

Re: PICK UP OF REFUSE FROM COMMERCIAL ESTABLISHMENTS  
BY MUNICIPAL FORCES  
(ITEM 13, REPORT NO. 10, 1978 FEBRUARY 06)  
(ITEM 8, REPORT NO. 20, 1978 MARCH 13)

Following is a summary of previous actions taken by Council with respect to its review of the feasibility of expanding services relative to the pick-up and disposal of refuse:

1. On 1978 January 30, Council received a request from Mrs. Yvonne Cunningham, Administrator for Seton Villa, for information relative to the pick-up of refuse from this facility. Council, upon conclusion of its initial considerations which included a report that had also been received, directed:
  1. "That the Corporation of the District of Burnaby pick up commercial refuse accounts on a controlled basis to the limit of our capabilities."
  2. "That further consideration of the foregoing motion be tabled pending receipt of additional information on this subject."

2. A further report was submitted on 1978 March 13. The recommendations in that report were not acted upon; instead, the following motion was passed:

"THAT this matter be referred back to the Municipal Manager to look at the potential of possible collection of refuse in various commercial categories such as the Burnaby School Board, senior citizens' establishments, rental accommodation establishments and commercial and industrial establishments."

Council also asked for replies to three specific points that had been raised during the discussion that took place at the meeting on March 13.

It should also be noted that last week's agenda included a letter from the Burnaby School District which contained a request for containerized pick-up of refuse (Item 4 g).

Attached is a report from the Municipal Engineer on the matter as it pertains to Council's request for additional information and the correspondence received from Mrs. Yvonne Cunningham and the Burnaby School District.

RECOMMENDATIONS:

1. THAT the motion "that the Corporation of the District of Burnaby pick up commercial refuse accounts on a controlled basis to the limit of our capabilities" be lifted from the table; and
2. THAT commercial container service not be initiated on a controlled basis, using the spare container vehicle, since the standard of service would necessarily be cyclical and therefore unsatisfactory to the customer; and
3. THAT a copy of this report be sent to Mrs. Yvonne Cunningham and the Burnaby School District.

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TO: MUNICIPAL MANAGER  
FROM: MUNICIPAL ENGINEER  
SUBJECT: PICK UP OF REFUSE FROM COMMERCIAL ESTABLISHMENTS  
BY MUNICIPAL FORCES

A report on the above subject was made to Council on 1978 March 03, Item 8, Municipal Manager's Report No. 20, and, arising out of Council's discussion of this report item, the following motion was adopted:

"THAT this matter be referred back to the Municipal Manager to look at the potential of possible collection of refuse in various commercial categories such as the Burnaby School Board, senior citizens' establishments, rental accommodation establishments and commercial and industrial establishments."

It was further requested that the additional report to be submitted on this subject contain information on the following points:

1. Concern was expressed that if the Municipality was to go ahead and arrange to pick up the refuse from senior citizens' facilities, this would constitute a form of subsidy to senior levels of government.
2. Insofar as the pick up of refuse from industrial and commercial establishments is concerned, who would benefit from the additional expenditure of tax payers' dollars?

(cont'd)

3. This philosophy of how far the Municipality should go with regard to assisting commercial and industrial users, and other categories which may be determined in the forthcoming report, with the question of refuse collection."

In order to assess the overall situation and arrive at some meaningful conclusions, a form of market survey was carried out and the commercial and industrial market was divided into the same categories as listed in the motion which Council adopted, i.e. Burnaby School Board, senior citizens' establishments, rental accommodation and commercial and industrial establishments.

The workload for each one was established and the results are shown as follows:

#### Burnaby School Board

We have spoken to several persons representing the School Board but the information on the existing service was given to us by Mr. Cook.

The Burnaby School Board use 6 cubic yard and 3 cubic yard containers and most of these are at the senior secondary schools but Mr. Cook stated that he would like to have all schools on container pick up. Based on this premise, we calculated a requirement for 144 pick ups per week which, based on 60 pick ups per day, would require 2½ truck days per week or ½ truck.

#### Senior Citizens' Establishments

As stated in previous reports, there are approximately 3,162 senior citizen accommodation units. Approximately 150 containers would be required for two pick ups per week.

The 300 pick ups would require 1 truck.

#### Commercial and Industrial Establishments

Only by carrying out an expensive door to door survey could an accurate estimate of the requirements for these establishments be made; however, with the help of the Licence Department and some computer print outs of the 3,700 resident businesses in Burnaby, we were able to categorize the businesses and estimate the refuse potential.

We estimated 1,000 pick ups per week of 3 cubic yard capacity, which would require 3 1/3 trucks.

#### Rental Establishments - Apartments

Again, with the help of data from the Licence Department records, we estimated 12,000 living units. From our experience in strata title high rise accommodation, we calculated a weekly pick up of 1,200 which would require 4 trucks.

#### General

To perform this total workload, we would require new trucks as follows:

(cont'd)

Burnaby School Board	1/2 Truck
Senior Citizens	1 Truck
Commercial and Industrial	3 1/3 Trucks
Rental - Apartments	4 Trucks
	<u>8 5/6 Trucks</u>

150

Say, 9 Trucks.

We would require a spare truck which would bring the total fleet of front end loaders to 12, i.e. 10 plus 2 spares.

Before discussing the financial implications of providing these services, we will discuss points 1, 2, and 3 as listed in the early part of this report.

- "1. Concern was expressed that if the Municipality was to go ahead and arrange to pick up the refuse from senior citizens' facilities, this would constitute a form of subsidy to senior levels of government."

From discussions with the administrators of senior citizens' complexes, it would appear that, in general, "free" pick up of refuse from senior citizens establishments would constitute a form of subsidy to senior levels of government.

NOTE: The above information was corroborated by the Housing Department of the Greater Vancouver Regional District; they further stated that no other Lower Mainland Municipalities "subsidized" refuse pick up for senior citizens.

The administrator for Seton Villa stated that they were not subsidized in any way by senior governments but the administrator for the New Vista complex (the largest of Burnaby complexes) informed the writer that they were substantially subsidized and that free refuse services would result in minimal direct financial benefit to the individual senior citizen.

- "2. Insofar as the pick up of refuse from industrial and commercial establishments is concerned, who would benefit from the additional expenditure of tax payers dollars?"

If Burnaby were to offer refuse pick up service to the commercial and industrial customers at the going rates charged by the private sector (\$7.50 per pick up for 3 cubic yard container), we would be at a break-even point, since our 1977 costs were \$7.52 per 3 and 4 cubic yard containers; any reduction in these charges would have to be carried by the general tax rate. If the "going" rate is charged for service by Corporation forces, there are no financial benefits to the customers or to the Corporation.

- "3. This philosophy of how far the Municipality should go with regard to assisting commercial and industrial users, and other categories which may be determined in the forthcoming report, with the question of refuse collection."

We must, of necessity, confine our comments to how the Engineering Department views the provision of the services being considered.

We feel that while we can compete in most cases with the private sector, we cannot offer commercial and industrial customers any better financial arrangements than they have at present and, since we know of no dissatisfaction nor have ever received a complaint with respect to quality and frequency of service, we must assume that the customers are satisfied with the service presently being rendered by the private entrepreneurs.

If at any time there was evidence of overcharging and/or unsatisfactory service, we would have no hesitation in recommending that the question of provision of the service by Municipal forces be reconsidered.

Costs

We will consider the capital and operating costs for each truck put into service:

Capital

1 Truck (1978 Costs)	\$ 68,000.00
1/2 Shuttle Vehicle	\$ 5,000.00
150 Containers	\$ 60,000.00
Total	\$133,000.00

Operating Costs

Collection	\$117,312.00
Disposal	\$ 14,195.00
Total	\$131,507.00

These operating costs include depreciation and vehicle replacement cost so that with a charge of \$7.50 per dump per container and a rental charge of \$8.50 per container per month we would be in a break-even situation.

It should be noted that much of the refuse picked up from the large shopping centres and from the larger industries is in 40 cubic yard "roll on" containers, which require special vehicles. The purchase of these vehicles would have to be considered if we were to give as complete a service as that presently being supplied by the private entrepreneurs.

SUMMARY

We realize fully that our present container operation, having one operating truck and one standby, is not efficient; for best utilization, we should have six operating vehicles for each spare or standby truck. The approximate cost of maintaining a standby vehicle is \$12,000.00 per year, which allows for routine inspection, maintenance, and vehicle depreciation and replacement.

The major problem which would have to be faced in the event of any addition to the refuse fleet is one of lack of space. Dispersal of new vehicles to other locations would cause problems with security, control, and higher costs.

The Council has received an official request from the School Board for container service. To handle the School Board collection, we would have to utilize our spare vehicle and simply hope that downtime on the vehicle collecting from Strata Title properties would be minimal. In addition, we would require Council approval to order a new front end loading refuse truck and 100 containers immediately.

Item 8, Manager's Report No. 20, Council Meeting 78 03 13, contained the following three recommendations:

- "1. THAT the motion to "...pick up commercial refuse accounts on a controlled basis to the limit of our capabilities." be lifted from the table; and

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2. THAT commercial container service not be initiated on a controlled basis, using the spare container vehicle, since the standard of service would necessarily be cyclical and therefore unsatisfactory to the customer; and
3. THAT a copy of this report be sent to Mrs. Yvonne Cunningham."

RECOMMENDATION

THAT the foregoing three recommendations be adopted by Council.

  
MUNICIPAL ENGINEER

WMR/EEO/cc