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 January 29th, 1991, has concurred in the recommendations contained therein, except as noted below, and submits same to Council for approval and adoption.

On motion of Councillor Lorenc, the Report of the Committee on Works and Operations, dated January 29th, 1991, was considered clause by clause.

West Committee Room,
Council Building, Winnipeg.
January 29th, 1991.

His Worship the Mayor and Councillors:

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

Closing of Vulcan Avenue between Brunswick Street and Gateway Road - East Kildonan- Transcona Community
File DAC 35/89

484 - 1. The proposed closing of Vulcan Avenue between Brunswick Street and Gateway Road is shown on Misc. Plan No. EKT 7456/2.

In November, 1989, Palliser Furniture Ltd. requested to close and purchase Vulcan Avenue in order to consolidate their holdings. The other adjoining owner, Brunswick Autobody owned by W. and F. Giesbrecht, have advised in writing that they support Palliser in their purchase of Vulcan Avenue and will make private arrangements with Palliser with regard to driveway access.

The proposal was circularized in the usual manner with no objections being received. However, easements are required for Manitoba Hydro, Manitoba Telephone System, Winnipeg Hydro, I.C.G. Utilities and the City.

The East Kildonan-Transcona Community Committee considered the proposal and concurred in the closing subject to the following conditions, namely:

1. that the land be sold at fair market value;

2. Palliser Furniture continue to be responsible for all outstanding local improvements;

3. that Palliser Furniture be responsible for all easement costs required by the Utilities.

The City has provided Palliser with the following terms and conditions:

1. Enactment of the necessary street closing by-law.

2. The City of Winnipeg to transfer or deed to Palliser Furniture (the "Company"), Vulcan Avenue shown as "Proposed Closing" on Misc. Plan No. EKT 7456/2 (hereinafter called the "land"), containing approximately 14,136 square metres (152,164 square feet, more or less).

3. Company to pay to the City the sum of $90,000.00, being the value of the land, payable as follows:

   (a) $9,000.00, being 10% of the purchase price, to be remitted with a signed copy of this letter.

   (b) The balance of $81,000.00 payable upon request by the City.

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4. Company to pay to the City upon request all costs and expenses which will be incurred by the City in connection with the referenced proposal and without limiting its generality of the foregoing, will pay upon request by-law costs estimated at $200.00. Note: Company has agreed to prepare the plan of survey at their expense.

5. Company to pay to the City upon request the outstanding Local Improvement costs of $79,317.68.

6. Company to pay adjustments as of the date of the enactment of the by-law.

7. Company to pay as adjustment an amount equal to the total of such taxes, rates and charges including local improvement levies, which would have been levied or charged against the land being conveyed to the Company for the unexpired portion of the current taxation year as though the land had been entered on the assessment rolls of the City as privately owned and subject to taxation.

8. Company to obtain possession of the land at its own expense.

9. Company to accept title to the land subject to all or any exceptions, reservations or encumbrances expressed or implied in the City's title.

10. Company to pay any and all additional costs and charges which may arise by reason of the closing of the right-of-way.

11. Company to indemnify the City against all claims which may arise by reason of the closing proposal.

12. Easements:

    (a) Sale/conveyance of the land comprising the street to be closed is subject to any easement which may be required by a public utility including, but not limited to Manitoba Hydro, Manitoba Telephone System, Greater Winnipeg Gas Company or the City of Winnipeg, for the maintenance of the existing facilities and the construction and maintenance of new facilities in the land, together with the right to enter upon the land at any time, with or without equipment, for said purposes and subject to the owner covenanting not to erect nor cause to be erected in, upon or over the easement area, any building or structure, without the prior written consent of the public utilities or the City of Winnipeg, requiring such easements.

    (b) Without limiting the generality of the foregoing, the sale/conveyance of the land shall be subject to the following easements, namely:

        i) in favour of the Manitoba Hydro for the construction and maintenance of overhead and underground electrical services in the land;

        ii) in favour of Manitoba Telephone System for all future underground telephone services in the land;

        iii) in favour of Winnipeg Hydro for a 100 foot easement so that the utility may operate and maintain its existing transmission lines;

        iv) in favour of I.C.G. Utilities (Manitoba) Ltd. for a medium pressure main and service located in the land. All costs associated with an abandonment of the main and services in the affected area would be approximately $25,000.00;

        v) in favour of the City for the maintenance and control of the existing services, i.e., 250 millimetre watermain, wastewater sewer, land drainage sewer, ditches. \

    (c) Company to maintain, at its own cost, the existing gravel road to allow City access to the services at all times.

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(d) Company to enter into agreement(s) satisfactory to the said Utility(ies).

(e) Company to acknowledge that the City may grant the easement(s) before the Transfer of Land issues.

(f) In the event that relocation of the Utilities' facilities is required, all costs associated therewith shall be at the Company's expense and shall be a matter between the Company and the Utility(ies).

13. Upon the enactment of the by-law, the Company agrees to complete the purchase of the street land and to be bound by the terms and conditions herein outlined or forfeit the amounts mentioned in Clause 3a) and Clause 4 in favour of the City.

14. Company to prepare or cause to be prepared all necessary plans including Plan of Right-of-way for Utilities' easements (if required) and Plan of Survey to assist the by-law to effect the street closing and lane openings, for registration at the Land Titles Office, with all costs associated therewith at the Company's expense.

15. Company to enter into a formal agreement with the City embodying the foregoing terms and conditions, if deemed necessary by, and in form satisfactory to, the City Solicitor.

Palliser has agreed to pay the $90,000.00 and the $79,317.68 in outstanding local improvements.

The Committee on Finance and Administration, at its meeting on January 8th, 1991, approved the sale of the referenced street, when closed, to Palliser Furniture Ltd., subject to the terms and conditions as outlined herein.

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 close Vulcan Avenue between Brunswick Street and Gateway Road, as shown on Misc. Plan No. 7456/2; the cost of the by-law, estimated at $200.00, to be borne by the Company (Palliser Furniture Ltd.).

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 City of Winnipeg Act.

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

Copy of Misc. Plan No. EKT 7456/2 regarding this proposal is on file in the office of the City Clerk.

Your Executive Policy Committee concurs in the above recommendations subject to recommendation 1. being amended to read as follows:-

"1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to close Vulcan Avenue between Brunswick Street and Gateway Road, as shown on Misc. Plan No. 7456/2; the cost of the by-law, estimated at $200.00, to be borne by the Company (Palliser Furniture Ltd.), and that public access to the Winnipeg Hydro Right-of-Way and easement be maintained."

Moved by Councillor Lorenc,
Adoption of the clause.

In amendment,

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

Carried.

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

Closing of part of Kennedy Street between Assiniboine Avenue and the Assiniboine River - City Centre-Fort Rouge Community
File DAC 11/90

485 - 2. The proposed closing of part of Kennedy Street between Assiniboine Avenue and the Assiniboine River, shown on Misc. Plan No. CCFR 7746/1, was initiated by District No. 1 Operations for the purpose of including the lands into the Assiniboine River Walkway and for transfer of jurisdiction over the land to the Parks and Recreation Department.

The proposal to close was circulated to various applicable City departments and public utilities for information and comments. No objections were received in reply although certain concerns were identified by the respondents, as follows:

- Winnipeg Hydro informed of the existence of a hydro pole and anchor within that portion of the street proposed to be closed, the relocation of which, if necessary, would cost approximately $1,994.29. (Based on the development which has taken place in the area, these Hydro facilities could be used to provide hydro service for the walkway lighting system.) The Land Surveys and Real Estate Department is now informed that it will not be necessary to relocate the hydro pole and anchor.

- District No. 1 Operations also advised of the existence of a storm relief sewer in the street proposed to be closed and informed that it would want a 5 metre area above the sewer protected from any development which would jeopardize the function of the sewer. However, since the lands comprising the right-of-way to be closed will remain in City ownership, no easement to protect the sewer will be required and the concerns of the District can be addressed administratively.

- The Streets and Transportation Department had proposed that at least 2 metres of street right-of-way be retained from the edge of the existing concrete pavement instead of 0.6 metres as proposed, to provide room for snow storage and for placement of two proposed metal bollards. However, the Streets and Transportation Department has since indicated that the closing as approved would be acceptable to the Department.

The City Centre-Fort Rouge Community Committee, at its meeting held on October 9th, 1990, concurred in the recommendation of the Subdivision Branch, Department of Environmental Planning, that the referenced proposed closing, as shown on Misc. Plan No. CCFR 7746/1, be approved.

On November 5th, 1990, the Committee on Planning and Community Services approved the proposed closing as to planning considerations, as illustrated on said Misc. Plan No. CCFR 7746/1.

At its meeting on January 8th, 1991, the Committee on Finance and Administration approved the transfer of jurisdiction of the street to be closed, to the Parks and Recreation Department for inclusion into the Assiniboine River Walkway system.

Your Committee on Works an 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 part of Kennedy Street between Assiniboine Avenue and the Assiniboine River in accordance with Misc. Plan No. CCFR 7746/1; the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

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

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

Copy of Misc. Plan No. CCFR 7746/1 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Order of Implementation of Relief Works in
Unrelieved Combined Sewer Districts.
File WH-2

486 - 3. The "Basement Flooding Relief Program Review - 1986" planning report was adopted by Council on October 21st, 1987. This report re- examined the entire program of basement flooding relief and recommended an order of implementation based on a preliminary estimate of benefits and costs.

The Council adoption stated that all remaining combined sewer districts be relieved against basement flooding to current standards. Also the program is to be reviewed by 1998 prior to proceeding with relief in sewer districts which have a benefit-cost ratio of less than one.

On October 27th, 1988, the Board of Commissioners approved the assignment of storm relief studies for the first seven combined sewer districts, and on October 26th, 1989, the assignment of studies for the next three districts was approved.

The current order of implementation of relief works as adopted by Council is based upon benefit-cost analysis as determined by the planning report "Basement Flooding Relief Program Review - 1986", as shown on Table 1. The purpose of priorizing works according to a benefit-cost ratio is to optimize the benefits of relief works.

The above noted report examined proposed relief works for 34 combined sewer districts. Due to the large number of districts which were studied, the degree of detail used was consistent with a planning level effort with the main objective being to identify areas most in need of relief works based on benefits and costs. Implementation of the program was to consist of firstly a detailed conceptual study of individual districts to accurately determine the nature and extent of relief works required and to re-examine the benefits-cost ratio of the planning report . Secondly, the project staging was to take place in accordance with Table 1. Methods of relief were also to recognize related concerns such as spring flood protection, sewer rehabilitation and pollution abatement.

Detailed conceptual studies are now being completed for six combined sewer districts. Studies of this type include detailed computer modelling of the district, detailed physical and hydrologic data gathering, in-depth analysis of the existing system and optimization of potential relief measures. Preliminary results indicate that benefit-cost ratios from the detailed analysis tend to vary somewhat from the planning report. This trend is anticipated for the duration of the relief program. Taking into account current benefit-cost ratios, other related concerns, budgetary constraints and practicality of implementation, the optimum implementation staging of relief works will vary from Table 1.

In order to carry out the program and optimize the benefits of relief works, it is proposed that the order of implementation of projects be adjusted according to results of the detailed conceptual studies, practicality of implementation and budgetary considerations.

Table 1 will be used to determine the order in which combined sewer districts are studied and will be used as a guideline for implementation of projects where feasible. Table 1 also shows the current status of the relief program.

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Your Committee on Works and Operations therefore recommends:-

1. That the order of implementation of relief works for unrelieved combined sewer districts be adjusted according to results of detailed conceptual studies, budgetary constraints and practicality of implementation.

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

Moved by Councillor Lorenc,

Carried.

Decorative Light Standards on Street Rights of Way File SC 6

487 4. On April 6th, 1989, the General Manager of Winnipeg Hydro received a Memorandum from the District No. 1 Engineer expressing concern with the increase in the number of different decorative light standards in the street rights of way.

Throughout the City many styles of decorative light standards have been installed for aesthetic purposes on streets and in parks over the years. The decorative lighting projects are developed and implemented in many ways and by various groups, for example:

1) City of Winnipeg Department of Environmental Planning
2) City of Winnipeg Department of Streets and Transportation
3) City of Winnipeg Parks and Recreation Department
4) Core Area Initiative Projects
5) NIP Projects
6) Private or multi level projects North Portage, Forks, etc., Municipal, Provincial, Federal.

Many of the projects are conceived by various consultants retained by any of these groups.

Winnipeg Hydro is normally asked to comment on the design, and if the project is carried out by a City department, Winnipeg Hydro requests submission of a prototype for approval. Winnipeg Hydro's approval is based on the following parameters:

a) The pole must be a frangible type design or must be provided with a safety slip away base.

b) The pole and luminaire design must allow for ease of accessibility for lamp changes and general maintenance.

c) The luminaire photometrics are reviewed to ensure that current lighting standards are met.

d) The electrical components, i.e., lamp size and type, ballast type and wiring, are to be provided in accordance with Winnipeg Hydro standards.

Usually, Winnipeg Hydro is asked to install the decorative standards for streetscaping projects. Once these decorative light standards are installed, Winnipeg Hydro will maintain the installations and the Districts become responsible for energy and maintenance costs for the fixtures on City streets. Similarly, Parks and Recreation are responsible for lighting in City parks. In some cases, Parks and Recreation will maintain the installation and Winnipeg Hydro will charge for the energy.

In the past few years there has been an increase in the number of different decorative light standards installed in the City. Winnipeg Hydro has attempted to have all the streetscaping projects incorporate a decorative standard similar to that already in use in the City, however, it has had little success in discouraging the use of new pole styles. This proliferation in the number of decorative light standard styles has increased the City's street lighting annual maintenance costs by as much as $25,000.00. The increase is attributable to:

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1) The frequency of changing inefficient lamps (i.e.: incandescent) and the time required to clean multiple luminaires on decorative standards.

2) The higher incidence of vandalism due to low mounting heights and fragile glassware.

3) The large expense of having to stock replacement parts for all the different styles including intricately detailed pole sections and other non standard parts. Decorative standards can cost as much as $4,000.00 to replace versus $2,200.00 for an ornamental roadway standard.

4) The difficulty and frequency of repair to welded areas on cast aluminum standards which are very brittle and often corrode due to salts.

5) The replacement of frangible standards damaged by motorists and contracted snow plows. Often the replacements have to be custom made to avoid lengthy delivery times for factory replacement material.

6) The task of repainting the standards due to poor paint adhesion.

For these reasons, Winnipeg Hydro has proposed limiting the number of decorative standard to those identified as Photograph Styles 1 to 6, on file in the office of the City Clerk. In an attempt to reduce the operating and maintenance costs associated with decorative light standards on City streets without hampering the desirable goal of beautifying the City's streets and parks, several additional parameters should be adhered to, namely:

1) By limiting the number of various styles of decorative light standards to those identified in the Appendix, the cost of stocking replacement parts would be held to a reasonable figure. This cost is not trivial, since most decorative standards on the market include intricately detailed pole sections and other non interchangeable parts. A stock of individual replacement components for a complete decorative standard costs far more than the original purchase price of the complete unit.

2) By standardizing on a common pole style, with specified anchor bolt spacing and luminaire mounting facilities, all decorative lighting installations can be repaired using one pole style. This provision will greatly reduce inventory of pole shaft replacement parts, and associated costs.

3) By specifying acrylic or polycarbonate refractors for decorative luminaires, damage due to vandalism will be curtailed to some extent. Such refractors are designed to withstand a certain amount of abuse which is unavoidable at typically low mounting heights.

4) By utilizing modern, high efficiency light sources such as high pressure sodium, fewer luminaires per pole are required to achieve the same lighting level and visual impact. This in turn reduces energy consumption and lamp changing costs dramatically, compared to an incandescent design.

5) By avoiding aluminum castings in favour of steel components in the design, the City's repair costs can be reduced, since steel is less frangible, easier to weld, and lasts longer in a salt rich environment.

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Your Committee on Works and Operations therefore recommends:

1. That Winnipeg Hydro be the approving authority for decorative lighting installations on streets, bridges, and in parks from the standpoint of:

    a) public safety
    b) electrical design
    c) mechanical design
    d) illumination

2. That the number of styles of decorative light standards on City streets be limited in the future to the standards identified as Styles 1 to 6 in the set of photographs on file in the office of the City Clerk.

3. That all future pole installations be compatible (i.e. common style pole, anchor bolt spacing, luminaire mounting).

4. That refractors be made of acrylic or polycarbonate.

5. That efficient lamp source be utilized (i.e. high pressure sodium) and the number of fixtures per pole be limited.

6. That decorative standards be made of steel.

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

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Hours of Operation at Landfill Disposal Sites File WT-3

488 - 5. The Chief Commissioner requested that the hours of operation at the City of Winnipeg landfill sites be revie identifying opportunities to reduce the hours of operation and incur potential savings.

A number of alternatives were considered in the review of the hours of operation at the Summit Road and the Brady Road l Districts 2 and 6 respectively. The alternatives proposed herein best meet the objectives of creating economic savings whil reducing the level of service. It is intended that the alternatives identified would be initiated concurrently at both landfill si illustrated are annual savings stated in 1990 dollars and include all fringe benefits.

The hours of operation at both landfill sites, current and proposed, are summarized in Table 1. The accompanying Tables 2 to throughout the discussion of alternatives to illustrate the number of vehicles disposing of solid waste at the landfill facili relate the number of Residential Vehicles disposing privately delivered solid wastes to the Summit Road and Brady Road la respectively. Tables 4 and 5 are used to demonstrate the number of Commercial Vehicles delivering solid wastes to the sar

All chart data is based on 1989 actual statistics collected at each respective landfill site. To assist in the comparisons of eac vertical scale on all graphs has been maintained constant.

REVIEW OF ALTERNATIVES

Alternative No. 1 - REDUCE TO A ONE SHIFT OPERATION ON SATURDAYS DURING WINTER SEASON NOVEM

This alternative proposes a reduction in the hours of operation on Saturdays during the winter months from the existing 6:0 District 2) to 10:00 p.m. to the proposed hours of 8:00 a.m. to 4:00 p.m.

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This change in operation would be implemented to take effect on the last Saturday in October each year, coincidental with the adjustment to Standard Time. The former schedule would again be adopted when Daylight Savings Time takes effect, normally the first weekend in April. This reduction is possible by the elimination of one full shift on Saturdays during the specified period, and would result in estimated annual savings of $73,000.00.

This proposed reduction on the winter Saturday operations will have only a nominal impact on all landfill customers, as illustrated on Tables 2, 3, 4 and 5. Commercial customers would be affected to a slightly larger degree by the later opening time, as many now dispose refuse early on Saturday mornings. Data collected on disposal operations suggests the majority of commercial customers haul only a single load on Saturdays, and often arrive soon after the landfill site has opened. Thus, it is presumed commercial haulers could accommodate this change with only minor modifications in their own operations.

Alternative No. 2 - REDUCE TO A ONE SHIFT OPERATION ON SATURDAYS DURING SUMMER SEASON APRIL TO OCTOBER

This alternative proposes a reduction in the hours of operation on Saturdays during the summer months from the existing 6:00 a.m. (6:30 a.m. in District 2) to 10:00 p.m. to the proposed hours of 8:00 a.m. to 4:00 p.m.

This change would take effect on the first Saturday in April coincidental with the advent of Daylight Savings Time and will remain in effect until switching back to Standard Time on the last Saturday in October.

This potential reduction is again based on the elimination of one full shift on Saturdays during the specified period, and would result in estimated annual savings of $118,000.00

The earlier closing time will have some impact on the residential vehicle customers who use the facilities on Saturday evenings during the summer months, as is shown on Tables 2 and 3. The nominal impact this reduction proposes on the commercial customers is displayed on Tables 4 and 5.

Should alternatives 1 and 2 be adopted they have the effect of reducing one full shift on Saturdays throughout the year.

Alternative No. 3 - REDUCE THE WEEKDAY HOURS OF OPERATION DURING WINTER SEASON, NOVEMBER TO MARCH:

Reducing the operating hours from 16 hours to 12 hours a day, Monday to Friday is predicated on the facilities being open from 6:00 a.m. (6:30 a.m. in District 2) until 6:00 p.m. during the winter months November to March.

General statistics regarding landfill operations suggest most facilities throughout North America close at approximately 5:00 p.m. year-round.

Similar to the Saturday winter operation alternative, this change takes effect after the last weekend in October at the adjustment to Standard Time. The former schedule is resumed again after the first weekend in April, corresponding to the change to Daylight Savings Time.

Based on the implementation of revised schedules during the weekdays, annual savings are estimated at $109,000.00.

The level of service to all customers will be nominally impacted by the reduction in operating hours during the winter months, Monday through Friday. Comparisons on the number of customers affected is again represented in Tables 2, 3, 4 and 5.

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Alternative No. 4 - EXTEND THE EMPLOYEES' SHIFT DURATION FROM 8 HOURS A DAY, 5 DAYS A WEEK, TO 10 HOUR SHIFTS, 4 DAYS A WEEK

Currently, the employees of the landfill sites work 8-hour shifts which conforms to the collective agreement. Preliminary reviews indicate opportunities for further economic and operating benefits by restructuring the employees' hours of work from the present 8-hour shifts, 5 days a week, to a 4 day - 10-hour shift. This alternative will be investigated and discussions with C.U.P.E. Local 500 will be initiated. Implementation will take place subject to further confirmation of savings and agreement to the 4 day - 10 hour shifts.

Alternative No. 5 - CLOSE THE LANDFILL SITES ON SUNDAYS DURING THE WINTER SEASON, NOVEMBER TO MARCH

Another alternative contemplated is that of closing the landfill facilities on Sundays. In particular the closure on Sundays during the winter season has undergone significant consideration. While this modification would have only a minimal impact on the commercial customers, it would have noticeable impact on the small vehicle customers, as is illustrated by Tables 2 and 3. Under the current shift arrangements and presently agreed to hours of work for employees, the Sunday closure offers only a minimum potential for economic savings. Early analysis suggests that this potential for savings would dramatically increase should the employees' hours of work be altered from the present 8-hour shift to one of 10-hours or more, thus allowing more efficient schedules to be developed.

SUMMARY OF ALTERNATIVES

Alternatives 1, 2 and 3 as proposed by the Administration for adoption would result in total estimated annual savings of $300,000.00, but only $227,000.00 for 1991, based on an implementation date of March 2nd, 1991, which allows for a two week notice to the landfill users.

However, your Committee on Works and Operations did not concur in the following administrative recommendation (i.e. Alternative No. 2), namely:

> "2. That the operating hours at the Summit and Brady Road landfill disposal sites be reduced on Saturdays for the summer season from a two shift operation to a one shift operation,"

because although it would result in annual savings of $118,000.00, it would apparently mean the elimination of work for approximately 12 employees on shift on each Saturday during the summer months.

Your Committee on Works and Operations recommends:-

1. That the operating hours at the Summit and Brady Road landfill disposal sites be reduced on Saturdays for the winter season from a two shift operation to a one shift operation.

2. That the weekday operating hours at the Summit and Brady Road landfill disposal sites be reduced for the winter season from 16 hours per day to 12 hours.

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

Your Executive Policy Committee recommends that the aforementioned recommendations be concurred in subject to recommendation 2. being renumbered as recommendation 3., recommendation 3. being renumbered as recommendation 4., and a new recommendation 2. being inserted as follows:-

> "2. That the operating hours at the Summit and Brady Road Landfill Disposal Sites be reduced on Saturdays for the summer season from a two-shift operation to a one-shift operation."

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Moved by Councillor Lorenc,
Adoption of the clause.

In amendment,

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

The motion for the adoption of the amendment was put.

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

Yea: Councillors Brown, Clement, Demare, Diamant, Douglas, Duguid, Fleisher, Fraser, Gilroy, Golden, Kaufmann, Lazarenko, Lorenc, McKee, O'Shaughnessy, Prystanski, Reese, Young, Mayor Norrie and Eadie. 20 Councillors Wade and Thomas. 2

and the amendment was declared carried.

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

Councillors Thomas and Wade asked to be recorded as voting against the clause, as amended, in accordance with 50.7 of the Procedure By-law.

Proposal for Special Transit fares
Files TT-2 and FE(1991)

489 - 6. Council, at its meeting held on December 12th, 1990, referred the following motions to your Committee on Works and Operations, namely:-

"THAT special/student fares of $.60 remain in effect for a period of two years."

"WHEREAS the transit system should take measures to increase and encourage ridership by a variety of means;

AND WHEREAS our transit system has off-peak periods where demand for the service is reduced, but it continues to operate at less than capacity;

THEREFORE BE IT RESOLVED that the following recommendation be added to Clause 1 of the Report of the Executive Policy Committee dated December 3rd, 1990, with respect to transit fare increases:-

'That a special off-peak rate be set for the special category and the ordinary ridership'"

On January 8th, 1991, the Committee on Works and Operations referred the above motions to the Director of Transit for report.

Your Committee on Works and Operations recommends an extension of 60 days be granted in which to report back to Council in this regard.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

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Riverbank Clean-up File PR-4

490 - 7. Council, at its meeting held on December 12th, 1990, referred the following motion to your Committee on Works and Operations, namely:-

"WHEREAS the riverbank clean-up was an unqualified success;

AND WHEREAS more lead time would have allowed even greater gains against river pollution; AND

WHEREAS water draw down is anticipated to be implemented in the fall of 1991;

NOW THEREFORE BE IT RESOLVED that the Works and Operations Department and the Parks and Recreation Department schedule an annual clean-up as soon as practical after draw down." On January 8th, 1991, the Committee on Works and Operations referred the above motion to the Commissioner of Works and Operations and the Riverbank Management Committee for report.

Your Committee on Works and Operations therefore recommends that it be granted an extension of 60 days in which to report back to Council in this matter in order to allow the Riverbank Management Committee and the Administration an appropriate time in which to respond.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Establishment of a Technical Advisory Committee on Recycling File WT-1.3

491 - 8. Council on January 23rd, 1991, granted a 30-day extension of time to the Committee on Works and Operations, in which to report back on the following motion, namely:-

"WHEREAS the City of Winnipeg is responsible for garbage collection;

AND WHEREAS this service has materials which can be recycled, reused or recovered;

AND WHEREAS many sectors of this City have an interest and expertise on how to best proceed with respect to creating a recycling program for the City of Winnipeg;

BE IT THEREFORE RESOLVED THAT the City of Winnipeg establish an advisory committee with representatives from the industries involved in recycling, non-profit organizations involved in recycling, workplace representatives, and others who have expertise on recycling programs and how they can be organized to achieve their objectives while remaining cost-effective."

In May 1990, a waste minimization strategy for Manitoba prepared by the Manitoba Recycling Action Committee was presented to the Minister of Environment. The recommendations in this strategy include advisory committees to deal with industry and interested organizations on recycling matters.

The Waste Minimization and Recycling Action Plan approved by Council on July 11th, 1990, deals with staffing to carry out the plan.

The Committee on Works and Operations, at its meeting of September 4th, 1990, requested the Administration to investigate the establishment of an Advisory Committee on recycling with representatives from the industries involved in recycling, non-profit organizations involved in recycling, workplace representatives and others who have expertise on recycling programs and how they can be organized to achieve their objectives (including volume reduction) while remaining cost- effective.

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Your Committee on Works and Operations recommends:-

1. That a Technical Advisory Committee on Recycling be established, comprising representatives from the following areas of expertise, namely:

    - two from industry
    - two from non-profit organizations
    - two from other outside sources
    - one from the Chamber of Commerce
    - two from the Consumers Association
    - one representative from the Canadian Union of Public Employees

2. That the Committee report to the Committee on Works and Operations with co-ordination provided through the office of the Deputy Mayor.

3. That non-voting administrative resource people be provided as need be, through the office of the Commissioner of Works and Operations.

4. That the Technical Advisory Committee on Recycling elect its own Chair.

5. That the Committee on Works and Operations do all things necessary to implement the foregoing, including the appointment of the members of the Technical Advisory Committee on Recycling within the above guidelines, and the establishment of its terms of reference.

Your Executive Policy Committee concurs in the above recommendations subject to recommendation 1. being amended to read as follows:-

"1. That a Technical Advisory Committee on Recycling be established, comprising representatives from the following areas of expertise, namely:

- two from industry
- two from non-profit organizations
- two from other outside sources
- one from the Chamber of Commerce
- one from the Consumers Association
- one representative from the Canadian Union of Public Employees (Local 500)
- one from the University community"

Moved by Councillor Lorenc,
Adoption of the clause.

In amendment,

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

In amendment,

Moved by Councillor Fraser,
Seconded by Councillor Lorenc,
THAT the Advisory Committee name referred to in Clause 8 of the Report of the Committee on Works and Operations, dated January 29th, 1991, be amended to read as follows:-

"Technical Advisory Committee on Waste Minimization".

Carried.

The amendment proposed by Executive Policy Committee was put and declared carried.

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

Report of the Committee on Works and Operations dated, January 29th, 1991

COMMITTEE ON WORKS AND OPERATIONS
CONSIDERATION OF BY-LAWS

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

By-law No. 5591/91, a By-law of The City of Winnipeg to close part of McPhillips Street. File No. DAC 14/89.

By-law No. 5592/91, a By-law of The City of Winnipeg to close part of the public lane South of Calrossie Boulevard at Riverside Drive. File No. DAC 21/89.

By-law No. 5593/91, a By-law of The City of Winnipeg to close part of Public Lane Plan 1774. File No. DAC 13/89.

By-law No. 5594/91, a By-law of The City of Winnipeg to close portions of John Hirsch Place (formerly Theatre Way) between Market and Bannatyne Avenues, East and West of Rorie Street. File No. DAC 2/89.

On motion of Councillor Lorenc, 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. 5636/91, a By-law of The City of Winnipeg to open the Northeast Corner of Henderson Highway and Johnson Avenue. File No. DAO 34/88.

By-law No. 5637/91, a By-law of The City of Winnipeg to widen the Southeast Corner of Lemay Avenue and Pembina Highway. File No. DAO 17/90.

On motion of Councillor Lorenc, the following By-laws were each read a first time, namely:-

By-law No. 5638/91, a By-law of The City of Winnipeg to close part of the public lane East of Fife Street. File No. DAC 19/88.

By-law No. 5639/91, a By-law of The City of Winnipeg to close part of The Drive adjoining Lot 24, S.P. Plan 21465, East Side of King's Drive. File No. DAC 26/89.

Councillor Lorenc moved that this constitute the first reading of By-laws numbered 5638/91 and 5639/91, which motion was carried.

Report of the Committee on Works and Operations dated, January 29th, 1991

QUESTION PERIOD

493 - Councillor Timm-Rudolph asked the Chairman of the Committee on Works and Operations, Councillor Lorenc, if he can confirm that the Resource Recovery Institute has not been picking up the blue bags in the pilot program areas, even though an additional grant of $50,000.00 has been made to extend the life of the program. Councillor Lorenc replied that it is his understanding that at the last meeting of the Committee on Works and Operations, in discussions with the Resource Recovery Institute, it was agreed that only newspaper would be handled. He advised that he is not aware of the fact that they have not been fulfilling their part of the bargain, and agreed to pursue the matter.

Councillor Timm-Rudolph asked if it is true that the City's refuse department went to the old location of the Resource Recovery Institute and removed and hauled three garbage truck loads of recyclable materials to the Brady Landfill Site.

Councillor Lorenc agreed to pursue the inquiry.

Councillor Timm-Rudolph asked if it is true that the Resource Recovery Institute has moved to a new location that is not equipped with the appropriate electrical service to run the baler and will funding be required to upgrade the facility in order to operate.

Councillor Lorenc replied that he will pursue the inquiry.

Councillor Fraser also replied to the question, advising that in the absence of Councillor Lorenc, Chairman of the Committee on Works and Operations, from the last meeting due to illness, Resource Recovery Institute had informed Committee that the premises will be vacated and relocated as of the end of January. This may be the cause of problems in collection.

Councillor Murray confirmed the information provided by Councillor Fraser, and insofar as the pick-up of garbage, this was a small amount attributable to broken glass in heavily damaged packaging that was unrecyclable. The baler is being altered from a three-phase engine on the baler to a one-phase engine which was anticipated as part of the move and that is delayed because of the engine being installed.