REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JANUARY 11, 2000

On motion of Councillor Angus, Clause 3 of the Report of the Standing Policy Committee on Public Works, dated January 11, 2000, was considered.

Evaluation of Alternative Roadway Networks Connecting the Provencher Bridge and Main Street
File SB-13 (Vol. 3)

675 - 3. ***Note: Inasmuch as the Standing Policy Committee on Public Works will be reviewing the alternative roadway networks connecting the Provencher Bridge and reporting back, the Executive Policy Committee therefore recommends that Clause 3 of the Report of the Standing Policy Committee on Public Works dated January 11, 2000, be filed.***

Adopted by consent.

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED APRIL 11, 2000

On motion of Councillor Angus, Clause 7 of the Report of the Standing Policy Committee on Public Works, dated April 11, 2000, was considered.

Evaluation of Alternative Roadway Networks Connecting the Provencher Bridge and Main Street

File SB-13 (Vol. 4)

676 - 7. ***Note: Inasmuch as the Standing Policy Committee on Public Works will be reviewing the alternative roadway networks connecting the Provencher Bridge and reporting back, the Executive Policy Committee therefore recommends that Clause 7 of the Report of the Standing Policy Committee on Public Works dated April 11, 2000, be filed.***

Adopted by Consent.

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JUNE 6, 2000

On motion of Councillor Angus, the Report of the Standing Policy Committee on Public Works, dated June 6, 2000, was considered clause by clause.

Moved by Councillor Angus,
That the Consent Agenda, Clauses 1,2,3,4 and 5, be adopted.

Carried.

Farmers Market - Provencher Park
Files PR-2.10 (Vol. 11) and PR-7(35) (Vol. 4)

677 - 1. In 1999, the Parks and Open Space Division of the Public Works Department received a request from a local business to park a truck in Provencher Park in order to operate a market garden. In accordance with Clause 9 "Business Activities" of the Parks and Recreation By-law No. 3219/82, permission to operate the market garden was denied. As an alternative, the local business operated their market garden on the street right-of-way in front of Provencher Park, which is permitted under Licence By-law No. 6551/95, Outdoor Mobile Food Vending Unit.

This year, the French Quarter BIZ has approached the Public Works Department to operate a market garden in Provencher Park to promote the French Quarter and Provencher Boulevard. Their current proposal is to operate using only tables in the park and does not include any vehicle access to the park. The Parks and Open Space Division is of the opinion that a market garden of limited size could not only enhance the French Quarter image of Provencher Boulevard, it may also provide an enjoyable and different type of recreation in Provencher Park.

Design and placement for this activity within the park is critical as there are many old oak trees that are under great stress, and any further activity on top of their root zones will only serve to increase this stress resulting in further decline in their health and possibly an increase in mortality. To this end, the Parks and Open Space Division proposes to designate an area approximately 14 metres by 6.5 metres for use as the pilot project. Securing the appropriate permits, licences and insurance will be the responsibility of the French Quarter BIZ.

Further, the French Quarter BIZ would be responsible to provide any additional maintenance required as a result of their activities such as site clean-up and refuse removal, as well as the supply of any amenities required such as garbage cans, tables and seating. At the end of the season, the BIZ would also be responsible to make any repairs to the park required as a result of the Farmers Market.

As the City currently has park maintenance, such as mowing and grass trimming, and operation responsibilities for the site, there would be no additional expenditures associated with the Farmers Market.

On May 16, 2000, the Riel Community Committee considered and concurred in the administrative recommendations set out below, pending further consultation with the Ward Councillor after the one year trial period.

The Standing Policy Committee on Public Works therefore recommends:

I. That the French Quarter Business Improvement Zone be authorized to operate a Farmers Market in Provencher Park from late May to September 2000, on a one year trial basis.

II. That Policy 3.1 "Special Rates - Reciprocal Agreements with Outside Organizations" of the Parks and Recreation Fees and Charges Policy be applied to allow the Administration to facilitate an acceptable agreement and partner with the BIZ.

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

Adopted by consent.

Report of the Standing Policy Committee on Public Works dated June 6, 2000

Local Improvement Projects to be Funded and Constructed in 2001
File SL(2000) (Vol. 1)

678 - 2. The Standing Policy Committee on Public Works has been advised that the Lord Selkirk-West Kildonan, East Kildonan-Transcona and Riel Community Committees, at their meetings held on May 9 and May 16, 2000, respectively, considered the Local Improvement Status Report of projects advertised on March 20, 2000, and recommended that the following projects be proceeded with, namely:

TYPE	*DESCRIPTION*	*PETITION (For/Against) & PERCENTAGE SIGNED*	*PROJECT COST*
	LORD SELKIRK-WEST KILDONAN COMMUNITY		
Lane Lighting	On the first east-west lane south of Pacific Avenue West from the first north-south lane west of Keewatin Street to the CNR Oak Point Subdivision Right-of-Way	n/a	$1,000.00
Lane Lighting	On the first north-south lane west of Keewatin Street from Ross Avenue West to Elgin Avenue West	n/a	$800.00
Lane Lighting	On the lane in the block bounded by Becker Street and Tentler Street, McDermot Avenue West and Notre Dame Avenue	n/a	$1,000.00
Lane Lighting	On the lane in the block bounded by Tentler Street and Oddy Street, Legion Avenue and McDermot Avenue West	n/a	$1,000.00
Lane Lighting	On the first east-west lane north of Legion Avenue from Oddy Street to the east limit	n/a	$800.00
Lane Lighting	On the first east-west lane south of Bannatyne Avenue West from King Edward Street to Oddy Street	n/a	$1,000.00
Lane Lighting	On the first east-west lane south of Bannatyne Avenue West from Oddy Street to Tentler Street	n/a	$800.00
Lane Lighting	On all lanes in the block bounded by Alexander Avenue and Pacific Avenue West, Hoban Street and Ada Street	n/a	$1,000.00
Lane Lighting	On all lanes in the block bounded by Keewatin Street and Dee Street, Gallagher Avenue and Logan Avenue	n/a	$1,800.00
Lane Lighting	On the lane in the block bounded by McDermot Avenue West and Notre Dame Avenue, Tentler Street and King Edward Street	n/a	$1,500.00
Lane Lighting	On the first east-west lane south of Bannatyne Avenue West from Tentler Street to a point approximately 650 feet east of the east line of Tentler Street	n/a	$1,000.00
Lane Lighting	On the first east-west lane north of Ross Avenue West from Oddy Street to and including the first lane outlet onto Ross Avenue West, east of Oddy Street	n/a	$1,200.00
Ornamental Lane Lights	On the lane in the block bounded by Birchlynn Bay and Lucas Avenue	Against 0%	$9,500.00
Ornamental Lane Lights	On the lane in the block bounded by Manila Road and Agnes Arnold Place, Leila Avenue and Cartwright Road	n/a	$14,000.00

Report of the Standing Policy Committee on Public Works dated June 6, 2000

EAST KILDONAN-TRANSCONA COMMUNITY			
Lane Lighting	On the lane in the block bounded by Trent Avenue and Munroe Avenue, Watt Street and Roch Street	Against 0%	$1,200.00
Ornamental Lane Lighting	On the first north-south lane east of Wynford Drive (east leg) from McMeans Avenue East to the first east-west lane north of Zawaly Bay	n/a	$16,000.00
RIEL COMMUNITY			
10' Lane Oiling	On the first east-west lane south of Poplarwood Avenue from St. David Road to the west line of Neepawa Street	Against * 57.07%	$5,000.00
14' x 6' Concrete Lane Pavement	On all lanes in the block bounded by St. Mark's Place and Kingston Row, St. Mary's Road and Mager Drive	Against 64.70%	$121,000.00
Ornamental Lane Lights	On the first north-south lane west of Le Maire Street from and including the first lane outlet onto Le Maire Street south of La Porte Drive to the south limit	Against 0%	$41,000.00
Ornamental Lane Lights	On the first east-west lane south of Novavista Drive from Polydore Road to and including the first lane outlet onto Novavista Drive west of Polydore Road	Against 62.20%	$5,500.00

* *As noted in the Special Report dated April 27, 2000, the signature of the co-owner of 69 Berrydale Avenue was received six days after the closing date of April 19, 2000. This person was reportedly out of town at the time. Had this signature been received on time, the result of the petition would have been 60.85% against.*

The Standing Policy Committee on Public Works recommends:

I. That the recommendations of the Lord Selkirk-West Kildonan, East Kildonan-Transcona and Riel Community Committees be concurred in, and the following Local Improvement Projects be proceeded with, namely:

a) the installation of Lane Lighting on the first east-west lane south of Pacific Avenue West from the first north-south lane west of Keewatin Street to the CNR Oak Point Subdivision Right-of-Way at a cost of $1,000.00;

b) the installation of Lane Lighting on the first north-south lane west of Keewatin Street from Ross Avenue West to Elgin Avenue West at a cost of $800.00;

c) the installation of Lane Lighting on the lane in the block bounded by Becker Street and Tentler Street, McDermot Avenue West and Notre Dame Avenue at a cost of $1,000.00;

d) the installation of Lane Lighting on the lane in the block bounded by Tentler Street and Oddy Street, Legion Avenue and McDermot Avenue West at a cost of $1,000.00;

e) the installation of Lane Lighting on the first east-west lane north of Legion Avenue from Oddy Street to the east limit at a cost of $800.00;

f) the installation of Lane Lighting on the first east-west lane south of Bannatyne Avenue West from King Edward Street to Oddy Street at a cost of $1,000.00;

g) the installation of Lane Lighting on the first east-west lane south of Bannatyne Avenue West from Oddy Street to Tentler Street at a cost of $800.00;

h) the installation of Lane Lighting on all lanes in the block bounded by Alexander Avenue and Pacific Avenue West, Hoban Street and Ada Street at a cost of $1,000.00;

Report of the Standing Policy Committee on Public Works dated June 6, 2000

i) the installation of Lane Lighting on all lanes in the block bounded by Keewatin Street and Dee Street, Gallagher Avenue and Logan Avenue at a cost of $1,800.00;

j) the installation of Lane Lighting on the lane in the block bounded by McDermot Avenue West and Notre Dame Avenue, Tentler Street and King Edward Street at a cost of $1,500.00;

k) the installation of Lane Lighting on the first east-west lane south of Bannatyne Avenue West from Tentler Street to a point approximately 650 feet east of the east line of Tentler Street at a cost of $1,000.00;

l) the installation of Lane Lighting on the first east-west lane north of Ross Avenue West from Oddy Street to and including the first lane outlet onto Ross Avenue West, east of Oddy Street at a cost of $1,200.00;

m) the installation of Ornamental Lane Lights on the lane in the block bounded by Birchlynn Bay and Lucas Avenue at a cost of $9,500.00;

n) the installation of Ornamental Lane Lights on the lane in the block bounded by Manila Road and Agnes Arnold Place, Leila Avenue and Cartwright Road at a cost of $14,000.00;

o) the installation of Lane Lighting on the lane in the block bounded by Trent Avenue and Munroe Avenue, Watt Street and Roch Street at a cost of $1,200.00;

p) the installation of Ornamental Lane Lighting on the first north-south lane east of Wynford Drive (east leg) from McMeans Avenue East to the first east-west lane north of Zawaly Bay at a cost of $16,000.00;

q) the installation of 10' Lane Oiling on the first east-west lane south of Poplarwood Avenue from St. David Road to the west line of Neepawa Street at a cost of $5,000.00;

r) the installation of 14' x 6' Concrete Lane Pavement on all lanes in the block bounded by St. Mark’s Place and Kingston Row, St. Mary’s Road and Mager Drive at a cost of $121,000.00;

s) the installation of Ornamental Lane Lights on the first north-south lane west of Le Maire Street from and including the first lane outlet onto Le Maire Street south of La Porte Drive to the south limit at a cost of $41,000.00, and;

t) the installation of Ornamental Lane Lights on the first east-west lane south of Novavista Drive from Polydore Road to and including the first lane outlet onto Novavista Drive west of Polydore Road at a cost of $5,500.00.

II. That, in accordance with the policy for funding local improvements adopted by Council on July 22, 1998, as outlined in Clause 1 of the Report of the Standing Committee on Fiscal Issues dated July 13, 1998, construction be deferred until the year 2001, and necessary funding be identified in the 2001 Annual Capital Estimates.

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

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

Adopted by consent.

Report of the Standing Policy Committee on Public Works dated June 6, 2000

Construction of a Pedestrian Cycle Path to 470 Metres East of St. Anne's Road, as part of the Fermor Avenue - Dunkirk Drive to St. Anne's Road - Capital Project
Files FC(2000) (Vol. 1) and ST-7.2 (Vol. 14)

679 - 3. The Standing Policy Committee on Public Works has been advised that as part of the Fermor Avenue resurfacing and sidewalk reconstruction, the pedestrian cycle path previously constructed from Kingston Row to the west of limit of the YMCA on Fermor Avenue, has now been extended from the YMCA to St. Anne's Road using the frontage road between St. Mary's Road and Anne's Road.

It is now recommended that the pedestrian cycle path on the north side of Fermor Avenue be extended east to the Bonivital pedestrian cycle path at rue Des Meurons as part of the Fermor Avenue resurfacing from Dunkirk Drive to St. Anne's Road. This extension will result in a continuous cycle path from Autumnwood Drive to Kingston Row and the Elm Park Bridge.

Although the Capital Project Detail for the Fermor Avenue construction works did not mention the pedestrian cycle path extension east of the limits of the resurfacing, the budget for this project has always included an amount of $102,500.00 for the extension of the pedestrian cycle path from St. Anne's Road to the Bonivital pedestrian cycle path at rue Des Meurons.

There will be no financial impact associated with the extension of the current pedestrian cycle path as funds are included in the Fermor Avenue resurfacing project in the 1999 and 2000 Capital Budgets.

A financial impact statement for this project has been prepared in accordance with the recommendation contained in a report dated November 18, 1997, submitted to and concurred in by the Standing Policy Committee on Fiscal Issues on November 24, 1997, a copy of which is on file in the office of the City Clerk.

The Standing Policy Committee on Public Works recommends:

I. That the pedestrian cycle path on the north side of Fermor Avenue be extended east to the Bonivital pedestrian cycle path at rue Des Meurons as part of the Fermor Avenue resurfacing from Dunkirk Avenue to St. Anne's Road.

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

Adopted by consent.

Addition of River Road to the Regional Street System
File SC-2 (Vol. 8) [c/r SC-3.12 (Vol. 13)]

680 - 4. The Standing Policy Committee on Public Works at its meeting held on August 30, 1999, referred a request for a sidewalk on River Road between St. Vital Road and Parkville Drive to the Riel Community Committee for its consideration. Pursuant thereto, the Administration was requested to determine the need for a sidewalk at the subject location, and whether the need would be sufficient to warrant construction at City at-large expense. Subsequently, on March 14, 2000, the Riel Community Committee requested that the Administration review whether or not River Road should be designated as a Regional Street.

In his report to the Community Committee, the Manager of Transportation advised that Council, at its meeting held on February 29, 1984, adopted a set of criteria to be used to determine which street sections shall comprise the City of Winnipeg Regional Street System. These criteria are combined into two Groups: Group "A" and Group "B". To qualify as a Regional Street, any street must meet at least one of the criteria listed in Group "A" or Group "B", which are as follows:

Report of the Standing Policy Committee on Public Works dated June 6, 2000

GROUP "A" - PRIMARY REGIONAL STREET CRITERIA

All streets in this group function as major thoroughfares or arterial with the prime function of carrying through traffic.

(1) Major External Radial Route

An arterial route providing a reasonably direct and continuous connection between Provincial Trunk Highways or Provincial Roads outside the limits of the urban area and the Central Business District.

(2) Major Internal Radial

An arterial street providing a reasonably direct and continuous route connecting one or more residential or industrial sectors with the Central Business District.

(3) Major Crosstown or Circumferential Route

An arterial route providing a reasonably direct and continuous connection for crosstown/ circumferential traffic movements between major radial routes, other crosstown/ circumferential routes, or to Provincial Trunk Highways or Provincial Roads outside the limits of the urban area.

(4) Arterial Connector

An arterial street providing an important connecting link between two or more arterial streets and serving significant residential, industrial or commercial sectors of the urban area.

GROUP "B" - SECONDARY REGIONAL STREET CRITERIA

The circumstances or reasons for the inclusion of streets under this group in the Regional Street System relate to their role as traffic distributors associated with the Primary Regional Street System and/or their future designation as a Primary Regional Street.

(1) Central Business District Traffic Distribution

A street or roadway which constitutes part of the traffic distribution system associated with the Central Business District.

(2) Interchange/Bridge Connections

A street or roadway such as a ramp which constitutes a part of the traffic distribution system for an interchange or a bridge which is part of the Regional Street System.

(3) Access to Important Traffic Generator

An arterial road providing major access from a Regional Street to an important traffic generator other than the Central Business District.

(4) Future Regional Street Fulfilling a Significant Service

A street or roadway which forms part of a proposed future Primary Regional Street (i.e. will satisfy Group "A" criteria in future) and which fulfills a significant transportation service at the present time in terms of accommodating a needed service and carrying through traffic.

(5) Future Regional Street - Designated for Development and Acquisition Purposes

Sections of existing streets or new rights-of-way required for future Primary Regional Streets or major transportation facilities for which designation as a Regional Street is necessary for frontage development and access control or for right-of-way acquisition purposes.

Report of the Standing Policy Committee on Public Works dated June 6, 2000

The designation of River Road as a Regional Street has been evaluated according to the nine criteria listed in Groups "A" and "B". Based on the evaluation, River Road does not meet any of the criteria for designation as a Regional Street. Results of the administrative evaluation of River Road vis-a-vis each criterion are on file in the office of the City Clerk.

Notwithstanding the administrative evaluation, the Riel Community Committee recommended that River Road be designated as a Regional Street, and same be forwarded to the Standing Policy Committee on Public Works for favourable consideration.

Following its deliberations thereon, the Standing Policy Committee on Public Works concurred in the recommendations of the Riel Community Committee and recommends:

I. That River Road be added to the City of Winnipeg Regional Street System, and same be included on the list of streets identified on Schedule "E" to the Streets By-law No. 1481/77.

II. That, pursuant thereto, a sidewalk be installed on the west side of River Road from St. Vital Road to Parkville Drive, to be funded from the General Capital Fund for Pedestrian and Cycle Facilities.

III. That the City Solicitor/Manager of Legal Services be instructed to prepare for submission to Council, an amendment to Schedule "E" of the Streets By-law No. 1481/77.

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

Adopted by consent.

Amendment to By-law No. 2381/79, being a By-law Prohibiting the Sounding of Train Engine Whistles at Certain Crossings of the CNR Letellier Subdivision
File ER-1.2 (Vol. 15)

681 - 5. The Standing Policy Committee on Public Works has been advised that a review of the crossings listed under By-law No. 2381/79, which prohibits the sounding of train engine whistles at certain crossings of the CNR Letellier Subdivision, was prompted by a current application to Transport Canada to establish anti-whistling at the Bairdmore Boulevard North crossing of the CNR Letellier Subdivision. The purpose of the review was to update the list of crossings to reflect current conditions.

Presently, the Public Works Department has an application before Transport Canada to establish anti-whistling at the Bairdmore Boulevard North crossing of the CNR Letellier Subdivision. This crossing is equipped with automa-tic warning devices as required by Transport Canada for establishment of anti-whistling at-grade crossing. Anti-whistling is in place at the adjacent crossings on this line (i.e. Bison Drive and Kirkbridge Drive) and it is intended to include the Bairdmore Boulevard North crossing in this series of crossings having anti-whistling protection. However, when Bairdmore Boulevard North was extended across the Letellier Subdivision and the crossing equipped with automatic warning signals, the application for anti-whistling was overlooked.

As part of the process for establishing anti-whistling at a crossing, Transport Canada's *"Procedure and Conditions For Eliminating Whistling At Public Crossings"* states that the municipality must pass a by-law prohibiting whistling at the crossing in question. By-law No. 2381/79 prohibits the sounding of engine whistles at certain crossings of the CNR Letellier Subdivision, and is proposed to be amended to include Bairdmore Boulevard North and updated to reflect current conditions.

Some of the crossings included in By-law No. 2381/79 no longer exist while others do not meet safety requirements for anti-whistling provisions. As part of the proposed amendment to this by-law to include Bairdmore Boulevard North, the list of crossings included therein will be updated to delete those crossings that no longer exist and those that do not meet the requirements for anti-whistling. Table 1 below lists the crossings to be included in the amended by-law.

Report of the Standing Policy Committee on Public Works dated June 6, 2000

Table 1

List of Crossings To Be Included in Amended By-law No. 2381/79

Crossing	Mile
Byng Place	0.38
Windermere Avenue	0.45
Rockman Street	0.55
Waterford Avenue	0.69
Southwood Avenue	0.78
McGillivray Boulevard	0.89
Pedestrian Crossing South of McGillivray Boulevard (McGillivray Place)	0.93
Waller Avenue	1.07
Clarence Avenue	1.33
Chevrier Boulevard	1.65
Chancellor Drive	2.73
Markham Road	3.22
Bison Drive	3.66
Bairdmore Boulevard North *	4.13
Kirkbridge Drive	4.55
Bairdmore Boulevard South	5.12
DeVos Road	5.30
Grandmont Boulevard *	5.75
Ducharme Avenue	5.98
rue des Trappistes	6.31

* *INDICATES CROSSINGS TO BE ADDED TO THE LIST*

The crossings listed in Table 2 are to be deleted from the original by-law, inasmuch as conditions at these crossings do not as yet support the safety requirements for anti-whistling to occur, or the crossing no longer exists.

TABLE 2

List of Crossings To Be Removed From By-law No. 2381/79

Crossing	Mile	Reason For Deletion
Parker Avenue	0.15	Pedestrian crossing under review with Transport Canada
Edderton Avenue	0.16	Pedestrian crossing under review with Transport Canada
Lee Boulevard	3.76	Crossing was closed
Oakhill Boulevard	5.78	Replaced by Grandmont Boulevard (Mile 5.75)
Public Crossing	7.12	Does not meet standards for anti-whistling
Perrault Avenue	7.34	Does not meet standards for anti-whistling

The amended by-law will then include all crossings on the Letellier Subdivision between Byng Place and rue des Trappistes for which anti-whistling provisions will be in effect.

The Standing Policy Committee on Public Works recommends:

I. That the list of crossings contained in By-law No. 2381/79 be amended in accordance with Table 1 outlined herein.

II. That the City Solicitor/Manager of Legal Services be instructed to prepare the necessary amending by-law in accordance with the foregoing, for submission directly to Council.

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

Adopted by consent.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

682 - On motion of Councillor Angus, By-law No. 7650/2000, a by-law of The City of Winnipeg to amend By-law No. 6123/93, being a by-law to prescribe the fee payable to The City of Winnipeg by taxicab license applicants, was read a first, second and third time, the rule being suspended for the third reading, and was passed and ordered to be signed and sealed. File ST-1 (Vol. 4)

On motion of Councillor Angus, the rule was suspended the following by-laws were read a first, second and third time, the rule being suspended for the third reading of each by-law, and were passed and ordered to be signed and sealed, namely:-

By-law No. 7656/2000, a by-law of The City of Winnipeg to amend By-law No. 1481/77, being the City of Winnipeg Streets By-law. File ST-7.2 (Vol. 14)

By-law No. 7657/2000, a by-law of The City of Winnipeg to amend By-law No. 6546/95, being a by-law of the said City to regulate the construction, maintenance and removal of private approaches and private walks. File SC-1(31) (Vol. 3)

STANDING POLICY COMMITTEE ON PUBLIC WORKS

QUESTION PERIOD

683 - Councillor Smith referred to a notice regarding homeowners being responsible for maintaining the boulevards and in noting that numerous boulevards did not have grass, questioned what maintaining entailed, to which Councillor Angus replied that it meant cutting the grass.

Councillor Steek questioned if user pay garbage fees was a critical environmental issue or one having a potential tax reduction for the average taxpayer, to which Councillor Angus replied that it was an environmental issue first and secondly, that there could either be a reduction on property taxes or some form of a cash rebate to people who participated in the program.

Councillor Steek inquired if there would be full public consultation and ultimately a Council decision on the issue, to which Councillor Angus stated that he hoped to have a business plan for Council's consideration within three months and that there would be another public consultation at that time.

Councillor Timm-Rudolph questioned what the process was for public and Councillor participation and input, to which Councillor Angus stated that a process had been adopted by Council through the Alternate Service Delivery strategy which called for a preliminary plan to be put before the public as information and that a business plan be tabled in the fall.

Councillor Clement questioned how the $17,000,000 cost for garbage could be removed from tax bills without removing it on an ad valorem basis. He noted that there was no specific charge for garbage on tax bills which were based on a property's assessment

Councillor Angus advised that the business plan expected in the fall, would address the issue and that it was possible to provide a percentage reduction on a tax bill or even provide a rebate.

His Worship Mayor Murray noted that user pay garbage systems existed in almost every Western Canadian municipality and questioned why this was a complicated issue for Winnipeg, to which Councillor Angus stated that he hoped that answers would emerge in the business plan.

Councillor Smith stated that if a user pay system was not enacted by Council, would there be any other programs to cut down the amount of garbage, similar to other Cities, to which Councillor Angus replied in the affirmative.