

Council Chamber
City Hall, Saskatoon, Sask.
Monday, March 17, 1997
at 7:00 p.m.

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

PRESENT: His Worship Mayor Dayday in the Chair;
Councillors Atchison, Birkmaier, Heidt, Langford, Langlois,
McCann, Postlethwaite, Roe, Steernberg and Waygood;
A/City Commissioner Munch;
A/City Solicitor Manning;
City Clerk Mann;
A/City Councillor's Assistant Holmstrom

Moved by Councillor Postlethwaite, Seconded by Councillor Heidt,

THAT the minutes of the regular meeting of City Council held on March 3, 1997, be approved.

CARRIED.

HEARINGS

- 2a) Discretionary Use Application**
Converted Dwelling
S ½ Lot 38 and All of Lot 39, Block 22, Plan CE
336 Avenue G South
Applicant: Peter Dyck
(File No. CK. 4355-1)

City Council, at its meeting held on February 4, 1997 received notice of the above Discretionary Use Application.

The General Manager, Planning and Building Department, has now advised that the necessary on-site notification poster has been placed on the site and letters have been sent to adjacent land owners within 60 metres of the site.

Council, at this meeting, is to consider granting its permission for the proposed use.

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The matter is also being reported on under Clause 1, Report No. 6-1997 of the Municipal Planning Commission.

His Worship Mayor Dayday opened the hearing and ascertained whether there was anyone present in the gallery who wished to address Council with respect to the matter.

Mr. Tom Morgan, Past President, Riversdale Community Association, requested that Council not approve any conversions until all of the appropriate zoning changes have been made.

Mr. Peter Dyck spoke in favour of the application.

Moved by Councillor Langford, Seconded by Councillor Heidt,

THAT the hearing be closed.

CARRIED.

Moved by Councillor Heidt, Seconded by Councillor Atchison,

THAT Clause 1, Report No. 6-1997 of the Municipal Planning Commission be brought forward.

CARRIED.

“REPORT NO. 6-1997 OF THE MUNICIPAL PLANNING COMMISSION”

- 1. Discretionary Use Application**
Converted Dwelling
S¹/₂ Lot 38 and All of Lot 39, Block 22, Plan CE
(336 Avenue G South)
Applicant: Mr. Peter Dyck
336 Avenue G South
(File No. CK. 4355-1)

RECOMMENDATION: that the application by Peter Dyck requesting permission to use the south half of Lot 38 and all of Lot 39, Block 22, Plan CE (336 Avenue G South) for the purpose of a converted dwelling containing two dwelling units be approved.

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A summary page, including a location plan, for the above Discretionary Use Application is attached.

Your Commission has reviewed the Discretionary Use Application with the Administration and has expressed some concern with respect to access to and from the parking spaces off of 19th Street. It is noted that this is an existing condition for the property and that similar situations exist along other streets, such as Taylor Street. It is concluded that since the necessary parking requirements are met with this application, requiring additional parking would not serve any purpose. Your Commission, therefore, concurs with the following report of the Planning and Building Department dated January 28, 1997:

“A. PLANNING & BUILDING DEPARTMENT RECOMMENDATION:

That the application of Peter Dyck requesting permission to use the south half of Lot 38 and all of Lot 39, Block 22, Plan CE (336 Avenue G South) for the purpose of a converted dwelling containing two dwelling units be recommended for approval.

B. PROPOSAL

An application has been submitted by Peter Dyck requesting City Council's approval to use the south half of Lot 38 and all of Lot 39, Block 22, Plan CE (336 Avenue G South) for the purpose of a converted dwelling containing two dwelling units. The property is zoned RM1 district in the Zoning Bylaw, and as a consequence, a converted dwelling may only be permitted by City Council at its discretion.

C. REASON FOR PROPOSAL (BY APPLICANT)

Wish to have two dwelling units in the building. One unit will be occupied by the owner, the other unit will be rented.

D. JUSTIFICATION

1. Comments by Others

Public Works Department

The above application for discretionary use is acceptable.

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Transportation Department - Traffic Planning and Operations Branch

The Traffic Planning and Operations Branch has reviewed the above-noted discretionary use and has no objection to it being granted.

Transportation Department - Transit Services Branch

Saskatoon Transit Services have no comment or easement requirements regarding this proposed discretionary use.

2. Planning and Building Department Comments

- a) The Zoning Bylaw defines a converted dwelling as a dwelling which is more than thirty years old which was originally designed as, or used as, a one or two-unit dwelling and in which additional dwelling units have been created. In this instance the dwelling was constructed in 1948 as a one-unit dwelling.

The proposal is in conformance with applicable provisions of the Zoning bylaw. The Zoning Bylaw requires the provision of at least one off-street parking for each dwelling unit. In this case the applicant must provide at least two off-street parking spaces, both of which will be located in the existing detached garage as illustrated on Attachment No. 1 - Site Plan.

- b) The proposed converted dwelling is consistent with the residential land use designation for this area within the Development Plan. More specifically, the 1978 Core Neighbourhood Study identifies the residential area south of 20th Street Between Avenue C and Avenue J South as Policy District "A" (Low Density" as illustrated on Attachment No. 2 - Riversdale Land Use Concept. This policy district is intended to facilitate small scale housing infill and conversion development. The Planning and Building Department can see no reason why the application should not advance to the public hearing stage.
- c) In consideration of any discretionary use application, it should be noted that *Section 74(2) of The Planning and Development Act* applies, whereas:

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"On receipt of a discretionary use application, the Council may, by resolution or bylaw:

- i) reject the application; or,
- ii) approve the application where the facts presented establish that the proposed use or form of development:
 - 1) will not be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity or injurious to property; improvements or potential developments in the vicinity; and,
 - 2) complies with the applicable provision of the Zoning Bylaw and will not be contrary to the development plan or basic planning statement."

E. COMMUNICATIONS PLAN

The President of the Riversdale Community and School Association has been notified of the application by letter dated November 19, 1996. If this application is recommended for approval by the Municipal Planning Commission, it will be advertised in accordance with City Council's policy and a date for a public hearing will be set. Advertising will consist of sending notices of the public hearing by regular mail to all assessed property owners within 60 metres (200 feet) of the site. A poster board will also be placed on this site.

F. ATTACHMENTS

1. Site Plan
2. Riversdale Land Use Concept
3. Location Facts"

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Moved by Councillor Atchison, Seconded by Councillor McCann,

THAT that the application by Peter Dyck requesting permission to use the south half of Lot 38 and all of Lot 39, Block 22, Plan CE (336 Avenue G South) for the purpose of a converted dwelling containing two dwelling units be approved.

THE MOTION WAS PUT AND LOST.

COMMUNICATIONS TO COUNCIL

The following communications were submitted and dealt with as stated:

A. REQUESTS TO SPEAK TO COUNCIL

**1) Earle Mireau, Senior Tenant Advocate
Equal Justice for All, dated March 7**

Requesting permission to address Council regarding the issuance of orders under the Property Maintenance Occupancy Bylaw No. 7400. (File No. CK. 185-7)

RECOMMENDATION: that Mr. Mireau be heard.

Moved by Councillor Roe, Seconded by Councillor Waygood,

THAT Mr. Mireau be heard.

CARRIED.

Mr. Mireau indicated that Bylaw 7400 is not working as well as it should. He stated that the inspectors have not met with his organization to discuss its concerns. He felt that the City should automatically provide copies of the orders to the Rentalsman so that tenants can have access to them.

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Moved by Councillor Heidt, Seconded by Councillor Langlois,

THAT the information be received and referred to the City Solicitor for a report.

CARRIED.

**2) Alex Hnatiuk
407 Witney Avenue South, dated March 10**

Requesting permission to address Council regarding the proposal to increase green fees at the municipal golf courses. (File No. CK. 4135-1)

RECOMMENDATION: that Clause 6, Report 6-1997 of Planning and Operations be brought forward for consideration and that Mr. Hnatiuk be heard.

Moved by Councillor Roe, Seconded by Councillor Langford,

THAT Clause 6, Report 6-1997 of the Planning and Operations Committee be brought forward for consideration and that Mr. Hnatiuk be heard.

CARRIED.

“REPORT NO. 6-1997 OF THE PLANNING AND OPERATIONS COMMITTEE

**6. Municipal Golf Courses - 1997 Green Fees
(File No. CK. 4135-1)**

RECOMMENDATION: that effective March 31 of each year, the base rate for Adult Green Fees for the Municipal Golf Courses will be as follows:

Adult - 18 Holes	1997	1998	1999
Holiday Park	\$23.00	\$24.00	\$25.00
Silverwood	\$15.00	\$15.50	\$16.00
Wildwood	\$15.00	\$15.50	\$16.00

Your Committee has reviewed and supports the following report of the General Manager, Leisure Services Department dated February 10, 1997:

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“BACKGROUND

Under City of Saskatoon Policy C03-003 (Reserves for Future Expenditures), municipal golf courses are required to operate in a self-financing fashion. The Golf Course Reserve is used to offset operating deficits and to help finance capital improvements to existing golf courses or the construction of new golf courses. The provisions to the Reserve occur as a result of surpluses derived from a year's operations.

The City's golf course green fees are set with consideration being given to the market place and above-mentioned City of Saskatoon Policy C03-003. Consideration is also given to the existing private-sector courses and the ability of these courses to continue to operate profitably and to maintain a good quality of service to the public. If the City's rates are too low, and hence limit the financial viability of operating private golf courses, the residents of Saskatoon and district may not have the range of golfing opportunities which currently exist.

This rate-setting philosophy has been used for many years to establish the City's golf course green fee structure. The adult 18-hole rate is the 'base' rate upon which all other rates are established. Senior Citizen and Junior 18-hole rates are 80 percent and 60 percent, respectively, of the Adult 18-hole rate. This relationship is the generally accepted pricing structure for golf courses in Western Canada.

The Leisure Services Department operates three municipal golf courses, which provides the public with a variety of reasonably priced golf options. Each course offers a unique type of play that is not available elsewhere in Saskatoon.

Holiday Park Golf Course

Holiday Park offers golfers the choice of playing either the Championship 18-hole course or the Executive 9-hole course. The Championship course is a regulation 18-hole golf course designed for an advanced level of play that has more appeal to the serious golfer. The 1996 adult base rate for 18-hole play at Holiday Park was \$21.50, G.S.T. included. Saskatoon's only 9-hole course, the Executive 9, provides an intermediate level of play without having to reserve a starting time. It appeals to almost anyone, including juniors, seniors, and beginners. The 1996 adult rate for 9-hole play on the Executive 9 was \$10.75, G.S.T. included, which is 50 percent of the base rate.

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Wildwood Golf Course

Wildwood Golf Course is a medium length regulation 18-hole course designed for an intermediate level of play, which appeals to golfers of all ages and ability. It is very popular with seniors and juniors who play almost half of all rounds at this course. The 1996 adult base rate for 18-hole play at Wildwood was \$14.75, G.S.T. included.

Silverwood Golf Course

Saskatoon's only Par 3 golf course, Silverwood Golf Course is a short 18-hole course designed with the beginning golfer, and families, in mind. It is popular with women, juniors, and seniors. The 1996 adult base rate for 18-hole play at Silverwood was \$14.75, G.S.T. included.

Municipal golf courses also offer the public a variety of rates which make golf affordable. In addition to reasonable rates, special rates are available for seniors 65 and over (80 percent of the adult rate) and junior golfers 18 years of age and under (60 percent of the adult rate). Golfers may also choose to play nine holes of golf at 60 percent of the 18-hole rate. A special promotional 9-hole weekday rate is also available for juniors 12 years of age and under. This rate is generally 10 to 15 percent of the base rate. In 1996, this rate was \$2.75, G.S.T. included. Season passes are also available as well as the Golfcard multiple game pass which gives eleven rounds of golf for the price of ten.

During the 1996 golfing season, the public played 138,571 rounds of golf at the City's three golf courses. This was 16,429 rounds of golf (10.6 percent) lower than the normal average from previous golfing seasons. Play was lower than the normal average by 7,433 (10.6 percent) rounds at the Holiday Park Golf Course, by 5,980 (15 percent) rounds at Silverwood Golf Course, and by 3,016 (6.7 percent) rounds at the Wildwood Golf Course.

In 1996, the municipal golf course green fee revenues were \$1,422,300 or \$253,200 (15.1 percent) below the budget estimate. Green fee revenues were below budget by \$151,900 (16.0 percent) at Holiday Park Golf Course, by \$56,200 (16.1 percent) at Silverwood Golf Course, and by \$45,100 (11.8 percent) at Wildwood Golf Course.

The reduced attendances, and the shortfall of green fee revenues, were attributable to the unfavourable weather conditions in 1996. (See Attachment A for weather statistics.) The below standard condition of our golf courses, which was also weather-related, contributed to the shortfall of green fee revenues as well.

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In 1996, the municipal golf courses' operating costs were \$1,587,200 or \$110,600 (6.5 percent) below the budget estimate. Operating costs were below budget by \$34,600 (4.1 percent) at Holiday Park Golf Course, by \$44,200 (9.2 percent) at Silverwood Golf Course, and by \$31,800 (8.7 percent) at Wildwood Golf Course. The operating costs were under-budget because some equipment replacement purchases were deferred to the 1997 budget due to the reduced green fee revenues.

With more favourable weather conditions, the Leisure Services Department is confident that the 1997 golfing attendances will return to normal average levels. However, in order to maintain the financial self-sufficiency status of our golf courses, operating budgets are being prepared based upon more pessimistic levels of play and pricing is being adjusted accordingly. For the 1997 golfing season, the operating estimates reflect 155,000 rounds of golf at the City's three courses. Of this total, 70,000 rounds were allocated to the Holiday Park Golf Course, 40,000 to the Silverwood Golf Course, and 45,000 to the Wildwood Golf Course. (See Attachment B for golfing attendances.)

JUSTIFICATION

In order for the municipal golf course to operate in a self-financed fashion, and to maintain quality service to the public, additional green fee revenues are required to offset 1997 operating expenses. (See Attachment C for outline of all 1997 proposed green fee charges.) Such expenses include staff compensation and payroll cost increases in the amount of \$30,500 and an increase of \$10,000 for advertising. Provisions for the replacement of mowing equipment are also included. The pieces of mowing equipment are required so that golf course staff can respond effectively and efficiently to course maintenance needs, and to reduce salary costs in the form of overtime.

The fee schedule developed to achieve the financial objectives for golf courses continues to place municipal green fees within the pricing range of the local market. (See Attachment D for local market green fee comparison.) Consequently, no further adjustments to municipal green fees are warranted.

OPTIONS

There are no options other than to reduce the standard of maintenance, which would have a direct impact.

POLICY IMPLICATIONS

There are no policy implications.

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FINANCIAL IMPACT

Using the projected 1997 golfing attendances and the proposed green fees, it is estimated that the 1997 green fee revenues for the municipal golf courses would be as follows:

Holiday Park Golf Course	-	\$ 950,800
Silverwood Golf Course	-	358,200
Wildwood Golf Course	-	<u>367,100</u>
TOTAL		<u>\$1,676,100</u>

The total estimate for 1997 green fee revenues would be \$600 (.04 percent) more than the 1996 budget estimate, or \$253,800 (17.8 percent) more than the 1996 actual green fee revenues.

1997 Marketing Initiatives

The Leisure Services Department's primary marketing objectives are to increase the public's awareness of golfing opportunities at the City's courses, to increase the level of customer satisfaction, to build repeat usage within the existing base of customers, and to attract new customers to municipal golf courses. In light of 1996 green fee revenue results, the following initiatives are currently under consideration:

- additional funds will be expended on advertising in order to provide better public awareness of our facilities and to more aggressively market the golf courses
- a senior's promotional rate during certain days of the week
- initiating twilight rates for all three golf courses in 1997
- more flexible Season Pass Payment Plan
- an Executive 9 Season Pass at Holiday Park Golf Course
- more flexible starting times for weekend tournament bookings
- facilities for after-golf activities at Silverwood Golf Course (i.e. Gazebo)

Extend Liquor License to Include Entire Holiday Park Golf Course

Customers have requested staff to consider providing mobile refreshment services (both alcoholic and non-alcoholic beverages) at the Holiday Park Golf Course. To assist the Administration in determining the interest for this service, 1996 tournament group applicants were surveyed on this issue. Of the 51 surveys returned, 48 (94 percent) said

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they would request the service for alcoholic beverages and three (6 percent) indicated they would not avail themselves of this service.

In response to customer interest in this service, your Administration will apply for licensing of the total golf course through the Saskatchewan Liquor and Gaming Authority. In addition to increasing lounge revenues, this initiative should also attract additional tournament groups, which in turn, would enhance green fee revenues.

Self-Balancing Reserve

As reported earlier, the golf courses operated at a deficit (after debt payments) in 1996. This deficit was offset in part by depleting the remaining funds in the golf course Self-Balancing Reserve, leaving \$50,500 to be addressed through the mill rate. The goal of the Leisure Services Department is to build up the Self-Balancing Reserve to a level (\$200,000) that will be sufficient to address such operating shortfalls as experienced in 1996. Once this objective has been met, funds can be directed to further reduce long-term debt and undertake golf facility improvements and equipment replacements. Based on current operating costs and projected attendances, this goal could be achieved by the phasing-in of annual rate increases, as outlined below in the Long-Term Green Fee Strategy Table. However, if costs rise substantially more than anticipated, the Administration will re-evaluate and revise the green fee strategy, as required.

Long-Term Green Fee Strategy

BASE RATE ADULT 18 HOLES (G.S.T. INCLUDED) *INCLUDES \$2 COURSE RENOVATION CHARGE	1997 PROPOSED	1998 PROPOSED	1999 PROPOSED
Holiday Park	*\$23.00	*\$24.00	*\$25.00
Silverwood	\$15.00	\$15.50	\$16.00
Wildwood	\$15.00	\$15.50	\$16.00
Payment to Reserve	\$11,500	\$76,300	\$141,900
	Balance	Balance	Balance
	\$11,500	\$87,800	\$229,700

COMMUNICATIONS PLAN

Should the 1997 proposed green fees be approved, the Leisure Services Department would send notification of the rate changes to all of the Courses' season-pass holders, and to members of the men's, women's, and junior golf sections for whom the Department has mailing addresses. The general public would be notified through an advertisement in the Star Phoenix. This notification would allow our customers the opportunity of purchasing their 1997 passes at 1996 rates prior to March 15, 1997. Yearly fee increases would be communicated in a manner similar to the 1997 Communication Plan.

ATTACHMENTS

1. Attachment A - 1996 Weather Statistics
2. Attachment B - Rounds of Golf
3. Attachment C - Chart of 1997 Green Fees for Municipal Golf Courses
4. Attachment D - Green Fee Comparison - Local Market"

Mr. Hnatiuk spoke against the increase in green fees at the municipal golf courses.

Moved by Councillor Langford, Seconded by Councillor Postlethwaite,

THAT effective March 31 of each year, the base rate for Adult Green Fees for the Municipal Golf Courses will be as follows:

<i>Adult - 18 Holes</i>	<i>1997</i>	<i>1998</i>	<i>1999</i>
<i>Holiday Park</i>	<i>\$23.00</i>	<i>\$24.00</i>	<i>\$25.00</i>
<i>Silverwood</i>	<i>\$15.00</i>	<i>\$15.50</i>	<i>\$16.00</i>
<i>Wildwood</i>	<i>\$15.00</i>	<i>\$15.50</i>	<i>\$16.00</i>

IN AMENDMENT

Moved by Councillor Heidt, Seconded by Councillor Birkmaier,

THAT the 1997 rates be approved and that the 1998 and 1999 rates be referred to the Planning and Operations Committee for a report .

***THE AMENDMENT WAS PUT AND CARRIED.
THE MOTION AS AMENDED WAS PUT AND CARRIED.***

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**3) Arlene Seegerts, Healing Lodge Development & Technical Committee Chairperson
Urban First Nations Healing Initiative, dated March 11**

Requesting permission that Elders Walter and Maria Linklater address Council regarding the Urban First Nations Traditional Healing Centre. (File No. CK. 100-10)

RECOMMENDATION: that Elders Walter and Maria Linklater be heard.

Moved by Councillor Roe, Seconded by Councillor Langford,

THAT Elders Walter and Maria Linklater be heard.

CARRIED.

Elder Walter Linklater requested that City Council support a proposal for an Urban First Nations Traditional Healing Centre.

Elder Maria Linklater spoke of the need for an Urban First Nations Traditional Healing Centre.

Mr. Allan Adam, Vice Chief, FSIN, spoke in favour of a Healing Lodge in Saskatoon.

Moved by Councillor Roe, Seconded by Councillor Langford,

THAT the information be received and referred to the Administration for a report.

CARRIED.

**4) Edward M. Wesolowski
11 Brown Crescent, dated March 12**

Requesting permission to address Council regarding the Turf Maintenance Pilot Project. (File No. CK. 4206-1)

RECOMMENDATION: that Clause 3, Report No. 6-1997 of Planning and Operations and Item AA.2 of “Communications” be brought forward for consideration and that Mr. Wesolowski be heard.

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Moved by Councillor McCann, Seconded by Councillor Langlois,

THAT Clause 3, Report No. 6-1997 of the Planning and Operations Committee and Item AA.2 of "Communications" be brought forward for consideration and that Mr. Wesolowski be heard.

CARRIED.

"REPORT 6-1997 OF THE PLANNING AND OPERATIONS COMMITTEE"

**3. Pilot Project: Turf Maintenance Contract Summary Report
(File No. CK. 4200-4)**

RECOMMENDATION: that turf maintenance within the pilot project area be retendered.

Your Committee has considered the following report of the General Manager, Public Works Department dated January 28, 1997:

"BACKGROUND"

City Council, at its meeting held on April 11, 1994, considered a report of the Director of Planning and Development which provided direction, that the Administration report on the following:

'With respect to the on-going monitoring of the Pilot Projects, the City Auditor will provide reports, on at least an annual basis, during the next three years.'

The annual summation reports for each of the three years of the Turf Maintenance Contract have been submitted. The Contract will expire in May of 1997 and; therefore, this report provides direction for continued maintenance in the area of the pilot project.

REPORT

The three year pilot project for turf maintenance has illustrated that the private sector can provide some services comparable to those provided by civic staff. In general, the work carried out by the contractor was satisfactory with the possible exception of concern regarding occupational health and safety. The pilot project has also proven that work done by civic staff can be competitive and may in fact be less costly than the private sector. The

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City's bid for the complete turf contract, adjusted for the GST rebate, was \$234,350. The Contractor's bid for the complete turf contract, adjusted for the GST rebate, was \$225,816. The expected savings were to be \$8,534 over the 37 month contract. The actual savings as projected by the Auditor General's Office was \$3,269. There are two reasons for the discrepancy between expected and actual savings:

1. Turf mowing equipment not used during the term of the contract was not sold because of the uncertainty about the future of this service being provided by civic staff or the private sector.
2. The bid price had projected a 2% annual increase in wages for civic staff over the life of the turf contract. Wages only rose by 1% annually, therefore reducing the amount actually saved by award of the contract.

The Auditor General's Office has also noted concern that bid preparation costs and contract administration costs were not factored into the consideration to contract work to outside sources.

In determining whether or not to continue contracting out the turf maintenance for the area within the Pilot Project (or any area), the following factors should be considered:

- There is uncertainty about distinguishing between avoidable costs and unavoidable costs. The process of out-servicing needs to determine clearly those costs to be considered part of a City bid which can without doubt be saved over the life of the contract, and those costs which are unavoidable.
- The costs associated with staff in the Auditor General's Office and in the Public Works Department involved in submitting a bid and subsequently evaluating this contract have not been acknowledged in any of the calculations for the Pilot Project. This should have been considered an opportunity cost which could have been spent managing the assigned programs.
- The disruption among civic employees concerned about loss of employment as a result of contracting out. The out-servicing of the Turf Maintenance Pilot did cause considerable dissatisfaction among employees in the Parks Branch. In view of the very close City bid and in view of the additional costs mentioned above, which were not considered in the initial analysis, a decision to retender the work would be interpreted as a lack of commitment to civic staff.

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In light of the minimal cost savings to the City from the Pilot Project (which are questionable), the Public Works Department is recommending that the turf maintenance, within the area of the pilot project, be done by Civic staff upon expiration of the existing contract.”

Your Committee has subsequently received the attached letter dated March 4, 1997 from Mr. Steve Wilson, Manager, Custom Lawn Care, with respect to his concerns regarding the matter. In addition, a presentation was made to your Committee on March 11, 1997, by Mr. Wilson. A copy of the presentation is attached, together with copies of communications provided to the Committee from Mr. Wilson from the Saskatoon and District Chamber of Commerce and The Partnership.

Upon reviewing the information provided, your Committee has requested that a recommendation go forward to City Council that the turf maintenance in the pilot project area be retendered.

**AA2) Mr. and Mrs. J. A. Husulak
1237 Crescent Boulevard, dated March 10**

Submitting comments on behalf of several people in the neighbourhood regarding the turf maintenance pilot project. (File No. CK. 4206-1)

RECOMMENDATION: that the information be received and considered with Item A.4 of “Communications”.

Mr. Wesolowski spoke in favour of retendering the project.

Moved by Councillor Birkmaier, Seconded by Councillor Postlethwaite,

THAT the information be received.

CARRIED.

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COMMUNICATIONS - CONTINUED

**5) Steve Wilson, Manager
Custom Lawn Care, dated March 12**

Requesting permission to address Council regarding the Turf Maintenance Pilot Project. (File No. CK. 4206-1)

RECOMMENDATION: that Mr. Wilson be heard.

Moved by Councillor Langlois, Seconded by Councillor McCann,

THAT Mr. Wilson be heard.

CARRIED.

Mr. Wilson, Manager Custom Lawn Care, spoke on the benefits of his firm performing the Turf Maintenance Pilot Project.

Moved by Councillor Birkmaier, Seconded by Councillor Postlethwaite,

THAT the information be received.

CARRIED.

**6) Kenneth K. Ziegler, B.A.L.L.B., President
Saskatoon Chamber of Commerce, dated March 12**

Requesting permission to address Council regarding the Turf Maintenance Pilot Project. (File No. CK. 4206-1)

RECOMMENDATION: that Mr. Ziegler be heard.

Moved by Councillor Roe, Seconded by Councillor Langlois,

THAT Mr. Kent Smith-Windsor be heard.

CARRIED.

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Mr. Smith-Windsor spoke in favour of having the contract retendered.

Moved by Councillor Birkmaier, Seconded by Councillor Postlethwaite,

THAT the information be received.

CARRIED.

Moved by Councillor Langford, Seconded by Councillor McCann,

THAT turf maintenance within the pilot project area be retendered.

IN AMENDMENT

Moved by Councillor Steernberg, Seconded by Councillor Heidt,

THAT the Administration identify an alternate area to place under tender.

THE AMENDMENT WAS PUT AND LOST.

THE MAIN MOTION WAS PUT AND CARRIED.

**7) Dave Scott, Chief of Police
Saskatoon Police Service, dated March 12**

Submitting a report on the proposed False Alarm Fees Bylaw, 1997 and requesting permission to address Council. (File No. CK. 185-1)

RECOMMENDATION: that Item AA.1 of “Communications” be brought forward for consideration and that Police Chief Scott be heard.

Moved by Councillor Atchison, Seconded by Councillor McCann,

THAT Item AA.1 of “Communications” be brought forward for consideration and that Police Chief Scott be heard.

CARRIED.

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**“AA1) Margaret Walker
18 Cassino Place, dated February 14**

Submitting comments regarding the proposed False Alarm Fees Bylaw, 1997. (File No. CK. 185-1)

RECOMMENDATION: that the information be received and considered with Item A.7 of “Communications”.

Police Chief Scott reported on discussions held with alarm monitoring companies.

Moved by Councillor McCann, Seconded by Councillor Roe,

THAT the City Solicitor prepare the appropriate bylaw reflecting the agreement that the Saskatoon Police Service has reached with the alarm monitoring companies.

CARRIED.

COMMUNICATIONS - CONTINUED

**8) K. Rich
314 Avenue E South, undated**

Requesting permission to address Council regarding tenant evictions in the Riversdale area. (File No. CK. 6295-1)

RECOMMENDATION: that Mr. Rich be heard.

Moved by Councillor Postlethwaite, Seconded by Councillor Langford,

THAT Mr. Rich be heard.

CARRIED.

Mr. Rich spoke on behalf of a tenant who was a forced eviction and does not have a place to live.

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Moved by Councillor Roe, Seconded by Councillor Langlois,

THAT the matter be referred to the Administration to take immediate action.

CARRIED.

**9) Ursula Strautman
85 Albany Crescent, dated February 27**

Requesting permission to address Council regarding the closure of Coppermine Crescent at the Churchill Drive entrance. (File No. CK. 6295-1)

RECOMMENDATION: that Clause A5, Report No. 7-1997, of the City Commissioner be brought forward for consideration and that Ms. Strautman be heard.

Moved by Councillor Langlois, Seconded by Councillor Atchison,

THAT Clause A5, Report No. 7-1997, of the City Commissioner be brought forward for consideration and that Ms. Strautman be heard.

CARRIED.

“REPORT NO. 7-1997 OF THE CITY COMMISSIONER

A5) Communications to Council

From: Remi Valois, on behalf of Residents of Coppermine Crescent

Date: October 10, 1995

Subject: Expressing concerns regarding the heavy traffic flow through Coppermine Crescent and submitting a petition signed by approximately 116 residents in support of the closure of Coppermine Crescent at the Churchill Drive entrance.

(File No. 6320-1)

RECOMMENDATION: that City Council consider Bylaw No. 7619.

Report of the City Solicitor, March 5, 1997:

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"Further to the recommendation of City Council at its meeting held on March 3, 1997, we have prepared Bylaw No. 7619 which provides for a permanent traffic diversion barrier to be erected to prohibit through traffic on portions of Coppermine Crescent."

ATTACHMENTS

1. Proposed Bylaw No. 7619 with attached drawings"

Ms. Strautman spoke against the closure of Coppermine Crescent.

Moved by Councillor Atchison, Seconded by Councillor Steernberg,

THAT City Council consider Bylaw No. 7619.

CARRIED.

COMMUNICATIONS - CONTINUED

- 10) **Bill Bender, President**
Saskatoon Council on Aging, dated March 14

Requesting permission to address Council regarding the Low Floor Bus program and purchase.
(File No. CK. 7300-1)

RECOMMENDATION: that Clause 8, Report No. 6-1997 of Planning and Operations be brought forward for consideration and that Mr. Bender be heard.

Moved by Councillor Postlethwaite, Seconded by Councillor Langford,

THAT Clause 8, Report No. 6-1997 of the Planning and Operations Committee be brought forward for consideration and that Mr. Bender be heard.

CARRIED.

“REPORT NO. 6-1997 OF THE PLANNING AND OPERATIONS COMMITTEE

**8. Saskatoon Transit Services
Low Floor Bus Review, and
Capital Project No. 583 - Replace/Refurb Buses
Purchase of Low Floor Buses
(File No. CK. 7300-1)**

- RECOMMENDATION:**
- 1) that the following report regarding the implementation of low floor buses in Saskatoon be received;
 - 2) that the number of buses to be replaced under Capital Project No. 583 be increased from five to seven in 1997 and the level of funding be increased from \$1,700,000 to \$2,380,000 with the source of funding being the Transit Vehicle Replacement Reserve;
 - 3) that the proposal from New Flyer Industries of Winnipeg, Manitoba, for the supply of seven low floor transit buses at a total cost of \$2,381,610, G.S.T. and P.S.T. included be accepted; and
 - 4) that the Mayor and City Clerk be authorized to execute the contract documents, as prepared by the City Solicitor, under the Corporate Seal.

Your Committee has considered and supports the following report of the General Manager, Transportation Department, dated March 4, 1997:

“BACKGROUND

Accessible services within the urban transit environment have been introduced in several North American transit systems since the late 1980's in recognition that access to the community is a necessity for all citizens to assume a full and active role in society, as a means to achieve social integration, and to gain access to community services. Accessible transit service has evolved from the addition of lift-devices on regular high floor transit coaches to the current low floor design. Current low floor buses incorporate a kneeling feature, a retractable ramp for wheelchairs, scooters and walkers, or for persons who have difficulty with steps, and securement for wheelchairs within the vehicle.

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Low floor buses have been in use by Canadian transit systems since the early 1990's with the first demonstration of a low floor bus conducted in St. Albert, Alberta in April, 1992. The demonstration used the first production low floor bus available in the market, built by New Flyer Industries of Winnipeg, Manitoba. Since then, New Flyer Industries has been the primary supplier of low floor buses in North America. One other Canadian manufacturer has just begun to deliver its first low-floor buses to Montreal and Quebec, while the other is still testing its low floor vehicle. At the present time Victoria, Calgary, and Edmonton offer accessible service with the New Flyer low floor bus.

In early 1995, City Council adopted the Administration's recommendation that future bus purchases incorporate features that would make the buses accessible to those with mobility impairments. This was the starting point of introducing low floor bus service to Saskatoon. A consumer committee, representing stakeholders which would benefit from this new accessible service, was established in March, 1995 to assist the Transit Services Branch in developing a service strategy for the implementation of low floor service. The Committee, called the 'Saskatoon Barrier Free Transportation Committee' includes representatives from the Special Needs Service Consumers Advisory Board, Blueline Taxi, Paraplegic Association, C.N.I.B., Voice of the Handicapped, Saskatoon District Health Board, Saskatoon Council on Aging, Saskatoon Home Care, City Council, and the City of Saskatoon Transportation Department (Transit Services, Traffic Planning and Operations), Planning and Building Department, and the Public Works Department.

The terms of reference for this Committee outlined their role as follows:

- review of low floor vehicle specifications
- selection and prioritization of routes to receive low floor service
- development and establishment of operational policies and procedures
- development of an internal/external communications strategy to promote the introduction of low floor transit services
- development of short/medium/long term objectives for the provision of barrier-free pedestrian environments

The Barrier Free Transportation Committee assisted with the features that the new buses would have as well as on which routes the buses should operate.

Saskatoon Transit received delivery of ten low-floor buses in December, 1995. The buses were put into service in February, 1996. In June, 1996 the buses were dedicated to specified routes and schedules within the regular transit network and have been operating on these dedicated routes up to the current time.

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In July, 1996, City Council authorized the Administration to negotiate directly with New Flyer Industries for the purchase of additional low floor buses. The reasoning for dealing directly with a sole supplier was that New Flyer is the only company with a proven product, and that Transit wished to avoid the maintenance, parts and technical support problems of having two types of low floor buses in its fleet at the present time. During its 1997 capital budget debate of funded projects, Council approved Capital Project No. 583 - Transit - Replace/Refurb Buses. This project provides for the replacement of five buses in 1997 (approved), and two buses in 1998 (not approved). During discussions of these items Council requested a status report on the low floor program.

DISCUSSION

The following provides a status report on the low floor program which was introduced in June, 1996. The review includes an overview on the service status itself, with associated input from the Executive of the Amalgamated Transit Union, the Barrier Free Transportation Committee, and the low floor Operator Trainers who were given responsibility for training Operators in the operation and use of the low floor buses.

SERVICE

As discussed earlier, ten low floor buses were placed into regular service in February, 1996 and into dedicated route service in June, 1996. Transit has dedicated eight of the ten vehicles on routes as follows:

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Route	Buses Scheduled	Low Floor Service Frequency
Route 2 Pleasant Hill/Meadowgreen/Confed Park	2 buses	every 60 minutes (every 2nd trip)
Route 5 Mount Royal/8th Street East	1 bus	every 90 minutes (every 3rd trip)
Route 6/6A Taylor St./Eastview	2 buses	every 60 minutes (every 2nd trip)
Route 8 Lawson Heights/College Pk./Wildwood	2 buses	every 60 minutes (every 2nd trip)
Route 12 Fairhaven/Parkridge	1 bus	every 30 minutes (every 2nd trip)

From an operational perspective, there has been some difficulties in guaranteeing all eight buses on the routes and schedules to which they are dedicated. These problems relate to the fact that there are only two buses not dedicated to the service. Normally, a 20 percent spare ratio would be considered an adequate number of spares, however this ratio is more applicable with higher number of buses than it is with a low number. In this case, Transit has only two buses to choose from if one goes down, and those two buses may not always be immediately available as they are used in other areas throughout the day. This problem will lessen as more buses are available for service.

There have also been some issues with respect to the capacity of the buses on some of the routes, particularly in the peak hours. Route 2, for instance is very busy at all times of the day and especially so during peak hours. Because these buses have less seating positions, more people have to stand, and there is some question as to whether the bus can load an equivalent number of people as a high-step bus. The capacity of a low floor bus is 39 seated and 31 standing for a total of 70. In comparison, a conventional bus seats 50 and provides standing room for 25 for a total of 75. There is some question whether passengers are moving right to the back of the low floor bus. Because there are two steps located behind the rear door, passengers may not be utilizing the full standing room capacity of the bus. The capacity problem can be increased if someone with a mobility device boards at peak times. Transit has been proactive in addressing these issues by inserting extra buses at peak times where there is a need.

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CUSTOMERS

The following table summarizes the usage of the low floor services by customers with obvious special needs.

	Wheelchair	 Scooter	 Walker	 Total
July	5	2	1	8
August	16	5	9	30
September	28	9	9	46
October	30	9	3	42
November	11	1	3	15
December	<u>3</u>	<u>0</u>	<u>0</u>	<u>3</u>
TOTAL	93	26	25	144

It is noted that these numbers represent the minimum number of wheelchair/scooter and walker customers as the statistics are collected when the bus Operator calls in the trip to the dispatch office. Therefore, if some trips are not called in, they would not be reflected in the statistics.

In comparing these numbers to other cities, Edmonton averages just over two boardings per bus per month, while Calgary averages about three boardings per bus per month. Saskatoon, at 2.4 boardings per bus per month, is within the averages experienced by other cities at this time.

While these numbers are relevant in terms of the number of people with specified mobility devices taking advantage of the service, they are only a fraction of the overall number of people who may benefit from the accessibility features of the low floor bus. Input from the Barrier Free Transportation Committee points out that there are many people, including those who do not require a mobility device, who gain advantage from the service. The Barrier Free Transportation Committee has concluded that there is great support for the service from all user groups.

In an informal random survey taken by the Council on Aging of over one hundred Seniors at a recent blood donor clinic, the majority of people were very positive about the service, such as:

- ‘Excellent - love the low steps and ride is comfortable. Like the straps that you can hang on to.’
- ‘Love the step, straps are not suitable as they should be stationary. Ride rougher.’

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- 'Excellent for getting on and off.'
- 'Great, why didn't they have them sooner.'
- 'Very good when you have leg surgery.'

The concerns from this group were with regard to the holding straps at the front of the bus being movable, the bumpy ride, and the frosted windows.

The Barrier Free Transportation Committee stakeholder groups identified the following positive features of the low floor service:

- enhanced accessibility for all customers
- access to public transit for those with mobility devices
- good for getting on when carrying packages
- back doors easy to use
- big destination sign at front of bus easy to read

The Committee stakeholder groups identified the following concerns:

- seats narrower than regular buses
- straps at the front of the bus should be stationary
- not enough bars to hold on to when boarding
- windows frost up in cold weather
- rough ride
- seems like wasted space
- no one uses the wheelchair positions
- noisy

In the final analysis, when the Barrier Free Transportation Committee was asked if the current deficiencies (frosted windows, rough ride and noisy, particularly on rough roads) outweighed the benefits of providing accessible services, all members of the Barrier Free Transportation Committee stated they would sooner have the problems associated with low floor service than not having the low floor service at all.

Saskatoon Transit Services displayed the bus during the Prairieland Exhibition in July, 1996. Approximately 80,000 people went through the City of Saskatoon display, with a high proportion of those people taking the opportunity to walk through the bus. Of the thousands of people that went through the bus, all but a handful of people had nothing but praise for the vehicle and the concept of accessibility.

Overall the low floor service has been well received by customers and the public. However

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recent extreme cold weather conditions and associated rough winter road conditions have caused some issues (frosted over windows, rough ride) to rise to the forefront for customers and Transit Operators. Consumer stakeholder representatives state that although some of the concerns are annoyances, the advantage of having accessible services far outweigh the concerns, and point out that the issue is not as much who is using the Transit now that accessibility has been enhanced, but rather who would not be able to use Transit in the absence of accessibility features.

OPERATORS

In discussions with Union Executive and Operator Trainers, a number of positives and concerns were raised with respect to the low floor buses. These are as follows:

Operator Positives:

- like the power the buses have
- like the operation of the transmission retarder
- like driving the bus
- good layout of driver's compartment
- like the big destination signs
- lots of interior and exterior lights
- nice big interior and exterior mirrors
- like the pulsing wipers
- good acceleration
- big back door easy to unload customers
- easy to accommodate strollers
- like the eye to eye contact with customers as they board bus
- like the transmission

Operator Concerns:

- cold Operator's compartment in cold weather
- brakes hard to get used to. They seem to grab or slip
- poor ride, especially on poor streets - causing Operator discomfort
- suspension seems to bottom out
- noisy, especially on rough roads
- does not handle rough roads as well as regular buses
- windows frost up
- steering a problem, especially on rough roads
- low profile tires don't have the 'cushion' of regular tires

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- low floor design attracts dust inside the bus
- reduced seating capacity
- customers have problems with lack of things to hold on to at the front of the bus

The concerns raised above by passengers and Operators have been investigated by Transit staff with the following results:

Suspension

The ride provided by the low floor buses is rougher than conventional buses. The design of all low floor buses requires the entrance step to be as low as possible which results in a reduced axle height and a low profile tire which requires a high inflation pressure. The reduced axle height reduces the amount of suspension travel. The reduced suspension travel, combined with the low profile tire, results in a rougher, stiffer, ride. The ride is noticeably worse on rough roads. There is essentially nothing Transit can do to address the rough ride concern. It should be noted that air ride seats are provided for Operators on all buses. Transit and Public Works staff are addressing the matter of rough winter road conditions.

Brakes

The concern regarding brakes is that they tend to 'grab'. When the low floor buses were delivered, the transmission retarder, which helps slow the bus, was activated by pushing the brake pedal. When an Operator pushed the brake pedal the retarder engaged, and a very short time later the braking system would engage. The brakes are activated electronically, a feature common to all new buses. The electronic braking does not provide the Operator with as much 'feel' for the amount of braking pressure required. The above can result in 'grabbing' or over braking if the Operator is not familiar or accustomed to driving that particular model of bus. It should be noted that differences in braking between different models of buses is common. Since receiving the buses Transit has moved the activation of the transmission retarder from the brake pedal to the accelerator. This has resolved a portion of the problem. The remainder of the problem is considered resolved as Operators are now more familiar with these vehicles.

Steering

As with brakes, each model of bus has different steering characteristics. The low floor bus is no exception. The steering of the low floor bus requires the Operator to be familiar with that particular system. The steering system on the low floor bus will be found on any type of new bus including conventional buses. It should be noted that the stiffer suspension of low floor buses will affect steering under certain road conditions.

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Frosted Windows

On very cold days the windows within the passenger area of the low floor bus frost over making it very difficult for passengers to see out. The windows surrounding the Operator's compartment do not frost over. The frosted windows are a result of the heating system used to heat the passenger area of the bus. A conventional bus utilizes warm wall heating where warm area is circulated through the walls of the bus across the windows. This is not possible in a low floor bus at the present time. The low floor bus utilizes floor heaters which do not provide enough air flow across the windows to keep them clear. The manufacture of the low floor bus has made changes to their design which will improve this situation but not completely resolved it.

Operator's Compartment

The concern regarding inadequate heat in the Operator's compartment has been addressed. Auxiliary heaters are currently being installed in the low floor buses.

Noise

The low floor bus is noisier than a conventional bus. The noise comes from two main sources the engine/transmission and rattles within the bus. The engines within the low floor bus are different than other engines within Transit's fleet. The low floor bus engines utilize the latest technology in diesel engines. These engines, which are also used on new conventional buses, have different 'harmonics' than other engines and simply sound different. The amount of noise generated by rattles is considerably louder in low floor buses under rough road and extreme cold conditions. Transit is currently quantifying the noise problem and will identify and implement remedial measures.

Customer Support Devices

The low floor bus provides straps for passengers to support themselves. The straps can be moved along an overhead bar to a position selected by the passenger. The problem with the straps is that they move when the vehicle is accelerating or braking thereby not providing the 'fixed' support preferred by some customers. Transit is currently modifying the straps such that they lock in place when the bus is accelerating or braking.

Of the above concerns, the matters of rough ride and frosted windows are items which cannot be easily resolved due to the nature of the vehicle itself. Both Calgary and Edmonton are experiencing similar problems, and we are in regular contact with them to try to resolve these issues. New Flyer has indicated that the heating system in future buses has been improved, so the frosting problem should be reduced.

The majority of the operator and customer concerns with these vehicles occurred during the period when the extreme weather conditions were encountered this past winter. The ride

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quality is directly related to the operation of the vehicle and the road conditions. The low floor bus, because of its inherent design, is not as forgiving on poor, icy, and rutted roads as regular buses. This is an issue which must be addressed.

In summarizing the discussions with the Low Floor Operator Trainers, and Service Supervisors, there was feeling that this service was important for the future of Saskatoon Transit Services, and that if the issue of road conditions were could be addressed, then many of the concerns would be resolved. All Low Floor Operator Trainers and Service Supervisors re-affirmed their commitment to the low floor program and showed a desire for the program to succeed.

CONCLUSIONS

Saskatoon Transit Services is at the same stage of development of its low floor program as other cities have been after their first year of operation. Saskatoon Transit Services will require new buses as part of its vehicle replacement program in 1997 and 1998, but will not be purchasing any more replacement buses for about three to five years after this. Other cities, such as Lethbridge, Calgary, Winnipeg, and Regina have just received or are placing new orders of New Flyer low floor vehicles. Brandon, Manitoba is the only prairie city which has ordered a low floor bus built by another manufacturer. With transit systems in Eastern Canada just starting to receive low-floor buses built by other bus manufacturers, the three-to five-year period before Saskatoon will need to re-order buses will give those transit systems and the manufacturers time to prove these vehicles in service.

1997 BUS PURCHASE

Saskatoon Transit Services fleet requirements have been reduced from 132 to 108 over the last number of years. Ten buses were replaced in 1995 (with the low floor buses) with no buses replaced in 1996. The current replacement program requires five buses to be replaced in 1997 and two in 1998.

Transit has been negotiating directly with New Flyer Industries for the 1997 replacement buses. New Flyer has responded with a very competitive price and a delivery date of October, 1997. The price arrived at was determined through a competitive bidding process undertaken by Regina with adjustments made to reflect features required by Saskatoon Transit. Following is a summary of the proposal:

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Base Price (per bus)	\$293,302
G.S.T.	20,531
P.S.T.	<u>26,397</u>
Sub Total	\$340,230
Less G.S.T. Rebate	<u>11,732</u>
Total Cost to City (per bus)	\$328,498

As previously mentioned, Transit intended to purchase five replacement buses in 1997 and two in 1998. The above price and delivery quoted by New Flyer are very competitive. Price increases of 10% to 15% are expected over the next year and delivery in 1998 may not be possible. This has been confirmed by several transit systems. In view of this, Transit proposes that all seven replacement vehicles to be purchased in 1997 and 1998 be purchased in 1997.

Capital Project No. 583 provides funding of \$1,700,000 in 1997 (approved) and \$680,000 in 1998 (not approved). The purchase of seven buses in 1997 requires that the funding for seven buses be combined into 1997. This requires the approval of the proposed 1998 funding now. The total project would then have a 1997 funding level of \$2,380,000. The source of funding for this purchase is the Transit Vehicle Replacement Reserve which currently has \$3,646,000 available for bus replacements.

OPTIONS

Option 1: Do Not Purchase Replacement Buses

This option would necessitate extending the life of existing buses through refurbishment of buses designated for disposal. Unfortunately, the condition of the buses in question is such that they cannot be satisfactorily refurbished, so they will have to be retired. This would reduce the size of the transit fleet such that Transit would not have enough buses to meet peak period demand thereby requiring a reduction in peak period service. This option is not considered acceptable.

Option 2: Purchase Seven New Conventional High Floor Buses

Information gained from bus manufactures show that the lead times for a conventional high floor bus order would be in the order of 100 to 150 weeks (2 to 3 years), with the only manufacturers willing to build a high floor bus being New Flyer Industries, and Ontario Bus Industries (OBI). Nova Bus has discontinued production of the 'Classic' and only offer the 'RTS' bus which would not be suitable for the Canadian transit environment. In addition, the buses from New Flyer and OBI would cost as much, or more, than low floor vehicles

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offered by these companies. This option would also delay the expansion of accessible services within Saskatoon and is not considered acceptable.

Option 3: Purchase Seven New Low Floor Buses

The City of Saskatoon has stated that it supports barrier free transportation services. The Barrier Free Transportation Committee has recommended that the City continue with its commitment.

While there may be some problems with the current New Flyer low floor coach, some of which can be resolved or alleviated, it is still the only proven low floor coach available at this time. It is further noted that this is still a very new design for a transit vehicle, and, with any new design, it will be improved as more and more cities place the vehicle in service.

The proposal by New Flyer is very competitive in terms of cost and delivery and meets the needs of Saskatoon Transit Services. For these reasons, it is recommended that City Council approve the purchase of seven low floor buses from New Flyer Industries.

FINANCIAL IMPACT

The total purchase cost of seven low floor buses as quoted by New Flyer Industries, including P.S.T. and G.S.T., is \$2,381,610. The G.S.T. rebate of \$82,124 results in a net purchase cost to the City of \$2,299,486.

The proposed purchase will result in a major withdrawal from the Transit Vehicle Replacement Reserve. However, the Reserve will enter a period of growth after this purchase because Saskatoon Transit Services will not be purchasing replacement buses for three to five years. The purchase of the seven buses was envisioned in our long-term planning for this Reserve and is consistent with the long-term financial strategy for transit services in Saskatoon.

ENVIRONMENTAL IMPACT

The purchase of these low floor buses may encourage increased usage of transit within the City, which will reduce the number of trips made by private vehicles. This will provide an incremental reduction in vehicle congestion, emissions, and noise.”

Mr. Bender spoke in favour of the low floor buses as they greatly aid the aged and handicapped in improving their lifestyle.

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Moved by Councillor Postlethwaite, Seconded by Councillor Langford,

- 1) *that the report regarding the implementation of low floor buses in Saskatoon be received;*
- 2) *that the number of buses to be replaced under Capital Project No. 583 be increased from five to seven in 1997 and the level of funding be increased from \$1,700,000 to \$2,380,000 with the source of funding being the Transit Vehicle Replacement Reserve;*
- 3) *that the proposal from New Flyer Industries of Winnipeg, Manitoba, for the supply of seven low floor transit buses at a total cost of \$2,381,610, G.S.T. and P.S.T. included be accepted; and*
- 4) *that the Mayor and City Clerk be authorized to execute the contract documents, as prepared by the City Solicitor, under the Corporate Seal.*

CARRIED.

COMMUNICATIONS - CONTINUED

AA. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

- 1) **Margaret Walker**
18 Cassino Place, dated February 14

DEALT WITH EARLIER. SEE PAGE NO. 19.

- 2) **Mr. and Mrs. J. A. Husulak**
1237 Crescent Boulevard, dated March 10

DEALT WITH EARLIER. SEE PAGE NO. 14.

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**3) Terry Fenton, Director
Mendel Art Gallery, dated March 5**

Responding to Mr. Wesolowski's letter (copy attached). (File No. CK.153-1)

RECOMMENDATION: that the information be received and forwarded to Mr. Wesolowski.

Moved by Councillor Langford, Seconded by Councillor Roe,

THAT the information be received and forwarded to Mr. Wesolowski.

CARRIED.

**4) Agnes Wiegers, Recording Secretary
St. Paul's Catholic Women's League, dated March 7**

Expressing appreciation to Council for proclaiming "Respect for Life Week" in Saskatoon. (File No. CK.150-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Langlois, Seconded by Councillor Heidt,

THAT the information be received.

CARRIED.

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**5) Orville Heron,
Yorkton Regional High School, dated March 7**

Requesting Council to sponsor the Yorkton Regional High School Marching 100 during the Tournament of Roses Parade in Pasadena, California on January 1, 1998. (File No. CK. 1870-1)

RECOMMENDATION: that the request be denied.

Moved by Councillor McCann, Seconded by Councillor Heidt,

THAT best wishes of Council be forwarded to the Yorkton Regional High School Marching 100, but that no funding be provided.

CARRIED.

**6) Michael Brockbank
1609 Bradwell Avenue, dated March 7**

Submitting comments regarding the Zoning Bylaw Amendment, Keevil Crescent/Attridge Drive, proposed Bylaws No. 7606 and 7607. (File No. CK. 4350-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Atchison, Seconded by Councillor Postlethwaite

THAT the information be received.

CARRIED.

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7) Councillor Donna Birkmaier, dated March 13

Submitting comments regarding the regular Council meeting scheduled for April 1, 1997. (File No. CK. 225-50)

RECOMMENDATION: that Council cancel its regular meeting scheduled for April 1, 1997 and that a special meeting be called by His Worship the Mayor at any other time, if required.

Moved by Councillor Birkmaier, Seconded by Councillor McCann,

THAT Council cancel its regular meeting scheduled for April 1, 1997 and that a special meeting be called by His Worship the Mayor at any other time, if required.

CARRIED.

**8) Marlene Hall, Secretary
Development Appeals Board, dated March 7**

Submitting Notice of Development Appeals Board Hearing regarding property at Lakewood Suburban Development Area (N1/217-36-4 West of 3rd M). (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Atchison, Seconded by Councillor Roe,

THAT the information be received.

CARRIED.

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**9) Marlene Hall, Secretary
Development Appeals Board, dated March 10**

Submitting Notice of Development Appeals Board Hearing regarding property at 410 Avenue L North. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Atchison, Seconded by Councillor Roe,

THAT the information be received.

CARRIED.

**10) Marlene Hall, Secretary
Development Appeals Board, dated March 10**

Submitting Notice of Development Appeals Board Hearing regarding property at 701 Matheson Drive. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Atchison, Seconded by Councillor Roe,

THAT the information be received.

CARRIED.

B. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

**1) Rita Chaput
3210 Dieppe Street, dated February 25**

Submitting comments regarding the cuts to the Transit service. **Referred to the Administration.**
(File No. CK. 1905-4)

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- 2) **Marvin Swartz**
221 Delayen Place, dated March 11

Submitting comments regarding repair to the catch basin on Delayen Place. **Referred to the Administration for a report.** (File No. CK. 6315-1)

- 3) **Armond Meagher**
414 Coppermine Terrace, dated March 5

Submitting comments regarding the permanent closure of Coppermine Crescent. **Referred to the Administration for a report.** (File No. CK. 6295-1)

- 4) **Cyril Deault, Caretaker**
L'École canadienne-française, dated March 6

Submitting comments regarding dogs running loose in private school yards and Animal Control Officer. **Referred to the Administration.** (File No. CK. 152-1)

- 5) **Nayda Veeman, President**
Friends of the Broadway, Inc., dated March 9

Submitting comments regarding a grant for the renovation of the Broadway Theatre. **Referred to the Budget Committee.** (File No. CK. 1870-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Heidt, Seconded by Councillor Langford,

THAT the information be received.

CARRIED.

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C. PROCLAMATIONS

**1) Shannon Pomeroy, Executive Director
Saskatoon S.P.C.A. Inc., dated February 28**

Requesting Council to proclaim May 4 to 10, 1997 as Be Kind to Animals Week in Saskatoon. (File No. CK. 205-5)

**2) Rhonda Morgan, Founder and Chairman
Missing Children Society of Canada, dated March 3**

Requesting Council to proclaim May 25, 1997 as National Missing Children's Day in Saskatoon. (File No. CK. 205-5)

**3) Don Archibald, Building Inspection Engineer
Saskatchewan Building Officials Association, dated March 6**

Requesting Council to proclaim April 6 - 12, 1997 as Building Safety Week in Saskatoon. (File No. CK. 205-5)

**4) Pat Melnychuk
Volunteer Management Group of Saskatoon, dated March 5**

Requesting Council to proclaim April 13 to 19, 1997 as Volunteer Week in Saskatoon. (File No. CK. 205-5)

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

Moved by Councillor Steernberg, Seconded by Councillor Postlethwaite,

- 1) *that City Council approve all proclamations as set out in Section C; and*

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- 2) *that the City Clerk be authorized to sign the proclamations on behalf of City Council.*

CARRIED.

REPORTS

Mr. G. Grismer, Chair, submitted Report No. 6-1997 of the Municipal Planning Commission;

A/City Commissioner Munch submitted Report No. 7-1997 of the City Commissioner;

Councillor Postlethwaite, Chair, presented Report No. 6-1997 of the Planning and Operations Committee; and

Councillor Langlois, Chair, presented Report No. 5-1997 the Administration and Finance Committee.

Moved by Councillor Langford, Seconded by Councillor Atchison,

THAT Council go into Committee of the Whole to consider the following reports:

- a) Report No. 6-1997 of the Municipal Planning Commission;*
- b) Report No. 7-1997 of the City Commissioner;*
- c) Report No. 6-1997 of the Planning and Operations Committee; and*
- d) Report No. 5-1997 of the Administration and Finance Committee*

CARRIED.

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

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

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Committee arose.

Councillor Waygood, 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. 6-1997 OF THE MUNICIPAL PLANNING COMMISSION”

Composition of Commission

Mr. Glen Grismer, Chair
Ms. Ann March, Vice-Chair
Ms. Anne Campbell
Councillor Jill Postlethwaite
Mr. Ken Rauch
Ms. Leslie Belloc-Pinder
Mr. Gregory Kitz
Ms. Georgia Bell Woodard
Ms. Lina Eidem
Mr. Paul Kawcuniak
Ms. Sheila Denysiuk
Mr. Nelson Wagner
Dr. Brian Noonan

- 1. Discretionary Use Application
Converted Dwelling
S½ Lot 38 and All of Lot 39, Block 22, Plan CE
(336 Avenue G South)
Applicant: Mr. Peter Dyck
336 Avenue G South
(File No. CK. 4355-1)**

DEALT WITH EARLIER. SEE PAGE NO. 1.

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REPORT NO. 7-1997 OF THE CITY COMMISSIONER

Section A - Administration and Finance

A1) Routine Reports Submitted to City Council

RECOMMENDATION: that the following information be received.

ADOPTED.

<u>SUBJECT</u>	<u>FROM</u>	<u>TO</u>
Schedule of Accounts Paid \$1,087,232.52	February 24, 1997	February 27, 1997
Schedule of Accounts Paid \$682,987.40	February 25, 1997	March 3, 1997
Schedule of Accounts Paid \$428,284.35	February 28, 1997	March 5, 1997
Schedule of Accounts Paid \$481,658.80	March 4, 1997	March 10, 1997
Schedule of Accounts Paid \$1,526,654.45 (File No. 1530-2)	March 7, 1997	March 12, 1997

**A2) Investments
(File No. 1790-3)**

RECOMMENDATION: that City Council approve the attached purchases and sales.

ADOPTED.

Report of the General Manager, Finance Department, February 28, 1997:

“With the approval of the Investment Committee, the attached list indicates purchases and sales for the City’s various funds.”

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ATTACHMENTS

1. Schedule of Securities Transactions (February 16-28, 1997)

**A3) Business Incentive Applications
Saskatoon Regional Economic Development Authority
The ABC Manufacturers of Canada Ltd.
(File No. 3500-13)**

RECOMMENDATION: that City Council consider Bylaw No. 7623.

ADOPTED.

Report of the City Solicitor, March 10, 1997:

“City Council, at its meeting on November 4, 1996, instructed this Office to prepare the necessary Bylaw and Agreement to provide a business incentive to The ABC Manufacturers of Canada Ltd. Bylaw No. 7623 and the attached Incentive Agreement provide for a five-year abatement, in part, of property taxes owing with respect to the property located at 1802 Quebec Avenue, Saskatoon, Saskatchewan. In accordance with City Policy No. C09-014 on Business Development Incentives, the Agreement provides that the abatement is subject to the following conditions:

- (a) the Applicant must make a minimum investment of \$250,000.00 in the purchase and establishment of the manufacturing plant;
- (b) the Applicant must create a minimum of five new, long-term skilled or semi-skilled jobs within one year of receiving the City’s approval for the incentive; and
- (c) the Applicant must continue to carry on the business of manufacturing mining ventilation systems in Saskatoon throughout the term of this Agreement.

The proposed Agreement has been reviewed by ABC Manufacturers of Canada Ltd. and is acceptable as drafted.”

ATTACHMENTS

1. Proposed Bylaw No. 7623 with Incentive Agreement attached as Schedule “A”

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**A4) The Temporary Sign Bylaw and the Poster Bylaw
Regulating Election Signs and Posters
(File No. 6280-1)**

- RECOMMENDATION:**
- 1) that City Council consider passage of proposed Bylaw Nos. 7620 and 7621; and,
 - 2) that City Council repeal City Council Policy No. C01-019 entitled "Posting During Elections".

Report of the City Solicitor, March 10, 1997:

"At the time of passing the Temporary Sign Bylaw, this Office undertook to report further on the election sign issue and propose any amendments to the Bylaw which may be necessary in relation to the election sign issue. We are pleased to submit this report and proposed amendments to the Temporary Sign Bylaw and the Poster Bylaw for Council's consideration.

In relation to this issue, we have sought input from various Federal and Provincial political parties and locally elected officials.

The comments received from the interested parties were mostly of a general nature and not surprisingly were that election signs should be regulated as little as possible. Also, the general feeling was that whatever the ultimate regulations were, they should be applied fairly to everyone concerned.

We have also held meetings with members of the Transportation Department and the City Clerk (as Returning Officer) to discuss this issue.

The Administration is proposing that regulation of election signs and posters should be very similar to regulation of other temporary signs and posters in the City of Saskatoon. The current state of the law supports this proposition.

Given all of this, this Office recommends limited changes to the Temporary Sign Bylaw and the Poster Bylaw in order to consistently regulate election signs and posters in the City of Saskatoon.

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The proposed changes to the Temporary Sign Bylaw are as follows:

1. The addition of a definition of 'election sign'.
2. The addition of a section in the Bylaw to specifically deal with election signs similar to the section which deals with garage sale and open house signs. This section would allow election signs to be placed in residential districts and on any street or property set out in Schedule 'B' of the Bylaw. The size restrictions and setback requirements found within the Bylaw would apply to election signs. Also, the duration that the election signs could stay up would be longer than for other temporary signs. They would remain up from the date the election writ or referendum proclamation or plebiscite direction is issued or 30 days before municipal elections until seven days after the election. This corresponds to provincial regulations which address the issue of election signs placed adjacent to provincial highways.

The proposed changes to the Poster Bylaw are as follows:

1. The addition of a definition of 'election poster'.
2. The deletion of the exclusion of election posters from the definition of 'poster'.
3. The addition of a section to the Bylaw to prohibit the placement of all posters on centre medians and traffic islands in order to correspond to the Temporary Sign Bylaw.
4. The addition of a subsection to specifically deal with the duration which election posters may stay up. This new subsection would correspond with the duration provision for election signs in the Temporary Sign Bylaw.

We have not recommended a change to the 'offences' section of either of the Bylaws. It is our recommendation that we enforce the placement of election signs and election posters in the same manner as we enforce the placement of other temporary signs and posters under the Bylaws which is the removal of signs and posters when appropriate and prosecution only in unusual circumstances with repeat offenders, etc.

Finally, there is a City Council Policy which deals with postering during elections (C01-019 'Postering During Elections'). The substance of this Policy will be dealt with in the Poster Bylaw should the changes to the Bylaw be made. Therefore, the Administration is recommending that the Policy be repealed."

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ATTACHMENTS

1. Bylaw No. 7620
2. Bylaw No. 7621

IT WAS RESOLVED: *that the matter be referred to the Administration and Finance Committee.*

A5) Communications to Council

From: **Remi Valois, on behalf of Residents of Coppermine Crescent**

Date: **October 10, 1995**

Subject: **Expressing concerns regarding the heavy traffic flow through Coppermine Crescent and submitting a petition signed by approximately 116 residents in support of the closure of Coppermine Crescent at the Churchill Drive entrance.**

(File No. 6320-1)

DEALT WITH EARLIER. SEE PAGE NO. 21.

Section B - Planning and Operations

B1) Enquiry - Councillor Atchison (February 17, 1997)

Safety Concerns - Robotic Engines

CP Rail Yards

(File No. 6172-2)

RECOMMENDATION: that the following report be received as information.

ADOPTED.

The following enquiry was made by Councillor Atchison at the meeting of City Council held on February 17, 1997:

“Would the City Administration please look into the robotic engines that apparently were put into service today at the CP Rail Yards in Sutherland.

The crossing at Central Avenue is the reason for concern.

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At the same time could you please check with the City of Edmonton as to what precautions and measures that they might be deploying for this type of situation.”

Report of the General Manager, Transportation Department, February 27, 1997:

“The railway industry has been using ‘robotic engines’ for a number of years. In Saskatoon, the CNR has been employing this technology in its yards for a substantial period of time. The Railways refer to this technology as ‘belt pack’ control of their engine units. Simply put, the unit does not have an engineer in the cab but, rather, the unit is fully controlled by a qualified individual either walking beside the unit or riding on the unit. The control of the unit is done remotely through the use of the belt pack control unit. The Railways believe that this technology is actually safer than the past practice of having an employee on the ground transmit instructions by radio to the engineer riding the unit’s cab. The attached article entitled ‘Remote Control: Efficient, safe- and under challenge’, taken from the magazine, Railway Age, provides detail as to the history, use and experience with this technology.

An important point needs to be recognized when considering the use and safety of railway crossing of roads. The City of Saskatoon has no jurisdictional control over any railway crossing in the City. Rail crossings are regulated by Transport Canada under federal legislation. It is not uncommon for the Transportation Department to confer with Transport Canada and the Railways, but final decisions as to what can and cannot occur on rail crossings rest with Transport Canada.

With this in mind, discussions with Transport Canada regarding the use of belt pack technology have yielded the following:

1. Transport Canada has fully approved the use of belt pack technology for rail operations.
2. The same rules and regulations apply when trains are making movements over road crossings regardless of whether an engineer is in control of the unit in the cab or belt pack technology is being utilized.
3. Transport Canada has no concerns with the application of belt pack technology for trains using roadway crossing. It is the opinion of some Transport Canada officials that the belt pack technology is actually safer than the conventional rail crossing activity.
4. When a train must enter a road crossing, or whenever the unit has forward motion, an employee must ‘protect the point’ of the train. That is, either the individual using the belt pack, or someone else, must be in front of the unit to ensure safety.

The Transportation Department also contacted the local supervisor for CP Rail in Saskatoon to discuss the use of the remote control units. The discussions reflected everything that Transport Canada had indicated with two additions. Strobe lights have been mounted on the engine units, and

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when the belt packs are in operation the strobe lights are activated. As a second information item, CP posted a sign at the Central Avenue crossing indicating to motorists that remote control units were being used. This was undertaken on their own initiative, and they were under no requirement to do so.

As per Councillor Atchison's enquiry, staff also contacted City of Edmonton Transportation personnel to discuss the use of belt packs at crossings in their City. Edmonton staff had no knowledge of the use of such technology in the City, nor did they have any concerns if it were being used.

Based on the position of Transport Canada, and the proven track record of this technology, the Transportation Department shares the City of Edmonton's opinion and sees no basis for concern resulting from the use of belt packs at the Central Avenue crossing."

ATTACHMENTS

1. Excerpt from Railway Age (February 1997) entitled "Remote control: Efficient, safe- and under challenge"

**B2) Lakewood Replotting Scheme
Parcel A, 83-S-54524, Parcel AA and MR2, 89-S-08942
Lot 4, Block 404, and Parcel CC, 94-S-40901
Original Road Allowance adjacent to S.E. 1/4 Sec. 24-36-5-3
Parcels E & F, 96-S-13326
(File No. PL 4230-6)**

RECOMMENDATION: that the General Manager, Planning and Building Department, be authorized to serve notice on the registered owners of land within the proposed replotting scheme as shown on the attached Lakewood Replotting Scheme, Plan No. 1, all in accordance with Section 162 of *The Planning and Development Act, 1983*.

ADOPTED.

Report of the General Manager, Planning and Building Department, March 5, 1997:

"It is necessary to assemble and adjust boundaries to land in this area and distribute it proportionately amongst the owners for future subdivision and development. The plan will also provide for a storm pond and Municipal Reserve, required to serve this area. The redistribution will

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be done by means of a replotting scheme as provided for in *The Planning and Development Act*. Enclosed is a copy of the plan (Plan No. 2) showing the proposed subdivision for information only.

Under Section 162 of *The Planning and Development Act, 1983*, it will be necessary for City Council to consider a resolution authorizing the preparation of this replotting scheme. As a consequence, it is necessary to serve notice of Council's intention on the registered owners of land within the limits of the attached Lakewood Replotting Scheme Plan No. 1. The list of registered owners within the replotting scheme is as follows:

1. City of Saskatoon
c/o Land Manager
222 Third Avenue North
Saskatoon, SK. S7K 0J5
2. Her Majesty the Queen
c/o Saskatchewan Highways and Transportation
1855 Victoria Avenue
Regina, SK. 3P4 3V5
3. 584243 Saskatchewan Ltd.
25 Cambridge Crescent
Saskatoon, SK S7H 3P9
and
Preston Developments Inc.
2122 - 8th Street East
Saskatoon, SK. S7H 0V1.”

ATTACHMENTS

1. Plan No.1
2. Plan No.2

**B3) Leisure Services Department
1996 Operating Revenues Year-end Report
(File No. 1705-14)**

RECOMMENDATION: that the information be received.

ADOPTED.

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Report of the General Manager, Leisure Services Department, March 25, 1997:

“The Leisure Services Department's operating revenues reached a new high in 1996, when we realized actual revenues of \$7,579,600. This amount is \$210,100 or 3 percent above comparable 1995 results (\$7,369,500), and \$758,000 or 11 percent above the average for the previous five years.	5-Year Average	1995	1996
A) LANDLORD FUNCTION			
External Rentals	\$1,742,000	\$1,779,700	\$1,877,000
Internal Rentals	1,333,500	1,336,000	1,391,700
Concessions	129,600	129,700	147,300
Other Revenue	114,200	170,800	187,900
Subtotal	\$3,319,300	\$3,416,200	\$3,603,900
B) PROGRAMMING FUNCTION			
Admissions	\$1,102,200	\$1,310,900	\$1,372,800
Registered Programs	646,100	732,900	778,800
Subtotal	\$1,748,300	\$2,043,800	\$2,151,600
C) SELF-FINANCING PROGRAMS			
Golf Courses	\$1,513,700	\$1,641,700	\$1,547,500
Kinsmen Park Rides	90,200	106,100	109,100
Gordon Howe Campground	103,900	119,400	125,200
Concessions	46,200	42,300	42,300
Subtotal	\$1,754,000	\$1,909,500	\$1,824,100
TOTAL REVENUES	\$6,821,600	\$7,369,500	\$7,579,600

In addition to having our total revenue surpass 7.5 million dollars for the first time, several other milestones were reached in 1996:

- The Harry Bailey Aquatic Centre became the first leisure centre to generate over \$1,000,000, when it recorded total revenue of \$1,014,100 from all sources.

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- The Saskatoon Field House, Harry Bailey Aquatic Centre, Lakewood and Lawson Civic Centres, and the four outdoor pools (combined) all exceeded the 100,000 mark in paid attendance. This is the first time that the Field House has reached this plateau. It is also the first time in five years (since 1991) that the outdoor pools have recorded this level of use.
- 1996 also marks the first time that the Kinsmen Park Rides have surpassed the quarter-million mark, recording 252,000 rides.

The Department's landlord (rental) function recorded revenues of \$3,603,900, an increase of \$187,700 or 5 percent over previous year actual results, while the programming function (lessons and admissions) realized \$2,151,600, which is \$107,800 or 5 percent above 1995. As a result, we exceeded our revenue objectives for the subsidized programs by \$125,300 or by 2 percent. We attribute these results to a combination of factors, including your staff's continued efforts to identify and respond to customer needs, to provide user-friendly customer service, and to aggressively market our programs and services.

The self-financing programs (the City's three golf courses, Kinsmen Park Rides, and Gordon Howe Campground) realized revenues of \$1,824,100. This is a drop of \$85,400 from last year's actual results and \$245,900 below our budget projections. The shortfall is the result of reduced play at the golf courses, which was caused by the unusually cool and wet weather conditions that persisted for much of the golf season.

Further details with respect to each of the Department's sources of revenue and for each programming site are provided in Appendix A. The following are the highlights of our 1996 revenue results for each of the above functions.

Revenues For The Landlord Function

The Leisure Services Department derives revenue from the rental of activity space to the programming function within the Department (internal rentals); from the rental/lease of activity space to outside user groups (external rentals); from concession contracts; and, from various 'other' revenue sources.

Revenue from external rentals (i.e. the rental of activity spaces to outside users) was \$1,877,000, an increase of \$97,300 or 5 percent over the 1995 actual results. This increase is largely due to two factors:

1. The price of renting ice-time at our indoor rinks is adjusted annually as part of our strategy to move to full cost-recovery for this program. The 1996 price adjustment, and the

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continued demand for prime-time ice, has resulted in a \$27,000 or 2 percent improvement over previous year actual results.

2. In 1995, City Council approved a strategy to realize full cost-recovery for sportsfields over a five year period beginning in 1996. As a result, this program realized new revenue amounting to \$58,900.

Revenues from internal rentals, which increased by \$55,700 in 1996, are offset by corresponding program expenditures. The increase in revenue is attributed, in part, to moving certain rental rates upwards to be commensurate with market lease-rates paid by private-sector operators and, thus, establish a level playing field.

Concession revenues are obtained as a result of individual contracts with concessionaires who submitted the highest bid to provide this service. Because concession sales have been sluggish, the value of these contracts remained low for several years. With growth in participation, however, contracts are now worth more and thus, revenues increased by \$17,600 or by 14 percent in 1996.

Other rental revenue is made up primarily of coin-operated locker revenue at Harry Bailey Aquatic Centre, Cosmo Civic Centre, Lakewood Civic Centre, Lawson Civic Centre, and Saskatoon Field House; other miscellaneous sources of revenue at Saskatoon Field House; cost recovery of Harry Bailey Aquatic Centre costs; group bookings at the outdoor pools; various other sources of revenue for the Forestry Farm Park and Zoo such as fishing pond and front gate receipts; and, miscellaneous incidental revenues. This revenue increased over 1995 actual results by \$17,100.

Revenues For The Programming Function

The Department also derives revenue from the delivery of programming direct to the public. General admissions provide the public with access to the City's recreation facilities and to certain instructor-led classes (i.e. aerobics and aquafit) on a 'drop-in' basis, for which pre-registration is not required.

Despite enduring one of the coolest, wettest, and gloomiest outdoor seasons in recent years, admission revenues grew by \$61,900, or by 5 percent, to \$1,372,800 in 1996. To a large extent, this increase is attributed to higher rates. Participation increased by 27,100 or by 4 percent over previous year actual results, but much of this growth occurred at the outdoor pools. The fact that 1996 outdoor pool attendance was 38 percent above 1995, and 13 percent above the previous five year average, is attributed to the short season for swimming and the warm weather that occurred during that period. For the most part, the really bad weather was experienced during April, May, and June and again in September (while there was more rain than normal in July, it was largely

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concentrated over three days). These poor early-season conditions contributed to a 4 percent decline in attendance at the Forestry Farm Park and Zoo and reduced play at the golf courses.

Registered programs (i.e. lessons) take the form of a scheduled class that includes an instructor who leads the participants through a pre-defined set of activities for which pre-registration is a requirement. Revenues for the Department's registered programs (i.e. lessons) increased by \$45,900 or by 6 percent, largely as a result of pricing adjustments implemented as part of our strategy to recover 100 percent of the cost to provide this service.

Revenues For The Self-Financed Programs

The City's three golf courses (Holiday Park, Silverwood, and Wildwood Golf Course) realized 1996 revenues of \$1,547,500, a drop of \$94,200 or 6 percent below previous year actual results. This decline is largely the result of reduced play due to unfavourable weather conditions, as previously mentioned.

Kinsmen Park Rides recorded 1996 revenues of \$109,100. This is \$3,000 or 3 percent above 1995 actual results. Despite unfavourable weather conditions, attendance at the Kinsmen Park Rides continues to grow, surpassing 250,000 for the first time. This occurred largely because of its appeal to families with small children and to the recent ride improvements financed by the Saskatoon Kinsmen Club.

In 1996, the Gordon Howe Campground's revenues increased by \$5,800 over the previous year's actual results and by \$21,300 over the previous five year average. With an aging population that has considerable disposable income, and a growing interest in RV travel, the longer-term outlook for the Campground remains very positive.

The Market Outlook

In 1996, the public made 1,068,900 paid visits to the City's recreation facilities, golf courses, and campground. This is 24,500 or 2 percent over the number recorded in 1995, and 54,300 or 5 percent over the previous five-year average. They also attended 186,300 swimming lessons, mostly for children. Clearly, the pricing adjustments that have been implemented over the past few years have not had a significant adverse effect on our attendance and revenues. The concern for your staff, however, is that we must continue to raise rates in order to achieve our cost-recovery objectives and don't know at what point price may cause participation to start to decline.

We do know, however, that families have less money to spend. According to Statistics Canada information, Real Personal Disposable Income has remained steady since 1991 while the Consumer Price Index has continued to rise. This may be causing them to reduce their participation in certain

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activities. For example, they may enrol their children in lessons, rather than take them swimming; or, they may only enrol them in swim lessons for one season, rather than two or three.

The immediate outlook for the Department's revenues still remains very positive, however. Our needs assessment and market studies indicate a growing interest in health and wellness. This means that fitness programming for adults will continue to be a growth area for our indoor facilities. The one concern of your staff is that most of our facilities have limited equipment and/or capacity to offer the services that are currently in demand, and thus, many programs are already running at capacity during peak times.

Children's and family programming also continues to be a significant growth area for our recreation facilities, largely due to the baby-boom echo (i.e. the children of those who were born during the peak of the baby boom). This is evidenced by the strong demand for swimming lessons, increased family attendance at the outdoor swimming pools, increased use of the Kinsmen Park Rides, and by the fact that over 28,000 preschool children were admitted free of charge (there is no admission rate for this group) to our indoor and outdoor swimming pools.

Over the longer-term, the situation is not as clear. Your staff have observed that three segments of the city's population are inactive; namely youth, seniors, and Aboriginal people. With the City's demographic make-up shifting to an older population and a larger Aboriginal component, we will be challenged to seek new and innovative ways to achieve continued growth in our attendance and revenues. One way is to respond to the emerging market for programming that puts a greater emphasis on exercise and healthy lifestyles. As people grow older, they begin to face their mortality and want to take better care of themselves. They want to reduce the risk of serious illness, stay mobile, and maintain their quality of life. The First Step Education and Exercise Program offered at the Saskatoon Field House, in partnership with the Saskatoon Health District, is a good example of how your staff are responding to the new realities of the marketplace.

CONCLUSION

The fact that our attendance and revenues continue to grow, while the money available for discretionary spending is shrinking for many families, speaks well for the value of our services. With a growing interest in health and fitness activities and with evidence of continued demand for family-related programming, your staff are confident that by continuing to aggressively market its programs and services, the Department's revenue goals for 1997 are realistic and achievable."

ATTACHMENTS

1. Appendix A

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**B4) Proposed Disabled Person's Loading Zone
216 - 3240 - 33rd Street West
(File No. 6120-4)**

RECOMMENDATION: that a "Disabled Person's Loading Zone" be installed in front of 216 - 3240 - 33rd Street West.

ADOPTED.

Report of the General Manager, Transportation Department, February 20, 1997:

"The Transportation Department has received a request from the residents of 216-3240 - 33rd Street West for a Disabled Loading Zone to be installed in front their townhouse. Both residents are mobility restricted and require the use of the Saskatchewan Abilities Council bus for their transportation needs.

3240 - 33rd Street West is a low-income, multi-unit townhouse complex located in the Dundonald residential neighbourhood. There is long-term parking demand on the front street generated by the townhouses of 3240 - 33rd Street and, as well, by the apartment buildings across the street from the townhouses.

The residents do not own their own vehicle and, therefore, depend upon other means for their transportation.

This loading zone conforms to City guidelines with respect to 'Disabled Person's Loading Zones', and no fee is assessed for its installation."

**B5) Land-Use Applications Received by the Planning and Building Department
For the Period Between February 24, 1997 - March 7, 1997
(For Information Only)
(File No. PL 4300, 4350, and 4355)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

Report of the General Manager, Planning and Building Department, March 7, 1997:

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"The following applications have been received, are being processed, and will be submitted to City Council for its consideration:

Subdivision

Application #9/97: Laycoe Crescent (no civic address assigned)
Applicant: Webb Surveys for Messrs. Lawrence and Raymond Minshull
Legal Description: Parcel CM, Plan 96-S-22415
Current Zoning: R.1A
Neighbourhood: Silverspring
Date Received: February 19, 1997

Application #10/97: Fairbrother Close (no civic address assigned)
Applicant: Webb Surveys for City of Saskatoon
Legal Description: Parcels CJ, CX, and Part Parcel CH
Current Zoning: R.1A
Neighbourhood: Silverspring
Date Received: February 19, 1997

Application #12/97: 605 Perehudoff Crescent
Applicant: Webb Surveys for City of Saskatoon
Legal Description: Lot C, Block 306, Plan 86-S-17950
Current Zoning: RM(tn)
Neighbourhood: Erindale
Date Received: March 4, 1997

Rezoning

Application #Z6/97: 1640 Warman Road
Applicant: Shell Canada Products, Calgary
Legal Description: Parcel M, Block 517, Plan 63-S-03501
Current Zoning: B.4
Proposed Zoning: M.3
Date Received: February 21, 1997

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Discretionary Use

Application #D2/97: 912 Queen Street
Applicant: Ms. Donna Boardman
Legal Description: Part Lots 26 to 29, Block 15, Plan DE
Current Zoning: R.2
Proposed Use: Bed and Breakfast
Neighbourhood: City Park
Date Received: February 27, 1997."

ATTACHMENTS

1. Plan of Proposed Subdivision #9/97, Laycoe Crescent
2. Plan of Proposed Subdivision #10/97, Fairbrother Close
3. Plan of Proposed Bare-land Condominium Subdivision #12/97, 605 Perehudoff Crescent

**B6) Subdivision Application #7/97
900 Block of 9th Street East
(File No. PL 4300-11/97)**

RECOMMENDATION:

- 1) that City Council resolve, in connection with the approval of Subdivision Application #7/97, that it would be impractical and undesirable to require full compliance with Section 15(1)(a) of Subdivision Bylaw No. 6537 for the following reasons:
 - a) there are many existing lots in the immediate vicinity which are smaller than the lots being proposed. Therefore, the creation of these lots should not be out of character with the area;
 - b) this proposal represents a good opportunity for infill development;
 - c) the proposed lots each have a site area which exceeds that required in the Subdivision Regulations; and
- 2) that Subdivision Application #7/97 be approved, subject to the payment of \$300.00 being the required approval fee.

ADOPTED.

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Report of the General Manager, Planning and Building Department, March 7, 1997:

“The following subdivision application has been submitted for approval:

Subdivision Application: #7/97
Applicant: Howard Larson, S.L.S. for Casa Rio Developments Ltd.
Legal Description: Lots B, C, and D, Block 136, Plan 96-S-04590
Location: 900 block of 9th Street East.”

ATTACHMENTS

1. February 19, 1997 Subdivision Report

**B7) Subdivision Application #11/97
1125 Avenue E North
(File No. PL 4300-11/97)**

RECOMMENDATION: that Subdivision Application #11/97 be approved, subject to:

- a) the payment of \$1,211.38 being the required area development charges; and,
- b) the Certificate of Approval for proposed Lot 3, Block 33, Plan (FK) G4296 being issued subject to the proposed severed portion of Lot 3 being consolidated and held in title along with the whole of Lot 2, Block 33, Plan (FK) G4296.

ADOPTED.

Report of the General Manager, Planning and Building Department, March 10, 1997:

“The following subdivision application has been submitted for approval:

Subdivision Application: #11/97
Applicant: Mr. Terry N. Powell for Edward and Ruth Yakubowski
Legal Description: Lots 3 and Pt. 4, Block 33, Plan (FK) G4296
Location: 1125 Avenue E North.”

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ATTACHMENTS

1. March 10, 1997 Subdivision Report

**B8) Proposed Amendment to Business License Bylaw No. 7590
(File No. PL 185-9)**

- RECOMMENDATION:**
- 1) that clauses (1) and (2) of Section 9 of The Business License Bylaw No. 7590 be deleted and a new clause (1) be added as follows:

“(1) A License shall be valid for up to one (1) year from the date of issuance.” ; and,
 - 2) that the City Solicitor be requested to prepare the required bylaw amendments.

ADOPTED.

Report of the General Manager, Planning and Building Department, March 7, 1997:

“Business License Bylaw No. 7590 was adopted by City Council on December 16, 1996. The bylaw requires business owners to obtain a business license and to ensure compliance with land use and building regulations. Under the previous legislation, each business license was tied into the business tax and all licenses expired on December 31st of the year in which they were issued (e.g. a business which established in Saskatoon in November, was required to obtain a license and then renew their business license again on January 1st).

Section 9 of the current bylaw states:

‘License Issued for One Year From January 1st

- (1) Every license shall be for one (1) year from January 1st in the current year to December 31st of the same year.
- (2) Any license issued after January 1st is only valid to December 31st of the same year.’

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This particular section poses hardship for the business owner in that if a business is established in November or December of a particular year, then the owner/operator must obtain a business license, pay the fee and then on January 1st of the following year, apply for another license paying an additional fee.

The proposed amendment would benefit a business owner by providing a license for a (1) one-year period of time regardless of when the application is made. Thus, a business commencing operation in November would receive a business license that would expire at the end of October of the following year.

As this is the first year of operation for the Business License Branch, there will have to be some pro-rating undertaken to implement this proposal. As the business license fee has been established by City Council at \$100.00, then for those businesses that are renewing their license (which expired on December 31, 1996) the fee will be \$100.00 plus the percentage of the 1997 year that passed before the license was issued. The expiry date of the license; however, will be adjusted in the 1998 year. Thus, for a business license renewal which is issued on April 1, 1997 the fee will be $3/12 \times \$100.00 + \$100.00 = \$125.00$ with the license expiring on March 31, 1998.

Section 9 of the bylaw also causes practical difficulties for staff in this department who expect to receive approximately 6,000 business license renewals on January 1st each year under the present bylaw wording. Under the proposed amendment, the renewal of business licenses would be spread over the 12-month period making the workload much more manageable. In addition, it is also possible that under certain circumstances a business license would be issued for a period of less than one (1) year.”

**B9) Enquiry - Councillor Waygood
Building - 421 Clarence Avenue North
(File No. PL 4005)**

RECOMMENDATION:

- 1) that the General Manager, Public Works Department be instructed to take the necessary steps to bring the sidewalk crossing into conformity with the City's regulations which includes the Public Works Department completing the work and the cost of which shall be added to the property taxes if the owner does not voluntarily comply. The work to be completed on or before July 1, 1997; and,
- 2) that the City Clerk forward a copy of this report to Mr. Scharfe at 942 Saskatchewan Crescent East.

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Report of the General Manager, Planning and Building Department, March 7, 1997:

“The following enquiry was made by Councillor Waygood at the meeting of City Council held on December 16, 1996:

‘Attached is a letter from Mr. Scharfe concerning a building at 421 Clarence Avenue North. Could I have a report on this building with respect to plans with all building codes, zoning bylaws, parking requirements on location of parking spaces, and sidewalk crossing permits.’

421 Clarence Avenue North is owned by Mr. Peter Shinkaruk who obtained a building permit in 1994 for the reconstruction of a one-unit dwelling. Although the property is zoned R.4 district under the City’s zoning bylaw, the site does not have sufficient frontage to accommodate a multiple-unit dwelling. The approved plans indicated a two-story building with a proposed garage at the rear. The proposal complied with the requirements of the zoning bylaw and the National Building Code. In 1996, another building permit was issued for the attached garage, basement development, and the half-story addition, all of which complied with the zoning bylaw regulations and the National Building Code.

Inspections have been made during the course of construction and although progress has not been as fast as we generally expect, the project has been worked on continuously (the owner, with occasional help, has been doing the work). The construction that has occurred is in accordance with the plans that were approved by this department. Further inspections of construction on the site will be undertaken to ensure that the work continues in accordance with the approvals given.

There are no off-street parking requirements in the zoning bylaw for a one-unit dwelling. It is possible that at some time in the future the owner could accommodate up to five boarders; a boarding house requires the provision of one parking space per site.

With regard to the sidewalk crossing permits, the Public Works Department advised that the crossing was installed by Mr. Shinkaruk on October 10, 1995. Mr. Shinkaruk was informed that day by one of the Inspectors that the crossing was not acceptable. Three letters were sent to Mr. Shinkaruk in 1996 (the last two were sent Registered Mail) advising him of the need to obtain a crossing permit and other information about the City's requirements for a sidewalk crossing; however, all three letters were returned unopened to the Public Works Department (copies of the letters are attached).

The crossing has not been constructed in accordance with the City's regulations.”

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ATTACHMENTS

1. Public Works Department Memo
2. Three Letters to Mr. Peter Shinkaruk

IT WAS RESOLVED:

- 1) *that the General Manager, Public Works Department be instructed to take the necessary steps to bring the sidewalk crossing into conformity with the City's regulations which includes the Public Works Department completing the work and the cost of which shall be added to the property taxes if the owner does not voluntarily comply. The work to be completed on or before July 1, 1997;*
- 2) *that the City Clerk forward a copy of this report to Mr. Scharfe at 942 Saskatchewan Crescent East; and*
- 3) *that the Administration report further on the question of parking in the front yard.*

**B10) 1997 Capital Budget
Project No. 786: Trunk Sewer Rehabilitation
Berini Interceptor Sewer - Stage 1
Award of Tender
(File No. 7820-60)**

RECOMMENDATION:

- 1) that the tender submitted by Dibco Underground Limited (Bolton, Ontario) for the construction of the Berini Interceptor Sewer - Stage 1, Contract No. 7-0001, at a total estimated cost of \$2,677,027.65 including G.S.T., be accepted;
- 2) that His Worship the Mayor and the City Clerk be authorized to execute the contract documents, as prepared by the City Solicitor, under the Corporate Seal; and,

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- 3) that the additional expenditure in the amount of \$450,000.00 in 1997 for this stage of the project, to be funded from the Infrastructure Reserve, be approved.

ADOPTED.

Report of the General Manager, Public Works Department, March 7, 1997:

“Project No. 786 in the 1997 Capital Budget includes the rehabilitation of various sanitary and storm sewers. The Gray Avenue trunk sanitary sewer between Boychuk Drive and Central Avenue and the Gray Avenue lift station is in poor structural condition and requires additional capacity.

The Berini Interceptor, which will run from Gray Avenue and Boychuk Drive to Berini Drive and Attridge Drive, will intercept all of the sewage which currently flows into the Gray Avenue trunk and carry it by gravity to the Attridge Drive trunk. With the completion of this sewer, the Gray Avenue trunk sanitary sewer and the Gray Avenue lift station can be abandoned.

Tenders for the construction of the Berini Interceptor Sewer - Stage 1, Contract No. 7-0001, were received and opened publicly on February 25, 1997. Three tenders were received. The tender submitted by Ras-Dam Microtunneling Ltd. contained an arithmetic error which has been noted on the attached summary sheet. The corrected totals are as follows:

<u>BIDDER</u>	<u>TOTAL TENDER</u>
Dibco Underground Limited (Bolton, ON)	\$ 2,677,027.65
Ras-Dam Microtunneling Ltd. (Edmonton, AB)	\$ 2,881,322.75
Hamm Construction Ltd.(Saskatoon, SK)	\$ 3,448,144.76

The tender documents called for the construction of a 900 mm sewer by microtunneling methods. Dibco Underground Limited submitted a tender for a 1200 mm sewer to be constructed by using a more conventional tunnel boring machine and jacked pipe.

The method which Dibco is proposing to use is very similar to the microtunneling method. As in microtunneling, the pipe is jacked in behind the boring machine as it advances and Dibco would use a dry spoil recovery system which is used in some microtunneling operations. Both methods use an articulated cutting head for steering and a laser beam for guidance.

The 1200 mm pipe is to the City's advantage as it will have a capacity 2-1/2 times greater than the 900 mm pipe which was specified. The dry spoil system will also be to our advantage since the

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spoil can be hauled directly to our earth storage site, negating the need to provide land for slurry drying beds as would be the case with microtunneling.

Therefore, considering all of these factors, the Public Works Department is satisfied that the tender which Dibco Underground Limited has submitted meets or exceeds the requirements of the specifications.

The net cost to the City for the low bid submitted by Dibco Underground Limited is as follows.

Base Tender	\$2,451,895.00
Contingency	50,000.00
G.S.T.	<u>75,132.65</u>
Total Tender	\$2,677,027.65
G.S.T. Rebate	<u>00,075.80</u>
Net Cost to City	<u>\$2,576,951.85</u>

This is a two-year project with a total estimated cost of \$5,000,000.00. The current contract, No. 7-0001, Berini Interceptor Sewer - Stage 1, includes the construction of the first half of this new trunk sewer along Berini Drive from Attridge Drive to Kerr Road and is funded under Item No. 786 of the Capital Budget in the amount of \$2,500,000.

The cost of this stage of construction, including Engineering, is estimated to be \$2,950,000.00 therefore additional funding in the amount of \$450,000.00 is required in 1997, however it is not expected that the cost of the entire project will exceed \$5,000,000.00.”

ATTACHMENTS

1. Summary of Tenders received on February 25, 1997

**B11) 1997 Capital Budget
Project 1330: Purchase of Land for Substation
(File No 4020-1)**

- RECOMMENDATION:**
- 1) that City Council approve the purchase of Lots 2 - 5, Block 8, Plan G 196, as per the attached Offer to Purchase, for a sum of \$190,000 plus G.S.T.;
 - 2) that City Council authorize the City Solicitor and the Land Manager to prepare the necessary documents to complete the

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purchase of the said property; and,

- 3) that City Council authorize the Mayor and the City Clerk to execute the documents as required to complete the purchase of the said property.

ADOPTED.

Report of the General Manager, Public Works Department, March 3, 1997:

“The 1997 Capital Budget includes Project 1330, Electrical Substation - North Central, which is a new electrical substation intended as a backup supply to the downtown area. The downtown area is presently supplied from the Avenue C Substation located at Avenue C South and 18th Street West. There is no alternate supply for the downtown area in the event of the loss of supply from the Avenue C Substation. The new substation, referred to as the North Central Substation, is intended to be the alternate supply for the downtown area and would preferably be located on 1st Avenue North, north of Queen Street.

The subject property is vacant, available, and large enough for this new substation. The Manager of the Land Branch of the Planning and Building Department, was requested to negotiate the purchase of the property and on February 20th, 1997, submitted the attached ‘Offer to Purchase’. The negotiated price of the property is within the budget estimate. For the electrical substation to be built on time, the property must be purchased now so that grading and foundation construction can start in early spring.

The construction of the substation and associated transmission line may require the acquisition of additional property which would be dealt with separately at a later date.”

ATTACHMENTS

1. Offer to Purchase
2. Environmental Assessment

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**B12) Enquiry - Councillor A. Langford (November 18, 1996)
Discretionary Use Applications
Converted Dwellings
(File No. 4350-1)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

The following enquiry was made by Councillor Langford at the meeting of City Council held on November 18, 1996:

“Now that we have a Maintenance Bylaw, would it be appropriate to include comments from the Fire Department and/or Health Department when an application for a converted dwelling comes forward.”

Report of the General Manager, Planning and Building Department, March 6, 1997:

“In zoning districts where converted dwellings are a discretionary use, any necessary approval would occur in two stages.

First would be the discretionary use approval which deals with the use or form of development. Second would be the approval of building and plumbing permits which would be contingent on meeting the requirements of the Building Bylaw and the National Building Code which contain requirements for health and fire safety. In instances where applicable, these applications are reviewed by the Fire and Protective Services Department. As such, it would not appear to be necessary to refer applications for discretionary use for converted dwellings to the Fire and Protective Services Department and/or Public Health Services for comments.

This matter has been reviewed with the Fire and Protective Services Department and Public Health Services who are in agreement with this conclusion.”

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**B13) Proposed General Loading Zone
200 Block 1st Avenue South
(File No. 6145 - 1)**

RECOMMENDATION: that a “General Loading Zone” and three one-hour, metered parking stalls be installed in front of 234 - 1st Avenue South.

ADOPTED.

Report of the General Manager, Transportation Department, March 10, 1997:

“The Transportation Department has received a request for an additional loading zone to be installed on the east block face of the 200 block of 1st Avenue South.

Recently, Imperial Parking Ltd. has added retail space to the main level of their parkade located at 234 1st Avenue South. This increase in retail activity has created a demand for additional loading space in the 200 block of 1st Avenue South. There is no off-street loading space available at 234 1st Avenue South.

The 200 block of 1st Avenue South is presently served by one loading zone located in front of the Capitol Theatre.

Loading zones within the Central Business District are provided, if required, at a maximum of two per each 150 metres of block face. Loading zones are for the convenience of all businesses on the block and are not provided for the specific use of any one business.

This loading zone conforms to City guidelines with respect to ‘Loading Zones Within the Retail Business District’, in which case no fee is assessed for its installation. The existing bus stop located in front of 234 1st Avenue South will be relocated to the south end of the block. Three additional one-hour, metered parking stalls and a general loading zone will be installed in place of the bus stop, as indicated on attached Plan No. G8 - 79E. This will increase the number of metered parking stalls on this block face by three.”

ATTACHMENTS

1. Plan. No. G8-79E

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**B14) Proposed Development and Servicing Agreement
The City of Saskatoon and Preston Developments Inc.
Briarvale Bay area of the Briarwood Neighbourhood
(File No. 4111-31)**

- RECOMMENDATION:**
- 1) that the proposed Development and Servicing Agreement as between The City of Saskatoon and Preston Developments Inc. be approved; and,
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute such Agreement on behalf of The City of Saskatoon and affix the Corporate Seal thereto.

ADOPTED.

Report of the City Solicitor, March 11, 1997:

“In keeping with the instruction of the Planning and Operations Committee at its meeting held on March 11, 1997, and the further specific direction of the General Manager, Public Works Department, we have prepared and forward herewith for consideration proposed form of Development and Servicing Agreement as between The City of Saskatoon and Preston Developments Inc. pertaining to the Briarvale Bay area of the Briarwood neighbourhood.

The proposed Agreement is in the City’s standard form, except that the Developer may apply to directly undertake certain road, park, fencing and buffer works normally provided by the City. All such works are required to be completed in accordance with the City’s standards and specifications, and be provided as a consequence of an open public tender of the works in question. Similar provisions have been present in the majority of recent Development Agreements. Except as noted, the proposed Agreement imposes all standard development conditions and requirements.”

ATTACHMENTS

1. Proposed Development and Servicing Agreement between The City of Saskatoon and Preston Developments Inc.

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**B15) Proposed Disabled Person's Loading Zone
324 - 11th Street East
(File No. 6120-4)**

RECOMMENDATION: that a "Disabled Person's Loading Zone" be installed in front of 324 - 11th Street East.

ADOPTED.

Report of the General Manager, Transportation Department, March 10, 1997:

"The Transportation Department has received a request from the resident of 324 - 11th Street East for the installation of a 'Disabled Person's Loading Zone' in front of her residence. The resident is physically handicapped and requires direct access to the front of her home. The Saskatchewan Abilities Council will utilize this Disabled Person's Loading Zone.

The loading zone conforms to City guidelines with respect to 'Disabled Person's Loading Zones' and no fee is assessed for its installation."

**B16) Proposed General Loading Zone
100 Block Avenue J South
(File No. 6145-1)**

RECOMMENDATION:

- 1) that a General Loading Zone be installed beside 22nd St. Cleaners on the west side of the 100 Block of Avenue J South; and,
- 2) that the applicant be required to pay a one-time \$300 installation fee.

ADOPTED.

Report of the General Manager, Transportation Department, March 10, 1997:

"The Transportation Department has received a request from the owner/operator of 22nd St. Cleaners, located at 1001 - 22nd Street West, to install a General Loading Zone beside their business on the west side of the 100 Block of Avenue J South.

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Customers and suppliers of 22nd St. Cleaners are experiencing difficulty loading and unloading from the street. The owner/operator has indicated that having a dedicated loading zone would better suit his needs as well as those of his customers and suppliers.

The loading zone conforms to City guidelines with respect to General Loading Zones and the applicant has agreed to pay the one-time \$300 installation fee.”

**B17) Proposed Parking Restriction
310 Stillwater Drive
(File No. 6120-3)**

RECOMMENDATION: that a “NO PARKING” zone be installed at each of the two driveways to Lakeshore Estates at 310 Stillwater Drive as indicated on Plan No. O12-1H.

ADOPTED.

Report of the General Manager, Transportation Department, March 10, 1997:

“The Transportation Department has received a request to install a ‘NO PARKING’ zone at each of the two driveways to the Lakeshore Estates property at 310 Stillwater Drive.

Lakeshore Estates is an apartment and condominium complex located at the corner of Weyakwin Drive and Stillwater Drive with a driveway located along each of these streets. Weyakwin Drive is classified as a major collector while Stillwater Drive is classified as a minor collector. Motorists exiting the property have been experiencing difficulty in seeing around vehicles legally parked near these driveways. The installation of a ‘NO PARKING’ zone at each driveway would appreciably improve the line of sight to the left of motorists entering these streets.

The Transportation Department has examined the site and proposes that a ‘NO PARKING’ zone of approximately 12 metres be installed north of the driveway on Weyakwin Drive and that a ‘NO PARKING’ zone of approximately 20 metres be installed west of the driveway on Stillwater Drive.”

ATTACHMENTS

1. Plan No. 012-1H

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REPORT NO. 6-1997 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

Councillor P. McCann, Chair
Councillor J. Postlethwaite
Councillor P. Roe
Councillor R. Steernberg
Councillor D. Atchison

**1. University Bridge Rehabilitation - 1998
Capital Project #1527
(File No. CK. 6050-3)**

RECOMMENDATION: that a rehabilitative strategy which includes removal and reconstruction of the barrier curb and spandrel wall arches, sidewalk and architectural painted metal handrail, and installation of historic lighting at an estimated cost of \$4,145,000, as described in Table 2 - Separate and Alternative Prices, be approved in principle.

ADOPTED.

Your Committee has reviewed the various options put forward for the rehabilitation of the University Bridge with the Administration and representatives of Reid Crowther. It was noted that the recommended strategy is a combination of options and includes removal and reconstruction of the barrier curb and spandrel wall, a 2.3 metre sidewalk and architectural painted metal handrail, and installation of historic lighting.

Your Committee supports with the following report of the General Manager, Public Works Department, dated February 11, 1997 and recommends that the rehabilitative strategy noted therein be approved in principle:

“BACKGROUND

At the Planning and Operations Committee meeting, on November 12, 1996, the Public Works Department presented a report on the condition of the University Bridge. The report identified several bridge elements which had deteriorated to a point that repair/replacement is necessary. Some of the elements identified are structural components which contribute to

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the load capacity of the bridge while other elements, although not required for structural capacity, are significant architectural features.

Five rehabilitative strategies were presented in the report each with a different degree of repair and estimated cost. In developing each strategy, the key issues addressed are safety, service life, improvements, utilities, and aesthetics. See Tables 1 and 1A attached.

After review and discussion of the five rehabilitative strategies presented, the Committee requested that the Public Works Department re-organize the information in the report. Rather than identifying complete rehabilitative strategies, a component of work would be identified along with its estimated cost. From this list of components, a variety of combinations could be assembled and a final strategy selected.

DISCUSSION

In light of Council's review of a proposed Civic Heritage Policy, the five rehabilitation strategies were forwarded to the Administration's Heritage Evaluation Committee for evaluation and comment. The committee has reported as follows:

'The University Bridge has been a prominent landmark in the City of Saskatoon since its completion and opening for use on January 1, 1916. In recognition of the importance of this structure to Saskatoon's heritage, the bridge has been listed under the provisions of Bylaw 6770 pursuant to Section 28 of *The Heritage Property Act* since 1987. Additionally it should be noted that City Council recently adopted a new Civic Heritage Policy which articulates a more proactive approach by conserving heritage elements in a planned, selective and cost-feasible manner. In this regard, the policy outlines that the City, as property owner, will develop a proactive heritage review and evaluation process of its buildings while the building is still being used.

While a specific heritage review and evaluation process has not been developed as part of the implementation plan, the Administration's Heritage Evaluation Committee did undertake an evaluation of this proposed capital project. The Committee examined the notable and original architectural features of this bridge including the use of steel reinforced concrete, large spanning arches with smaller spandrel wall arches, distinctive pedestrian lighting standards, luminaries, and architectural concrete handrails. In 1957, the concrete handrails were replaced with the current steel handrail and concrete posts. The original lighting system was also replaced with modern light standards.

With respect to the distinctive historical design features of the University Bridge, the Committee recommends that the rehabilitative strategy incorporate the following:

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- 1) that provision be made for the replacement of the spandrel walls at an estimated cost of \$25,000 to retain the original and existing architectural appearance of the spandrel arches;
- 2) that provisions be made for the installation of historic lighting fixtures at an estimated cost of \$20,000 to restore the original appearance of the street lighting as had been utilized in the restoration of the Broadway Bridge Rehabilitation Project;
- 3) that provisions be made for the selection of an appropriately designed architectural painted metal handrail having historic design attributes of the 1910 - 1920 era. This could be accommodated in the original cost estimates. The alternative cost of replacing the existing steel handrail with an architectural concrete handrail (reflecting the original design) was estimated at \$410,000. The Committee concluded that an architectural concrete handrail would not be cost-feasible given the alternative cost of utilizing an historic architectural metal handrail.'

For this project, the Public Works Department is considering a modified design/build tendering approach. Typically, for a project of this nature, the City would retain the services of a Consultant to complete a design prior to going to tender; prospective contractors then submit bids based on this design.

The modified design/build approach establishes a relationship early in the design process between the design team and a contractor. The relationship enables the design team to tailor the rehabilitation design to the skills and abilities of the individual contractor.

Objectives of this approach are:

- Complete the project at a reduced cost;
- Maximize innovation in the delivery, design, and construction of the project;
- Minimize construction claims and costs;
- Identify and share risk between the City and the contractor in areas where impacts are difficult to quantify at the time of bidding;
- Potentially arrange for short-term financing of the works on terms advantageous to the City and which allow earlier than planned start of design and construction of the works.

Modified design/build requires the City's consultant to proceed with the rehabilitation design to the point that the project is fully defined but not fully detailed. Typically, the design is taken to the 40% completion stage. Contractors are then invited to submit proposals on the basis of the 40% drawings and specifications.

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Construction proposals are submitted in two envelopes. The first envelope contains technical information related to the methodology the contractor proposes to use in the rehabilitation process, i.e. alternate materials, techniques, etc. The second envelope contains the contractor's price to perform the works based on the technical information supplied in the first envelope.

Only the first envelope is opened upon submission of the bids. Each bid is evaluated on the basis of the contractor's technical proposal without knowledge of the price. This step is required to ensure that all submitted bids are reviewed on a technical basis that will satisfy the consultants and the City's objectives. Several reviews are typically required for each of the contractor's proposals. At the conclusion of each review, any modifications required to ensure that the contractors' proposal conforms with the design intent of the tender documents are communicated to the contractor and the contractor is allowed to modify their bid price by addendum. Once all proposals are deemed to be technically sound, the second envelope and all bid modifications are opened and compared with the contractor's solution. An evaluation process is performed on all bids at this time.

The evaluation formula consists of two parts. The first part rates the contractor's experience and capability to undertake the work. The second part rates the contractor's bid price to the low bid price submitted. Each contractor is made aware of the proposed evaluation process in the tender documents.

The main differences between the conventional design/tender/award process and the modified design/build process in terms of schedule is that the design and tender process is overlapped to allow input from the successful contractor to influence the design and sequencing of the repairs. The overlap is approximately seven months long.

JUSTIFICATION

Deterioration on many of the structural elements dictate the need for rehabilitation. Preservation of the useful service life of the structure and safety of pedestrians are obvious priorities. A significant portion of the deterioration in the substructure, such as in the spandrel walls, affects the aesthetics of the bridge, but not its strength or structural capacity.

In light of Council's review of a proposed Civic Heritage Policy and the prominence of the structure as an historic landmark, a cost-feasible restoration and rehabilitation strategy should be used.

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OPTIONS

Selection of an appropriate rehabilitative program is difficult as many alternatives are available. For this report, Option 1 has been selected as the base repair at an estimated cost of \$2,900,000 plus G.S.T.

Option 1 includes the following:

- Replacement of the handrail, sidewalk, barrier curbs, and asphalt (outside lanes only)
- Patching of arches, piers, and abutments.
- Application of a clear protective sealer on barriers and sidewalks.
- Spandrel walls are neither repaired nor replaced.
- Haunch beams are removed but not replaced.
- Lighting is mounted the top of the barrier curb.

To arrive at the recommended alternative, desired upgrades can be selected from Table 2 (attached) and the cost associated with each upgrade added or deleted from the base repair cost. As an example, if 2.3 m wide sidewalks with a painted metal handrail, architectural spandrel wall, and pigmented sealers are selected, total rehabilitation costs would be $\$2,900,000 + \$1,125,000 + \$65,000 = \$4,090,000$ plus G.S.T.

Maintaining traffic during construction must be taken into consideration. If the total project is to be completed in one year, it is likely that only a single lane down the centre of the bridge would be available for busses and emergency vehicles. If the project is staged over two years, doing the upstream side in year one and the downstream side in year two, it is likely that a single lane in each direction can be maintained for all traffic.

The project is extremely labour intensive and the probability of completion in one year is very remote, therefore, the Public Works Department recommends a two-year staging.

POLICY IMPLICATIONS

The recommended rehabilitation strategy complies with all applicable civic policies.

FINANCIAL IMPACT

Previously identified expenditure for Capital Project #1527 - Rehabilitation of the University Bridge for 1998 is \$2,500,000.

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ENVIRONMENTAL ACTION

Meetings will be scheduled with the Meewasin Valley Authority to ensure environmental requirements are clearly established during the planning stage of this project.

ATTACHMENTS

1. Table 1 - The five options originally presented
2. Table 1A - Estimated cost of the five original options
3. Table 2 - Separate and Alternative prices
4. Civic Heritage Policy (Excerpt from City Council's December 16, 1996, meeting)"

2. **Application for Water Connection
Reassignment of Ownership
Florence and Claude Gareau to Lynn and Ron Kehrig
Part of Parcel A, SW-19-35-3-W3
(File No. CK. 7781-1)**

RECOMMENDATION: that the application for reassignment of ownership of the connection to the Saskatchewan Water Corporation East Pipeline from Florence and Claude Gareau to Lynn and Ron Kehrig be approved and that the extension of the existing line be approved to service a single-family dwelling unit to be constructed on the new site with the greenhouse, subject to the site maintaining a sewage disposal system approved by the Saskatoon District Health Board, and that the Saskatchewan Water Corporation be so advised.

ADOPTED.

Your Committee has considered the following joint report of the General Manager, Environmental Services Department and General Manager, Planning and Building Department dated February 19, 1997, and supports Option 1 as noted in the report:

“BACKGROUND

An application for reassignment of a water connection on the Saskatchewan Water Corporation's East treated line was received from Ron and Lynn Kehrig on January 15,

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1997, for a property in the R.M. of Blucher. The City's Policy C09-018 'Potable Water Connections' provides for the reassignment of water connections.

DISCUSSION

The application is unique for a number of reasons. The existing connection services a 7.7 acre parcel that includes a private residence and a greenhouse operation. The owner plans on subdividing the property and selling the greenhouse, and enough land to build an additional private residence (4.3 acres). Water is currently supplied to the existing residence and the greenhouse. The R.M. of Blucher has given its approval for the subdivision.

Policy C09-018 indicates that applications for reassignments must meet the following conditions:

- '-the use of the property has not changed;
- the water consumption has not changed significantly;
- the property has not been subdivided;'

The application for reassignment meets the criteria with respect to 'property use' and 'consumption'. The matter of subdividing is normally a straight forward issue, however in this case, the matter of subdivision is somewhat unique in that: 1) a new connection is not needed to service the subdivided site because a connection is already provided to the greenhouse that will also service the house to be constructed. However, strictly speaking, providing water to a newly subdivided lot is not permitted under the current policy; and 2) The R.M. of Blucher has put forward a request to amend the current policy to ask for the same terms as given to the R.M. of Corman Park as it applies to water connections.

The approval given by City Council to Corman Park, dated December 2, 1996 is as follows:

- 1) that the City amend its current policy on 'Potable Waterline Connections' (C09-018), to delete its applicability to the R.M. of Corman Park and in its place, the City of Saskatoon negotiate a new master water supply agreement with the SaskWater Corporation to provide treated water to sites existing on December 2, 1996, in the R.M. of Corman Park, where those sites maintain a sewage disposal system approved by the Saskatoon District Health Board;
- 2) that the City Solicitor prepare the necessary amendments to the existing agreement to implement Recommendation 1;

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- 3) that His Worship the Mayor and the City Clerk be authorized to execute the agreement; and
- 4) that if Corman Park wishes to expand connections to new development, then amendments to the master agreement will only be considered if and when appropriate Sector Plans to guide rural development have been put in place to protect shallow aquifers and river water quality.

The Administration is currently reviewing the request by the R.M. of Blucher and expect to bring a report forward for consideration in approximately six weeks.

JUSTIFICATION

Given that the R.M. of Blucher has made a similar request to that of the R.M. of Corman Park and given that it will be at least another six weeks before Administration is ready to bring a report forward with respect to amending the Potable Waterline Connections Policy as it applies to the R.M. of Blucher, the Administration is putting forward two options as noted under the Options Section of this report, for the consideration of the Planning and Operations Committee.

OPTIONS

OPTION 1:

that the Planning and Operations Committee make the following recommendation to City Council:

that the application for reassignment of ownership of the connection to the Saskatchewan Water Corporation East Pipeline from Florence and Claude Gareau to Lynn and Ron Kehrig be approved and that the extension of the existing line be approved to service a single-family dwelling unit to be constructed on the new site with the greenhouse, subject to the site maintaining a sewage disposal system approved by the Saskatoon District Health Board, and that the Saskatchewan Water Corporation be so advised.

Option 1 would not technically conform to the current policy but would assume the same conditions that were given to the amended policy for Corman Park as approved by City Council on December 2, 1996.

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OPTION 2:

that the Planning and Operations Committee make the following recommendation to City Council:

that the application for reassignment of ownership of the connection to the Saskatchewan Water Corporation East Pipeline from Florence and Claude Gareau to Lynn and Ron Kehrig be deferred until such time that City Council has reviewed the request from the R.M. of Blucher to have the policy amended.

POLICY IMPLICATIONS

If Option 1 is approved, it would not technically conform to the existing Potable Waterline Connections Policy because the property has been subdivided.

Option 2 would require an amendment to the Potable Waterline Connections Policy if City Council decides to alter the policy as requested by the R.M. of Blucher.

FINANCIAL IMPACT

N/A

COMMUNICATIONS PLAN

N/A

ENVIRONMENTAL ACTION

Options 1 and 2 would ensure that Environmental Concerns are addressed.”

**3. Pilot Project: Turf Maintenance Contract Summary Report
(File No. CK. 4200-4)**

DEALT WITH EARLIER. SEE PAGE NO. 14.

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**4. Blockage of Lane - Selkirk Crescent
(File No. CK. 6330-1)**

- RECOMMENDATION:**
- 1) that the blockage of the north/south lane adjacent to Selkirk Crescent as shown on Plan No. C5-3F (SP) be approved; and
 - 2) that the City Solicitor be instructed to prepare the appropriate bylaw.

ADOPTED.

Your Committee has reviewed and supports the following report of the General Manager, Transportation Department dated February 17, 1997:

“BACKGROUND

The Transportation Department received a letter dated September 24, 1996, from the Westview Community Association expressing concerns about traffic volume and speed in the north/south lane adjacent to Selkirk Crescent. The main concerns of local residents are the number and speed of vehicles using the lane between Richardson Road and 37th Street West.

DISCUSSION

The lane is located at the west end of the Westview subdivision, between Richardson Road and 37th Street West. Selkirk Crescent is located east of the lane. Currently, the majority of the land west of the lane is vacant and is not scheduled for development until the fall of 1998.

JUSTIFICATION

The intent of a lane is to provide access for those residents whose property backs onto that lane. The legal speed limit is 20km/h. As such, the resulting traffic volume and speed should be low. The Transportation Department undertook a traffic volume count of the lane over a seven-day period to determine the traffic volume. The results of that count showed a volume of 50 to 100 vehicles per day, which is more than would be expected for the access needs of the adjacent properties. These results suggest the lane is being used as a through route, which is not the intended purpose.

As mentioned previously, the legal speed limit is 20km/h. Although the speed of vehicular traffic was not measured, motorists travel at higher speeds due to the vacant land on the

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west side of the lane, which gives a motorist a false sense of safety in travelling along the lane, at speeds well in excess of the legal limit.

In addition to the traffic volume count, a survey was distributed to 23 residents on Selkirk Crescent and 37th Street who are directly served by this lane. The survey asked, 'Do you support the closing of the north entrance of the north-south lane west of Selkirk Crescent?' The residents were asked to respond 'Yes' or 'No'. The Transportation Department has received 13 responses (56%) from residents. Of those 13 responses, 10 (77%) indicated they are in favour of closure and 3 (23%) indicated they are not in favour of closure.

The Transportation Department is recommending that permanent barriers be installed in the lane, as noted on attached Plan C5-3F (SP), which would restrict vehicular access, but would permit the passage of pedestrians and cyclists. An additional earth berm barrier will be required along the west side of the lane to prevent traffic from accessing the lane from the vacant land to the west.

Once the area is fully developed, the Transportation Department will reassess the traffic volumes and speed in the lane, with the intention of removing the blockage in the lane, if conditions warrant.

FINANCIAL IMPACT

It is proposed that the cost of this installation be funded by Capital Project No. 631 (Traffic Safety). The estimated cost of the permanent barriers and associated earth work is \$1,000.

ATTACHMENT

Plan. No. C5-3F (SP)"

5. Kinsmen Park Rides - 1997 Fees and Charges
(File No. CK. 4205-9)

RECOMMENDATION: 1) that the Kinsmen Park Rides Reserve continue to be maintained for the purpose of offsetting future operating deficits incurred by the rides and for financing fixed asset improvements directly related to the rides;

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- 2) that, effective May 3, 1997, the general admission rate for all ages be increased by \$.10 from \$.40 per ride to \$.50 per ride; and
- 3) that beginning in 1997, concession revenues continue to accumulate within the Kinsmen Park Rides Reserve but that these funds be dedicated to funding improvements and capital expenditures related to public support services within Kinsmen Park.

ADOPTED.

Your Committee has considered and supports the following report of the General Manager, Leisure Services Department dated February 17, 1997:

“BACKGROUND

During its February 11, 1997, meeting, the Planning and Operations Committee considered a February 3, 1997 report of the General Manager, Leisure Services Department (see Attachment 1) on the above matter and resolved that the Administration be requested to provide a further report of the activities directly related to the Kinsmen Park Rides (within the fence), versus those activities which serve other programs and activities within Kinsmen Park and surrounding area (outside the fence).

DISCUSSION

Kinsmen Park Rides Program

The attached diagram (see Attachment 2) delineates the boundaries separating the Kinsmen Park Rides and public activities within the Kinsmen Park and surrounding area. A Customer Service area adjacent to the rides has been identified on the diagram, and for purposes of this report, is considered to be an integral part of the Kinsmen Park Rides Program. This area serves as a patron waiting and viewing locale and provides a walkway to and from the various rides and ticket booth located in the train station.

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The following is a summary of operating costs for the Kinsmen Park Rides.

Salaries	\$76,200
Payroll Costs	9,900
General Operations	7,600
Maintenance	
• Asset Management Services	4,900
• Equipment and Grounds Maintenance	11,600
• Provision to Equipment Replacement Reserve	6,700
Re-investment in Fixed Assets	<u>4,000</u>
	<u>\$120,900</u>

The Equipment Replacement Reserve was established to provide a source of funding for the replacement of the Merry-Go-Round (\$150,000) and Ferris Wheel (\$70,000). The current balance in the Equipment Replacement Reserve is \$60,300. Given the recent contribution from the Kinsmen Club of Saskatoon (merry-go-round canopy), and the recent structural assessment of the merry-go-round and ferris wheel, your staff feel that the total replacement of any of the rides is unlikely. Rather, future capital expenditures will more likely be associated with the repair or replacement of major components of the rides and associated buildings. Consequently, your staff recommend that the Kinsmen Park Rides adopt a similar philosophy as that used for provisions to the Civic Facilities Major Repair Reserve. Provisions to this reserve are set at 1.2% of the total replacement value of the asset. The total value of the Kinsmen Park Rides, associated buildings, and customer service area is estimated at \$600,000. The Asset Management Department will be requested to perform an assessment of the Kinsmen Park Ride assets and determine an appropriate provision to a major repair reserve. As the current provision to the equipment replacement reserve is a close approximation to the provision required under the Civic Facilities Major Repair Reserve, no adjustments to the operating estimates are proposed at this time.

In addition to major repairs to the rides, your staff wish to pursue the following site improvements (directly associated with the Kinsmen Park Rides) over the next three years:

• repair or replace hard surfaces in customer service area	\$5,000-\$20,000
- cost will vary with nature of method used (e.g. slurry covering or re-construction) and costs of removing and replacing such items as fences and benches.	
• upgrade site furnishings (e.g. additional benches, picnic tables to accommodate visitors)	\$6,000
• improved landscaping (e.g. additional planters, sodding, etc.)	<u>\$5,000</u>
TOTAL COST	<u>\$16,000 - \$31,000</u>

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The current balance in the Kinsmen Park Rides Reserve is \$27,800. Assuming a reserve balance of \$10,000 to offset future operating deficits, \$17,800 can be applied to the above projects. This leaves a potential shortfall of approximately \$13,000 (assuming the re-construction option for the customer service area) over the next three years to fund these fixed asset improvements. Therefore, pending a final assessment of the options regarding the customer surface area, a contribution to the Kinsmen Park Reserve of \$4,000 per year for the next three years is incorporated into the financial requirements of the Kinsmen Park Rides operations.

Kinsmen Park Support Services

Because of its many amenities (e.g. Kinsmen Play Village, amusement rides, ball diamonds, open space), location, and character, Kinsmen Park attracts families from all areas of Saskatoon, as well as tourists visiting the city. A number of improvements have been brought forward, through public consultation, to complement Kinsmen Park and to improve the quality of programs offered in the park. Highlights of these improvements (outside amusement area) are as follows:

- Replacement of existing concession and washroom building with a year-round park pavilion consisting of accessible washrooms, concession, and common area (to provide seasonal shelter from rain and sun), with provision to enclose as a winter warm-up area (to provide shelter, rest, and indoor instruction for cross-country ski program);
- Construction of a bell tower feature, adjacent to the proposed park pavilion, to house the old King Edward School Bell;
- Future re-surfacing and/or expansion of east parking lot; and
- Pedestrian linkage to other park amenities (e.g. Hugh Cairns statue, Kinsmen Play Village, parking lots).

As a support service to the Kinsmen Park Rides Program, development priorities are as follows:

1. Construction of a park pavilion containing accessible washrooms, and expanded concession.

Kinsmen Park Rides staff receive daily complaints about the condition and size of the washrooms (e.g. each washroom consists of one toilet and one sink, washrooms are not wheelchair accessible, the size restricts a parent wishing to attend to small children, no change station for parents with babies) In addition, staff have observed 45 minute lineups at the washroom facilities on busy days. The addition of a year-

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round pavilion would also be of benefit to the cross-country ski program, which utilizes the Park extensively during the winter months.

2. Re-surface and possibly expand east parking lot to accommodate additional cars and provide improved access to Kinsmen Park and the amenities therein.

Concession revenues will be \$18,200 in 1997. It is recommended that these revenues be applied to improvements which support public programs offered in the park. The time frame for pursuing these improvements will vary with the cost of the improvement, the amount of concession revenues generated, and the ability to attract contributions from the community.

JUSTIFICATION

The projected annual expenditures to be recovered from admission fees at the Kinsmen Park Rides are calculated as follows:

Total Costs to be recovered	\$120,900
LESS: Group Rental Revenues	<u>7,200</u>
Cost to be recovered from admission revenues	<u>\$113,700</u>

Based on usage levels of 250,000, a single admission rate of \$.46 is required to achieve this break even. At 50 cents per ride, a volume of 228,000 (1993 levels) would achieve break even. Assuming 1996 attendance levels were to remain constant at 250,000 per year, and inflation were to remain at an average of 1 percent per year, a fee of 50 cents per ride would sustain the Kinsmen Park Rides operation for eight to ten years without another price increase.

OPTIONS

Retain the current fee structure and use concession revenues to subsidize the direct operating costs of the Kinsmen Park Rides.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

See justification section.

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ATTACHMENTS

1. February 3, 1997 report of the General Manager, Leisure Services Department
 2. Diagram of boundaries separating the Kinsmen Park Rides and related expenditures from other park areas and services”
- 6. Municipal Golf Courses - 1997 Green Fees
(File No. CK. 4135-1)**

DEALT WITH EARLIER. SEE PAGE NO. 7.

- 7. Planning and Building Department Annual Report - 1996
(File No. CK. 430-27)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

The following report of the General Manager, Planning and Building Department dated February 24, 1997, is submitted for City Council’s information:

“BACKGROUND

On behalf of the staff of the Planning and Building Department, I am pleased to provide the Planning and Operations Committee with a copy of the Planning and Building Department's 1996 Annual Report. The report provides an overview of our organizational structure, activities and services, our ends directives, as well as the initiatives which were completed in 1996.

REPORT

Development Activity

Saskatoon experienced a very healthy year in terms of growth and development. It also reached an historical milestone and surpassed a population of 200,000 in 1996. With respect to development activity, the value of building permits in 1996 exceeded 160 million which was an increase of 23% over 1995, and an increase of 85% over 1991. Of significance, was the continued improvement in the home-building industry where the

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activity reached its highest level since 1988 and increased by 19% over 1995. In 1996, single family lot sale volumes were in excess of \$10.5 million which represents an increase over 1995 of 63% in the number of lots sold and an increase of 139% in revenues. Other activity such as subdivisions and home occupations also increased over 1995 by 32% and 16% respectively.

Early indications reveal that 1997 will also be an active year.

Plan Saskatoon

1996 was also a significant year for Plan Saskatoon whereby the Policy Directions Report was approved in principle by City Council. The Policy Directions Report contains the proposed growth management study and general land use policy recommendations for the City's new Development Plan and Zoning Bylaw. During 1997, Plan Saskatoon staff will be preparing draft versions of the new Development Plan and Zoning Bylaw, based on the recommendations contained within the Policy Directions Report. These documents will be reviewed by a committee representing various Civic Departments, and by the City's Municipal Planning Commission (MPC). Once approved by the MPC, the draft Development Plan and Zoning Bylaw will be tabled with City Council and circulated throughout the community for a further round of public review prior to City Council's final consideration at a formal public hearing.

Other Significant Initiatives

The attached Annual Report details the major initiatives undertaken by the Department in 1996. Highlights of some of those initiatives include the following:

- * set-up and commenced implementation of a new business license program necessitated by the elimination of the business tax. This new program has the benefit of integrating licensing with the development and building permit process, including home occupations, as well as ensuring that the commercial space inventory can be maintained;
- * completed several replotting schemes including Briarwood, Silverspring, Arbor Creek and Lakewood;
- * participated as part of the District Planning Commission in the adoption of a new District Development plan;

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- * worked with the RM of Corman Park and the Environmental Services Department on developing a new water connections policy for Corman Park;
- * completed a draft of a Broadway Streetscape Master Plan;
- * completed a 22nd Street Entrance Master Plan;
- * prepared a draft of a commercial facade guidelines manual;
- * completed a review of the Sign Regulations with a new Bylaw proceeding to City Council in 1997;
- * completed a Civic Heritage Policy in conjunction with the Leisure Services Department;
- * developed a CIS database system for tracking and monitoring activity as well as for quick retrieval;
- * involved in several Provincial legislative changes to better assist the City in enforcing its bylaws and streamline procedures;
- * fully implemented the mandatory call-in inspection program for commercial activity;
- * completed the first phase of a business process analysis for the department wherein short, medium and long term solutions were recommended;
- * up-dated the GIS Ownership Layer Map and implemented an ongoing up-dating mechanism. This map is used by virtually all civic departments as a fundamental base map;
- * the department converted the whole departmental filing system to the Corporate system;
- * the department completed departmental ends-directives for all the major activities carried out in the department;
- * worked hand-in-hand with the Saskatoon Regional Economic Development Authority to provide information that is needed by prospective businesses;

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- * formed a partnership with the Rural Municipality of Corman Park, the Saskatoon Regional Economic Development Authority, and the Meewasin Valley Authority to complete a joint geographic information system for the Saskatoon Planning District;
- * prepared a number of new information brochures to assist the public.

In conclusion, the Department achieved the desired results as set-out in the Ends Directives approved by City Council.

ATTACHMENTS

1. Planning and Building Department 1996 Annual Report.”

8. **Saskatoon Transit Services
Low Floor Bus Review, and
Capital Project No. 583 - Replace/Refurb Buses
Purchase of Low Floor Buses
(File No. CK. 7300-1)**

DEALT WITH EARLIER. SEE PAGE NO. 22.

9. **Urban Design Committee
1996 Annual Report
(File No. CK. 216-1)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

“BACKGROUND

The Urban Design Committee’s 1996 Annual Report provides a brief description of the various Urban Design Committee capital projects and Operating Budget programs delivered in 1996. It also provides a brief description of the capital projects and Operating Budget programs to be delivered in 1997.

The Urban Design Committee was established by City Council in 1989 to plan, construct and manage the visual enhancement of the Business Improvement Districts. Its role is to

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identify urban design goals and objectives and to initiate, implement and review urban design projects and programs affecting both public and private open spaces and public right-of-ways. The projects and programs of the Urban Design Committee are funded by the Streetscape Reserve. The Streetscape Reserve, in turn, is funded by a portion of parking meter revenues which are collected primarily in the Business Improvement Districts.

The Urban Design Committee is an inter-departmental and inter-agency committee comprised of representatives from the following external agencies and civic departments:

Downtown Business Improvement District (The Partnership)
Broadway Business Improvement District (On Broadway Association)
Riversdale Business Improvement District
Meewasin Valley Authority
Public Works Department
Transportation Department
Planning and Building Standard Department
Asset Management Department
Leisure Services Department

The Committee has two staff persons, the Urban Design Coordinator and the Urban Design Assistant.

REPORT

1996 was a busy year for the Urban Design Committee, both in terms of capital projects and maintenance work. Projects ranged from major construction such as the 22nd Street Streetscape Project to maintenance items such as the levelling of concrete pavers and the repair of tree grates. The Urban Design Committee also continued to deliver a number of its regular programs such as the installation of the seasonal flower pots and the design of new streetscape projects. A brief listing of the major projects and programs delivered in 1996 is shown below and described in more detail in the attached Annual Report:

1. 22nd Street Streetscape Project (construction to be completed in 1997)
2. 1st Avenue/Midtown Streetscape Project
3. 4th Avenue Rehabilitation Project
4. 3rd Avenue South boulevard enhancement
5. Repairs of pavers and/or tree grates on 20th Street, 2nd Avenue and the Bus Terminal
6. General streetscape maintenance in the Broadway, 21st Street, 2nd Avenue and 20th Street streetscape project areas

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7. Gibson Boulevard Design Project
8. Parking lot screening fence maintenance
9. Installations of bike racks
10. Seasonal Planter Program
11. Temporary Sculpture Program
12. Banner Program

The attached Annual Report also provides a brief description of the projects and programs to be delivered by the Urban Design Committee in 1997 including the Bessborough Promenade Extension, the 20th Street lighting extension and several small projects in the Broadway area.

ATTACHMENTS

1. Urban Design Committee 1996 Annual Report'

REPORT NO. 5-1997 OF THE ADMINISTRATION AND FINANCE COMMITTEE

Composition of Committee

Councillor H. Langlois, Chair
Councillor D.L. Birkmaier
Councillor M. Heidt
Councillor A. Langford
Councillor K. Waygood

1. **Enquiry - Councillor Postlethwaite (November 4, 1996)
Reverse Mortgage Scheme
(File No. CK. 1500-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

Attached is an excerpt on the above matter from the minutes of the meeting of City Council held on March 3, 1997, at which the following motion was adopted:

THAT the matter be referred to the Administration and Finance Committee for a report.

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Your Committee has discussed the concept of a Provincial tax deferment plan and has determined that British Columbia's experience is that there is a cost involved. Also there are other options for senior citizens to use, such as a reverse mortgage through a private lending institution, that would free up cash for them to use for other purposes. The Committee does not support the tax deferment plan and, therefore, does not support any petition to the Provincial government in this regard."

Moved by Councillor Waygood, Seconded by Councillor Steernberg,

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

CARRIED.

UNFINISHED BUSINESS

- 6a) Zoning Bylaw Amendment
Keevil Crescent/Attridge Drive
University Heights Suburban Development Area
(M.3A to M.2, B.4 to M.2, B.4 to M.3 and M.3A and R.2 to M.3 Districts)
Proposed Bylaws No. 7606 and 7607
(File No. CK. 4350-1)**
-

REPORT OF THE CITY CLERK:

"Attached is an excerpt from the minutes of meeting of City Council held on February 17, 1997, regarding the above matter. City Council closed its hearing and resolved that consideration of Bylaws No. 7606 and 7607 be deferred until the March 17, 1997 Council meeting, and that the Administration submit a report at that time regarding the possibility of expediting the development of B.4 property in the northeast sector in the next few years.

Report of the General Manager, Planning and Building Department, March 10, 1997:

RECOMMENDATION: that the information be received.

"At its meeting held on February 17, 1997, City Council resolved:

'That consideration of Bylaws No. 7606 and 7607 be deferred until the March 17, 1997 Council meeting and that the Administration

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submit a report at that time regarding the possibility of expediting the development of B.4 property in the northeast sector in the next few years.'

BACKGROUND

In March, 1994, the City of Saskatoon Land Manager completed negotiations for the land exchange between the City and Agriculture Canada in the University Heights Suburban Development Area. The exchange was significantly important because it provided additional lands to properly reconfigure the Suburban Centre. A relocation of the Suburban Centre was extremely desirable. The Suburban Centre is now more centrally located in relation to the Suburban Development Area, will be consolidated and cohesive, will maximize the arterial commercial roads and minimize the impact on the residential uses. The additional land areas provide adequately for the various required land uses. The Development Plan was amended to reflect the new land use configuration and was adopted by City Council in November, 1995, except the parcel of land zoned B.4 belonging to Shell Canada at the southwest corner of Attridge Drive and Kenderdine Road. The revised Development Plan was approved by the Deputy Minister of Municipal Government on December 20, 1995. City Council also approved changes to the Development Plan on November 6, 1995, to increase the area of a commercial site from 1 acre to approximately 4 acres on the southwest corner of Attridge Drive and Kenderdine Road which was approved by the Deputy Minister of Municipal Government on December 15, 1995.

The area south of Attridge Drive and west of Kenderdine Road is an extremely desirable site for institutional uses due to its location at the edge of the neighbourhood between the single family housing and the major arterial road and Multi-District Park. Two institutional sites have already been sold in the area with one building occupied. Fire and Protective Services has indicated a future need for a fire hall at this location as well. It should be noted that an information board was installed December 13, 1996, in the area to inform the public and adjacent land owners of the future land uses in the Suburban Centre area.

On February 17, 1997, City Council considered Bylaws No. 7606 and 7607 to rezone the portion of the University Heights Suburban Centre to the west of Kenderdine Road and north of 115th Street in order to implement the changes that were approved in the Development Plan. City Council deferred the hearing on the zoning changes to that portion of the Suburban Centre to March 17, 1997, and

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requested the administration to review the possibility of expediting the development of B.4 property in the NE Sector.

At the February 17, 1997, meeting, City Council considered the report of the General Manager, Planning and Building Department which outlined issues related to commercial land in this area. The report responded to the availability of commercial land in the University Heights Suburban Centre as follows:

‘There is no City-owned land that is currently serviced for commercial (B.4) use in the University Heights Suburban Centre. The current situation has the large forestry farm trunks (sanitary and storm) terminated at the intersection of Attridge Drive and Kenderdine Road. The Public Works Department estimates that the cost to extend the trunks almost ½ mile east to the intersection of Attridge Drive and McOrmond Drive at \$4 million. The surface work, although not estimated at this time, could be almost that much again.

Long-Term Planning

From the aspect of public demand for services, the need to extend the trunks could wait until the Arbor Creek subdivision is nearing completion and the trunks are needed for the Willowgrove subdivision. It is estimated that the trunks will need to be started within five years to be ready for Willowgrove. The depth of the trunks requires that we keep a 90 metre wide strip north of Attridge Drive open to accommodate spoil piles from the trenches. This is the exact location (adjacent to Attridge Drive) that is required for the commercial sites. Therefore, if we wait to extend the trunks until required for housing in Willowgrove, it will be five to seven years before any further commercial sites are developed.

Options to Existing Plans

Option 1 - Tunnel instead of open-cut

If the trunks were to be tunnelled, we could service the suburban area from the north extension of Kenderdine Road and complete the surface works on Attridge and McOrmond as needed. There would be no need for a 90 metre easement and commercial properties could be developed in 1998. The Public Works Department is concerned that the cost of tunnelling is prohibitive and are investigating.

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Option 2 - Build part of the trunks

The trunks could be extended only one half of the distance to McOrmond Road for a cost of approximately \$2 million. This would allow the development of one commercial site on the northeast corner of Kenderdine and Attridge. Attridge Drive could be rebuilt to its current standard and access to the commercial site would be from Kenderdine Road. Assuming we could sell a five acre commercial site for at least \$450,000 an acre, we could generate \$2+ million toward the cost of the pipes; although the amount would be in total, not just in the trunk reserves. It would take at least two years to complete the trunks and service a commercial site north of Attridge Drive.'

At the February 17, 1997, meeting, City Council requested the Administration to further review the possibility of developing commercial lands in the next few years. The issue has been reviewed by Public Works, with respect to locations, timing, and cost. An optional location for a 4 - 5 acre commercial site north of Attridge is shown on the attached Plan No. 540 540C138.

COMMENTS BY OTHERS

Public Works Department

'The Public Works Department has reviewed the Planning Departments request regarding the availability of B.4 zoned land in the Northeast Sector for a proposed 4.5 acre commercial site. Options have been identified and our comments have been provided as follows:

I. Keevil Crescent -

The land south of Attridge Drive and east of Berini Drive will be constructed in 1997 and should be available for development in the fall. The current zoning is being changed to institutional, which was originally envisioned. This will allow commercial development to be constructed north of Attridge Drive, thereby providing spatial separation between the residents of Erindale and the Commercial Area.

II. University Heights -

The University Heights Commercial Area north of Attridge Drive and east of Kenderdine Road is not serviced and will require the extension of trunk

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sewer services. In order to extend these services, a number of issues have to be addressed:

1. Timing:

The earliest time frame to begin Trunk Sewer construction would be in 1998. Development of the parcel could perhaps start in the late fall of 1998.

2. Scope:

The Public Works Department requires that the limits of this project be from Kenderdine Road to McOrmond Drive. The amount of construction with this type of project is severely hampered by economies of scale. The storm trunk construction requires 10 foot diameter pipe that is not readily available without the supplier making production modifications to construct the pipe. The trunks themselves will be constructed at a depth of approximately 50 feet. The amount of earth removed, due to the depth, translates into a steep production versus time curve at the beginning and end of the project. A special crane, with 210 tons of capacity, is required to be moved from Edmonton at a cost of \$40,000. If the entire project is undertaken, the majority of the construction season will be required and this amount could possibly be absorbed by the owner, rather than transporting the crane to a different location.

With these items considered, the estimated cost for construction is as follows:

<u>Length</u>	<u>Unit Cost</u>	<u>Total Cost</u>
650 m (Kenderdine - McOrmond)	\$6,875//m	\$4,469,000
325 m (Kenderdine - 1/2 distance)	\$8,000/m	\$2,600,000

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The incremental estimated cost difference in delaying the construction for the final phase is therefore:

$$(650 \text{ m} \times \$8,000) - \$4,469,000 = \$731,000$$

If the project were to be staged, a requirement would be that the developer pay for the incremental difference. The difference would be evident upon tendering the project for partial construction and total construction.

It should also be noted that no plans to construct Attridge Drive are currently contemplated within the above estimate. Before the roadway is constructed, a primary watermain will be needed to ultimately service the Willowgrove neighbourhood. The primary watermain is not required at this time. Attridge Drive will remain as a rural, cross-section gravelled roadway, which may not be to the satisfaction of the commercial site owner. Kenderdine Road north of Attridge Drive would be constructed to the full design for access to the new site.

3. Timing within the Capital Budget:

A number of trunk sewer projects will be constructed in 1997, including Silverspring, Lakewood, and the rehabilitation of the Gray Avenue line. If this project (University Heights) were to proceed in 1998, it is projected that the trunk sewer reserve would be completely depleted. This may be a concern, in that it does limit the amount of available project choices in future years. For example, additional partial funding for either Montgomery or the SE sector would be limited until at least the year 1997. The Public Works Department would therefore institute an additional charge based on the value of funds expended sooner than would normally be scheduled. If the normal scheduled date of construction is 2001 then the owner should pay for the lost opportunity of those funds to the trunk sewer reserve, based upon a prescribed interest rate over a three year period. Applying a nominal rate of 6% for 3 years, an additional charge of \$853,650 should be levied if development is to proceed before it is actually needed for Willowgrove.

This additional funding would help to alleviate the shortfall required to begin other projects.

The recommendation for this option would be to construct the entire length of the trunk sewer and to charge the developer an additional amount of approximately \$853,650 for requirement of services ahead of what was originally planned.

III. Multi-District Park

The final option identified within this report would be the most simple to implement and in the long run save the City of Saskatoon the most money. It is, however, based upon a compromise of what originally had been planned.

The 5 acre commercial development could occur north of Attridge and west of Kenderdine Road. The park development guidelines suggest that frontage (street exposure) comprise 40% of the perimeter of a multi-district park. The cost of this guideline is expensive, but in the University Heights Area the street exposure appears to be excessive. The preliminary plan indicates a perimeter of approximately 1500 m of street exposure less frontage of 51.2 m for the transit mall and 16.99 m for the SaskTel switching station. This translates to very expensive street exposure of $1432/1500 = 95\%$, which far exceeds the guidelines. The additional cost of servicing this site will have to be borne by the surrounding contributing development, as well as the future cost of maintaining this non-taxable frontage.

The guidelines for Commercial development adjacent to secondary schools is a separation distance of 500 m. Whether the Commercial Site is on the east or the west side of Kenderdine Road, the 500 m distance is exceeded. If the Commercial Site was allowed on the west side of the roadway, considerable saving could be realized by delaying the construction of the Trunk Sewer, as well as allowing for additional frontage to pay for the operating costs of the large amount of street exposure for the multi-district park. Also, the SaskTel switching station could be incorporated in the overall plan for the Commercial Site.

The cost of the Trunk Sewer could be delayed for a number of years. No premium would be charged to the Developer for the requirement of needing offsite services sooner than planned.'

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Planning and Building Department

The Planning and Building Department is of the opinion that no further commercial land should be developed south of Attridge Drive, since it would conflict with the long-range Development Plan. It should also be noted that the Planning and Building Department is of the opinion that while the Public Works Department's comments on Option III 'Multi-District Park' may be economically viable to provide a small commercial site on a portion of park land, it is not within the scope of the approved Development Plan. The park parcel has been created and registered as such, in close proximity to the high schools sites. The land uses in this area have been reviewed in the context of the approved Development Plan. The current approved Development Plan was achieved through considerable negotiations including a major land exchange with Agriculture Canada. The design reflects the most compatible configuration of land use. The current demand for institutional lands and sites for multiple-unit dwellings is very strong.

City Council will be asked to consider further reports in the latter part of 1997, with respect to detailed designs of commercial lands north of Attridge Drive. Detailed review will include servicing issues, changes in retail market demand in recent years, and the site development requirements of major retailers in the Saskatoon."

ATTACHMENT

1. University Heights Suburban Centre Concept Plan

Moved by Councillor Steernberg, Seconded by Councillor McCann,

THAT the matter be deferred to the next City Council meeting.

CARRIED.

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ENQUIRIES

**Councillor Birkmaier
Feasibility of Daily Pass - Kinsmen Rides
(File No. CK. 4205-9)**

Would the Administration please report on the feasibility of the use of wrist bands for a daily pass for Kinsmen Rides.

INTRODUCTION AND CONSIDERATION OF BYLAWS

Bylaw No. 7619

Moved by Councillor Waygood, Seconded by Councillor Steernberg,

THAT permission be granted to introduce Bylaw No. 7619, being "*The Coppermine Crescent Motor Vehicle Traffic Regulation Bylaw, 1997*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Waygood, Seconded by Councillor Langford,

THAT Bylaw No. 7619 be now read a second time.

CARRIED.

The bylaw was then read a second time.

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Moved by Councillor Waygood, Seconded by Councillor Postlethwaite,

THAT Council go into Committee of the Whole to consider Bylaw No. 7619.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7619 was considered clause by clause and approved.

Moved by Councillor Waygood, Seconded by Councillor Atchison,

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

CARRIED.

Moved by Councillor Waygood, Seconded by Councillor Birkmaier,

THAT permission be granted to have Bylaw No. 7619 read a third time at this meeting.

CARRIED UNANIMOUSLY.

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Moved by Councillor Waygood, Seconded by Councillor Langlois,

THAT Bylaw No. 7619 be now 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.

The bylaw was then read a third time and passed as follows:

YEAS:	His Worship the Mayor, Councillors Waygood, Steernberg, Langford, Postlethwaite, Atchison, Langlois, Heidt, Roe, and McCann	10
NAYS:	Councillor Birkmaier	1

Bylaw No. 7623

Moved by Councillor Waygood, Seconded by Councillor Steernberg,

THAT permission be granted to introduce Bylaw No. 7623, being "*The ABC Manufacturers of Canada Ltd. Incentives Bylaw, 1997*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Waygood, Seconded by Councillor Langford,

THAT Bylaw No. 7623 be now read a second time.

CARRIED.

The bylaw was then read a second time.

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Moved by Councillor Waygood, Seconded by Councillor Postlethwaite,

THAT Council go into Committee of the Whole to consider Bylaw No. 7623.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7623 was considered clause by clause and approved.

Moved by Councillor Waygood, Seconded by Councillor Atchison,

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

CARRIED.

Moved by Councillor Waygood, Seconded by Councillor Birkmaier,

THAT permission be granted to have Bylaw No. 7623 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Waygood, Seconded by Councillor Langlois,

THAT Bylaw No. 7623 be now 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.

The bylaw was then read a third time and passed.

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Moved by Councillor Waygood,

THAT the meeting stand adjourned.

CARRIED.

The meeting adjourned at 9:50 p.m.

Mayor

City Clerk