

Council Chambers
City Hall, Saskatoon, Sask.
Monday, June 27, 2011
at 6:00 p.m.

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

PRESENT: His Worship the Mayor, in the Chair;
Councillors Clark, Donauer, Dubois, Heidt, Hill, Loewen, Lorje,
Neault, Paulsen, and Penner;
City Manager Totland;
City Solicitor Dust;
General Manager, Corporate Services Bilanski;
General Manager, Community Services Gauthier;
General Manager, Fire and Protective Services Bentley;
General Manager, Infrastructure Services Gutek;
A/General Manager, Utility Services Wallace;
City Clerk Mann; and
Council Assistant Mitchener

Moved by Councillor Penner, Seconded by Councillor Dubois,

THAT the minutes of meeting of City Council held on June 13, 2011, be approved.

CARRIED.

Moved by Councillor Heidt, Seconded by Councillor Paulsen,

THAT Council go into Committee of the Whole to consider the reports of the Administration and Committees.

CARRIED.

His Worship the Mayor appointed Councillor Heidt as Chair of the Committee of the Whole.

Council went into Committee of the Whole with Councillor Heidt in the Chair.

Committee arose.

Councillor Heidt, Chair of the Committee of the Whole, made the following report:

THAT while in Committee of the Whole, the following matters were considered and dealt with as stated:

“REPORT NO. 4-2011 OF THE MUNICIPAL PLANNING COMMISSION”

Composition of Commission

Mr. Kurt Soucy, Chair
Mr. Leanne DeLong, Vice Chair
Councillor Bev Dubois
Ms. Carole Beitel
Ms. Joy Crawford
Mr. Laurier Langlois
Mr. Aditya Garg
Mr. Al Douma
Mr. Stan Laba
Ms. Debbie Marcoux
Mr. Bruce Waldron
Ms. Kathy Weber
Mr. James Yachyshen

**1. Westmount Local Area Plan
(File No. CK. 4110-1)**

- RECOMMENDATION:**
- 1) that City Council adopt the Westmount Local Area Plan as outlined in Attachment 1 to the April 26, 2011 report of the General Manager, Community Services Department; and
 - 2) that the Administration initiate implementation of the recommendations outlined in the Westmount Local Area Plan.

ADOPTED.

Attached is a report of the General Manager, Community Services Department dated April 26, 2011, forwarding the Final Report of the Westmount Local Area Plan.

Your Commission has reviewed the report with the Commission and has received a presentation from a representative of the Westmount Community Association in support of the report.

Following consideration of this matter, your Commission is supporting the above recommendations of the Community Services Department.

City Council members have already been provided with copies of the Final Report. The report is also available in the City Clerk’s Office for viewing and on the City’s website under “L” and “Local Area Planning” in the Service Directory.

The Administration will be providing a PowerPoint presentation on the above matter.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 3**

ADMINISTRATIVE REPORT NO. 13-2011

Section A – COMMUNITY SERVICES

**A1) Land-Use Applications Received by the Community Services Department
For the Period Between June 2, 2011 to June 15, 2011
(For Information Only)
(Files: CK. 4000-5, PL. 4355-D, PL. 4350, and PL. 4300)**

RECOMMENDATION: that the information be received.

ADOPTED.

The following applications have been received and are being processed:

Discretionary Use

- Application No. D4/11: 403 Hampton Circle
Applicant: Norm Loehndorf
Legal Description: Lot 17, Block 985, Plan 102000777
Current Zoning: R1B
Proposed Use: Care Home
Neighbourhood: Hampton Village
Date Received: June 6, 2011
- Application No. D5/11: 620 Spadina Crescent East
Applicant: Cavalier Enterprises Ltd.
Legal Description: Parcel C, Plan 64S22815
Current Zoning: M4
Proposed Use: Tavern
Neighbourhood: Central Business District
Date Received: June 14, 2011

Rezoning

- Application No. Z4/11: North of Rosewood Boulevard West and
East of Boychuk Drive
Applicant: Rosewood Land Inc.
Legal Description: Block J, Plan 94S17318
Current Zoning: R1A
Proposed Zoning: RM3 by Agreement
Neighbourhood: Rosewood
Date Received: May 25, 2011
- Application No. Z5/11: 3718 8th Street East
Applicant: J.A.R. & Sons Enterprises Ltd.
Legal Description: Block AA, Plan 101317485

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 4**

Current Zoning: RM4
Proposed Zoning: RM3
Neighbourhood: Wildwood
Date Received: June 8, 2011

Subdivision

- Application No. 31/11: 820 11th Street East
Applicant: Webster Surveys for City of Saskatoon Utilities
Legal Description: Lots 1 to 17, Block 1, and Lots 1 to 4, Block 43, Plan H1017
Current Zoning: R2
Neighbourhood: King George
Date Received: May 31, 2011
- Application No. 32/11: 103 Gladstone Crescent
Applicant: Webb Surveys for Top West Developments Ltd.
Legal Description: Part Lot 1, Block 459, Plan 102031186
Current Zoning: IL2
Neighbourhood: Marquis Industrial
Date Received: May 31, 2011
- Application No. 33/11: 71 Bence Crescent
Applicant: Webb Surveys for Gerald and Cindy Hubick
Legal Description: Lot 46, Block 273 and Part of Lane 29, Plan 61S17572
Current Zoning: R2
Neighbourhood: Westview
Date Received: May 31, 2011
- Application No. 34/11: 112 Willis Crescent
Applicant: Webb Surveys for 101098047 Saskatchewan Ltd.
Legal Description: Part of S.E. ¼ Section 15-36-5-W3M
Current Zoning: M2
Neighbourhood: Stonebridge
Date Received: June 2, 2011
- Application No. 35/11: Proposed Right of Way for Blairmore Forced Main
Applicant: Digital Mapping Systems for Various Owners
Legal Description: Various
Current Zoning: Various
Neighbourhood: Various
Date Received: June 8, 2011
- Application No. 36/11: Wellman Lane/Crescent

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 5**

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|--------------------|---|
| Applicant: | Webster Surveys for Dundee Realty Corp. |
| Legal Description: | Parcel A, Plan 101390655 and
Parcel B, Plan 91S02594 |
| Current Zoning: | IB |
| Neighbourhood: | Stonebridge |
| Date Received: | June 9, 2011 |
- Application No. 37/11: 803 Melville Street
Applicant: Digital Planimetrics for City of Saskatoon
Legal Description: Parcel Y, Plan 101915210
Current Zoning: IL1
Neighbourhood: CN Industrial
Date Received: June 9, 2011

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Plan of Proposed Discretionary Use No. D4/11
2. Plan of Proposed Discretionary Use No. D5/11
3. Plan of Proposed Rezoning No. Z4/11
4. Plan of Proposed Rezoning No. Z5/11
5. Plan of Proposed Subdivision No. 31/11
6. Plan of Proposed Subdivision No. 32/11
7. Plan of Proposed Subdivision No. 33/11
8. Plan of Proposed Subdivision No. 34/11
9. Plan of Proposed Subdivision No. 35/11
10. Plan of Proposed Subdivision No. 36/11
11. Plan of Proposed Subdivision No. 37/11

**A2) Use of Places of Worship for Funeral Services
(Files: CK. 4350-1 and PL. 4350-1)**

RECOMMENDATION: that the information be received.

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

MONDAY, JUNE 27, 2011

PAGE 6

BACKGROUND

During its February 7, 2011 meeting, City Council received a presentation from David Edwards requesting clarification of land-use policy regarding the use of land in Low-Density Residential Zoning Districts for funeral and memorial services. At this meeting City Council resolved that the matter be referred to the Administration for a report back to City Council.

A copy of material provided to City Council by Mr. Edwards is attached to this report.

REPORT

Zoning Bylaw No. 8770 defines a place of worship as “a place used for worship and related religious, philanthropic, or social activities and includes accessory rectories, manses, meeting rooms and other buildings. Typical uses include churches, chapels, mosques, temples, synagogues and parish halls.” Your Administration has interpreted the current definition of a place of worship to include a building used to conduct services for weddings and funerals that may or may not have a religious reference.

Places of worship are considered a permitted use in all residential zoning districts except the RMHC – Mobile Home Court District, RMHL – Mobile Home Lot District, RMTN – Townhouse Residential District, and the RMTN1 – Medium Density Townhouse Residential District 1. Places of worship are considered a complementary use in a residential neighbourhood and are generally compatible with and accessory to the residential environment. Within Saskatoon, there are 136 places of worship identified, of which 84 are located in low-density residential zoning districts (R1, R1A, R2 and R2A Districts).

The use of a place of worship for funeral services would include ceremonies, memorial services, and life celebrations, with or without the deceased person present. A place of worship cannot be used for the keeping of the deceased person overnight or longer, making of funeral arrangements, sale of books and materials related to funerals, merchandise display and sales for funerals, offices for funeral services, or for the storage of funeral merchandise or equipment. Furthermore, a place of worship cannot be used for general rentals for activities such as meetings, reunions, anniversaries, or gatherings that would typically occur in a public hall.

Any building used for the display, storage, or sale of products or services for funerals, or for the preparation of the human body for interment or cremation would be considered a funeral home. Funeral homes are defined in Zoning Bylaw No. 8770 as “a building designed for the purpose of furnishing funeral services to the public and includes facilities intended for the preparation of the human body for interment or cremation but shall not include facilities for cremation” and are not permitted in any residential zoning district.

Any additions to an existing place of worship, or the development of a new place of worship, must comply with the regulations contained in Zoning Bylaw No. 8770 (such as parking and loading spaces, landscaping, and setbacks from property lines).

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

MONDAY, JUNE 27, 2011

PAGE 7

Your Administration is aware of one place of worship in the City of Saskatoon, located at 704 Windsor Street that is being used to conduct wedding and funeral services. The owner has been advised that this property cannot be used as a public hall.

OPTIONS

City Council may direct the Administration to amend the definition of a place of worship to clarify whether the definition should include a building used primarily for the purpose of providing wedding or funeral services.

POLICY IMPLICATIONS

There are no policy implications.

STAKEHOLDER INVOLVEMENT

A copy of this report will be provided to David Edwards of Edwards Edwards McEwen Architects.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENT

1. Material provided to City Council by Mr. David Edwards

The City Clerk distributed copies of a letter from David Edwards, Edwards Edwards McEwen Architects, dated June 24, 2011, requesting to speak. It was noted that Mr. Edwards withdrew this request to speak at this time.

IT WAS RESOLVED: that the matter be referred to public Executive Committee.

A3) East Sector Summer Vegetation and Wildlife Natural Area Screening Study (Files: CK. 4110-46 and PL. 4110-12-5)

RECOMMENDATION: 1) that a post budget project for natural area screening work in the East Sector totalling \$40,000 be approved; and

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

MONDAY, JUNE 27, 2011

PAGE 8

- 2) the post budget approval of \$40,000 be funded from the Planning Levy Reserve.

ADOPTED.

BACKGROUND

This project is part two of a two-part study. In October 2010, your Administration hired Stantec Consulting Ltd. for \$5,504, funded from the Planning Levy Reserve, to complete a Fall Vegetation and Wildlife Natural Area Screening Review. This study was a baseline study in which the consultant reviewed all parcels of land within the East Sector and identified parcels of land that would require further field surveys when the vegetation was in bloom. The consultant recommended that 31 quarter sections be revisited due to having the potential to support rare plant and wildlife species.

REPORT

This project will consist of a team of scientists completing the field survey component for the Natural Area Screening for the East Sector. Natural Area Screening Studies are required by the Official Community Plan Bylaw No. 8769.

The team will visit parcels of land within the East Sector with potential rare plant and wildlife species. They will record their findings and prepare a report identifying areas of protection and preservation from urban development. This information will be used in drafting the East Sector Plan. The East Sector Plan is being drafted and reviewed with stakeholders and the public in 2011; it is expected to be tabled with City Council in the first quarter of 2012.

OPTIONS

City Council has the following options:

1. Approve the funding for the East Sector Natural Area Screening.
2. Do not approve the funding for the East Sector Natural Area Screening, which would reduce the ability to identify areas of protection and preservation prior to urban development.

The Administration is recommending Option 1.

POLICY IMPLICATIONS

The approval of the East Sector Natural Area Screening does not have policy implications.

FINANCIAL IMPLICATIONS

This project will be tendered by Request for Proposal with an upset amount of \$40,000 and a completion date of September 2, 2011. The project will be funded by the Planning Levy Reserve.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

Public Notices will be issued to the land owners of the 31 quarter sections that were identified for further study. The notice will ask for permission to enter onto their lands to complete the study.

**A4) Naming Report – “Rosewood, Stonebridge and Arbor Creek Street Names”
(File No. CK. 6310-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

REPORT

The street name plans for the Rosewood, Stonebridge, and Arbor Creek neighbourhoods were provided to the Naming Advisory Committee Administrator from Arbutus Meadows Partnership and Dundee Developments (see Attachments 1, 2, and 3).

The Arbutus Meadows Partnership has made a request that the names “Rosewood” and “Eaton” be applied to streets in Rosewood. His Worship Mayor Donald Atchison has selected the names Rosewood and Eaton, as requested by Arbutus Meadows Partnership.

- 1) Rosewood Drive East – Named after the neighbourhood in keeping with the recent trend in Saskatoon neighbourhoods such as Evergreen, Hampton Village and Stonebridge.
- 2) Eaton – James Eaton and his family were pioneers of Saskatoon.

Dundee Developments has made a request that the names “Sutter” and “Warder” be applied to streets in Stonebridge. His Worship Mayor Donald Atchison has selected the names Sutter and Warder, as requested by Dundee Developments.

- 1) Sutter – Fred Sutter served as the Administrator for the Rural Municipality of Corman Park and served on the following committees: District Planning Commission, 1981 to 1985; Municipal Planning Commission, 1983 to 1991, 2007 to present; Board of Revision, 1992 to 1995; and the Development Appeals Board, 2004 to 2006.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 10**

- 2) Warder – S. J. Warder was the Superintendent of Facilities for the Board of Education. Mr. Warder served on the Technical Planning Commission and the Municipal Planning Commission.

Dundee Developments has made a request that the names “Wright” and “Horlick” be applied to streets in Arbor Creek. His Worship Mayor Donald Atchison has selected the names Wright and Horlick, as requested by Dundee Developments.

According to the Naming of Civic Property and Development Areas Policy No. C09-008, all requests for street names from the Names Master List will be selected by the His Worship the Mayor. All of the names on the Names Master List have been previously screened by the Naming Advisory Committee and meet City Council’s guidelines for name selection.

His Worship Mayor Donald Atchison notified the Naming Advisory Committee Administrator of the names selected. The selections of His Worship Mayor Donald Atchison were forwarded to Arbutus Meadows Partnership and Dundee Developments, and the families have been notified.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Map of Rosewood Street Names
2. Map of Stonebridge Street Names
3. Map of Arbor Creek Street Names

A5) Communications to Council

**From: David Walden, Secretary General
Canadian Commission for UNESCO**
Date: April 13, 2011
Subject: Freedom of Expression in Broad Strokes Exhibition
(Files: CK 205-1 and LS. 205-1)

RECOMMENDATION: that the information be received.

ADOPTED.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 11**

BACKGROUND

City Council, at its meeting held on May 9, 2011, considered the above-noted letter with respect to the above-noted exhibition. See Attachment 1 for a copy of the letter. Council subsequently passed a motion that the letter be referred to the Administration for a report.

In 1993, the United Nations General Assembly declared May 3 as World Press Freedom Day to raise awareness of the importance of freedom of the press and to remind governments of their duty to respect and uphold the right to freedom of expression under Article 19 of the Universal Declaration of Human Rights. Since 2001, the Canadian Commission for UNESCO and the Canadian Committee for World Press Freedom have organized an annual international competition for editorial cartoonists to promote freedom of expression and freedom of the press. The exhibit *Freedom of Expression in Broad Strokes*, presents the best 48 editorial cartoons received since the beginning of the competition in 2001.

REPORT

Since the City of Saskatoon is a member of the Canadian Coalition for Municipalities Against Racism and Discrimination (CCMARD), David Walden, Secretary-General for the Canadian Commission for UNESCO felt that the City of Saskatoon would be interested in welcoming this exhibition. In follow up to the referral, your Administration considered the letter of request and reviewed the content of the exhibit *Freedom of Expression in Broad Strokes*, which presents the 48 best editorial cartoons. In reviewing the content of the exhibition, staff determined that there are organizations within Saskatoon that we have collaborated with in the past, and whose mandate is to explore such topics as Freedom of Speech and to present and curate such displays.

The Administration then contacted the staff at the Diefenbaker Canada Centre to see if there would be an opportunity to work with UNESCO in bringing the exhibit to Saskatoon. The staff at the Diefenbaker Canada Centre has expressed a strong interest in this exhibit and will be following up with Community Development Branch and UNESCO to discuss specific details. Your Administration will also connect with the staff at the Diefenbaker Canada Centre in finding ways to promote this exhibit to the broader community. As more information about the exhibit and the specific dates and times for the exhibit are available, your Administration will send this information directly to City Council. Of note, the Diefenbaker Canada Centre is currently closed for renovations and will reopen in late fall 2011, so the exhibit will be hosted sometime during the winter of 2011/12.

OPTIONS

The only options would be to ask the Administration to find a different organization to consider displaying the exhibit or to deny the request to facilitate this exhibit coming to Saskatoon.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this undertaking.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENT

1. Letter dated April 13, 2011 from David Walden to Mayor Donald Atchison

**A6) Naming Report – “Rosewood Street Name”
File No.: CK. 6310-1 and PL. 4001-5**

RECOMMENDATION: that the information be received.

ADOPTED.

REPORT

The street name plan for the Rosewood neighbourhood was provided to the Naming Advisory Committee Administrator from Boychuk Investments Ltd. (see Attachment 1).

Boychuk Investments Ltd. has made a request that the name “Phelps” be applied to a roadway in Rosewood. His Worship Mayor Donald Atchison has selected the name Phelps, as requested by Boychuk Investments Ltd.

Phelps Way – Joe Phelps – Helped establish the Western Development Museum; Elected to Legislature in 1938 and 1944 (CCF); Minister of Natural Resources in 1944; President of National Farmers Union. The proposed roadway suffix has been reviewed and approved by the Infrastructure Services Department.

According to the Naming of Civic Property and Development Areas Policy No. C09-008, all requests for street names from the Names Master List will be selected by the Mayor. All of the names on the Names Master List have been previously screened by the Naming Advisory Committee and meet City Council’s guidelines for name selection.

His Worship Mayor Donald Atchison notified the Naming Advisory Committee Administrator of the name selected. The selection of His Worship Mayor Donald Atchison was forwarded to

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 13**

Boyчук Investments Ltd., and the family has been notified.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

Public Notice, pursuant to Section 3 of the Public Notice Policy No. C01-021, is not required.

ATTACHMENTS

1. Map of Rosewood Street Name

Section B – CORPORATE SERVICES

- B1) Corporate Inventory Status**
(Files: CK. 1290-1 and CS. 1290-1)

RECOMMENDATION: that the information be received.

ADOPTED.

REPORT

The Inventory and Disposal Services Section of the Finance Branch, Corporate Services Department, is responsible for monitoring and reporting on the City of Saskatoon's inventory. The Inventory and Disposal Services Section has authority to prescribe corporate standards, criteria, and guidelines for inventory management in a decentralized stores environment. This decentralized approach allows departments to keep the materials they require while ensuring industry guidelines and generally accepted good inventory management practices, standards, and controls are followed. Attachment 1 shows the locations and inventory levels throughout the City. As shown in the chart, the majority of inventory value (79%) is held at Saskatoon Light and Power.

To analyze inventory held, the material is classified into groups that identify what will be used, what is kept for stock out insurance and what is slow moving and inactive. Attachment 2 shows the inventory breakdown by store. During 2010, corporate inventory and the percentage of slow moving/inactive inventory increased. These increases were primarily due to material being purchased for capital projects at Saskatoon Light and Power. The following are the major factors that affected the inventory level at Saskatoon Light and Power:

1. Capital inventory held at Saskatoon Light and Power was increased.
2. Wet weather in the fall of 2010 delayed some capital projects.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 14**

3. Material such as cable must be purchased to coincide with mill runs to ensure its availability when required.
4. Slow-moving and inactive stock was reviewed and used or written off.

During 2010, the significant changes in overall corporate inventories were:

- Inventory held at year-end increased 15% to \$8,796,186.
- Material issues increased 0.7% to \$7,872,326.
- Inventory turnover decreased from .95 to .89.
- Slow-moving/inactive inventory increased 30% to \$4,421,644.

It is expected the slow-moving/inactive material will be reduced as the capital projects are completed during 2011, although it is recognized that there will always be some amount of this material due to changes/delays of projects, and variances in breakdown and maintenance requirements. Your Administration will continue to identify and write-off material that is surplus to operations.

To manage the inventory kept at the decentralized department stores, the Inventory and Disposal Services Section annually reviews the Corporate Guidelines for Management of Inventory with each store. Each department's stores inventory practices are checked and documented. The Inventory and Disposal Services Section confirms that the Corporate Guidelines for Management of Inventory are being followed and any deviations, because of operational requirements, are covered by approved compensating procedures.

The team approach of working with all departmental stores to implement the inventory management improvements and ensuring that corporate guidelines are followed continues to improve inventory controls and improve efficiencies.

FINANCIAL IMPLICATIONS

There are no financial implications.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Corporate Inventory Levels.
2. Corporate Inventory Indicators.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 15**

**B2) Business Development Incentives Policy No. C09-014
and
Communications to Council
From: Mark Pickard
InfraReady Products (1998) Ltd.
Date: September 8, 2009
Subject: Request for Business Development Incentive
(Files: CK. 3500-1 and CS. 3500-1)**

- RECOMMENDATION:**
- 1) that City Council approve the proposed changes to the Business Development Incentives Policy as outlined in this report; and
 - 2) that Council Policy No. C09-014 – Business Development Incentives, be amended accordingly.

ADOPTED.

BACKGROUND

In 2007, the Saskatoon Regional Economic Development Authority (SREDA) Incentives Review Sub-Committee received a report from the SREDA staff proposing a number of revisions to Policy C09-014, Business Development Incentives. This has resulted in a complete review of the policy by the sub-committee to ensure the policy is consistent with SREDA's strategic plan. In addition, there are two significant outstanding policy updates:

1. On April 9, 2008, City Council adopted the following recommendation: "that City Council approve the recommendation from Saskatoon Regional Economic Development Authority (SREDA) Board of Directors that call centres be removed from the City of Saskatoon's Business Development Incentives Policy C09-014 as a sector eligible for incentives."
2. Based on a policy audit by Robert Prosser & Associates in 2009, a recommendation was made by the Audit Committee that the City should add to incentive agreements that if during the term of an incentive granted the applicant fails to comply with the policy, or any conditions associated with the incentive granted, any taxes abated will become due and payable to the City.

In addition to the above, City Council referred a letter from InfraReady Products (1998) Ltd. to City Administration and SREDA (Attachment No. 1).

REPORT

Attached is a memo from the SREDA Board of Directors outlining proposed changes to the Business Development Incentives Policy C09-014 (Attachment No. 2). A black-line copy of the policy is also attached (Attachment No. 3).

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 16**

It should be noted that the proposed revisions to the policy have not resulted in a resolution to InfraReady's concerns. They have been advised accordingly.

OPTIONS

City Council will have the option to accept or revise any or all of the proposed changes.

POLICY IMPLICATIONS

Policy C09-014 will be updated based on the changes outlined within this report.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC COMMUNICATION PLAN

SREDA will ensure the revised policy is distributed appropriately.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Letter dated September 8, 2009, from Mark Pickard, InfraReady Products (1998) Ltd.
2. Memo dated May 20, 2011 from the SREDA Board of Directors.
3. Black Line Copy of Policy C09-014.

Section E – INFRASTRUCTURE SERVICES

**E1) Enquiry – Councillor D. Hill (July 14, 2008)
Use of Longboards in City Centre No Skateboard Zone
(File No. CK. 5200-4)**

RECOMMENDATION: 1) that skateboarding be permitted on exclusive bike lanes and multi-use trails within the Central Business District;

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 17**

- 2) that anyone damaging City property, or stunting while using any alternative mode of transportation, such as bicycles, skateboards or rollerblades, be subject to an appropriate fine, as identified by the City Solicitor; and
- 3) that the City Solicitor be instructed to prepare the necessary amendments to Bylaw 7200 - The Traffic Bylaw, for approval by City Council.

ADOPTED.

BACKGROUND

The following enquiry was made by Councillor D. Hill at the meeting of City Council held on July 14, 2008:

“Would the Administration please report on the possibility of allowing longboards as an alternate means of transportation in the City Centre No Skateboard Zone.”

REPORT

Bylaw 7200, The Traffic Bylaw, currently prohibits the use of skateboards on streets, sidewalks and other public spaces within the Central Business District and the Broadway and Riversdale Business Improvement Districts, including parks and the Meewasin Valley Authority (MVA) trail. The use of skateboards in the rest of the city is not restricted. The prohibition was enacted in response to considerable and ongoing damage to public property and infrastructure by some individuals. Unfortunately, it prohibits people from using skateboards and longboards legitimately, as transportation devices.

Skateboarding has often been associated with the destruction of public property due to stunts being performed, however, the sport has evolved and skateboards, referred to as longboards, are being designed to be used as a means of transportation.

Skateboards, longboards, and in-line skates all have similar characteristics. Although they are somewhat like a pedestrian, they can travel at similar speeds as a cyclist, however, there is no braking mechanism or reflectors. Because both skateboards and longboards pose the same potential safety issues, they should be considered the same type of device and the same regulations should apply to both. At this time, there appears to be no municipality that distinguishes between a skateboard and a longboard.

Most Canadian municipalities have restrictions or policies in place to regulate the use of skateboards. Prohibitions typically occur in areas that have a high volume of pedestrians and/or vehicles, such as commercial areas. The City of Vancouver, for example, considers longboards in the same manner as skateboards, in-line skates, push-scooters and other non-motorized forms of transport, and they are only permitted on roadways that do not have painted lane lines or

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

MONDAY, JUNE 27, 2011

PAGE 18

directional dividing lines, and are not permitted on sidewalks. However, they can be used on multi-use pathways.

Skateboards/longboards can travel at high speeds but do not have the means to stop suddenly. Due to the volume of pedestrians in the Central Business District and the Broadway and Riversdale Business Improvement Districts this is a safety concern. Allowing skateboards/longboards on roadways in these areas also raises significant concerns due to their inability to brake suddenly, as well as their lack of reflectors, which could mean that motorists may not be able to see them. Therefore, the Administration does not recommend they be permitted on sidewalks or roadways in these areas.

Bylaw 7200, The Traffic Bylaw, Schedule 5, outlines the streets in which skateboarding is currently prohibited (Attachment 1).

The Administration recognizes the need to provide opportunities for alternative modes of transportation within the Central Business District. Therefore, it is recommended that skateboards and longboards be permitted on exclusive bike lanes and multi-use trails, including the Meewasin Valley Authority trails and River Landing, in the Central Business District, as shown in Attachment 2.

In addition, the Administration is recommending that anyone damaging City property, or stunting while using any alternative mode of transportation, such as bicycles, skateboards or rollerblades, be subject to an appropriate fine, as identified by the City Solicitor.

STAKEHOLDER CONSULTATION

The Downtown Business Improvement District (BID), the Broadway BID, the Riversdale BID and River Landing have all expressed the opinion that skateboards should not be permitted on sidewalks, as pedestrian safety is the number one priority in these commercial areas. They have also expressed concerns regarding permitting them on the roadways in commercial areas.

The Meewasin Valley Authority has indicated that the trails are designed to be 'multi-use' and are intended to serve a number of functions; from strolling along the riverbank to using them as commuter routes. They recognize that there are issues concerning different and sometimes conflicting users sharing the trails, and they attempt to address these conflicts through design and signage.

Discussions were also held with one of the longboard user groups in the city, who clarified that they would like longboards to be removed from the skateboard restrictions entirely, or at a minimum, that longboards be allowed on certain routes to the downtown and through the Central Business District.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Schedule 5, Bylaw 7200, The Traffic Bylaw
2. Proposed Routes Through the Central Business District

**E2) Water Distribution Asset Management Implementation
Residential and Business Service Level Study**
(Files: CK. 7900-1 and IS. 6000-1)

RECOMMENDATION: that the information be received.

ADOPTED.

EXECUTIVE SUMMARY

The City of Saskatoon invests approximately \$10 million annually to operate, maintain and rehabilitate the water distribution system, which includes over 61,000 service connections to customers. The challenge is to balance funding and programming to meet approved service levels while considering the overall sustainability of the water distribution network.

In order to explore opportunities to make strategic changes that reflect the expectations of the community, the following information was required:

- Customer support for a proposed water service classification;
- Customer satisfaction and expectations about water service including:
 - tolerance to the number and frequency of water outages experienced before pipe rehabilitation is triggered; and
 - issues that impact customers during a water interruption.

A telephone survey was conducted in May and June 2009 by Fast Consulting, who contacted 405 residents and 132 businesses:

1. To validate the proposed service classifications;
2. To gather information about service level expectations and satisfaction; and
3. To evaluate acceptance of overall rate increases, as well as rate increases intended to improve service.

The survey was designed to determine whether satisfaction levels and service expectations varied based on water main condition. Three water main conditions were defined as follows:

Good – a service outage has not occurred during the life of the water main.

Fair – there has been less than four outages per 100 metres of main.

Poor – there has been at least four outages per 100 metres of main.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 20**

A service outage is defined as an event where the customer is unable to get water from the tap due to a water main break.

The following report outlines the results of the survey.

REPORT

Implementing a water service classification would provide a structured approach in setting service levels, programming and budgets. The classification criteria consider the impact of a water interruption to the type of customer being serviced, as well as the impact on traffic due to a water main break. Implementing a water service classification would also assist the Administration to be more strategic in planning improvements to the infrastructure, while minimizing the risk of water outages for all citizens.

The concept of a service classification does not mean that residents would have to wait longer to get their water main repaired, nor does it mean they would be without water for a longer period of time. It does consider dependence on water, not only at a person's residence, but also at places where they depend on services, such as health and safety facilities, educational facilities, places of employment and retail businesses. The impact of water main failures on a person's ability to access these types of services is also considered.

Three water service level priorities were defined as follows:

- **Service Class 1 (High Priority):** Water mains of great importance to the community, such as primary water mains and reservoir fill mains. (No survey questions were asked regarding this group.)
- **Service Class 2 (Moderate Priority):** Water mains serving high density commercial, wet industrial, business improvement districts, major public facilities (i.e. schools; hospitals; court facilities; access to protective services facilities and ambulance stations; special care homes; and community centres), dangerous goods routes, Priority 1 road maintenance routes and unstable river bank zones.
- **Service Class 3 (Standard Priority):** Water mains serving residential, low density commercial, dry industrial, parks, local streets, collector streets and low volume arterial streets.

Survey Results – Water Service Classification

The purpose of these questions was to validate the service classification criteria and the groups within each service class.

Water Service to Institutions and Businesses

Using their residence as the base service level standard, respondents were asked if they agree that water mains servicing public service groups (Service Class 2) should experience fewer water outages before a water main is replaced.

Results show that all customers strongly agree that the public service groups within Service Class 2 should experience fewer water outages before a water main is replaced, with the exception of large public recreational and entertainment facilities.

Interruption to Road Corridors Due to a Water Main Break

Water main breaks often result in the closure of roads to undertake repairs. Questions were asked determine whether the community agrees that water mains on major roads or on roads that provide access to and from fire stations, hospitals and ambulance stations should be included in Service Class 2.

Using residential roads as the base service level standard, respondents were asked if they agree that water mains under the above-noted roads should experience fewer water outages before a water main is replaced, and whether there should be a faster response time, in order to reduce the duration of traffic detours.

The results show that all customers strongly agree.

Survey Results – Customer Expectations and Satisfaction

Undertaking emergency repairs is the single largest expenditure in the water distribution system, therefore, most questions were dedicated to service outages. The sample of those surveyed included equal representation from those serviced by good, fair and poor water mains, even though fair and poor mains service a much smaller percentage of customers in Saskatoon.

For reference purposes, the current service standard of 12 breaks before replacement reflects an average time between breaks of approximately 1.75 years, or three breaks in five years.

Water Service Outage Events

The purpose of this group of questions was to identify when the number of service outages is no longer acceptable including:

- How much time between outages could they reasonably be expected to tolerate;
- On average, what is the number of water outages they would tolerate in a five-year period:
 - without notice of the service interruption;
 - with the provision of a water trailer;
 - with advance notice of the service interruption.

Highlights of results are as follows:

- 50% of residents on good and fair mains, and 50% of businesses on good mains would tolerate 4 to 6 months between water outages. However, 50% of the remaining groups (residents on poor mains and businesses on fair and poor mains) would tolerate only 1 to 2 years between breaks.

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

MONDAY, JUNE 27, 2011

PAGE 22

- Overall, 62% of residents and 61% of businesses will tolerate 3 breaks in a 5-year period.
- Supplying an emergency water trailer and providing advance notice have little impact on the tolerance for the number of outages in a 5-year period.
- 92% of households were either completely satisfied or satisfied with the number of water outages experienced during the time they have lived in their home. The rate was much lower for residents serviced by poor mains, with 68% satisfied.
- 92% of businesses were completely satisfied or satisfied with the number of outages experienced during the time they have been at their current location. There was little difference for those serviced by poor mains.

Responsiveness to Restore Water Service

The purpose of these questions was to identify operational services that would significantly reduce the negative impact of a water service interruption. Tolerance for the duration of outages at two different times of the day (9:00 a.m. and 5:00 p.m.), and with two different operational services being provided (advance notice that the water will be turned off; and a temporary water source in close proximity) was evaluated.

The results are as follows:

- Without a water trailer or advance notice, customers expect that the water service will be returned within two to six hours.
- Residential customers indicate a slight intolerance to an outage occurring at 5:00 p.m.; however, businesses have less tolerance for an outage occurring at 9:00 a.m.
- In most cases, there are only minor differences in expected response times between those on good, fair or poor water mains.
- Providing a water trailer significantly increases the amount of time that customers will tolerate an outage. However, Public Health will not permit some businesses, such as restaurants, to remain open during an outage, even with a water trailer.
- Advance notice significantly improves customer tolerance to the duration of an outage.
- 87% percent of residents and 82% of businesses were either completely satisfied or satisfied with traffic detours resulting from water main breaks.

The results show that by reducing the amount of time that the water is off, and by providing water trailers and advance notice, the negative impact of the service interruption is reduced. However, depending on the situation, advance notice may not be possible.

Water Quality

Water quality is highly regulated, with minimum standards set by the Province and guidelines for various water quality parameters set by Health Canada. Knowing this, the survey focused on general satisfaction and the willingness to pay for things such as in-home water filters and bottled water.

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

MONDAY, JUNE 27, 2011

PAGE 23

- 85% of all customers rated the quality of the water from their tap for drinking and cooking as excellent or very good.
- 30% of all customers use a water filter or some other treatment device before consuming it.
- 19% of residents and 29% of businesses purchase bottled water for drinking.
- The use of treatment devices and bottled water increased for both residents and businesses as the condition of the servicing main moved from good to poor.

Capacity – Pressure and Volume

The purpose of this group of questions was to obtain customer perception of water system capacity in terms of pressure and flow available at the tap at different times of the year, and their overall satisfaction with this aspect of their water supply over the past five years.

Results of the survey showed that satisfaction levels are very high, with almost all customers satisfied with the pressure and volume of water at their tap, however:

- 39% of residents and 22% of businesses have experienced occurrences of low water pressure, many of which indicated were only during summer months; and
- 5% of residents and 1% of businesses reported they have experienced frequent low water pressure/volume problems.

Low water pressure can originate in internal plumbing or in the water connection. Therefore, it is not possible to determine if the water capacity concerns are a distribution problem without further investigation of the individual locations.

Acceptance of Rate Increases to Improve Water Service

A total of five questions were asked regarding customer willingness to increase monthly utility rates for service improvements to:

- Reduce the frequency of service interruptions;
- Reduce traffic interruptions on major roads;
- Improve water pressure and volume;
- Improve water quality; and
- Identify an overall rate increase cap for service improvements.

The results indicate that there is very little support for water rate increases to specifically improve water quality and water capacity, although:

- to reduce water service outages, 65% of residential and 52% of business customers are willing to support some rate increase; and
- to reduce traffic detours due to a water main break, 57% of residential and 49% of business customers are willing to accept an increase in utility rates.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 24**

Respondents were also asked about an overall rate increase for water service improvements. The results indicated that 31% of residents and 51% of businesses were not willing to accept an overall rate increase.

The survey indicates that there is support to proceed with assessing the impact of implementing the service classification system. In addition, it has provided information which will be used in the development of a 10-year funding strategy for the rehabilitation of the water distribution system.

The surveys are available for viewing in the Infrastructure Services Department.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Executive Summary, City of Saskatoon Water Distribution Service Level Study – Residents June 2009
2. Executive Summary - City of Saskatoon Water Distribution Service Level Study – Business June 2009

**E3) Traffic Bridge Replacement Final Report
(File No. CK. 6050-8)**

- RECOMMENDATION:**
- 1) that the direction of Council issue with respect to which power receptacle option to include in the design-build process;
 - 2) that the direction of Council issue with respect to which architectural lighting option to include in the design-build process;
 - 3) that the following items be added to those previously approved by Council to be included in the design-build documents for the new Traffic Bridge:
 - a) that the prescription of the heritage and architectural elements, as outlined in this report, be included in the design-build agreement; and

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 25**

- b) that the existing Traffic Bridge be replaced with a similar five-span arrangement;
- 4) that the award of the design-build contract be based on the best value for a fixed price approach; and
- 5) that Council consider Bylaw 8951 (Attachment 3).

BACKGROUND

At its meeting held December 6, 2010, City Council considered a report of the General Manager, Infrastructure Services Department, dated November 17, 2010, regarding the Traffic Bridge Needs Assessment and Functional Planning Study Final Report and resolved:

- “1) that the existing Traffic Bridge be replaced with a modern steel truss bridge as outlined in the report of the General Manager, Infrastructure Services Department dated November 17, 2010;
- 2) that the replacement structure be completed through a design-build process;
- 3) that as part of the design-build process, efforts will be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge.
- 4) that the trusses be engineered to accommodate a safe minimum vertical clearance for emergency vehicles and transit;
- 5) that the Administration report further regarding a source of funding; and
- 6) that as part of the design-build process, efforts be made to incorporate elements of the heritage and architecture of the existing bridge.”

At its meeting held on December 20, 2010, City Council considered a further report of the General Manager, Infrastructure Services Department and resolved:

- “1) that the new Traffic Bridge be constructed with 3.7 metre wide driving lanes;
- 2) that the new bridge include two 3.0 metre wide shared-use pathways to accommodate both pedestrians and cyclists; and
- 3) that the centre of each driving lane on the new bridge be painted with sharrows to encourage cyclists to use the bridge deck rather than the shared-use pathway and to advise motorists that bicycles are allowed.”

On December 22, 2010, Infrastructure Services issued a request for proposals for an Owner's Engineer to assist the City with developing the framework for the design-build process, in order to

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 26**

prepare the Request for Qualifications (RFQ) and Request for Proposals (RFP) for the design-build agreement. Stantec Consulting Ltd. was awarded the contract in February, 2011.

On March 1, 2011, the City of Saskatoon met with Stantec to begin developing the requirements that will help build the framework for the RFP stage of the design-build agreement. At the onset of the design-build (DB) process, the Administration identified a number of items that would play an important role in forming the parameters for the DB agreement that needed Council's direction. These decision items were presented to the Executive Committee in a series of separate reports as follows:

- Adaptive Reuse;
- Creation of Community Space;
- Architectural Lighting;
- Public Art;
- Heritage and Architectural Elements; and
- Span Arrangement.

REPORT

Adaptive Reuse

Direction was sought regarding adaptive reuse of portions of the steel trusses from the Traffic Bridge. The Executive Committee reviewed this item on May 2, 2011, and due to the high costs involved (estimated to be \$200,000 to \$250,000 in planned demolition/handling costs, and an additional \$200,000 to \$250,000 to be set aside for an adaptive reuse project) did not support it.

A report of the Executive Committee was subsequently submitted to Council at its meeting of May 9, 2011, where it was resolved:

“that there be no adaptive reuse by the City of Saskatoon of any portions of the steel trusses from the existing Traffic Bridge.”

Creation of Community Space

Direction was sought regarding whether any requirements for the creation of a community space on the new bridge should be included in the framework for the design-build process. The Executive Committee reviewed this item on May 2, 2011.

A report of the Executive Committee was subsequently submitted to Council at its meeting of May 9, 2011, where it was resolved:

- “1) that a community space be created by constructing viewing bays on each walkway at each pier, and gates/portals (one per side per span) to connect the sidewalk to the bridge deck, but that there be no dedicated electrical circuit or water connections; and

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 27

- 2) that once the bridge design has been completed, it be referred to Tourism Saskatoon for review as to its efficacy as a space for community events.”

Although it was resolved that there be no dedicated electrical circuit, Council has allowed for power receptacles on the new bridge as part of the functional lighting, therefore, any power receptacles required during community events would need to share the same circuit as the functional lighting circuit.

Some issues have been addressed regarding community events using the same circuit as the functional lighting. With this shared circuit option, the power would need to be turned on for daytime events, as the lighting circuit would normally only turn on when it gets dark. While a manual switch would be located in a locked panel box, the possibility of unauthorized tampering exists, creating potential safety concerns. In addition, events, such as the annual Fireworks Festival, which occur after dark, require power for their equipment. In situations such as fireworks displays, the functional lighting (i.e. street lighting and sidewalk lighting) is turned off for the performance, to prevent them from spoiling the effect. As it is a shared circuit, turning off the lights would also turn off the power to their equipment. The Administration, therefore, does not recommend providing power receptacles on the same circuit as the functional lighting.

Saskatoon Light & Power was consulted in order to develop cost-effective options for providing power receptacles on the new bridge. The following options remain:

Option 1 – Prescribe a separate dedicated electrical circuit similar to what is currently provided on the existing bridge. The number and location of receptacles would match the number and location of existing receptacles. They would share the same conduit (to reduce cost) as the functional lighting circuit but would use a separate conductor (i.e. separate circuit). A similar option, with an estimated cost of \$150,000 to \$200,000, was presented and rejected by Council at its meeting held on May 9, 2011. With new information received, and a reduced scope of work, the estimated cost has been reduced to \$70,000 to \$90,000.

Option 2 – Prescribe a separate dedicated electrical circuit that would provide a single 220V power receptacle where event organizers could plug in a portable power distribution panel that could provide multiple power outlets (110V and 220V). This option provides more flexibility than Option 1, as the portable power distribution panel could be positioned anywhere on the bridge. Multiple extension cords could be run from the power distribution panel to various locations. Portable power distribution panels are available from equipment rental agencies as they are commonly used on construction sites. The single 220V receptacle could be located near Pier 4 (land pier in Rotary Park), which is where the power supply line for the bridge is currently located. This would reduce the costs as only minor modifications would be required, however, accessibility would be also reduced. A more expensive option would be to locate the 220V receptacle at the center of bridge, which would make it more accessible. The cost of locating the receptacle at Pier 4 would be approximately \$25,000, while the cost of locating it near the centre of the bridge would be approximately \$40,000. .

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 28**

Option 3 - No provision of an electrical circuit for power receptacles.

The Administration is requesting that the direction of Council issue with respect to which power receptacle option to include in the design-build process.

Architectural Lighting

Direction was sought regarding architectural lighting for the new Traffic Bridge. The Executive Committee reviewed this item on May 2, 2011, and with an estimated cost of \$375,000 to \$500,000 for the replacement/reuse of existing programmable LED string lights, or \$400,000 to \$550,000 for new programmable LED floodlighting, did not support either option, due to the high costs.

A report of the Executive Committee was subsequently submitted to Council at its meeting of May 9, 2011, where it was resolved:

that the functional lighting circuit for the Traffic Bridge replacement provide for as much architectural lighting as possible, and that the Administration report further on the costs for fixed lighting and for programmable coloured lighting.”

The Administration has determined that architectural lighting could be provided in combination with the functional lighting circuit. The estimates for the functional lighting circuits are as follows:

- \$65,000 for standard roadway lighting;
- \$135,000 for standard pedestrian lighting; and
- \$250,000 for accent/architectural floodlighting.

The estimate for the accent/architectural lighting consists of floodlights placed at the top of each vertical member of each truss, to illuminate and accent the truss members themselves, and to be directed in such a way that they provide pedestrian lighting (i.e. they would replace standard functional pedestrian lighting completely). In this scenario, the premium to provide architectural lighting within the functional lighting circuit would be \$115,000.

For the estimates described above, the standard pedestrian lighting fixtures would be mounted 50 feet apart (i.e. every second vertical member), while spacing of the floodlights in the combination option would be 25 feet apart (i.e. every vertical member). The floodlights would not be coloured and would not be programmable. As they would be directed downwards, and not upwards, they would be night sky compliant. The type of lamp used in developing the above estimate for the floodlights were high pressure sodium (yellowish light). A metal halide lamp (whitish light), similar to the lighting used in River Landing, could be used to help blend the new bridge's sidewalks into the river promenade. The cost of using a metal halide fixture compared to high pressure sodium is negligible.

With construction of the new bridge, the following options are available:

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

MONDAY, JUNE 27, 2011

PAGE 29

Option 1 - Prescribe that architectural lighting be provided in combination with the functional lighting circuit. The architectural lighting would be in the form of floodlights spaced 25 feet apart, mounted to the top of each vertical member of the truss. A metal halide lamp (whitish light) would be used to provide continuity to the lighting used in River Landing. The floodlights would provide accent lighting by illuminating the physical structure of the trusses while providing functional pedestrian lighting for the multi-use sidewalks on each side of the bridge. The premium to provide architectural lighting within the functional lighting circuit over standard pedestrian lighting is estimated to be \$115,000, and is based on illuminating five spans. This estimate is in line (adjusted for inflation) with the estimated \$70,000 to \$90,000 that was expended on installing architectural/accent lighting for the University and Broadway Bridges.

Option 2 – Prescribe programmable coloured lighting by installing LED floodlights at the top of the vertical members of the trusses, which could be controlled by the salvaged computerized programmable controller from the existing architectural lighting circuit. This programmable lighting system would still require a separate Ethernet system (i.e. computer cables and computerized switches) to control the LEDs, and a dedicated electrical circuit, separate from the functional lighting circuit, as the coloured floodlights would not run all night and, at some point, the functional lighting circuit would need to take over. The estimated cost to provide programmable coloured architectural lighting would be \$400,000 to \$550,000.

Option 3 – Prescribe only the standard functional lighting circuit (i.e. no architectural lighting would be provided).

The Administration is requesting that the direction of Council issue with respect to which architectural lighting option to include in the design-build process.

Public Art

Direction was sought regarding inclusion of public art in the Traffic Bridge Replacement project. The Executive Committee reviewed this item on May 16, 2011, and with an estimated cost of \$300,000 for the provision of public art, either separate from or within the design-build agreement, did not support the funding of public art.

A report of the Executive Committee was subsequently submitted to Council at its meeting of May 9, 2011, where it was resolved:

“that public art be integrated into the design of the new Traffic Bridge in a separate contract from the design-build agreement, and that the Administration explore and report on alternate ways of funding the art, such as corporate sponsorship.”

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 30**

Heritage and Architectural Elements

Direction was sought regarding the heritage and architectural elements for the new Traffic Bridge. Council had previously resolved that efforts be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge. The Executive Committee reviewed this item at its meeting held on June 20, 2011 (Attachment 1). The Administration provided three options for the elements that would form the trusses: conventional members; flame cut members with a similar look to the existing trusses; and built-up members to reproduce the look of the existing trusses. While all three options are technically feasible and have received nearly equal support from the public, due to concerns with corrosion the Administration does not recommend using built-up members, and recommended that only the other two options be included in the Request for Proposals for inclusion in the design-build documents.

Additionally, a prioritized list of items of significant architectural and heritage value was developed:

- Retain proportions of the truss height to span length;
- Retain the look of the sidewalk handrail;
- Retain the look of the wooden sidewalk;
- Retain the portal (or entrance truss) lattice;
- The look of the lattice (built up members); and
- Limit the use of welding in visible connections (bolts instead of welds).

The Administration recommended that this “shopping list” of items also be included in the Request for Proposals for inclusion in the design-build documents.

The Executive Committee resolved:

“that a report be submitted to City Council recommending that the prescription of the heritage and architectural elements, as outlined in the report, be included in the Request for Proposals for inclusion in the design-build documents for the new Traffic Bridge.”

Span Arrangement

Direction was sought regarding the span arrangement for the new Traffic Bridge. The Executive Committee reviewed this item on June 20, 2011 (Attachment 2), with a Four-Span Option having a higher capital cost (estimated between \$1,000,000 and 2,500,000) than a similar five-span arrangement, but with lower long-term operating costs. The Administration recommended that the existing bridge be replaced with a similar five-span arrangement.

The Executive Committee resolved:

“that a report be submitted to City Council recommending that the existing Traffic Bridge be replaced with a similar five-span arrangement.”

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 31**

Amendment to Bylaw 6770

Bylaw 6770, “A bylaw of The City of Saskatoon to deny a permit for the demolition of certain property”, requires an amendment in order to remove the reference to the 19th Street (Traffic/Victoria) Bridge from Schedule A. Attached is a copy of Bylaw 8951, for Council’s consideration (Attachment 3).

Summary

The design-build (DB) project delivery method assigns responsibility for both design and construction to one contractor who assumes all risks and responsibilities for the entire project. This process establishes costs in advance, improves scheduling, promotes innovation and shortens construction time. The DB process requires that the exact solution not be specified but that the design criteria be concisely expressed and measurable, so that it is possible to assess the merits of one DB proposal over the other.

In order to provide a means of weighing one DB proposal against another, the Administration will develop an evaluation matrix to rank the proposals which will incorporate all of the features described in this report. The award of the DB contract will be based on the best value for a fixed price. Regardless of the award method chosen, the “shopping list” of items in the evaluation matrix will be weighted (i.e. more points assigned to more important items), and their importance will be based on the comments received at the open houses and the online forums, and balanced with functionality, durability and capital/operating costs.

Further details regarding the method of award and development of the evaluation matrix/point system will be reported to Council after the Request for Proposal documents are issued.

FINANCIAL IMPACT

Replacement of the Traffic Bridge is anticipated to cost between approximately \$27,000,000 and \$34,000,000. This estimate does not include the provision for the inclusion of additional items as outlined in this report.

The City has not finalized a source of funding for this project. The Administration is exploring potential funding sources, including senior levels of government.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Report of the General Manager, Infrastructure Services Department, dated June 8, 2011 – Heritage and Architectural Lighting Elements;
2. Report of the General Manager, Infrastructure Services Department, dated June 8, 2011 – Span Arrangement (Five-Span versus Four-Span); and
3. Copy of Bylaw 8951.

- IT WAS RESOLVED:*
- 1) *that power receptacle option 1 be included in the design-build process;*
 - 2) *that architectural lighting option 1 be included in the design-build process;*
 - 3) *that the following items be added to those previously approved by Council to be included in the design-build documents for the new Traffic Bridge:*
 - a) *that the prescription of the heritage and architectural elements, as outlined in this report, be included in the design-build agreement; and*
 - b) *that the existing Traffic Bridge be replaced with a similar five-span arrangement;*
 - 4) *that the award of the design-build contract be based on the best value for a fixed price approach; and*
 - 5) *that Council consider Bylaw 8951.*

**E4) Request for Sole Source
Capital Project 1919 - Fire – Radio Replacement
(File No. CK. 1000-1)**

- RECOMMENDATION:**
- 1) that the sole source purchase of 118 portable radios and 41 mobile radios, from Motorola Solutions Canada Inc., at a total cost of \$1,113,136.03 (including G.S.T. and P.S.T.) be approved; and
 - 2) that Purchasing Services be instructed to issue the appropriate Purchase Order.

ADOPTED.

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

MONDAY, JUNE 27, 2011

PAGE 33

REPORT

During 2011 Capital Budget deliberations, the replacement of Fire and Protective Services analog radios, at an estimated cost of \$1,260,000, was approved subject to a source of funding. The funding was established and approved by City Council at its meeting of May 9, 2011 as follows:

Sinking Fund Surplus	\$800,000
Reserve for Capital Expenditures	40,000
Plan Review and Inspection Services Stabilization Reserve	<u>420,000</u>
Funding Total	<u>\$1,260,000</u>

The corporate trunked radio system is a Motorola 800 Mhz mixed mode system, and all of the infrastructure and rolling stock components are engineered, manufactured and sold by Motorola. In order to facilitate compatibility with the current corporate radio system, the Administration is recommending that the purchase of the digital radio fleet for Fire and Protective Services be sole sourced to Motorola Solutions Canada Inc.

On June 17, 2011, Motorola Solutions Canada Inc. provided a quote to supply 118 portable radios and 41 mobile radios to replace the Fire and Protective Services analog fleet in the amount of \$1,043,741.85 (excluding G.S.T. and P.S.T.). Motorola has offered a \$200 rebate per radio if they are purchased at this time, resulting in a savings of \$31,800, for a total of \$1,011,941.85 (excluding G.S.T. and P.S.T.)

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The net cost to the City for the sole source purchase of a digital radio fleet from Motorola Solutions Canada Inc. is as follows:

Digital Radios	\$1,043,741.85
Less Rebate (\$200 per radio)	<u>\$ 31,800.00</u>
Subtotal	\$1,011,941.85
G.S.T.	\$ 50,597.09
P.S.T.	<u>\$ 50,597.09</u>
Subtotal	\$1,113,136.03
Less G.S.T. Rebate	<u>\$ 50,597.09</u>
TOTAL	<u>\$1,062,539.94</u>

There are sufficient funds allocated to this project within the Sinking Fund Surplus; the Reserve for Capital Expenditures; and the Plan Review and Inspection Services Stabilization Reserve.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications and/or greenhouse gas emissions.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

**E5) Post Budget Increase
Capital Project 2326 – Access Transit Facility
Two-Hour Fire Separation Requirements – Access Transit Facility
(Files: CK. 665-1, CK. 1702-1 and IS. 954-08)**

- RECOMMENDATION:**
- 1) that a post budget increase to Capital Project 2326 – Access Transit Facility, in the amount of \$135,000, to correct the fire separation deficiency between the body shop and administration offices in the Access Transit facility, be approved; and
 - 2) that the \$135,000 post budget increase be funded from the Reserve for Capital Expenditures.

ADOPTED.

BACKGROUND

Capital Project 2326 – Access Transit Facility originally included approved funding in the amount of \$5,275,000 for renovations to the Access Transit building, which is used as a repair garage and body shop. At its meeting held on May 11, 2009, Council approved an increase to the project in the amount of \$750,000, to be funded through the reallocation of federal/provincial grant funds. The increase was required due to the tender exceeding the approved budget, and to allow for an increase to the building's size for the storage of an additional 30 traditional buses to protect them from severe weather and attenuate noise affecting residents in the Caswell area. This increase brought the total funding for Capital Project 2326 to \$6,025,000.

Article 3.3.5.5 of The National Building Code stipulates that a body shop function must be separated from the rest of the building by a two-hour fire separation. Given that this is an existing wall, the building permit review, which was completed in 2009 for the renovations, assumed that this two-hour separation existed, and that work planned for this area would comply with this requirement. During a site inspection, the Building Standards Inspector discovered that the wall does not provide a two-hour fire separation.

REPORT

The deficiency of a two-hour fire separation wall between the body shop and the rest of the Access Transit building poses a life safety liability, therefore, corrective design and construction work must proceed as soon as possible. The extent of work required includes the application of two additional layers of fire taped gypsum wallboard; the removal and reapplication of the protective metal wall sheeting; the application of new fire shutters applied to all window openings; the replacement of all doors and frames with proper fire labeled units; and the application of mechanical fire dampers at all duct locations penetrating the wall, as well as smoke sealing and fire caulking.

Although reconstruction documentation to correct the deficiency has not been completed, it is estimated that the total cost, including design and construction, will be approximately \$135,000.

OPTIONS

There are no other options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

It is estimated that the total cost to correct the fire separation deficiency will be approximately \$135,000 (\$20,000 for design; and \$115,000 for construction). It is recommended that the increase to Capital Project 2326 – Access Transit Facility, be funded from the Reserve for Capital Expenditures. The Corporate Services Department has confirmed that there are sufficient funds within the Reserve.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
 MONDAY, JUNE 27, 2011
 PAGE 36**

**E6) Post Budget Approval
 Capital Project 1400 - Land Development – Hampton Village
 Sidewalk and Road Construction
 (Files: CK. 6000-1, CK. 1702-1 and IS. 1700-01)**

- RECOMMENDATION:**
- 1) that a post budget increase of \$3,065,000 to Capital Project 1400 – Land Development – Hampton Village, for the design, engineering and construction of services, including utilities, sidewalks and roadways, be approved; and
 - 2) that the \$3,065,000 post budget increase be funded from the Prepaid Service Reserve and the Property Realized Reserve, as outlined in the following report.

ADOPTED.

REPORT

Capital Project 1400 – Land Development – Hampton Village includes approved funding in 2011 for the construction of sidewalks and roadways for 88 residential lots in the Geary Crescent area of Hampton Village. Hargreaves Crescent, adjacent to this area, previously had 153 lots serviced with water and sewer only. The uptake of lots within Hampton Village indicates that additional road construction is necessary during 2011/2012 to meet the current demands forecasted for early 2012. As a result, it was determined that construction begin on an additional 153 lots in 2011.

Construction of services includes all utilities, sidewalks and roadways. The cost of these services, including design, construction engineering and construction, has been estimated at \$3,065,000.

FINANCIAL IMPACT

The Administration is recommending a post-budget increase of \$3,065,000 to Capital Project 1400 – Land Development – Hampton Village, to be funded from the Prepaid Service Reserves and the Property Realized Reserve.

A breakdown of the costs and source of funding for these projects are as follows:

Description:	Project No.	Amount
<u>Gross Cost Details:</u>		
Land Development – Hampton Village	1400-12	\$3,065,000
Total		<u>\$3,065,000</u>
General Prepaid Services – Engineering	1400-12	\$2,575,000
General Prepaid Services – SLAP	1400-12	182,000
Property Realized Reserve –	1400-12	<u>99,000</u>

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 37**

General Prepaid Services - SPC	1400-12	209,000
Total		<u>\$3,065,000</u>

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

**E7) Request for Change Order – Contract 11-0022
2011 Roadway Patching
(File CK. 292-011-18)**

RECOMMENDATION: that a Change Order, in the amount of \$191,779.53, for Contract 11-0022, Roadway Patching, be approved.

ADOPTED.

REPORT

The tender for Contract 11-0022 – 2011 Roadway Patching was awarded to ASL Paving on April 15, 2011, for a total net cost of \$218,691.85 (including G.S.T. and P.S.T.). Funding for the projects included in this contract were from Capital Projects 0835 - Collector Road Preservation; 0836 - Arterial Road Preservation; and 1890 - Expressway Road Preservation, and include the following locations:

- Resurfacing of the intersection of College Drive and Clarence Avenue;
- Patching at the bottom of the Attridge Drive ramp to southbound Circle Drive;
- Patching along southbound Circle Drive near the Attridge Drive ramp;
- Patching on the Circle Drive and 22nd Street Ramp;
- Resurfacing of the intersection on Primrose Drive at the Lawson Civic Center;
- Patching along the northbound curb lane of Warman Road approaching Assiniboine Drive;
- Patching along 29th Street between Avenue E and Avenue G; and
- Patching on Arlington Avenue between 7th Street and 8th Street.

The patching locations required significantly more work than anticipated in some locations in order to restore the roadways to an acceptable service level. Some shallow patching locations required construction limits to be extended to include more failed asphalt surfaces, and some of the deep patching locations required additional excavation to remove extremely poor subgrade in order to rebuild the roadway structure.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 38**

The cost of the additional work totalled \$191,779.53, which is greater than 25% of the tendered contract price.

FINANCIAL IMPACT

There are sufficient funds within approved Capital Project 2249 – Street Reconstruction.

OPTIONS

There are no options.

POLICY IMPLICATIONS

The requested approval of the Change Order is in accordance with Policy A02-027 – Corporate Purchasing Procedures.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

**E8) Closure of Right-of-Way
North-South and both East-West Lanes
West of Saskatchewan Avenue and South of 40th Street West
(File No. CK. 6295-009-6)**

RECOMMENDATION: that City Council approve the purchase of a portion of Parcel A, Plan G30 that was sold to Inter West Mechanical Ltd. as a direct sale.

ADOPTED.

On June 11, 2009, City Council approved in part:

“4) that the direct sale of Parcels A and B, Plan G30 to Inter West Mechanical Ltd., in the amount of \$28,350.00, plus applicable taxes, be approved;”.

The direct sale of these parcels was part of a larger transaction which included the closing of lanes at Saskatchewan Avenue and 40th Street West. During the course of this subdivision application process, it came to the City’s attention that a portion of Parcel A, Plan G30 was in the Idylwyld

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 39**

Drive right-of-way. For safety reasons, a portion amounting to approximately 566.3 square feet needed to remain as a right-of-way rather than being transferred to Inter West Mechanical Ltd.

Inter West Mechanical Ltd. paid \$28,350.00 for Parcels A and B, Plan G30 calculated at \$3.75 per square foot. Inter West Mechanical Ltd. has agreed to the reimbursement of \$2,123.63 representing the 566.3 square feet that needs to remain in the City's name.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENT

1. Proposed Plan of Survey prepared by Webb Surveys dated May 2011.

Section F – UTILITY SERVICES

**F1) Capital Development Planning Study
Saskatoon Light & Power Capital Project #1352:
Electric System – Life Cycle Management
(Files: CK. 2000-1 and WT. 2050-23-3)**

- RECOMMENDATION:**
- 1) that the proposal submitted by Navigant Consulting Ltd. for the supply of engineering and related professional services to conduct a Capital Development Planning Study at a total cost of \$268,300.00 including taxes, be accepted; and
 - 2) that the City Solicitor be instructed to prepare the necessary Engineering Services Agreement for execution by His Worship the Mayor and the City Clerk under the Corporate Seal.

ADOPTED.

BACKGROUND

The mandate of Saskatoon Light & Power (SL&P) is to provide safe, reliable, and cost-effective electricity in an environmentally responsible way to the customers within the City's franchise area.

In order to ensure that SL&P will continue to meet its mandate of providing safe and reliable services in the future, and to ensure that the Utility's assets are being maintained in the most cost-effective way possible, a project was approved in the 2011 Capital Budget to undertake a Capital

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 40**

Development Planning Study. A Request for Proposals (RFP) was recently issued for this study. The purpose of this report is to award an engineering services agreement to the recommended company with the best proposal.

SL&P's Capital Investment Plan includes both maintaining the Utility's current assets, as well as expanding the infrastructure to meet our customer's changing needs. SL&P measures its performance against other urban utilities annually and invests in the maintenance of the electrical system to meet or exceed industry standards. Infrastructure investment is also required to meet the needs of a growing city, which in recent years has included densification of the city's core located within the Utility's franchise area. Capacity upgrades are, therefore, also considered in the preparation of annual capital budgets.

Through the capital and operating budgets, funds are allocated from the total revenue received by SL&P and transferred into reserves. One reserve is in place to fund the extension of services (Electrical Distribution Extension Reserve) and another is in place to fund the replacement of existing assets (Electrical Distribution Replacement Reserve). In 2011, these two reserves will receive \$9.84 million in funding, which is approximately 7.4% of the total revenue received by the Utility (\$132.95 million).

In order to manage these reserves properly to meet the Utility's mandate, SL&P is currently in the process of determining priorities for strategic investments to meet infrastructure renewal and growth demands. This study is intended to provide a capital plan that can be used for an extended period of time into the future.

This study will also focus on maximizing the long-term Return on Investment to the City of Saskatoon. Maintaining reliable and functional infrastructure is critical to achieving this objective. To do this, the Utility must ensure that a pattern of disciplined, cost-conscious investments are made. Once completed, the proposed Capital Development Planning Study will be an important guide aiding the Utility in making sound financial decisions.

REPORT

On April 26, 2011, SL&P issued an RFP to five qualified submitters. The RFP outlined the terms of reference and specifications for a Capital Development Planning Study at an estimated cost of \$300,000.00 (including taxes). It was budgeted in SL&P's Capital Project #1352: Electric System – Life Cycle Management.

On May 25, 2011, SL&P received five proposals for the supply of engineering and related professional services. Evaluation of the proposals was completed on June 1, 2011. The recommended proposal, submitted by Navigant Consulting Ltd., meets all the requirements of the RFP. It received the highest number of points in our assessment value matrix as the most suited to our proposal requirements, and is therefore recommended.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 41**

The following five proposals were received:

- Navigant Consulting Ltd. – Toronto, Ontario
- Kinectrics Inc. – Toronto, Ontario
- Midgard Consulting Inc. – Burnaby, British Columbia
- S&C Electric Canada LTD. – Toronto, Ontario
- CIMA+ – Edmonton, Alberta

The net cost to the City for the proposal by Navigant Consulting is as follows:

Total Proposal	\$257,198.00
G.S.T. @ 5%	<u>11,182.00</u>
Total Cost to the City	\$268,380.00
Input GST Rebate	<u>(11,182.00)</u>
Net Cost to the City	<u>\$257,198.00</u>

It is anticipated that this study will be completed by the end of 2011. A future report to City Council will outline the findings from the study.

OPTIONS

No other options were considered.

POLICY IMPLICATIONS

There are no known policy implications.

FINANCIAL IMPLICATIONS

The cost of consulting services is within budget estimates, and adequate funding is available in SL&P's Capital Project #1352: Electric System – Life Cycle Management.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**F2) Water and Wastewater Treatment Branch
Request for Sewer Charge Exemption – Acey Paving Ltd.
(Files: CK. 1905-2 and WT. 1905-1)**

- RECOMMENDATION:**
- 1) that City Council approve the request for sanitary sewer charge exemption for Acey Paving Ltd., 3627 Kochar Avenue, Saskatoon, Saskatchewan; and
 - 2) that the Office of the City Treasurer be instructed to remove the sanitary sewer charge from the above applicant's utility bill of water meter #20091939 retroactive to the date of the new 3/4" building premise water meter #21000352 installation.

ADOPTED.

REPORT

Administration has received a request from Acey Paving Ltd. for an exemption from the sanitary sewer charge on their utility bill. An investigation by the Water Meter and Cross Connection staff has confirmed that the water meter is metering water that is not collected by the sanitary sewage collection system; therefore, the Administration recommends that Acey Paving Ltd. is to receive an exemption for water meter #20091939 from the sanitary sewer charge retroactive to the date of the added water meter #21000352 installed at the new location.

The request for a sewer charge exemption from Acey Paving Ltd. complies with Sewage Works Bylaw 5115, which states:

“Adjustments for Water Not Returned to Sewer

23. Where a substantial portion of the water purchased by a customer is not returned to the sewerage system of the City, the customer may apply to City Council for an appropriate adjustment in the sewer service charge which Council may by resolution vary and reduce accordingly. Council may from time to time review the rate of adjustment, if any, and no adjustment shall be construed as a right to have the sewer service charge reduced.”

OPTIONS

The recommended exemption is consistent with the bylaw.

POLICY IMPLICATIONS

There are no policy implications as this request complies with Sewage Works Bylaw 5115.

FINANCIAL IMPLICATIONS

There will be a minimal impact on Wastewater Revenue; however, the request for exemption complies with Sewage Works Bylaw 5115.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

LEGISLATIVE REPORT NO. 8-2011

Section A – OFFICE OF THE CITY CLERK

**A1) City of Saskatoon Municipal Manual – 2011
(File No. CK. 369-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

I am pleased to present the 2011 City of Saskatoon Municipal Manual for the information of Council.

Copies of the municipal manual are available in the City Clerk's Office for a cost of \$5.25, including G.S.T.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENT

1. 2011 Municipal Manual

Section B – OFFICE OF THE CITY SOLICITOR

**B1) Bylaw No. 8491 - The Campaign Disclosure and Spending Limits Bylaw, 2006
(File No. CK. 255-5-1)**

RECOMMENDATION: that City Council consider Bylaw No. 8952.

ADOPTED.

City Council, at its meeting on May 9, 2011, received a report from the Executive Committee (Clause 4, Report No. 6-2011) recommending several changes to The Campaign Disclosure and Spending Limits Bylaw, 2006. Council adopted the Executive Committee's recommendations and instructed the City Solicitor to prepare the appropriate bylaw amendment.

We are pleased to submit for Council's consideration Bylaw No. 8952, The Campaign Disclosure and Spending Limits Amendment Bylaw, 2011. This Bylaw implements the various changes adopted by Council at its meeting on May 9, 2011.

In summary, the amending bylaw:

- (a) increases the limit of a candidate's election campaign expenses;
- (b) shortens the filing deadline for a candidate's Statement of Election Expenses and Contributions;
- (c) increases the amount a mayoralty candidate is reimbursed for the cost of an audit of the candidate's campaign revenue and expenses;
- (d) specifies the professional qualifications a person must have to perform an audit of a candidate's campaign revenue and expenses; and
- (e) authorizes the public disclosure of a candidate's campaign revenues and expenses on the City's website.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENT

1. Proposed Bylaw No. 8952, The Campaign Disclosure and Spending Limits Amendment Bylaw, 2011.

REPORT NO. 9-2011 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

Councillor P. Lorje, Chair
Councillor C. Clark
Councillor R. Donauer
Councillor B. Dubois
Councillor M. Loewen

- 1. 2010/2011 Snow and Ice Program Update and Communication to Council**
From: Len Boser
Subject: Accessibility on Saskatoon Streets
(Files CK. 6290-1, x CK. 6220-1 and IS. 6290-1)

- RECOMMENDATION:**
- 1) that the report of the General Manager, Infrastructure Services Department dated June 6, 2011, be submitted to the Budget Committee for consideration; and
 - 2) that a copy of this report be submitted to the Accessibility Advisory Committee for its information.

IT WAS RESOLVED: that the matter be considered with the presentation of the speaker. See Page No. 73.

- 2. Communication to Council**
From: Chief Darcy Bear, Whitecap Dakota First Nation
Subject: CN Crossing on Lorne Avenue
(Files CK. 6171-1, x CK. 6050-9)

RECOMMENDATION: that the information be received.

ADOPTED.

Your Committee has considered the attached report of the General Manager, Infrastructure Services Department dated June 6, 2011, responding to a request for consideration of the possibility of constructing an overpass at the CN Crossing on Lorne Avenue.

Your Committee has reviewed the report with the Administration, including preliminary discussions with CN, and the need for further discussion of the matter with CN and other stakeholders, in terms at looking at solutions for this location, including funding issues.

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

MONDAY, JUNE 27, 2011

PAGE 46

Your Committee also received presentations from representatives of Whitecap Dakota First Nation, Lake Diefenbaker Tourism Destination Area Plan, and Waterwolf Advisory Planning Commission, with respect to economic, residential, and tourism initiatives in their areas, which have resulted in increased traffic accessing the city at this location. They provided information about the impact of this crossing in terms of access, reviewed the need for improvements, and indicated their interest in being involved in the further discussions and review with respect to options for this location.

Following consideration of this matter, your Committee is forwarding the report to City Council for information.

**3. Application for Funding under the Heritage Conservation Program
609 King Street
(Files CK. 710-48 and PL. 907)**

- RECOMMENDATION:**
- 1) that the owners of 609 King Street receive a tax abatement through the Heritage Conservation Program to a maximum of \$2,500 commencing in the year following the satisfactory completion of the rehabilitation project, with the source of funding for the abatement being the Heritage Reserve Fund, and with the satisfactory completion determined by the Manager, Planning and Development Branch, Community Services Department; and
 - 2) that the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate seal.

ADOPTED.

Attached is a report of the General Manager, Community Services Department dated May 16, 2011, with respect to the above application for funding.

Your Committee has been advised that the Municipal Heritage Advisory Committee has reviewed this report with the Administration and supports the recommendations put forward by the Administration. Your Committee is also supporting the above recommendations.

4. Mendel Site Safety Audit Report
(Files CK. 4000-14 and PL. 4110-24-12)

RECOMMENDATION: that the information be received.

ADOPTED.

Attached is a report of the General Manager, Community Services Department dated June 1, 2011, forwarding the Mendel Site Safety Audit Report.

Copies of the Mendel Site Safety Audit Report have already been provided for City Council members. A copy is available for viewing in the City Clerk's Office and on the website as part of this report.

5. Sale of Predesignated Land – 125 Willis Crescent
Classic Communities Ltd., Mortgage Flexibilities Support Program,
Innovative Housing Incentives
(Files CK. 750-4, x CK. 4215-1, PL. 951-89 and LA. 4131-17)

- RECOMMENDATION:**
- 1) that the City of Saskatoon enter into a six month Option to Purchase Agreement with Classic Communities Ltd. to sell Parcel A, Plan 102036057 (125 Willis Crescent), for the purpose of constructing 12 affordable housing units and 48 entry-level housing units according to the terms set out in the report of the General Manager, Infrastructure Services Department dated June 1, 2011;
 - 2) that funding of \$177,600 for the construction of 12 affordable housing units by Classic Communities Ltd. be approved under the Innovative Housing Incentives Policy No. C09-002;
 - 3) that these 12 housing units be designated under the City of Saskatoon's Mortgage Flexibilities Support program, as defined in Section 3.8 of the Innovative Housing Incentives Policy No. C09-002, subject to approval by Canada Mortgage and Housing Corporation or Genworth Financial Canada to provide mortgage loan insurance flexibilities; and

- 4) that the City Solicitor be requested to prepare the necessary documents to execute this Option to Purchase Agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

ADOPTED.

Your Committee has considered the attached report of the General Manager, Community Services Department dated June 1, 2011, with respect to the above matter, and is supporting the above recommendations.

6. Immigration Project – Update Report
(Files CK. 100-21, RR. 115-2 and LS. 220-48)

RECOMMENDATION: that the June 6, 2011 report of the General Manager, Community Services Department be received as information and forwarded to the Cultural Diversity and Race Relations Committee as information.

ADOPTED.

Attached is a report of the General Manager, Community Services Department dated June 6, 2011, providing an update on the Immigration Project.

Your Committee has reviewed the report with the Administration and is forwarding the report to City Council as information. A copy of the report will also be forwarded to the Cultural Diversity and Race Relations Committee for information.

7. Cultural Diversity and Race Relations Office, 2010 Annual Report
(Files CK. 430-29, RR. 430-3 and LS. 430-8)

RECOMMENDATION that the June 8, 2011 report of the General Manager, Community Services Department be received as information and forwarded to the Cultural Diversity and Race Relations Committee for information.

ADOPTED.

Attached is a report of the General Manager, Community Services Department dated June 8, 2011, providing the 2010 Annual Report from the Cultural Diversity and Race Relations Office.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 49**

Your Committee has reviewed the report with the Committee and is forwarding the report to City Council for information, as well as to the Cultural Diversity and Race Relations Committee.

**8. Lead Connection Replacement Policies and Funding
(Files CK. 7780-1, x CK. 1702-1 and IS. 7500-1)**

- RECOMMENDATION**
- 1) that funding in the amount of \$432,300 in 2011 Capital Project 1617 – Primary Water Mains be reallocated to Capital Project 1615 – Water Distribution; and
 - 2) that the Administration include funds for lead connection replacements in future Capital Budget submissions, commencing in 2012.

ADOPTED.

Attached is a report of the General Manager, Infrastructure Services Department dated June 6, 2011, with respect to the above matter.

Your Committee has reviewed the report with the Administration and supports the above recommendations.

**9. Surface Infrastructure Funding Allocation
(Files CK. 6315-1, x CK. 1815-1, x CK. 1702-1 and IS. 600-4-2)**

- RECOMMENDATION:**
- 1) that \$200,000 be transferred from Capital Project 959 – Boundary Road Preservation to the Infrastructure Reserve Surface Discretionary Reserve;
 - 2) that \$436,000 be transferred from Capital Project 837 - Lane Rehabilitation and Drainage Improvement to the Infrastructure Reserve Surface Discretionary Reserve;
 - 3) that the \$636,000 that has been transferred to the Infrastructure Reserve Surface Discretionary Reserve be allocated as follows:
 - a) \$130,000 to Capital Project 1890 - Expressway Preservation; and

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 50**

- b) \$506,000 to Capital Project 2249 - Street Reconstruction.

ADOPTED.

Attached is a report of the General Manager, Infrastructure Services Department dated June 6, 2011 with respect to the above matter.

Your Committee has reviewed the report with the Administration and supports the above recommendations.

**10. Proposed 33rd Street Multi-Use Corridor Master Plan
(Files CK. 6000-5, IS. 6150-1 and CK. 5200-1)**

RECOMMENDATION

- 1) that the proposed 33rd Street Multi-Use Corridor Master Plan be approved in principle;
- 2) that the Administration report to the Budget Committee with a detailed cost estimate for future phases of the 33rd Street Multi-Use Corridor Project; and
- 3) that the Administration proceed to Public Notice, for consideration at the July 13, 2011 City Council meeting, for the removal of the eastbound traffic lane on 33rd Street, from Warman Road to 7th Avenue

IT WAS RESOLVED: that the matter be considered with the presentations of the speakers. See Page No. 74.

REPORT NO. 7-2011 OF THE LAND BANK COMMITTEE

Composition of Committee

Councillor M. Heidt, Chair
Councillor D. Hill
Councillor P. Lorje
Councillor G. Penner
Councillor M. Neault

1. Lot Supply – Builder and Developer
(File No. CK. 4110-1)

RECOMMENDATION: that the information be received.

ADOPTED.

Attached is a report of the General Manager, Community Services Department dated May 26, 2011 providing an update on the Builder and Developer Inventory of Lots.

Your Committee has reviewed this report with the Administration, and notes that there has been a 17% increase over last year's construction permits for multiple unit dwellings for the period January 1 to May 31, 2011.

2. Request to Sell City-Owned Property
Lots 23 to 35, Block 960, Plan 101877228
37th Street West, Hampton Village Neighbourhood
(File No. CK. 4214-1)

RECOMMENDATION:

- 1) that the Land Branch Manager be authorized to sell Lots 23 to 35, Block 960, Plan 101877228, split into groups of six lots (Lots 23 to 28) and seven lots (Lots 29 to 35) in the Hampton Village neighbourhood to the highest bidders through an Invitational Tender to all eligible contractors, with reserve bid prices as outlined in the attached report;
- 2) that if either group of lots is not sold through the Invitational Tender process, they be placed for sale in the two lot groupings over-the-counter to eligible contractors on a first-come, first-served basis;
- 3) that His Worship the Mayor and the City Clerk be authorized to execute the necessary documentation to complete the sales; and

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 52**

- 4) that the Land Branch Manager be authorized to administer development controls as a condition of sale in accordance with the criteria outlined in the attached report.

ADOPTED.

Attached is a report of the General Manager, Community Services Department dated May 30, 2011 regarding the sale of residential lots in the Hampton Village Neighbourhood by Invitational Tender to all eligible contractors. These lots are being made available to eligible contractors in good standing rather than individuals, in that the lots have been backfilled, due to excavation that was required for the Circle Drive and 22nd Street West overpass project, and may require piles to stabilize the foundations. The Building Standards Branch will require Building Permit applicants to provide foundation drawings signed and sealed by an Engineer licensed to practice in Saskatchewan before permits are issued.

Your Committee has reviewed this report with the Administration, and supports the sale of these lots, as proposed.

**3. Request to Sell City-Owned Property
Parcel R, Plan 101908964 (126 Shillington Crescent)
Parcel V, Plan 101954077 (118 Shillington Crescent)
Parcel W, Plan 101954077 (110 Shillington Crescent)
Parcel X, Plan 101954077 (102 Shillington Crescent)
Blairmore Suburban Centre
(File No. CK. 4214-1)**

- RECOMMENDATION:**
- 1) that the Land Branch Manager be authorized to sell Parcel R, Plan 101908964 (126 Shillington Crescent; Parcel V, Plan 101954077 (118 Shillington Crescent; Parcel W, Plan 101954077 (110 Shillington Crescent); and Parcel X, Plan 101954077 (102 Shillington Crescent) in the Blairmore Suburban Centre to the highest bidders through a public tender process, with reserve bid prices as outlined in the attached report;
 - 2) that if the parcels are not sold through the tender process, they be placed for sale over-the-counter on a first-come, first-served basis; and
 - 3) that His Worship the Mayor and the City Clerk be authorized to execute the necessary documentation to complete the sales.

ADOPTED.

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 53

Attached is a report of the General Manager, Community Services Department dated May 18, 2011 forwarding information regarding the proposed sale of four parcels of land, zoned M.3, in the Blairmore Suburban Centre. The M.3 zoning accommodates a variety of housing developments, including apartment buildings.

Your Committee has reviewed this report with the Administration, and supports the sale of these parcels of land, as outlined in the report.

4. Request to Sell City-Owned Property
Parcel A, Plan 102038150 (2012 Pohorecky Crescent)
Parcel B, Plan 102038150 (address to be assigned)
Evergreen Neighbourhood
(File No. CK. 4215-1)

- RECOMMENDATION:**
- 1) that the Land Branch Manager be authorized to sell two parcels of land in the Evergreen neighbourhood to the highest bidders through a public tender process, with reserve bid prices as outlined in the attached report;
 - 2) that if the parcels are not sold through the tender process, they be placed for sale over-the-counter on a first-come, first-served basis; and
 - 3) that His Worship the Mayor and the City Clerk be authorized to execute the necessary documentation to complete the sales.

ADOPTED.

Attached is a report of the General Manager, Community Services Department dated May 18, 2011 regarding the sale of two parcels of land zoned RMTN – Townhouse Residential District, in the Evergreen Neighbourhood.

Your Committee has reviewed this proposal with the Administration, and supports the sale of sale of these parcels of land as outlined in the report.

5. Industrial Land Sales Policy
(File No. CK. 4214-1)

- RECOMMENDATION:**
- 1) that the Real Estate Commissions – Sale of City-owned Land Policy (C09-015) be amended to allow real estate commissions to be paid on land sold either through a Public Tender or from current inventory;

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 54**

- 2) that the Industrial Land Incentives Program Policy (C09-009) be amended to require that Lessee's of City-owned land cannot exercise their Option to Purchase until the completion of a building foundation consistent with the nature of the tenants operations;
- 3) that the Real Estate Commissions – Sale of City-owned Land Policy (C09-015) be amended to set the real estate commissions for all industrial lands to five percent for the first \$1 million in a land sale and at three percent for any amounts above \$1 million to a maximum payment of \$150,000; and
- 4) that this change be on a trial basis for the first year, and the Administration report back in one year's time including information on sales statistics during that period of time and the impact the change has had on the bids received during the public tender process.

ADOPTED.

Attached is a report of the General Manager, Community Services Department dated May 31, 2011 forwarding information on issues related to the sale of industrial lots. The Administration has proposed a change to the Sales Policy to allow real estate commissions in order to address the issues.

Your Committee has reviewed this report with the Administration, and supports the proposal, however, the Committee would like to determine if this change is successful, and has added an additional recommendation for Administration to report back in one year's time.

REPORT NO. 3-2011 OF THE NAMING ADVISORY COMMITTEE

Composition of Committee

His Worship Mayor D. Atchison, Chair
Councillor Glen Penner
Councillor Tiffany Paulsen
Ms. Nancy Johnson
Ms. Laura Hartney
Ms. Paula Kotasek

1. Addition of Names to the Names Master List
File No.: PL 4001-5; CK 6310-1

- RECOMMENDATIONS:**
- 1) that the name “Thakur” be added to the Names Master List;
 - 2) that the name “Teal” be added to the Names Master List and that it be applied to three roadways in the Stonebridge neighbourhood, “Teal Crescent”, “Teal Terrace”, and “Teal Lane”; and
 - 3) that the name “Meadows” be added to the Names Master List and that it be applied to a collector roadway in the Rosewood neighbourhood, “Meadows Boulevard”.

ADOPTED.

According to Naming of Civic Property and Development Areas Policy No. C09-008, all requests for adding names to the Names Master List must be screened by the Naming Advisory Committee (Committee) and approved by City Council.

The Committee has reviewed and screened the following names in accordance with City Council’s naming guidelines and recommends to City Council that they be added to the Names Master List:

a) General Naming Request:

- i. “Thakur”** – Dr. Annu Thakur – Dr. Annu Thakur, a native of India, completed an internship and four years of residency training in psychiatry at the University of Saskatchewan, Royal University Hospital in 1975. Dr. Thakur became a clinical professor in the University of Saskatchewan’s Department of Psychiatry in 1994.

Dr. Thakur was on the board and the chair person for Larson House Detox Centre for ten years. Dr. Thakur is working with the Department of

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

MONDAY, JUNE 27, 2011

PAGE 56

Psychiatry, University of Saskatchewan, and the Royal University Hospital Foundation to donate her clinical practice and office, where she has worked for 27 years in order to continue the treatment program on the west side of Saskatoon.

Dr. Thakur served on the Board of the United Way Saskatchewan for six years, then on the Board of Directors of United Way Canada. During this time, she actively participated in establishing an inner-city program for children in Saskatoon. With her husband, Dr. Kripa Thakur, they established the Thakur Educational Trust Fund that supports Balgram SOS and the children's village in Ahmedabad, India. This residential school can accommodate up to 100 children from ages 2 to 18.

Dr. Thakur received the Woman of the Year Award, Business Professional and Labour Category, from the YWCA of Saskatoon in 1984. In 2005, Dr. Thakur received the Saskatchewan Order of Merit for serving disadvantaged people in Saskatchewan.

b) Specific Naming Request:

- i. “Teal Crescent”, “Teal Terrace”, and “Teal Lane”** – Joel Teal – Dundee Developments has requested that the name “Teal” be applied to three roadways in the Stonebridge neighbourhood.

Joel Teal began his career in the housing industry joining Canada Mortgage and Housing Corporation (CMHC) after receiving a Bachelor of Commerce from the University of Saskatchewan in 1969. Mr. Teal left CMHC in 1975 to become the General Manager of Cairns Homes in Saskatoon. During his 13 years with Cairns, the company pioneered condominium living in Saskatoon with such projects as the Wildwood Village, Aspen Chase, and The Terrace on 5th Avenue. Mr. Teal oversaw the development of several major developments, including Wildwood, Lakeview, Lakeridge, Dundonald Green, and Erindale. In Lakeview, Cairns was the first developer in Saskatoon to use a man-made lake in residential neighbourhoods to serve as part of a storm water management system. In 1988, Mr. Teal had a lead role in the boundary alteration to include the lands now known as Stonebridge.

In 1996, Mr. Teal became the President of Dundee Developments and Homes by Dundee. In Saskatoon, Dundee has built hundreds of homes and participated in the delivery of many lottery homes. Dundee has been the lead developer in Arbor Creek, Hampton Village, Stonebridge, and The Willows.

Mr. Teal has served eight years as a Director of CMHC, as well as holding positions on various associations such as the Saskatoon and Region Home

Builders Association, Saskatchewan Chamber of Commerce, and Saskatoon Regional Economic Development Authority. He also was the Vice President for Corporate Sponsorship for the Labatt Brier in 2000.

Mr. Teal has been awarded the Saskatchewan Centennial Medal for Volunteerism and the Canada Medal of Bravery.

Specific naming requests are circulated to a number of civic departments for review and comments. Saskatoon Fire and Protective Services, on behalf of emergency response providers, have expressed concern about the potential for confusion since “Teal” sounds very similar to “Heal”; Heal Avenue is a street in the University Heights Suburban Centre.

The proposed roadway suffixes have been reviewed by the Infrastructure Services Department. Department staff have requested that “Teal Crescent” be named “Teal Bend” because the roadway doesn't meet the definition of a “crescent” (that is, it is not a U shape, or accessible at either end from the same street) in the Street Name Suffix Guidelines (Guidelines).

Dundee Developments has advised that the suggested suffixes are consistent with the practice in Stonebridge to date: U-shaped roadways have been “Coves” and L-shaped roadways have been “Crescents”. They do not wish to change this practice and would like the established use of suffixes in Stonebridge to be continued.

- ii. **“Meadows Boulevard”** – Arbutus Meadows Partnership, one of the developers of the Rosewood neighbourhood, has requested that the name “Meadows” be applied to a street in Rosewood.

The developers have indicated that Rosewood is designed to harmonize nature with the convenience of modern day life. The name “Meadows” is requested as it relates to the natural aspect of the neighbourhood’s marketing strategy. A map of the Rosewood neighbourhood showing the proposed location of “Meadows Boulevard” was provided to the Naming Advisory Committee (NAC).

The proposed roadway suffix has been reviewed by the Infrastructure Services Department. Department staff have noted that other collector roadways in Rosewood have had “Rosewood” in the name and that this roadway had “Rosewood” in its name on the Neighbourhood Concept Plan (Plan) that was approved by City Council. Arbutus Meadows Partnership is proposing a different name in response to a concern raised by the Crime Prevention Through Environmental Design (CPTED) Review Committee that the name “Rosewood” was overused in the neighbourhood and could

create confusion. The approval by City Council of the Plan did not constitute approval of any roadway names shown on the Plan.

The Names Master List is kept in the City of Saskatoon Mayor's Office and contains all screened and approved name suggestions for naming municipally owned or controlled facilities, streets, suburban development areas, neighbourhoods, and parks. There are currently approximately 160 entries on the Names Master List. The Planning and Development Branch will notify the applicants of the outcome of City Council's decision.

REPORT NO. 4-2011 OF THE NAMING ADVISORY COMMITTEE

Composition of Committee

His Worship Mayor D. Atchison, Chair
Councillor Glen Penner
Councillor Tiffany Paulsen
Ms. Nancy Johnson
Ms. Laura Hartney
Ms. Paula Kotasek

1. Addition of Names to the Names Master List
File No.: PL 4001-5; CK 6310-1

- RECOMMENDATIONS:**
- 1) that the name "Tweed" be added to the Names Master List and that it be applied to a roadway in the Rosewood neighbourhood, "Tweed Lane"; and
 - 2) that the name "Pichler" be added to the Names Master List and that it be applied to four roadways in the Rosewood neighbourhood, "Pichler Crescent", "Pichler Lane", "Pichler Way", and "Pichler Cove".

ADOPTED.

According to Naming of Civic Property and Development Areas Policy No. C09-008, all requests for adding names to the Names Master List must be screened by the Naming Advisory Committee (Committee) and approved by City Council.

The Committee has reviewed and screened the following names in accordance with City Council's naming guidelines and recommends to City Council that they be added to the Names Master List:

a) **Specific Naming Request:**

- i. **“Tweed Lane”** – Shannon Tweed – Tourism Saskatoon has requested that the name “Tweed” be applied to a roadway in the Rosewood neighbourhood. Last year there was an episode of “Family Jewels” filmed in Saskatoon, where the City presented Ms. Tweed with an honorary street sign “Tweed Lane”. As a result, Tourism Saskatoon would like to have a street named “Tweed Lane” prior to the airing of the episode, which is July 12, 2011.

Canadian born Shannon Tweed was raised in Newfoundland. Graduated from Mount Royal Collegiate in Saskatoon. Ms. Tweed has had acting roles on CBS’s Falcon Crest, NBC’s Days of Our Lives, HBO’s First and Ten and, more recently, WB’s Tom Arnold Show and My Guide to Becoming a Rock Star with Oliver Hudson. Ms. Tweed has guest starred on a range of shows, including Fantasy Island, Frasier, Married with Children and Wings. She lives with her spousal equivalent of nearly 25 years, Gene Simmons, and their two children – Nick 20 and Sophie 16. Ms. Tweed is currently her local Parent Teacher Association’s executive director. The release of her autobiography, Kiss and Tell debuted August 2006.

Ms. Tweed has been involved in several charities including: Rally for Kids with Cancer; the Pink Lotus Foundation (for breast cancer); Cure in the Canyons (for breast cancer); Run4HerLife (for breast cancer); Wounded Warriors; and the Ludacris Foundation.

The proposed roadway suffix has been reviewed and approved by the Infrastructure Services Department.

- ii. **“Pichler Crescent”, “Pichler Lane”, “Pichler Way”, and “Pichler Cove”** – The Pichler Family – Boychuk Investments Ltd., one of the developers of the Rosewood neighbourhood, has requested that the name “Pichler” be applied to roadways in Rosewood.

Pichler – The Pichler family are long-time residents, farmers and landowners in Saskatoon and the surrounding area. In recent years, they have contributed to the growth of Saskatoon, and Saskatchewan, with many single-family and multi-family housing projects. Currently they are partners in the Rosewood Landowners Group that is developing the Rosewood neighbourhood in Saskatoon’s southeast. The Pichler family is a major landowner within Rosewood.

The proposed roadway suffixes have been reviewed and approved by the Infrastructure Services Department.

The Names Master List is kept in the City of Saskatoon Mayor's Office and contains all screened and approved name suggestions for naming municipally owned or controlled facilities, streets, suburban development areas, neighbourhoods, and parks. There are currently approximately 160 entries on the Names Master List. The Planning and Development Branch will notify the applicants of the outcome of City Council's decision.

REPORT NO. 11-2011 OF THE EXECUTIVE COMMITTEE

Composition of Committee

His Worship Mayor D. Atchison, Chair
Councillor C. Clark
Councillor R. Donauer
Councillor B. Dubois
Councillor M. Heidt
Councillor D. Hill
Councillor M. Loewen
Councillor P. Lorje
Councillor M. Neault
Councillor T. Paulsen
Councillor G. Penner

**1. Circle Drive South Project – Land Acquisition and Long-Term Lease
Portion of 3404 – 11th Street West
(File No. CK. 4020-12)**

- RECOMMENDATION:**
- 1) that the City purchase from Viterra Inc., a 28-meter strip of land across the front of its site situated at 3404 – 11th Street West, encompassing an area of approximately 4,118 square meters, at a purchase price of \$40,700;
 - 2) that the City lease to Viterra Inc. two parcels of land adjacent to 11th Street encompassing an area of 14,104 square meters, for a nominal rent of \$1.00 per year for an initial term of 25 years, and an option to renew, so long as Viterra Inc. continues to operate a grain handling facility at this site, and subject to the other terms set forth in this report;
 - 3) that the cost of acquisition and related expenses be charged to the Property Realized Reserve, as an interim source of financing; and

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 61**

- 4) that the City Solicitor be requested to prepare the necessary agreements for execution by His Worship the Mayor and the City Clerk under the corporate seal.

Your Committee has reviewed and supports the following report of the City Manager dated June 15, 2011:

“BACKGROUND

At its meeting held May 28, 2007, City Council considered Clause 6, Report No. 9-2007 of the Executive Committee and adopted the following recommendation with respect to the Circle Drive South Project:

- ‘3) that the Administration be authorized to negotiate with all land owners identified for the acquisition of the necessary rights-of-way for the construction of this project.’

REPORT

The property at 3404 – 11th Street West is currently owned by Viterra Inc. As part of the Circle Drive South (CDS) Project, the portion of 11th Street that lies west of Dundonald Avenue is to be shifted to the north to run adjacent to Canadian National Railway’s rail line before it is realigned southward again to reconnect with the existing 11th Street roadway, west of Viterra’s east property line (Attachment 1). Accordingly, a portion of Viterra’s site is required to accommodate the new roadway alignment. The 28-meter strip, by 147 meters wide, encompasses an area of 4,118 square meters or 1.02 acres (Attachment 2). Levies on the Viterra site have never been paid; therefore, the site is considered to be unserved.

The reason for the realignment of 11th Street is in consideration of the expected increase in traffic volumes upon completion of the CDS Project and the resulting impact that would have on the Montgomery Neighbourhood.

Also impacted by the increased traffic levels is Viterra’s previous ability to utilize the parking lane along 11th Street and along Fairlight Drive, for temporary parking of trailer units while waiting to access its plant site. For many years, a long queue of trailer units would wind itself around the corner of Fairlight Drive and 11th Street stretching westward as far as Crescent Boulevard. This undesirable practice will no longer be permitted, as the increased traffic levels will present a significant safety concern.

To remedy this situation, your Administration is recommending the City lease to Viterra a 14,104 square meter area of unserved, City-owned, land situated immediately west of Viterra’s property (Attachment 2). This will allow Viterra to construct a long, double-wide, paved roadway that will accommodate all queue lines to be situated onsite. The

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 62**

entrance to Viterra's site will be moved from Fairlight Drive to 11th Street, west of Crescent Boulevard.

A second area of 323 square meters, situated east of its plant site, is being recommended to be leased to Viterra to accommodate an egress for the trailer units onto 11th Street. This egress point would allow both eastward and westward traffic movements (Attachment 2).

Viterra will be constructing the onsite roadway totally at their expense. To help facilitate a remedy to the current undesirable and unsafe parking situation along Fairlight Drive and 11th Street, your Administration is recommending a nominal rent of \$1.00 per year for this land as Viterra Inc. is assuming all the responsibilities associated with the roadway construction and maintenance, and for an initial term of 25 years and further renewal term of 25 years, subject to Viterra Inc. continuing to operate a grain handling facility at this site.

The City's Real Estate Manager has negotiated a Sale Agreement with Viterra, subject to City Council approval, to acquire the lands required to accommodate the roadway realignment.

Significant terms and conditions of the Offer to Purchase agreement are as follows:

1. Purchase Price
\$40,700
2. Conditions Precedent
Approval by Saskatoon City Council by June 29, 2011.
3. Possession Date
Upon approval by Saskatoon City Council.
4. Closing Date
Earliest date acceptable to both parties, subsequent to the subdivision approval and registration of the subject lands.
5. Legal Costs and Disbursements
Each party shall be responsible for its own legal costs.
6. Other Terms
The City shall be responsible for all survey and subdivision costs and Land Registry fees in respect of this land acquisition.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

It is recommended that the cost of acquisition and related expenses be charged to the Property Realized Reserve as an interim source of funding.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

Public Notice, pursuant to Section 3 of the City of Saskatoon Policy C01-021 (Public Notice Policy) is required.

ATTACHMENTS

1. CDS Project – Proposed Realignment of 11th Street West
2. CDS Project – Viterra Inc. Land Area Requirements”

IT WAS RESOLVED: 1) that recommendations of the Executive Committee be adopted; and

2) that the question of sound attenuation be referred to the Administration for consideration.

**2. Circle Drive South Project – Land Acquisition
2900 Block Lorne Avenue
(File No. CK. 4020-12)**

RECOMMENDATION:

- 1) the City purchase from 101109059 Saskatchewan Ltd. a 8,493 square foot strip of land in the northeast corner along the front of their site situated in the 2900 block of Lorne Avenue at a purchase price of \$33,972;
- 2) the cost of acquisition and related expenses be charged to the Property Realized Reserve, as an interim source of financing; and

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 64**

- 3) the City Solicitor be requested to prepare the necessary agreements for execution by His Worship the Mayor and the City Clerk under the corporate seal.

ADOPTED.

Your Committee has considered and supports the following report of the City Manager dated June 15, 2011:

“BACKGROUND

At its meeting held May 28, 2007, City Council considered Clause 6, Report No. 9-2007 of the Executive Committee and adopted the following recommendation with respect to the Circle Drive South Project:

- ‘3) that the Administration be authorized to negotiate with all land owners identified for the acquisition of the necessary rights-of-way for the construction of this project.’

REPORT

The property situated on the southwest corner of Lorne Avenue and the future off ramp from Circle Drive eastbound is owned by 101109059 Saskatchewan Ltd. As part of the Circle Drive South Project, approximately 8,493 square feet (789.059 square meters) is required from the northeast corner of the site to accommodate back-sloping along Lorne Avenue (Attachment 1).

The City’s Real Estate Manager has negotiated a Sale Agreement with the property owner, subject to City Council approval, to acquire the lands required. Significant terms and conditions of the Offer to Purchase agreement are as follows:

1. Conditions Precedent
Approval by Saskatoon City Council by July 15, 2011.
2. Possession Date
Immediately upon approval by Saskatoon City Council.
3. Closing Date
Earliest date acceptable to both parties subsequent to the subdivision approval and registration of the subject lands.
4. Legal Costs and Disbursements
Each party shall be responsible for its own legal costs.

5. Other Terms

The City shall be responsible for all survey and subdivision costs and Land Registry fees in respect of this land exchange.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

It is recommended that the cost of acquisition and related expenses be charged to the Property Realized Reserve as an interim source of funding.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

Public Notice, pursuant to Section 3 of the City of Saskatoon Policy C01-021 (Public Notice Policy) is not required.

ATTACHMENT

1. Portion of Lorne Avenue Required.”

**3. Traffic Bridge Replacement
Heritage and Architectural Elements
(File No. CK. 6050-8)**

RECOMMENDATION: that the prescription of the heritage and architectural elements as outlined in the following report be included in the request for Proposals for inclusion in the design-build documents for the new Traffic Bridge.

ADOPTED.

Your Committee has considered and supports the following report of the General Manager, Infrastructure Services Department dated June 8, 2011:

“BACKGROUND

At its meeting held December 6, 2010, City Council considered a report of the General Manager, Infrastructure Services Department, dated November 17, 2010, regarding the Traffic Bridge Needs Assessment and Functional Planning Study Final Report and resolved, in part:

- “1) that the existing Traffic Bridge be replaced with a modern steel truss bridge as outlined in the report of the General Manager, Infrastructure Services Department dated November 17, 2010;
- 2) that the replacement structure be completed through a design-build process; and
- 3) that as part of the design-build process, efforts will be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge.”

The design-build (DB) process assigns responsibility for both design and construction, based on specified and measurable parameters, to one contractor who assumes all risks and responsibilities for an entire project. This process establishes costs in advance, improves scheduling, promotes innovation, and shortens construction time.

On December 22, 2010, Infrastructure Services issued a request for proposals for an Owner's Engineer to assist the City with developing the framework for the design-build process in order to prepare the Request for Qualifications (RFQ) and Request for Proposals (RFP) for the design-build agreement. Stantec Consulting Ltd. was awarded the contract in February, 2011.

On March 1, 2011, the City of Saskatoon met with Stantec to begin developing the requirements that will help build the framework for the RFP stage of the design-build agreement.

REPORT

Public open houses were held on May 18, and June 9, 2011, where the items discussed in this report were presented and comments were gathered. In addition to the public open houses, an online forum was available on the City's website from May 19 to June 17, 2011, to gather additional comments.

Structural Member Options

Although Council approved the recommendation that the Traffic Bridge be replaced with a modern steel truss bridge, no details regarding the composition of the structural members of the truss sections was provided. Estimates previously developed were based on conventional design elements (Option 1 below) and did not include any effort to reproduce the look of any individual components of the existing trusses.

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 67

The following options are available for the structural members that make up the truss sections:

Option 1 - Replace the existing trusses with modern steel trusses consisting of conventional design steel members, as illustrated in Attachment 1. The trusses would likely be comprised of individual square steel members consisting of a hollow tubular cross section, commonly known as a hollow structural section (HSS). These steel HSS members would be of varying sizes, as determined by the structural design, and could be either bolted or welded at connection points. From a maintenance standpoint, the steel HSS members are preferable, as their shape is not as prone to trapping debris and salt laden water, which could promote corrosion.

Option 2 – Replace the existing trusses with modern steel trusses consisting of select members comprised of structural steel members with cut out sections to look similar to the lattice work on the existing bridge members, as illustrated in Attachment 2. Only the vertical and diagonal elements would be modified, and it is anticipated that the members would be a steel I-beam with cut out sections. The individual members of the truss could either be bolted or welded at the connections. From a maintenance standpoint, the steel I-beam members with cut out sections would not be any more prone to trapping debris and salt laden water than the HSS members, however, the estimated incremental cost of this option is approximately \$200,000 to \$700,000 more than Option 1.

Option 3 – Replace the existing trusses with modern steel trusses consisting of built up structural steel members and plates to recreate the existing lattice work on the bridge members, as illustrated in Attachment 3. Only elements of the trusses above the deck level would be comprised of the built up sections. The individual members of the truss could either be bolted or welded at the connections. From a maintenance standpoint, the built up steel sections are not be preferable as they are prone to trapping debris and salt laden water. The estimated incremental cost of this option is approximately \$1,500,000 to \$3,500,000 more than Option 1.

As of June 8, 2011, a combined total of 102 responses were received from the online and open-house surveys, with 22% choosing Option 1; 31% choosing Option 2, 28% choosing Option 3, and 22% having no preference. (Multiple responses caused the total to be slightly greater than 100%). There is no clear preference for any one option; however, many of the comments gathered did mention cost as an issue and concern. The final breakdown of all responses will be reported at the Committee meeting.

Due to its higher incremental cost, and the importance of building a bridge that is less prone to corrosion, the Administration is recommending that only Options 1 and 2 be included in the Request for Proposals for inclusion in the design-build documents.

Heritage and Architectural Elements

Estimates previously developed for the replacement of the new bridge did not include any efforts to incorporate heritage and architectural elements.

At its meeting held on May 4, 2011, the Municipal Heritage Advisory Committee was presented with a list of proposed items of significant architectural and heritage value, and were asked to rank them in order of importance (very important, important, somewhat important, not important). Based on the results of their ranking, the Administration presented the following six items, as illustrated in Attachment 4, to the public at the open houses and on the online forum and asked that they be ranked in order of importance, using the same ranking categories:

- Retain proportions of the truss height to span length;
- Retain the look of the sidewalk handrail;
- Retain the look of the wooden sidewalk;
- Retain the portal (or entrance truss) lattice;
- The look of the lattice (built up members); and
- Limit the use of welding in visible connections (bolts instead of welds).

As of June 8, 2011, a combined total of 102 responses were received from the online and open-house surveys. Results show that the most emphasis appears to be on retaining the proportion of truss height to span length; followed closely by retaining the look of the sidewalk handrail and the wooden sidewalk. The final breakdown analysis of all responses and rankings will be reported at the Committee meeting.

Summary

The design-build project delivery method works best when subjectivity is removed from the selection process. In order to provide a means of weighing one proposal against another, the Administration will develop an evaluation matrix to rank the proposals which will include the list of features described in this report.

The award of the design build contract could be based on the best value for a fixed price, however, regardless of the award method chosen, the “shopping list” of items in the evaluation matrix would be weighted (i.e. points assigned to them) based on their importance, which will be determined from the comments received at the open houses and the online forums, balanced with functionality, durability and capital/operating costs.

Details regarding the method of award and development of the evaluation matrix/point system will be reported after the Request for Proposal documents are issued.

FINANCIAL IMPACT

Replacement of the Traffic Bridge is anticipated to cost between approximately \$27,000,000 and \$34,000,000. This estimate does not include the provision for elements in the new bridge that are sympathetic to the heritage and architecture of the existing bridge, as outlined in this report.

The City has not finalized a source of funding for this project. The Administration is exploring potential funding sources, including senior levels of government.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Option 1 Illustration;
2. Option 2 Illustration;
3. Option 3 Illustration; and
4. Heritage and Architectural Elements.”

**4. Traffic Bridge Replacement
Span Arrangement (Five-Span Versus Four-Span)
(File No. CK. 6050-8)**

RECOMMENDATION: that the existing Traffic Bridge be repealed with a similar five-span arrangement.

ADOPTED.

Your Committee has considered and supports the following report of the General Manager, Infrastructure Services dated June 8, 2011:

“BACKGROUND

At its meeting held December 6, 2010, City Council considered a report of the General Manager, Infrastructure Services Department, dated November 17, 2010, regarding the Traffic Bridge Needs Assessment and Functional Planning Study Final Report and resolved, in part:

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

MONDAY, JUNE 27, 2011

PAGE 70

- “1) that the existing Traffic Bridge be replaced with a modern steel truss bridge as outlined in the report of the General Manager, Infrastructure Services Department dated November 17, 2010;
- 2) that the replacement structure be completed through a design-build process; and
- 3) that as part of the design-build process, efforts will be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge.”

The design-build (DB) process assigns responsibility for both design and construction, based on specified and measurable parameters, to one contractor who assumes all risks and responsibilities for an entire project. This process establishes costs in advance, improves scheduling, promotes innovation, and shortens construction time.

On December 22, 2010, Infrastructure Services issued a request for proposals for an Owner's Engineer to assist the City with developing the framework for the design-build process in order to prepare the Request for Qualifications (RFQ) and Request for Proposals (RFP) for the design-build agreement. Stantec Consulting Ltd. was awarded the contract in February, 2011.

On March 1, 2011, the City of Saskatoon met with Stantec to begin developing the requirements that will help build the framework for the RFP stage of the design-build agreement.

REPORT

With the replacement of the bridge, the Administration identified the potential opportunity to improve how the new bridge connects to surrounding traffic and pedestrian networks, specifically on the Nutana side of the river, where Saskatchewan Crescent connects to Victoria Avenue. The Administration initially indicated that, if the new bridge was composed of four spans instead of five, there would be substantial savings in capital as well as future operating costs (because the bridge would be shorter); and that the steel trusses of the existing bridge's southernmost span, located completely over land on the Nutana side of the river, would be replaced with a roadway built upon an earthen embankment or an earth filled retaining wall system. In this scenario, Saskatchewan Crescent would be brought up to the same level as Victoria Avenue to create a controlled intersection with either signalized lights or a traffic circle to allow turning movements in all directions and improving the functionality of the roadway connections.

After further examination it has been determined that this proposed intersection will not meet approach visibility standards for traffic, due to the hill on Victoria Avenue. In order to improve the approaches, and meet required standards, the steepness of the hill would need to be reduced and the slope on the bridge itself would need to be increased. This

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 71

would mean that the entire bridge, starting at the downtown side of the river, would have to be raised, resulting in a similar grade as the Broadway and University Bridges.

Not only would this change the appearance of the new bridge dramatically; it would require significant earthen embankments in Rotary Park to build the new roadway which would replace the first span, losing the adjacent tennis courts and a significant amount of park space in the process. The only other choice would be to build an earth filled retaining wall system to support the new roadway which would replace the first span. However, with the elevations involved, these retaining walls would need to be approximately 20 to 30 feet high; or as tall as a two to three storey building.

With the possibility of creating a controlled at-grade intersection on the Nutana side of the new bridge being eliminated, the current roadway connections and alignment will remain the same, with no opportunities to eliminate or reduce the existing limited turning movements between the bridge, Saskatchewan Crescent and Victoria Avenue. Saskatchewan Crescent will either pass under the first span of the new bridge (five-span option) (See Attachment 1) or under a new overpass on Victoria Avenue (four-span option) (See Attachment 2).

In both options, only minor grade line improvements on the new bridge and Victoria Avenue would need to occur to help reduce the slope of the Nutana hill. A comparison of both options is summarized in Attachment 2.

Combined with either of these options would be modifications to pedestrian access points to facilitate interaction with the adjacent pathway systems.

The four-span option is estimated to cost \$1 million to \$2.5 million more than the five-span option, as not only would there be a considerable amount of earthwork required, but an overpass would need to be constructed over Saskatchewan Crescent. While the four-span option would have lower annual operating costs, it would not be as significant as originally anticipated, and it would take more than the lifetime of the new bridge to recover the incremental additional capital costs.

Public Open Houses were held on May 18, and June 9, 2011, where the span arrangement options were presented. An online forum was also available on the City's website from May 19 to June 17, 2011, to gather additional comments.

As of June 8, 2011, a combined total of 102 responses were received from the online and open-house surveys, with 60% of respondents choosing the five-span option; 22% choosing the four-span option, and 18% having no preference. The final breakdown of all responses will be reported at the Committee meeting.

OPTIONS

With construction of the new bridge, the following options are available:

Option 1 – Prescribe a five-span arrangement. The arrangement of the spans would be similar to the existing Traffic Bridge, with only minor grade line improvements with Victoria Avenue.

Option 2 - Prescribe a four-span arrangement. The first span of the existing bridge would be replaced with a roadway supported by an earthen filled retaining wall system. There would be minor grade line improvements and slightly improved alignment with Victoria Avenue.

The Administration is recommending Option 1, for the reasons outlined in this report.

FINANCIAL IMPACT

Replacement of the Traffic Bridge is anticipated to cost between approximately \$27,000,000 and \$34,000,000. This estimate does not include any incremental costs associated with the proposed options.

The City has not finalized a source of funding for this project. The Administration is exploring potential funding sources, including senior levels of government.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. 5 Span Option Illustration;
2. 4 Span Option Illustration; and
3. 5 Span VS. 4 Span Comparisons.”

Moved by Councillor Heidt, Seconded by Councillor Paulsen,

THAT the Committee of the Whole be adopted.

CARRIED.

**REPORT NO. 9-2011 OF THE PLANNING AND OPERATIONS COMMITTEE -
CONTINUED**

- 1. 2010/2011 Snow and Ice Program Update and
Communication to Council
From: Len Boser
Subject: Accessibility on Saskatoon Streets
(Files CK. 6290-1, x CK. 6220-1 and IS. 6290-1)**

- RECOMMENDATION:**
- 1) that the report of the General Manager, Infrastructure Services Department dated June 6, 2011, be submitted to the Budget Committee for consideration; and
 - 2) that a copy of this report be submitted to the Accessibility Advisory Committee for its information.

Attached is a report of the General Manager, Infrastructure Services Department dated June 6, 2011, providing an update on the 2011 Snow and Ice Program and responding to communications from Mr. Boser regarding accessibility on city streets and sidewalks with respect to snow removal.

Your Committee has reviewed the report with the Administration, including recommendations for consideration by the Budget Committee for increased funding for the program to provide for shoveling of snow from curb cuts and around traffic poles in the central business district and to increase the clearing of windrows around schools to allow for sufficient parking for vehicles dropping off children. The Administration provided the attached chart showing the process and timeline for dealing with complaints if property owners do not clear the sidewalks in front of their properties following a snowfall.

Your Committee also received a presentation from Mr. Boser expressing support for the City's efforts to date in improving accessibility on sidewalks and for the recommendation for increased funding to improve accessibility further with respect to snow accumulation on sidewalks and curb cuts.

Following review of this matter, your Committee is recommending that the June 6, 2011 report be forwarded to the Budget Committee for consideration and to the Accessibility Advisory Committee for its information.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 74**

The City Clerk distributed copies of a letter from Len Boser dated June 25, 2011, requesting to speak.

Moved by Councillor Paulsen, Seconded by Councillor Dubois,

THAT Len Boser be heard.

CARRIED.

Mr. Len Boser spoke regarding accessibility on the streets in the city.

Moved by Councillor Lorje, Seconded by Councillor Clark,

THAT the recommendation of the Planning and Operations Committee be adopted.

CARRIED.

**10. Proposed 33rd Street Multi-Use Corridor Master Plan
(Files CK. 6000-5, IS. 6150-1 and CK. 5200-1)**

- RECOMMENDATION**
- 1) that the proposed 33rd Street Multi-Use Corridor Master Plan be approved in principle;
 - 2) that the Administration report to the Budget Committee with a detailed cost estimate for future phases of the 33rd Street Multi-Use Corridor Project; and
 - 3) that the Administration proceed to Public Notice, for consideration at the July 13, 2011 City Council meeting, for the removal of the eastbound traffic lane on 33rd Street, from Warman Road to 7th Avenue

Attached is a report of the General Manager, Infrastructure Services Department dated June 8, 2011, with respect to the above matter.

Copies of the 33rd Street Multi-Use Corridor Master Plan maps have been provided to City Council members. A copy is also available for review in the City Clerk's Office and on the website as an attachment to this report.

The City Clerk distributed copies of the following letters:

- *Sean Shaw, Saskatoon Cycles, dated June 24, 2011, requesting to speak; and*
- *Melissa Gan, We Are Many (WAM), dated June 27, 2011, requesting to speak.*

Moved by Councillor Paulsen, Seconded by Councillor Dubois,

THAT Sean Shaw and Melissa Gan be heard.

CARRIED.

Mr. Sean Shaw, President, Saskatoon Cycles, spoke in favour of the project.

Ms. Melissa Gan, We Are Many (WAM), spoke in favour of the project.

Moved by Councillor Lorje, Seconded by Councillor Paulsen,

THAT the recommendation of the Planning and Operations Committee be adopted.

CARRIED.

COMMUNICATIONS TO COUNCIL

The following communications were submitted and dealt with as stated:

B. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

1) Antonette McPeak, dated May 14

Submitting petition with approximately 23 signatures against proposed expansion of Bethany Manor into Umea Park. (File No. CK. 750-4)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor Heidt, Seconded by Councillor Dubois,

THAT the letter be joined to the file.

CARRIED.

2) Sharla Guinan, PostashCorp, dated June 10

Requesting permission for an extension of the time amplified noise can be heard under the Noise Bylaw on July 8, 2011, at Delta Bessborough Gardens, to 11:00 p.m. (File No. CK. 185-9)

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 76**

RECOMMENDATION: that the request for permission for an extension of the time amplified noise can be heard under the Noise Bylaw on July 8, 2011, at Delta Bessborough Gardens, to 11:00 p.m. be granted.

Moved by Councillor Paulsen, Seconded by Councillor Hill,

THAT the request for permission for an extension of the time amplified noise can be heard under the Noise Bylaw on July 8, 2011, at Delta Bessborough Gardens, to 11:00 p.m. be granted.

CARRIED.

3) Kirby Penner, Crazy Kileys, dated June 13

Requesting permission for an extension of the time amplified noise can be heard under the Noise Bylaw on Sunday, July 24, 2011, at 108 Avenue D South, from 10 a.m. to 6:00 p.m. (File No. CK. 185-9)

RECOMMENDATION: that the request for permission for an extension of the time amplified noise can be heard under the Noise Bylaw on Sunday, July 24, 2011, at 108 Avenue D South, from 10 a.m. to 6:00 p.m. be granted.

Moved by Councillor Paulsen, Seconded by Councillor Hill,

THAT the request for permission for an extension of the time amplified noise can be heard under the Noise Bylaw on Sunday, July 24, 2011, at 108 Avenue D South, from 10 a.m. to 6:00 p.m. be granted.

CARRIED.

4) Nowshad Ali, Project Director, Toon Town Smoke Down – 2011, dated June 14

Requesting permission for an extension of the time amplified noise can be heard under the Noise Bylaw on Saturday, July 9, 2011, to 11:30 p.m. at Market Square (or in the case of inclement weather, Monday, July 11, 2011, to 10:00 p.m.) for various entertainment. (File No. CK. 185-9)

RECOMMENDATION: that the request for permission for an extension of the time amplified noise can be heard under the Noise Bylaw on Saturday, July 9, 2011, to 11:30 p.m. at Market Square (or in the case of inclement weather, Monday, July 11, 2011, to 10:00 p.m.) for various entertainment be granted.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 77**

Moved by Councillor Paulsen, Seconded by Councillor Hill,

THAT the request for permission for an extension of the time amplified noise can be heard under the Noise Bylaw on Saturday, July 9, 2011, to 11:30 p.m. at Market Square (or in the case of inclement weather, Monday, July 11, 2011, to 10:00 p.m.) for various entertainment be granted.

CARRIED.

5) Yvonne Fehr, dated June 14

Commenting on mandatory recycling. (File No. CK. 7830-5)

RECOMMENDATION: that the information be received.

Moved by Councillor Hill, Seconded by Councillor Dubois,

THAT the information be received.

CARRIED.

6) Ruby Lacourse, dated June 14

Commenting on mandatory recycling. (File No. CK. 7830-5)

RECOMMENDATION: that the information be received.

Moved by Councillor Hill, Seconded by Councillor Dubois,

THAT the information be received.

CARRIED.

7) Edward Danneberg, dated June 14

Commenting on mandatory recycling. (File No. CK. 7830-5)

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 78**

RECOMMENDATION: that the information be received.

Moved by Councillor Hill, Seconded by Councillor Dubois,

THAT the information be received.

CARRIED.

8) Iris Spilchuk, dated June 16

Commenting on mandatory recycling. (File No. CK. 7830-5)

RECOMMENDATION: that the information be received.

Moved by Councillor Hill, Seconded by Councillor Dubois,

THAT the information be received.

CARRIED.

9) Grant Williamson, dated June 19

Commenting on mandatory recycling. (File No. CK. 7830-5)

RECOMMENDATION: that the information be received.

Moved by Councillor Hill, Seconded by Councillor Dubois,

THAT the information be received.

CARRIED.

10) Rick Boire, dated June 14

Commenting on the need for road repairs. (File No. CK. 6000-1)

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 79**

RECOMMENDATION: that the information be received.

Moved by Councillor Penner, Seconded by Councillor Donauer,

THAT the information be received.

CARRIED.

11) Emily Boehr, dated June 14

Commenting on residential parking permits in the Kelsey area. (File No. CK. 6120-4)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor Lorje, Seconded by Councillor Penner,

THAT the letter be referred to the Planning and Operations Committee.

CARRIED.

12) Elmer Boehr, dated June 20

Commenting on residential parking permits in the Kelsey area. (File No. CK. 6120-4)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor Lorje, Seconded by Councillor Penner,

THAT the letter be referred to the Planning and Operations Committee.

CARRIED.

13) Victoria Lennox, Startup Canada Campaign, dated June 16

Providing information on Startup Canada Campaign. (File No. CK. 277-1)

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 80**

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor Lorje, Seconded by Councillor Penner,

THAT the letter be referred to the Administration and Finance Committee.

CARRIED.

14) Nick Hartle, Odeon, dated June 16

Requesting a temporary street closure in front of the Odeon, 241 Second Avenue North on July 15, 2011; and an extension of the time amplified noise can be heard under the Noise Bylaw to 1:00 a.m. on Saturday, July 16, 2011, to accommodate an outdoor street dance. (File No. CK. 205-1)

RECOMMENDATION: that the request for the street in front of 241 Second Avenue North on July 15, 2011; and an extension of the time amplified noise can be heard under the Noise Bylaw to 1:00 a.m. on Saturday, July 16, 2011, to accommodate an outdoor street dance be granted, subject to any administrative conditions.

Moved by Councillor Hill, Seconded by Councillor Lorje,

THAT the request for the street in front of 241 Second Avenue North on July 15, 2011; and an extension of the time amplified noise can be heard under the Noise Bylaw to 1:00 a.m. on Saturday, July 16, 2011, to accommodate an outdoor street dance be granted, subject to any administrative conditions.

CARRIED.

15) Ian Shaw, Open Door Society, dated June 13

Requesting the City of Saskatoon provide bus passes for a summer youth program. (File No. CK. 7300-1)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor Paulsen, Seconded by Councillor Heidt,

THAT the information be received.

CARRIED.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 81**

16) Michelle Banman, dated June 19

Commenting on noise from special events held in the downtown. (File No. CK. 205-1)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor Penner, Seconded by Councillor Dubois,

THAT that information be received.

CARRIED.

17) Pamela Hill, dated June 20

Commenting on recent water restrictions. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Heidt, Seconded by Councillor Dubois,

THAT the information be received.

CARRIED.

18) Attah Enefola, dated May 16

Proposing that a federal secretariat be established in Saskatoon. (File No. CK. 277-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Dubois, Seconded by Councillor Donauer,

THAT the information be received.

CARRIED.

19) Joanne Sproule, Deputy City Clerk, dated June 21

Providing Notice of Hearing of the Development Appeals Board with respect to 243 Wheeler Street. (File No. CK. 4352-1)

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 82**

RECOMMENDATION: that the information be received.

Moved by Councillor Dubois, Seconded by Councillor Donauer,

THAT the information be received.

CARRIED.

20) Joanne Sproule, Deputy City Clerk, dated June 21

Providing Notice of Hearing of the Development Appeals Board with respect to 383/385 Costigan Crescent. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Dubois, Seconded by Councillor Donauer,

THAT the information be received.

CARRIED.

C. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

1) Iain and Nolene Rowan, dated June 4

Commenting on the safety of city roadways. (File No. CK. 6000-1) **(Referred to Administration to respond to the writer.)**

2) John Thomson, dated June 7

Commenting on traffic issues. (File No. CK. 6320-1) **(Referred to Administration to respond to the writer.)**

3) Evan Drisner, dated June 8

Commenting on this year's marathon route. (File No. CK. 205-1) **(Referred to Administration to respond to the writer.)**

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 83**

4) Theresa Froese, dated June 13

Commenting on the watering of parks during mandatory water restriction time. (File No. CK. 7900-1) **(Referred to Administration to respond to the writer.)**

5) Barbara Rackel, dated June 15

Commenting on need for sound attenuation wall and on walkway maintenance. (File Nos. CK. 375-2 and 4139-) **(Referred to Administration to respond to the writer.)**

6) Lorrie Ann Vansteelandt, dated June 10

Commenting on the maintenance of neighbouring yards. (File No. CK. 4400-1) **(Referred to Administration to respond to the writer.)**

7) Paul Olson, dated June 10

Putting forth a park or street name of Percy Wright. (File No. CK. 4205-1) **(Referred to Naming Advisory Committee for further handling.)**

8) Kavi Kukha-Bryson, dated June 14

Commenting on the need for programs for teens. (File No. CK. 5500-1) **(Referred to Administration to respond to the writer.)**

9) Chris Fazekas, dated June 14

Commenting on roadway repairs needed on Duchess Street. (File No. CK. 6315-1) **(Referred to Administration to respond to the writer.)**

**10) Kyle Toffan, Director of Grants Administration, Ministry of Municipal Affairs
dated June 15**

Advising of 2011-2012 Grants in Lieu of Taxes totals. (File No. CK. 1860-1) **(Referred to Administration for appropriate action.)**

11) Sheldon Sommerfeldt, dated June 16

Requesting an update on his request for train whistle cessation. (File No. CK. 375-2) **(Referred to Administration to respond to the writer.)**

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 84**

12) Nityananda Knauel, dated June 16

Commenting on post-construction yard issues. (File No. CK. 4110-1) **(Referred to Administration to respond to the writer.)**

13) Curtis Forstey, dated June 17

Commenting on flooding on Dufferin Avenue. (File No. CK. 7820-1) **(Referred to Administration to respond to the writer.)**

14) Pat Tymchatyn, President, Meadowgreen Community Association, dated June 15

Commenting on Operating Grant, Program and Cost Barrier Grant and Rink Grant. (File No. CK. 5500-1) **(Referred to Administration to respond to the writer.)** Also attached is the response from the Administration on the matter.

15) Robin Kimpton, dated June 18

Enquiring about the lights on the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration to respond to the writer.)**

16) Karen Martin, dated June 21

Commenting on flooding. (File No. CK. 7820-2) **(Referred to Administration to respond to the writer.)**

17) Cory Fehr, dated June 20

Commenting on trees in a park causing allergies. (File No. CK. 4139-4) **(Referred to Administration to respond to the writer.)**

18) Carol Smith, dated June 21

Commenting on trees in a park causing allergies. (File No. CK. 4139-4) **(Referred to Administration to respond to the writer.)**

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 85**

19) Carl Siebeneich, dated June 21

Commenting on traffic on Avenue C North. (File No. CK. 6320-1) **(Referred to Administration to respond to the writer.)**

20) Nathan Aelan, dated June 21

Commenting on traffic on Centennial Drive. (File No. CK. 6320-1) **(Referred to Administration to respond to the writer.)**

21) Robert Andrew, dated June 21

Commenting on the intersection of Wanuskewin Road and Highway 11. (File No. CK. 6320-1) **(Referred to Administration to respond to the writer.)**

RECOMMENDATION: that the information be received.

Moved by Councillor Paulsen, Seconded by Councillor Penner,

THAT the information be received.

CARRIED.

D. PROCLAMATIONS

1) Melanie Weiss, Saskatchewan Association of Veterinary Technologists, dated June 8

Requesting City Council proclaim October 9 to 15, 2011 as National Veterinary Technician Week. (File No. CK. 205-5)

2) Simone Kerby, Canadian Association of Family Enterprise, dated June 13

Requesting City Council proclaim October 19, 2011 as Family Business Day. (File No. CK. 205-5)

RECOMMENDATION:

- 1) that City Council approve all proclamations as set out in Section D; and
- 2) that the City Clerk be authorized to sign the proclamations, in the standard form, on behalf of City Council.

Moved by Councillor Dubois, Seconded by Councillor Donauer,

- 1) *that City Council approve all proclamations as set out in Section D; and*
- 2) *that the City Clerk be authorized to sign the proclamations, in the standard form, on behalf of City Council.*

CARRIED.

ENQUIRIES

Councillor R. Donauer
Evacuees – Henk Reys Soccer Centre, Lawson Heights
(File No. CK. 5000-1)

Will the Administration please report on the recent situation with evacuees at the Henk Reys Soccer Centre in Lawson Heights, and what can be done to ensure the variety of negative incidents which occurred do not happen again.

Councillor M. Neault
SPCA Location Sign
(File No. CK. 6280-1)

Could the Administration look at changing the wording on the SPCA location sign to read Animal Shelter instead of what it is, Animal Pound. The SPCA would welcome this change.

Councillor C. Clark
Speed Limit Residential Streets
(File No. CK. 6320-1)

Would the Administration report on the feasibility of reducing the speed limit on some or all local residential streets to 40 km/h. One option to consider would be to do a pilot project similar to what is now underway in Edmonton in certain neighbourhoods, which has resulted in lower speeds and fewer accidents.

INTRODUCTION AND CONSIDERATION OF BYLAWS

Bylaw 8951

Moved by Councillor Heidt, Seconded by Councillor Paulsen,

THAT permission be granted to introduce Bylaw No. 8951, being “A bylaw to amend Bylaw No. 6770, “A bylaw of The City of Saskatoon to deny a permit for the demolition of certain property.”” and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Heidt, Seconded by Councillor Neault,

THAT Bylaw No. 8951 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Heidt, Seconded by Councillor Lorje,

THAT Council go into Committee of the Whole to consider Bylaw No. 8951.

CARRIED.

Council went into Committee of the Whole with Councillor Heidt in the Chair.

Committee arose.

Councillor Heidt, Chair of the Committee of the Whole, made the following report:

That while in Committee of the Whole, Bylaw No. 8951 was considered clause by clause and approved.

Moved by Councillor Heidt, Seconded by Councillor Clark,

THAT the report of the Committee of the Whole be adopted.

CARRIED.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 88**

Moved by Councillor Heidt, Seconded by Councillor Penner,

THAT permission be granted to have Bylaw No. 8951 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Heidt, Seconded by Councillor Dubois,

THAT Bylaw No. 8951 now be read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

Bylaw 8952

Moved by Councillor Heidt, Seconded by Councillor Paulsen,

THAT permission be granted to introduce Bylaw No. 8952, being "The Campaign Disclosure and Spending Limits Amendment Bylaw, 2011" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Heidt, Seconded by Councillor Neault,

THAT Bylaw No. 8952 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Heidt, Seconded by Councillor Lorje,

THAT Council go into Committee of the Whole to consider Bylaw No. 8952.

CARRIED.

Council went into Committee of the Whole with Councillor Heidt in the Chair.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 89**

Committee arose.

Councillor Heidt, Chair of the Committee of the Whole, made the following report:

That while in Committee of the Whole, Bylaw No. 8952 was considered clause by clause and approved.

Moved by Councillor Heidt, Seconded by Councillor Clark,

THAT the report of the Committee of the Whole be adopted.

CARRIED.

Moved by Councillor Heidt, Seconded by Councillor Penner,

THAT permission be granted to have Bylaw No. 8952 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Heidt, Seconded by Councillor Dubois,

THAT Bylaw No. 8952 now be read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

A. REQUESTS TO SPEAK TO COUNCIL

1) Cliff Price, Dover Heights Condominium Association, dated June 15

Requesting permission to address City Council regarding the lack of access to Armistice Way for residents of Dover Heights Condominiums. (File No. CK. 6320-5)

RECOMMENDATION: that Cliff Price be heard.

Moved by Councillor Paulsen, Seconded by Councillor Dubois,

THAT Cliff Price be heard.

CARRIED.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 90**

Mr. Cliff Price, resident of a condominium at Dover Heights, expressed concern with regard to the lack of access to Armistice Way for residents of Dover Heights. He provided Council with a copy of his presentation.

Moved by Councillor Paulsen, Seconded by Councillor Penner,

THAT the matter be referred to the Administration to report to the Planning and Operations Committee, and that the letter also be joined to the enquiry from Councillor Penner regarding population density in the Market Mall area.

CARRIED.

2) Ken Gryschuk, dated June 21

Requesting permission to address City Council with respect to a task force to look into opportunities for adults with special needs in the city. (File No. CK. 100-17)

RECOMMENDATION: that Ken Gryschuk be heard.

Moved by Councillor Paulsen, Seconded by Councillor Dubois,

THAT Ken Gryschuk be heard.

CARRIED.

Mr. Ken Gryschuk spoke regarding the possibility of forming a task force to looking into opportunities for people with special needs.

Moved by Councillor Clark, Seconded by Councillor Heidt,

THAT the information be received.

CARRIED.

The City Clerk distributed copies of the following letter:

3) Alan Hunter, dated June 21, 2011

Requesting to speak to Council regarding recycling in Saskatoon. (File No. CK. 7830-5)

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL
MONDAY, JUNE 27, 2011
PAGE 91**

RECOMMENDATION: that Alan Hunter be heard.

Moved by Councillor Paulsen, Seconded by Councillor Dubois,

THAT Alan Hunter be heard.

CARRIED.

Mr. Alan Hunter spoke regarding Cosmopolitan Industries and recycling. He provided a handout with information regarding tonnage of paper that has been collected under the City program and amounts that Cosmo has paid to the City.

Moved by Councillor Heidt, Seconded by Councillor Penner,

THAT the information be received.

CARRIED.

Moved by Councillor Heidt,

THAT the meeting stand adjourned.

CARRIED.

The meeting adjourned at 9:00 p.m.

Mayor

City Clerk