends:-

1. That the following list of Supplementary Watermain Renewals in the amount of $711,000.00 be undertaken in 1992 from the available funds in the Watermain Renewal Reserve and the Allowance for Unforeseen, namely:

Street	From	To	Estimated Cost
Laval Drive (E/Leg)	Pasadena Ave.	N/Leg Laval Drive	$ 40,000.00
Lemaire, Rue	Gendreau Ave.	120m North	50,000.00
Wardlaw Ave.	100m W/Donald Street	15m WWL Scott Street	66,000.00
Windermere Bay	Beaumont Ave.	West Limit	27,000.00
Sark Crescent	Victoria Ave. E.	Brelade Street	136,000.00
Ravenhill Road (E/Leg)	WPL Ravenhill (E/Leg at N/Leg)	85m South	49,000.00
Magdaline Bay	Baylor Ave.	Baylor Ave.	91,000.00

Report of the Committee on Works and Operations, dated July 14th, 1992.

Leila Ave.	Andrews Street	Weinberg Road	62,000.00
Evanson Street	Valve NL Westminster Ave.	140m NNL Westminster Ave.	101,000.00
Notre Dame Ave.	West Line Adelaide Street	King Street	$ 89,000.00
		TOTAL	$711,000.00

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

See Minute No. 1325 for Councillor Brown's declaration of a conflict of interest with regard to the above clause.

Amendment to Policy on Temporary Street Closures for Entertainment Purposes.
File SC-3.13

1324 - 9. On May 6th, 1992, Council passed an amendment to the then existing "Policy on Temporary Street Closures for Entertainment Purposes", wherein the street closure costs to Non-Profit and Charitable Organizations would be capped at 50% of the actual cost to a maximum of $1,000.00.

Since the May 6th, 1992 approval of the new policy for cost sharing temporary street closures with Non-Profit/Charitable Organizations, twenty-three related applications have been received (see Attachment "A").

The investigation and cost-estimating associated with each application is quite lengthy. This, together with the late receipt of some applications and the intervals between meetings of Committee on Works and Operations, makes it difficult, if not impossible, for the Streets and Transportation Department to process an application through the Committee on Works and Operations before the event, such that the applicants would be fully aware of the costs for which they might be responsible. In some instances, this may not enable legitimate non-profit groups to hold an event because of the possibility that they might be responsible for costs beyond their means.

In the majority of proposed street closures, it is relatively straight-forward to determine whether or not both the applicant and particular event should be eligible for cost-sharing. However, there may be some instances where a non-profit or charitable group is proposing to hold events which are wholly commercial or at least not community oriented. Conversely, there are organizations which are profit oriented who propose to hold events that are strictly civic or community oriented. In these instances, it is suggested that the Streets and Transportation Department would deem them to be not eligible for a grant and further point out to them that an appeal process is available through the Committee on Works and Operations.

Proposed Policy Guidelines for processing all applications related to Temporary Street Closures for Entertainment Purposes other than block parties are attached (Attachment "B"). The Streets and Transportation Department has proposed that if these Guidelines are acceptable, the authority to determine which organizations are non-profit or charitable, and are therefore eligible for cost-sharing, could be delegated to the Director of the Streets and Transportation Department.

Your Committee on Works and Operations therefore recommends:-

(1) That the authority to apply the Policy on Temporary Street Closures for Entertainment Purposes be delegated to the Director of Streets and Transportation.

Report of the Committee on Works and Operations, dated July 14th, 1992.

(2) That the costs for temporary street closures for certain 1992 events be capped at $1,000.00 as shown on the attached Schedule (Attachment "A").

(3) That the Proper Officers of the City do all things necessary to implement the foregoing.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

(Note: See Minute No. 1326 for attachment.)

1325 - Pursuant to Section 5(1) of The Municipal Council Conflict of Interest Act, Councillor Brown indicated to Council that with regard to the supplementary watermain renewals recommended in Clause 8 of the Report of the Committee on Works and Operations, dated July 14th, 1992, he was declaring that he has a conflict of interest in that regard, however, he was not present during consideration of the said clause and did not participate in the vote taken.

1326 – Attachment “B” referred to in Clause 9 of the Report of the Committee on Works and Operations, dated Juy 14th, 1992.

SEE PAGES 1965 – 1967 FOR OFFICIAL SET OF MINUTES FOR ATTACHMENT.

CONSIDERATION OF REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

The Executive Policy Committee has had before it the Report of the Committee on Works and Operations, dated July 28th, 1992, has concurred in the recommendations contained therein and submits same to Council for approval and adoption.

On motion of Councillor Duguid, the rule was suspended and the Report of the Committee on Works and Operations, dated July 28th, 1992, was considered clause by clause.

West Committee Room,
Council Building, Winnipeg.
July 28th, 1992.

His Worship the Mayor and Councillors:

Your Committee on Works and Operations submits the following Report and recommends:

Award of Contract for the Supply and Delivery of (1) Transit Diesel Buses (P.D. 92-103) and (2) Low Floor Minibuses (P.D. 92-136). File TE-1

1327 - 1. Tenders for the supply and delivery of 27 new forty foot transit diesel buses closed at 12:00 noon, Thursday, July 18th, 1992, with three bids being submitted with total bid prices for the base vehicle as follows:

1.	New Flyer Industries Limited: Plus all taxes;	$4,532,625.00
2.	Greyhound Canada Inc.: Plus all taxes;	$4,698,000.00
3.	Ontario Bus Industries: Plus all taxes.	$4,760,640.00

The 1992 Capital Estimates provide funds in the total amount of $6,716,000.00 for the acquisition of 27 new urban transit buses and six low floor feeder minibuses to replace vehicles that will be retired from the fleet.

Two separate tenders were issued to obtain pricing for the 27 urban transit buses and the six low floor feeder minibuses because the majority of bus manufacturers do not offer both classes of vehicles.

Tender P.D. 92-103 was issued for the supply and delivery of 27 new urban transit buses. This tender is structured for suppliers to provide firm unit prices and total bid prices for 27 buses in 1992, 30 buses in 1993, and 30 buses in 1994. The option to order vehicles after 1992 is at the sole discretion of the City.

The three bidders are the largest manufacturers of urban transit buses in Canada. All bidders are technically qualified to supply the type of vehicle specified within the required delivery schedule. The Law Department has certified the bid securities and written undertakings to bond of all three bidders. The bid evaluation criteria identified in the tender are as follows:

- Conformance with Specifications, and
- Total Bid Price for the 1992 portion of the Work.

Based on these criteria, it is proposed that the contract be awarded to the lowest bidder, New Flyer Industries.

Report of the Committee on Works and Operations, dated July 28th, 1992.

The lowest bid for the 1992 portion of the work is 3.4% lower than the amount paid for 30 urban transit buses ordered in 1991. Therefore, the Administration recommends that three additional buses be ordered in 1992 to increase the total order to New Flyer Industries to 30 buses. The purchase of the additional buses will allow the earlier retirement of three older high cost buses during 1992. The additional three buses can be purchased without exceeding the funding already approved by Council and the Province of Manitoba. Tenders for the supply and delivery of nine low floor minibuses closed at 12:00 noon, Friday, July 19th, 1992, with three bids being submitted with total bid prices as follows:

1.	Ambucraft Services Ltd. -	Alternative A:	$561,480.00
		Alternative B:	$541,740.00
	Plus all taxes;		
2.	Overland Custom Coach Inc.:		$935,037.00
	Plus all taxes;		
3.	Ontario Bus Industries:		$1,416,990.00
	Plus all taxes.		

The 1992 Capital Estimates provide funds in the total amount of $6,716,000.00 for the acquisition of 27 new urban transit buses and six low floor feeder minibuses to replace vehicles that will be retired from the fleet. The 1992 Current Estimates provide funds in the amount of $300,000.00 for the acquisition of three new Handi-Transit buses to replace vehicles that will be retired from the fleet.

Tender P.D. 92-136 was issued for the supply and delivery of six low floor minibuses for use on feeder routes and three low floor minibuses for use in Handi-Transit service. This tender closed at 12:00 noon, Friday, July 19th, 1992, with three contractors submitting bids.

Low floor minibuses have been available from Ontario Bus Industries for nearly a decade. Within the last two years, Overland Custom Coach has marketed a second low floor minibus design. These companies are the only suppliers of low floor minibuses in Canada.

A conventional minibus has an elevated floor that requires ambulatory passengers to take three steps up from the street to enter the passenger compartment. Wheelchair passengers must enter and exit a conventional minibus with a wheelchair lift. Low floor buses require passengers to take a single step up from the street, the remainder of the passenger compartment has no steps. A low floor bus offers easier access to ambulatory passengers and allows wheelchair passengers to enter and exit using a simple ramp from the passenger compartment floor.

The detailed specifications included in the tender require a maximum step height from ground level to the bus entrance of 10 inches and a maximum overall interior floor height of 14 inches with any difference made up by a sloped entrance aisle. The lowest bidder, Ambucraft Services Ltd., bid two alternative models of minibus. Both models are conventional minibuses and do not conform with the detailed specification requirements of a low floor and no steps in the passenger compartment. The two remaining bidders comply with the detailed specifications.

The bid evaluation criteria included in the tender are as follows:

- Conformance with Specifications, and
- Total Bid Price.

Based on these criteria, it is proposed that the contract be awarded to the lowest compliant bidder, Overland Custom Coach Inc.

Although a single tender was issued for the acquisition of all nine low floor minibuses, funding for the six low floor feeder minibuses is from the 1992 Capital Estimates and funding for the three low floor Handi-Transit buses is from the 1992 Current Estimates. Total project financial information is as follows:

Report of the Committee on Works and Operations, dated July 28th, 1992.

1) Low Floor Feeder Minibus Funding:

The funding for the acquisition of six low floor feeder minibuses is included with the funding for the acquisition of regular urban transit buses. Financial information for the entire Capital Project is as follows:

Low Floor Feeder Minibuses:

Bid price for six low floor feeder minibuses	4,232.00
Taxes	$64,423.00
Outfitting cost	$8,591.00
Total Low Floor Feeder Minibus Cost	$717,246.00

Urban Transit Buses:

Bid price for 27 buses including optional equipment	$4,630,905.00
Cost of additional three buses including optional equipment	$514,545.00
Taxes	$514,545.00
Outfitting cost $42,955.00	
Total Urban Transit Bus Cost	$5,702,950.00
TOTAL COST	$6,420,196.00

City Share:

Total City funding committed	$3,487,050.00
City share of total cost (50% of total cost)	$3,210,098.00
Interim financing (6% on City share)	$192,606.00
Administration (1% of total cost)	$64,202.00
Total City cost	$3,466,906.00
SURPLUS CITY FUNDING	$20,144.00

Provincial Share:

Provincial funding committed	$3,228,750.00
Provincial share of total cost(50% of total cost)	$3,210,098.00
SURPLUS PROVINCIAL FUNDING	$18,652.00
TOTAL CAPITAL PROJECT SURPLUS	$38,796.00

2) Low Floor Handi-Transit Minibus Funding:

Current Estimates amount	$300,000.00
Bid price for three low floor Handi-Transit minibuses	$290,805.00
Taxes	$29,081.00
TOTAL LOW FLOOR HANDI-TRANSIT MINIBUS COST	$319,886.00
TOTAL FUNDING SHORTFALL	$19,886.00

The total cost of acquiring three low floor Handi-Transit minibuses is slightly greater than the amount included in the 1992 Current Estimates for the project. The funding shortfall will be made up by transferring funds from other current account items that will be underexpended.

Your Committee on Works and Operations recommends:-

1. That a contract for the supply and delivery of 27 new forty foot transit diesel buses be awarded to New Flyer Industries Ltd., the lowest bidder complying with the specifications, in the amount of $4,630,905.00 including all options but before all taxes.

Report of the Committee on Works and Operations, dated July 28th, 1992.

2. That the contract awarded to New Flyer Industries be extended from 27 to 30 buses with the additional three buses at the same Unit Price as the first 27. The total additional cost will be $514,515.00 before taxes; however, the total cost will remain within the funding previously approved by Council and the Province of Manitoba.

3. That the approval of the additional three buses be conditional upon the Provincial Government agreeing thereto.

4. That a contract for the supply and delivery of nine low floor minibuses, six for use in feeder route service and three for use in Handi-Transit service, be awarded to Overland Custom Coach Inc., the lowest bidder complying with the specifications, in the amount of $935,037.00 before all taxes.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Statutory Speed Limits on Streets Adjacent to Schools and Playgrounds File ST-1.1

1328 - 2. The Manitoba Department of Highways and Transportation has announced that a comprehensive rewrite of the Highway Traffic Act, in particular the Rules of the Road, will be undertaken. Proposals for amendments have been solicited from various sources including the City of Winnipeg. It is anticipated that the Revised Highway Traffic Act would be tabled in the fall of 1994 or spring of 1995.

On April 28th, 1992, the East Kildonan-Transcona Community Committee went on record as supporting the re-institution of 30 km/h zones in playgrounds and school areas.

At its meeting on June 2nd, 1992, the Works and Operations Committee laid over for further consideration of this matter pending receipt of a report from the Streets and Transportation Department. In response to a request from the Manitoba Department of Highways and Transportation, the Streets and Transportation Department provided several suggested amendments to the Highway Traffic Act. Included in this submission was the suggestion that the re-institution of lower speed limits in playground and school areas should be considered in the amendment process.

The process by which suggested amendments will be considered was discussed with staff from the Department of Highways. A Steering Committee composed of Motor Vehicle Branch staff, the R.C.M.P., and City of Winnipeg Police, amongst others, will be formed to consider the applicability of proposed amendments from all stakeholders. Whether or not any given amendment will be included in the final package will be dependent, at least in part, upon the input to the Steering Committee from the effected stakeholders.

As a consequence of the foregoing, although the initial suggestion has been submitted by the Administration for consideration, it is suggested by the Streets and Transportation Department that those stakeholders who support the concept of 30 km/h speed limits in school zones, et al, should make separate submission to the following:

Report of the Committee on Works and Operations, dated July 18th, 1992.

Mr. Jim Kingdom,
Planning and Program Analyst,
Manitoba Department of Highways and Transportation,
Room 201 - 1075 Portage Avenue,
Winnipeg, Manitoba.
R3G 0S1

At its meeting on July 14th, 1992, your Committee on Works and Operations received the above advice as information, and the East Kildonan-Transcona Community Committee was advised accordingly.

Your Committee on Works and Operations has been advised that the East Kildonan-Transcona Community Committee, at its meeting on July 21st, 1992, reiterated its support of the re-institution of 30 km/h zones in playgrounds and school areas.

Mr. Ed Kowalchuk, Chairman of the Winnipeg School Division No. 1, and Mr. A. Reimer, Assistant Superintendent of Administration, St. James-Assiniboia School Division No. 2, also appeared and submitted a brief in support of the proposal. A communication was circulated from the River East School Division No. 9 in support.

Your Committee on Works and Operations recommends:-

1. That the Province of Manitoba, Department of Highways and Transportation, be requested to consider an amendment to the Highway Traffic Act to cover the re-institution of 30 km/h statutory speed limits in playgrounds/school zones and at day cares and community clubs.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

With the consent of Council, it was agreed that the matter be pursued through the Official Delegation.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

1329 - On motion of Councillor Duguid, the following By-laws were each read a second and third time, and ordered to be signed and sealed, namely:-

By-law No. 5997/92, a By-law of The City of Winnipeg to close part of Pandora Avenue West. File No. DAC 3/92.

By-law No. 5998/92, a By-law of The City of Winnipeg to close parts of Swailes Avenue, Public Street Plan 3075 and the Public Lane North of Beecher Avenue between Ferrier and Parr Streets. File Nos. DAC 9/91 and DAC 14/91.

By-law No. 5999/92, a By-law of The City of Winnipeg to close part of John Hirsch Place at the rear of 185 Bannatyne Avenue, west of Rorie Street (Fletcher Investments Ltd. Building). File No. DAC 25/91.

COMMITTEE ON WORKS AND OPERATIONS – BY-LAWS (continued)

On motion of Councillor Duguid, the following By-laws were each 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. 6006/92, a By-law of The City of Winnipeg to widen the east and west sides of Main Street, north of Seaforth Avenue (former C.P.R. Bergen cut-off lands). File No. DAO 3/90.

By-law No. 6007/92, a By-law of the City of Winnipeg to amend By-law No. 1573/77, being the City of Winnipeg Traffic By-law. File No. ST-2.

By-law No. 6008/92, a By-law of the City of Winnipeg to amend By-law No. 820/74, being the Parking Meter By-law. File No. ST-2.

By-law No. 6009/92, a By-law of the City of Winnipeg to amend By-law No. 789/74, being the Voluntary Payment of Penalties By-law. File No. ST-2.

By-law No. 6010/92, a By-law of the City of Winnipeg to amend By-law No. 3010/81 being the City of Winnipeg Unauthorized Parking on Private Property By-law. File No. ST-2.

By-law No. 6011/92, a By-law of the City of Winnipeg to amend By-law No. 329/73, being a by-law of the said City to regulate the construction, maintenance and removal of private approaches and private walks. File Nos. SC-3.7, DAZ 204/91 and SC-1.1.

By-law No. 6012/92, a By-law of the City of Winnipeg to amend By-law No. 820/74, being a by-law of the said City concerning the reservation of certain portions of streets for the purpose of parking vehicles and the use of parking meters in connection therewith. File Nos. ST-2 and ST-5(25).

On motion Councillor Duguid, the rule was suspended and By-law No. 6018/92 a By-law of The City of Winnipeg for the opening of Pioneer Boulevard and Forks Market Road was read a first, second and third time, the rule being suspended for third reading and was passed and ordered to be signed and sealed. File No. DAO 40/89.