

Council Chambers
City Hall, Saskatoon, Sask.
Monday, March 7, 2005
at 6:00 p.m.

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

PRESENT: His Worship the Mayor, in the Chair;
Councillors Alm, Birkmaier, Dubois, Fortosky, Heidt, Hnatyshyn,
Neault, Paulsen and Wyant;
City Manager Richards;
General Manager, Corporate Services Veltkamp;
General Manager, Community Services Gauthier;
General Manager, Infrastructure Services Uzelman;
General Manager, Fire and Protective Services Bentley;
General Manager, Utility Services Totland;
City Solicitor Dust;
City Clerk Mann; and
Council Assistant Mitchener.

Councillor T. Paulsen entered the meeting at 6:23 p.m. during consideration of Clause B3, Administrative Report No. 5-2005.

Council observed one minute of silence in remembrance of the four RCMP officers who recently lost their lives in the line of duty.

Moved by Councillor Fortosky, Seconded by Councillor Dubois,

THAT the minutes of meeting of City Council held on February 21, 2005, be approved.

CARRIED.

Moved by Councillor Birkmaier, Seconded by Councillor Dubois,

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

CARRIED.

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

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

Committee arose.

Councillor Wyant, 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:

“ADMINISTRATIVE REPORT NO. 5-2005

Section A – COMMUNITY SERVICES

**A1) Request For Encroachment Agreement
261 – 1st Avenue North
Lots 14, 15 & 16, Plan G2390
(File No. CK. 4090-2)**

- RECOMMENDATION:**
- 1) that City Council recognize the encroachment at 261 – 1st Avenue North (Lots 14, 15 & 16, Plan G2390);
 - 2) that the City Solicitor be instructed to prepare the appropriate encroachment agreement making provision to collect the applicable fees; and
 - 3) that His Worship the Mayor and the City Clerk be authorized to execute, on behalf of the City of Saskatoon under the Corporate Seal and in a form that is satisfactory to the City Solicitor, the agreement with respect to this encroachment.

ADOPTED.

MacDermid Lamarsh, Barristers and Solicitors, on behalf of Oakville Investments, the new owners of the property located at 261 – 1st Avenue North, have requested to enter into an Encroachment Agreement with the City of Saskatoon. As shown on the attached Real Property Report, part of the loading dock encroaches onto the rear lane (Note: the canopies that encroach onto 1st Avenue North have been previously approved and the annual charges already set up for them). The loading dock encroachment has likely existed since the warehouse was constructed in 1911. The total area of encroachment is approximately 4.3 m² and will, therefore, be subject to an annual charge of \$50.00.

PUBLIC NOTICE

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

ATTACHMENTS

1. Letter from MacDermid Lamarsh, Barristers and Solicitors dated February 4, 2005
2. Real Property Report dated May 27, 2004

A2) Request For Encroachment Agreement

708 – 2nd Avenue North

Lot 13, Block 6, Plan 99SA33536

(File No. CK 4090-2)

RECOMMENDATION:

- 1) that City Council recognize the encroachment at 708 – 2nd Avenue North (Lot 13, Block 6, Plan 99SA33536);
- 2) that the City Solicitor be instructed to prepare the appropriate encroachment agreement making provision to collect the applicable fees; and
- 3) that His Worship the Mayor and the City Clerk be authorized to execute, on behalf of the City of Saskatoon under the Corporate Seal and in a form that is satisfactory to the City Solicitor, the agreement with respect to this encroachment.

ADOPTED.

Burningham Law Office, Barrister and Solicitor, on behalf of Walker Seeds Ltd., the new owner of the property located at 708 – 2nd Avenue North, has requested to enter into an Encroachment Agreement with the City of Saskatoon. As shown on the attached Real Property Report, part of the building structure and the stucco siding encroach onto 2nd Avenue North. There was already an agreement for this encroachment with the previous owner since January 2000. The encroachment has likely existed since 1966 when a permit to construct the office building was taken out. The total area of encroachment is approximately 0.41m² and will, therefore, be subject to an annual charge of \$50.00.

PUBLIC NOTICE

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

ATTACHMENTS

1. Letter from Burningham Law Office, Barristers and Solicitors dated February 15, 2005

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2. Real Property Report dated October 12,1999

**A3) Land-Use Applications Received by the Community Services Department
For the Period Between February 1, 2005 and February 25, 2005
(For Information Only)
(File Nos. PL. 4115, 4350, and 4300 CK. 4000-5)**

RECOMMENDATION: that the information be received.

ADOPTED.

The following applications have been received and are being processed:

Development Plan

- Amendment No. DPA 1/05: West Sector lands annexed into City
Applicant: City of Saskatoon – City Planning Branch
Legal Description: various
Current Land Use Designation: n/a
Proposed Land Use Designation: Urban Holding
Neighbourhood: West Sector
Date Received: January 4, 2005

Development Plan

- Amendment No. DPA 7/05: Marquis Industrial
Applicant: Terence Bride for Flying J CA
Legal Description: Part of Parcel C, Plan 61S06857
Current Land Use Designation: Phase 2
Proposed Land Use Designation: Phase I
Neighbourhood: Marquis Industrial
Date Received: February 7, 2005

Development Plan

- Amendment No. DPA 9/05: Stonebridge Neighbourhood
Applicant: Dundee Realty Corp.
Legal Description: n/a
Current Land Use Designation: Phase 2
Proposed Land Use Designation: Phase I
Neighbourhood: Stonebridge
Date Received: February 4, 2005

Rezoning

- Application No. Z2/05: West Sector lands annexed into City
Applicant: City of Saskatoon – City Planning Branch
Legal Description: various

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Current Zoning: n/a
Proposed Zoning: FUD/AG
Neighbourhood: West Sector
Date Received: January 4, 2005

Rezoning

- Application No. Z8/05: Marquis Industrial
Applicant: Terence Bride for Flying J CA
Legal Description: Part of Parcel C, Plan 61S06857
Current Zoning: IL(H)
Proposed Zoning: IL1
Neighbourhood: Marquis Industrial
Date Received: February 7, 2005

Rezoning

- Application No. Z10/05: Stonebridge Neighbourhood
Applicant: Dundee Realty Corp.
Legal Description: n/a
Current Zoning: FUD
Proposed Zoning: R1A
Neighbourhood: Stonebridge
Date Received: February 24, 2005

Subdivision

- Application No. 4/05: Belmont Crescent, Terrace, Bay
Applicant: Webster Surveys for Boychuk Investments
Legal Description: Part of Municipal Reserve R4
Plan No. 96-S-13326
Current Zoning: R1A
Neighbourhood: Briarwood
Date Received: February 4, 2005

Subdivision

- Application No. 5/05: 627 Brand Court & Portage Avenue
Applicant: Webb Surveys for DCA Holdings Ltd.
Legal Description: Pt. Municipal Buffer MB1 & Lot 7, Block 428, Plan 00SA12065 & Part of Circle Drive, Plan 65S24926

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Current Zoning: AM (Auto Mall)
Neighbourhood: CN Industrial
Date Received: February 4, 2005

Subdivision

- Application No. 6/05: Bellmont Court, Crescent, Place – Phase 2
Applicant: Webster Surveys for Boychuk Investments
Legal Description: Parcel AA, Plan (to be redesignated), Parcel NN,
Plan 101855213
Current Zoning: R1A
Neighbourhood: Briarwood
Date Received: February 10, 2005

Subdivision

- Application No. 7/05: Willowgrove Bay, Terrace, Way, Court, Crescent,
and Lane
Applicant: Peters Surveys for City of Saskatoon
Legal Description: Part of the SE and NE ¼ 6-37-4-W3M
Current Zoning: Various
Neighbourhood: Willowgrove
Date Received: February 21, 2005

Subdivision

- Application No. 8/05: 1414 Avenue D North
Applicant: Webster Surveys for DSTP Assets Inc.
Legal Description: Lots 34 & 35, Block 19, Plan F-5509(FU) and
Lot 45, Block 19, Plan 101541271
Current Zoning: R2
Neighbourhood: Mayfair
Date Received: February 24, 2005

PUBLIC NOTICE

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

ATTACHMENTS

1. Plan of Proposed Rezoning Z2/05.
2. Plan of Proposed Rezoning Z8/05
3. Plan of Proposed Rezoning Z10/05
4. Plan of Proposed Subdivision No. 4/05
5. Plan of Proposed Subdivision No. 5/05.

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6. Plan of Proposed Subdivision No. 6/05.
7. Plan of Proposed Subdivision No. 7/05.
8. Plan of Proposed Subdivision No. 8/05.

**A4) Silverwood Golf Course/Marquis (formerly Silverwood) Industrial Development
(File No. PL 4134-3 and CK. 4125-1)**

IT WAS RESOLVED: that the matter be considered with Items A3-A6, A9, A10, AA24 and AA29 of Communications to Council.

Section B – CORPORATE SERVICES

**B1) Provincial Revenue Sharing
(File No. 1860-14 and CK. 1860-1)**

RECOMMENDATION: that City Council request the Provincial Government to:

- 1) continue on the path of reinstating the Revenue Sharing pool to an appropriate level by adding a further \$10 million to the Revenue Sharing pool for 2005;
- 2) provide for the appropriate share of the additional \$10 million to the Cities Pool based on a per capita distribution; and,
- 3) commit to working with the Saskatchewan City Mayors' Caucus, SUMA, and all Saskatchewan Municipalities to develop a formula-based Revenue Sharing pool, utilizing the provincial tax base indices of personal income, corporate income, fuel and retail sales, that will be predictable and grow as the economy of the Province grows.

ADOPTED.

At a recent meeting of the City Mayors' Caucus, concerns were expressed about whether the Province of Saskatchewan would continue with its recent efforts to increase the Revenue Sharing Pool to a level more reflective of the objectives of the revenue sharing principles that were in place when the pool was first created. The City of Saskatoon's share of the Revenue Sharing Pool reached its highest total in 1990 (\$15,860,000). In recognition of significant fiscal challenges, the Province of Saskatchewan asked residents, including urban governments, to bear the burden of fiscal recovery, which was readily accepted as a necessity by all Saskatchewan communities. As a result, by 1997 the City's share of the Revenue Sharing pool had decreased to \$11,180,000. In 1998, the Province no longer required Saskatoon to contribute funds towards Public Health

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Services (\$3,435,000) nor Social Aid (\$671,000), but reduced Revenue Sharing accordingly and, at the same time, further reduced the remaining revenue sharing pool. From 1997 to 2001, the City's share of provincial revenue sharing totaled \$5,589,800.

In 2002, 2003, and 2004, the Province began to add \$10,000,000 annually to the revenue sharing pool, with the City's share of the Provincial pool increasing to \$10,431,000. Even after adjusting the 1990 total of \$15,860,000 for the reduced Public Health and Social Aid levies (\$4,106,000), revenue sharing has not yet reached what would have been the adjusted value of approximately \$11,754,000 in 1990. It is the collective opinion of the Saskatchewan City Mayors that the Province must put into place a mechanism that allows the pool to grow at the same rate as Provincial tax revenues. Had such a formula been in place since 1990, Saskatoon's share of the revised revenue sharing pool would have exceeded \$19,000,000 by 2004. Even if growth had been limited to inflation, the 1990 adjusted value of the City's share of revenue sharing would have grown to \$15,750,000. The Province must, therefore, continue its recent commitment to increase the revenue sharing with municipalities to correct this discrepancy.

PUBLIC NOTICE

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

**B2) Municipal Rural Infrastructure Fund
(File No. 1860-1)**

RECOMMENDATION: that the 2005 capital expenditures identified within Project 2000, 25th Street Extension/Rehabilitation totalling \$4,520,000, be approved subject to approval under the Municipal Rural Infrastructure Fund.

ADOPTED.

The 2003 Federal Budget included a \$1 billion Municipal Rural Infrastructure Fund (MRIF) directed toward small and rural municipalities, focusing on water, wastewater, solid waste, public transit, local roads, cultural, recreation, tourism, environmental energy improvements and connectivity (broadband access) projects. The Canada-Saskatchewan Agreement is now in place and assumes 25% federal and 25% provincial funding with a 50% matching contribution from municipalities. The Agreement totals \$72 million, with 20% of the funds allocated to Saskatoon and Regina on a per capita basis. It is essential that Saskatoon will be eligible for \$7.4 million distributed over a four year period. The first intake of applications must be submitted by April 15, 2005. Specific criteria identified in the application guide includes a requirement that "eligible projects must create or improve public infrastructure" and "generally must be considered construction ready". All projects must be complete by March 31, 2009.

During the 2005 Capital Budget process, a number of unfunded projects were identified in anticipation of both federal gas tax revenues and MRIF, and were included in Table 12 in the 2005

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Capital Budget/2006-2009 Capital Plan (Attachment 1). Based on available matching funding, and a review of projects that your Administration feels meet the program criteria, including the “construction ready” requirement, it is recommended that application be made under MRIF for Project 2000, 25th Street Extension/Rehabilitation. This project appears to meet all program criteria and it is recommended that the construction planned for 2005, totalling \$4,520,000, be submitted. Details of this project, as identified in the 2005 Capital Budget, are included as Attachment 2.

As noted above, the application deadline for the first intake under this program is April 15, 2005. Your Administration will be bringing forward additional submissions for City Council’s approval prior to the intake deadline. It is your Administration’s understanding that a second application intake will not be offered until 2007.

PUBLIC NOTICE

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

ATTACHMENTS

1. Table 12 from the 2005 Capital Budget/2006-2009 Capital Plan
2. Capital Project 2000 details from the 2005 Capital Budget/2006-2009 Capital Plan

B3) Enquiry – Councillor E. Hnatyshyn (November 15, 2004)
Proposed Fuel Tax Rebate
(File No. 1860-1)

RECOMMENDATIONS: 1) that Project 2002 - Circle Drive/College Interchange be approved;

- 2) that the source of funding Project 2002 be identified as borrowing;
- 3) that this report be referred to the Planning and Operations Committee for consideration of alternate sources of funding for fire halls and interchanges; and,
- 4) that the Administration provide progress reports on the implementation of the proposed funding plan prior to consideration of future Capital Budgets or as a result of major changes to the proposal.

ADOPTED.

At the City Council meeting of November 15, 2004, Councillor Hnatyshyn made the following enquiry:

“Would the Administration please provide the federal government’s guidelines and/or criteria for cities for the proposed fuel tax rebate.”

As City Council is aware, the Mayor and your Administration have attended several meetings since Councillor Hnatyshyn’s date of enquiry to not only attempt to gain a full understanding of the criteria that would be used to distribute a portion of the Federal Government’s fuel tax to municipalities, but also to impress upon the government the need for an immediate and substantial budgetary provision for that revenue sharing, and a commitment to continuing the revenue sharing into the future. On February 23, 2005, the Federal Government delivered on the promises that were made.

The Federal Budget included three key elements regarding the sharing of gas taxes. First, the Government identified its commitment to make an immediate provision of \$600 million for gas tax revenue sharing. Second, it identified a total commitment of \$5 billion over five years, with an additional \$600 million in 2006-07, increasing to \$800 million in 2007-08, \$1 billion in 2008-09, and to \$2 billion in 2009-10. Finally, Minister Goodale made the long-term commitment that the Mayors were seeking when he stated that the gas tax revenue sharing would be “*continuing thereafter indefinitely*”.

The Federal Government is currently in dialogue with each of the Provinces to sign agreements regarding the distribution of the gas tax revenue, through the provinces, to each municipality, recognizing the unique requirements of each Province. On March 1, 2005, your Administration met with federal and provincial officials, along with the Administrations from all of the other Saskatchewan cities and a representative from SARM, to participate in dialogue regarding the terms of an agreement that would be signed between the governments of Saskatchewan and Canada. Further discussions are still required, but it would appear that an agreement can be reached that would provide the City of Saskatoon an entitlement to its share of the gas tax revenues on a per

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capita basis, while also providing opportunities to participate in funds that have been identified as beneficial from a regional perspective. The City would also be required to demonstrate that a component of its capital expenditures, resulting from the use of gas tax revenues, will benefit the region.

While it appears that the basis of a Federal/Provincial agreement can be finalized, the actual rules for the use of the gas tax are not yet absolutely clear. Two key issues that need to be clarified are whether the gas tax revenue can be used to leverage borrowing to advance projects beyond what might be accomplished if a pay-as-you-go philosophy was required and second, the types of projects that may qualify for use of the gas tax. Each will be addressed separately.

The case for borrowing has been clearly delivered to the Federal Government by our Mayor, and has received support from all big city mayors. At a pre-budget meeting with Minister Goodale and Minister Godfrey, held in Regina, Mayor Tremblay of Montreal once again delivered the message that the ability to borrow was integral to that City's capital plan. The response from both Ministers was the understanding that the cities needed to hear that there was a long-term commitment by the Federal Government to the sharing of gas tax revenues. While the current Federal budget reveals a five year program, we believe that Minister Goodale's statement that this revenue sharing would be "*continuing thereafter indefinitely*" was a direct response to the discussions that were held in Regina. However, having said that, federal representatives at the March 1, 2005 meeting were unable to provide a definitive statement regarding borrowing, noting that the budget only identifies a five-year period and that cities would be taking a risk for which he could, for obvious reasons, not provide any guidance. This report will request City Council to take its first entry into this realm of risk by approving that Project 2002 – Circle Drive/College Interchange proceed.

The second issue is the identification of the types of projects that would be eligible for the use of gas tax revenues. Your Administration believes that this is an issue that will need to be dealt with at a Provincial level and will likely be part of the discussions yet to be held to finalize a Federal/Provincial agreement. The key element is a reference Federally to larger and smaller municipalities. The Federal Government would like larger municipalities to target their infrastructure investments to the areas of public transit, water and wastewater, community energy systems, and sewage treatment. Smaller municipalities will be allowed broader flexibility to accommodate distinct needs that would include roads and bridges. Infrastructure Canada, in providing a definition of a smaller municipality, uses a population of under 500,000. This is the same criteria that was used for the Municipal Rural Infrastructure Fund (MRIF). What has yet to be defined is whether, within the context of Saskatchewan, Regina and Saskatoon would be considered a large city. It is your Administration's opinion that Saskatoon requires the broader flexibility that is allowed within the smaller city status.

In our discussions with the Provincial and Federal Governments, your Administration also made the decision that its water and sewer infrastructure investments would be paid for by the users of those systems. This ensures sustainability, something that is emphasized by the Federal Government, and encourages water conservation. Over the next ten years, Saskatoon will be investing in excess of \$150 million to improve its water and sewer infrastructure, the very projects that would qualify if

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Saskatoon was considered a large city for purposes of the gas tax revenue sharing. The use of gas taxes should not be the lone driver that influences how projects are financed.

The 2005 Capital Budget (2006-2009 Capital Plan) provided a brief overview of your Administration's plan for funding future major capital expenditures. Council has previously been provided with a ten-year capital plan, the objective of which was to demonstrate the funding deficiencies that exist as the City attempts to proceed with a major backlog in infrastructure construction. This report is intended to provide City Council with a conceptual funding plan that highlights the potential use of the gas tax revenues to proceed with several major projects that Council has, to date, been unable to fund. The report will also identify the consequences of choosing this option and provide some recommendations on how Council may wish to address future ongoing, but project specific, capital funding shortfalls.

Appendix A is attached for Council's consideration and identifies those projects that your Administration has concluded mirror Council's priorities over the next five years and which we believe will meet Federal/Provincial guidelines for funding from gas tax revenues. The attachment identifies six major transportation projects. For purposes of this report, gas tax revenues have been limited to a per capita distribution of the gas tax revenue for each of the five years included in the plan, and a continuation of the revenue sharing for the sixth year of the plan (and, what will become obvious from the report, the assumption of an ongoing program into the future). Excluded are any opportunities that may exist from a Regional funding perspective.

It is conceivable that, in Saskatchewan, Saskatoon's situation may be unique. Its planned use of the gas tax revenue is influenced, to the extreme, by one project – the South Bridge and related roadways. Even if all of the City's share of the gas tax over the next five years (\$29,700,000) was applied to this project, the City would be short in excess of \$70 million. Obviously, in order for this project to proceed, funds must be borrowed. With limited taxing capacity to absorb the repayment of such a large debt undertaking, gas tax revenues have been identified as the source for repayment.

Assuming a future approval of the projects that have been identified, Attachment A reveals that the City would need to borrow \$131,135,000 over a six-year period, ultimately resulting in an annual repayment of \$13,100,000. It is proposed that this would be funded from the annual \$11,878,000 contribution from gas taxes, plus a property tax increase, that would need to be finalized in 2011, of \$1,100,000. It is recommended that any positive variance in your Administration's assumptions would be used first to reduce any immediate debt requirements, or the amortization period of the proposed new debt. The first such amendment may be the result of applying for a grant under MRIF, for the 2005 component of the 25th Street extension project.

While there are many financing options available, the identification of those options are all constrained by Council's ultimate decision regarding its priorities. However, it is appropriate to consider, in place of options, any constraints that a confirmation of a financing strategy may have on not only this Council, but also Councils in the future.

What are the implications of proceeding with the projects identified? Obviously, funding that is anticipated to become available to finance the projects will no longer be available to fund other

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projects that will come forward in the near to mid term. However, it is your Administration's opinion that this does not constrain the current Council or future Councils any more than the position it currently faces. Without new sources of funding, Council would need to increase property taxes in order for projects to proceed and, that being the case, it is very likely that the majority of these projects would not receive approval. What Council is addressing is a backlog of major capital projects.

It has always been your Administration's position that the pay-as-you-go philosophy is appropriate for projects that tend to repeat on a regular basis or that are the result of a need for major, but ongoing, infrastructure replacements. None of the projects identified in Appendix A meet that criteria – they are all “one of” projects that are not likely to repeat within a ten-year period. For this reason, and because of the major investment involved, projects identified are suitable projects for debt financing. Because Council is dealing primarily with a backlog of projects, or with projects that it has already approved (not simply a multitude of new options), it is not tying the hands of any future Council any further than the same constraints that Council faces today. Council's only decision is to ensure that the project priorities have been appropriately identified – that is a decision that only a Council of the day can make.

As City Council is aware, Project 2002 – Circle Drive/College Interchange was approved subject to confirmation of the federal gas tax revenues and the distribution formula. In order for the project to proceed in 2005, the Infrastructure Services Department has issued tenders for the project, making them subject to final approval of financing. As noted in this report, this project has yet to be approved Provincially, once an agreement has been reached with the Federal Government, and the previously noted caution regarding debt issuance would apply. Council's approval is now requested in order that this project can proceed in 2005.

Irrespective of the projects that are being recommended in Appendix A, Council will be faced with a number of challenges in the future. As mentioned earlier in this report, your Administration will be developing a financing plan that will provide some funding options to address some of the major cultural and recreational infrastructure projects that have been the source of debate over the past number of years, but which do not qualify for funding within the context of gas tax revenues. However, what will not be addressed in a future report are projects such as the need for an expansion to existing fire halls, future transportation requirements, transit requirements, Police facilities, relocation of city yards, administrative space requirements, etc. While not every one of these challenges will be covered in this report, it is important that options to address some of these issues be noted at this time.

Fire Halls – The expansion of future fire halls is impacted directly by the addition of new neighbourhoods. The Reserve for Capital Expenditures might be an obvious first source for funding a new fire hall once the needs have been established. However, because the capital cost of a fire hall will be incurred because of growth, some municipalities have included those costs as a levy on property sales, with new taxation being used to fund the ongoing expenditures. Because of ongoing capital limitations, Council may wish to consider this as an option.

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Transportation Requirements - While gas tax has been identified as a source of revenue to fund debt charges resulting from debt incurred to proceed with major infrastructure projects, your Administration has intentionally avoided the identification of any other senior government infrastructure funding sources that could be used to address projects that will undoubtedly need to proceed in the future or those smaller, but often very important projects that continue to be part of the City's infrastructure budget. Minister Godfrey and Minister Goodale have committed the government to continue existing infrastructure funding as supplemental to the gas tax. New programs, such as the Municipal Rural Infrastructure Fund (MRIF), will be identified separately in Capital Budgets and will be available for prioritization in future budgets. The existing Infrastructure Expansion Reserve, totalling \$1.5 million annually in the City's operating budget, will be preserved to assist in matching future Federal/Provincial infrastructure programs.

It is anticipated that any future Federal/Provincial Infrastructure program will not increase substantially from the funding that has been made available in recent years, especially in light of the commitment to gas tax. Therefore, Council may wish to address the manner in which it intends to meet the need for future major infrastructure additions such as interchanges that, because of their substantial cost, will not attract the necessary senior government funds. As Council will note in Appendix A, two interchanges (other than those directly associated with the new river crossing) have been planned – one at College and Circle, and a second yet to be identified. However, at least two other interchanges are identified in the 2005 Capital Budget (2006-2009 Capital Plan). In order to provide funding options for the future, Council may wish to consider introducing a separate levy on lot sales to meet this future need.

Transit – Minister Godfrey has stated that Transit is an important part of the Government's objectives for its funding of big cities, especially in light of the Government's commitment to the Kyoto Agreement. While the gas tax distribution encourages the use of these funds for Transit, the Federal Government recognizes that cities have special needs, and is committed to examining the future capital funding programs to meet the needs of Transit. Until these additional funds have been identified, or additional funds are dedicated to the larger cities (either federally or provincially) for transit, this report does not address Transit needs.

Police and City Hall Space Requirements – One of the most difficult capital decisions councils of the past have needed to address is the expansion of office space, primarily because there is a perception that this does not have any positive impact on the delivery of improved customer service. It is likely that the current Council will face the same dilemma. No major provisions have been made in the Capital Budget, nor are any being contemplated in the Operating Budget, to address such expenditures. The relocation of the City Yards, while having its own unique benefits, is similarly constrained by financing.

Council will note that the Administration's proposal assumes a debenture amortization period of fifteen years. Based on the assumptions used, reducing the amortization period to ten years was not possible. This is an important consideration because Council has already acknowledged the need for the north bridge. The current funding option will allow Council to have a substantial funding base to

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proceed with the second bridge starting approximately thirteen years after the opening of the South Bridge.

In light of what has been highlighted in this report, Council is asked to consider the following questions:

1. Do the projects identified in this report represent the major unfunded capital projects, eligible for funding from gas tax revenues, that Council wishes to address over the next five years (i.e. are there any other unfunded projects that carry a higher priority than those that have been highlighted in this report)?
2. Is City Council prepared to approve a long-term strategy that commits substantially all of the gas tax revenues, projected to be received over the next 15 years, to projects that will be completed within the next five years?
3. Does Council want to examine alternate sources of funding, primarily from levies, to partially offset costs associated with growth related capital projects?
4. What level of risk is Council willing to assume in approving that Project 2002 proceed in light of some of the unknowns?

PUBLIC NOTICE

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

ATTACHMENTS

1. Appendix A - Conceptual Funding Plan – Major Transportation Infrastructure Projects.

**D1) Enquiry – Councillor B. Dubois (February 7, 2005)
Flooding Problems – Rainbow Housing Co-operative
(File No. 7820-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

The following enquiry was made by Councillor Dubois at the meeting of City Council held on February 7, 2005:

“Would the Administration please report on the feasibility of working with the Rainbow Housing Co-operative on Berini Drive to provide technical assistance in regards to the on-going flooding problems they are experiencing.”

Municipal Engineering has reviewed all available plans for this property and has met with staff of the Co-operative. As a result of the most recent meeting, Municipal Engineering made a series of recommendations to improve the drainage of the property (Attachment 1).

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Municipal Engineering will be pleased to continue to review plans and discuss options with the property owners about what steps, in addition to those already recommended, can be taken to improve drainage of this property. However, Municipal Engineering cannot become a consulting engineer to the Housing Co-operative by offering engineering services. There are many Professional Engineering and Consulting Engineers available to the Co-operative that can provide the technical and engineering services they are requesting.

PUBLIC NOTICE

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

ATTACHMENT

1. Letter to Rainbow Housing Co-operative dated December 21, 2004

**D2) 2005 Capital Budget/Capital Project No. 1417
West Sector Suburban Centre Storm Water Basins,
Trunk and Sanitary Sewage Lift Station and Force Main
Award of Engineering Services
(File No. 4111-47-05 and CK. 7800-1)**

RECOMMENDATION: 1) that the proposal for engineering services submitted by Bullee Consulting Ltd. for the design of two storm water storage basins, and the design and construction supervision for storm sewer trunks, a new sanitary sewage lift station, and force main in the West Sector Suburban Centre, to an upset limit cost of \$223,844.00, be accepted; and

- 2) that the City Solicitor be instructed to prepare the necessary Engineering Services Agreement for execution by His Worship the Mayor and the City Clerk under the Corporate Seal.

ADOPTED.

Infrastructure Services issued a request for proposals for the design and construction supervision for Capital Project No.1417, West Sector Trunk Sewers. This project includes design and construction supervision for storm sewer trunks, a sanitary sewage lift station, and force main.

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This project also includes design only of two storm water storage basins. The City of Saskatoon will be responsible for the construction supervision of the storm water storage basins.

Proposals were received from five local consulting firms listed below.

Associated Engineering Ltd.
Bullee Consulting Ltd.
Catterall & Wright Consulting Engineers
Cochrane Engineering Ltd.
SAL Engineering Ltd.

After a systematic evaluation of the proposals, the Administration rated the proposal from Bullee Consulting Ltd. as being superior.

The net cost to the City for the engineering services, as described above and within the proposal submitted by Bullee Consulting Ltd. is as follows.

Base Fees	\$	209,200.00
G.S.T.	\$	14,644.00
Total Fees	\$	223,844.00
G.S.T. Rebate	\$	<u>14,644.00</u>
Net Cost to City	\$	<u>209,200.00</u>

2005 Capital Project No.1417 has \$3,735,000 of approved funding designated for design, construction supervision, and construction. As such, sufficient funding is in place to allow for the provision of the engineering services to proceed.

PUBLIC NOTICE

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

**D3) Enquiry – Councillor M. Heidt (December 1, 2003)
Pedestrian-Tunnel Between Confederation Mall and Rusholme Road
and
Enquiry – Councillor M. Heidt (February 9, 2004)
Pedestrian Tunnels and Walkways
and
Communications to Council
From: Richard and Kathy Evans
Mount Royal Community Association
Date: November 3, 2004
Subject: Circle Drive Tunnel Petition**

(File No. 6150-1)

IT WAS RESOLVED: that the matter be considered with Item A11 of Communications to Council.

Section E – UTILITY SERVICES

**E1) Enquiry – Councillor D.L. Birkmaier (January 17, 2005)
Garbage Pickup Schedule
(File No. CK. 7830-3)**

RECOMMENDATION: that the information be received.

The following enquiry was made by Councillor D.L. Birkmaier, at the meeting of City Council held on January 17, 2005:

“Would the Administration please report on the cost of implementing a full weekly garbage pickup schedule on an annual basis.

Currently, residential garbage collection is carried out on a weekly basis for 7.5 months during the summer, and on a bi-weekly basis for 4.5 months in the winter (November 1 to March 31), with the exception of weekly collection one week prior to and one week after Christmas. In terms of resources, 13 trucks are required during weekly collection, and 10 during bi-weekly collection.

The concept of bi-weekly collection is based on the fact that the residential sector generates less garbage during winter months. Prior to 2003, there were occasions when it was difficult to meet service demands due to adverse weather conditions. Severe cold weather affects equipment performance and equipment availability due to breakdowns. Early spring or late fall creates peak loading of residential garbage during bi-weekly collection. While front street collection was on schedule due to a strict pickup calendar, lane collection could be as much as two to six days behind.

To address this problem, beginning in the spring of 2003, the City phased in additional weekend shifts. At present, two additional collection trucks are operating Friday to Monday year round. As a result, lane collection is usually made every 7 days, or up to a maximum of every 10 days during peak loadings of residential waste.

To revert back to a weekly garbage pickup schedule on an annual basis would require three additional trucks for 4.5 months. The labour and equipment cost would be approximately \$12,600 per truck, per month. As a result, the annual operating budget would require an additional \$170,000.

PUBLIC NOTICE

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

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

Section F – CITY MANAGER

**F1) 2005-2007 Corporate Business Plan
Year 2004 Annual Report
(File No. CC. 100-14)**

RECOMMENDATION: that City Council receive the 2005-2007 Corporate Business Plan and the 2004 Annual Report.

ADOPTED.

At their annual planning session in January 2005, the senior managers reviewed the Strategic Plan in preparation for both the 2004 Annual Report and the 2005-2007 Corporate Business Plan.

Your Administration is now pleased to present its fifth Annual Report. This report highlights the major accomplishments that took place in the year 2004.

Also attached is a new three-year Corporate Business Plan for the years 2005-2007. Included in this plan are the objectives that will guide the Administration over the next three years.

PUBLIC NOTICE

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

ATTACHMENTS

1. Corporate Business Plan 2005-2007
2. Annual Report – City of Saskatoon – Year 2004

**F2) Expressions of Interest Selection and Request for Proposals
for River Landing Parcel “Y”
(File No. CC. 4130-2)**

RECOMMENDATION: 1) that City Council approve the selection of Remai Ventures Inc. and VPMI Hotel Group to proceed to the Request for Proposals (RFP) stage for the development of River Landing Parcel “Y”; and,

- 2) that City Council approve the attached RFP for distribution to the selected proponents.

BACKGROUND

At its meeting held on November 15, 2004 City Council adopted a two-stage process for the sale of Parcel Y (hotel/spa/residential) within the River Landing redevelopment project. Specifically, City Council adopted:

- “1) that City Council approve the two-stage disposition of Parcel “Y” (Block E16) as outlined in the attached memo;
- 2) that the attached Expressions of Interest (EOI) document, including the evaluation criteria, be approved and issued;
- 3) that an Administrative Committee be struck to undertake evaluations of submissions received;
- 4) that the selected short-list of EOI submissions be brought to City Council for approval prior to the issuance of the RFP; and,
- 5) that the RFP summary and evaluation criteria outlined in the attached be approved, and that the Administration proceed to developing a detailed RFP document for City Council approval.”

REPORT

To assist the City in marketing the land, City Council at its meeting of November 15, 2004, approved the awarding of a contract with Colliers-McClocklin. The primary task of the realtor was the exposure of the land to prospective purchasers, the promotion of the development opportunity, and to encourage responses from the private sector.

The EOI was issued December 6th, 2004 with a deadline for submissions of 4:00 p.m. Friday, February 11th, 2005. During this period, Colliers-McClocklin produced and placed two rounds of advertisements in national and local newspapers, produced and posted a River Landing website and “flash” presentation, produced and distributed a sales brochure, and distributed nearly 1,500 emails to prospective developers and hotel owners. Twenty-five EOI were distributed and 15 firms officially registered. Senior staff from Colliers-McClocklin met with or contacted each of these proponents on a continual basis. A total of four submissions were received before the deadline.

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The Administrative Committee consisted of City Manager Phil Richards, Corporate Services Department General Manager Bernie Veltkamp, Development Services Branch Manager Randy Grauer, Senior Planners Tim Steuart and Alan Wallace, and Special Projects Manager Chris Dekker. The City Solicitor's Office, Colliers-McClocklin, and Gwyn Symmons of CitySpaces Consulting Ltd. served as consultants to the review.

The Administrative Committee conducted its evaluation based on the evaluation criteria and the information requirements of the EOI. The evaluation has found that Remai Ventures Inc. and VPMI Hotel Group have scored sufficiently to proceed to the RFP stage. The review indicated that Remai Ventures Inc. and VPMI Hotel Group have captured the vision, scale, and timing outlined in the EOI and have demonstrated the appropriate financial capacity.

Pending Council approval, each of these two proponents will be invited to submit a proposal under the attached RFP document. The RFP outlines the process and information required of the selected proponents to enable the City to choose the submission that best meets the vision for the development of Parcel "Y" in Saskatoon's River Landing.

Information to be submitted includes detailed drawings that provide a description of the conceptual design of the proposed project, a written summary of the development, and an offer to purchase the land.

The RFP outlines a 100-point scoring system – 60 allocated to the development proposal and 40 to the purchase price offered for the land. The development proposal points are further allocated to evaluate quality, consistency with the South Downtown Concept Plan, vision and quality (design and materials), mix of proposed uses, scale and character, density (amount of development), street orientation and streetscape, environmental initiatives, and other innovations. The proposals will be displayed for public review and comment.

The evaluation committee, comprising of City staff and consultant resources, will score the RFP responses and submit a report to City Council. Council will consider the committee's recommendations but retains the right, at its discretion, to select the successful proposal. The selected proponent will be required to enter into agreements with the City intended to ensure timely construction of the hotel spa and restaurant in accordance with the proposal.

Administration will issue the RFP within days of City Council approval, with a submission deadline between eight to ten weeks.

PUBLIC NOTICE

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

ATTACHMENTS

1. Request for Proposal River Landing Parcel "Y".

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Item AA34 of Communications to Council was brought forward and considered.

“AA34) Joseph Kuchta, dated March 7

Submitting comments with respect to the expressions of interest selection and request for proposals for River Landing Parcel “Y”. (File No. CK. 4130-2)”

IT WAS RESOLVED: 1) that City Council approve the selection of Remai Ventures Inc. and VPMI Hotel Group to proceed to the Request for Proposals (RFP) stage for the development of River Landing Parcel “Y”; and,

2) that City Council approve the attached RFP for distribution to the selected proponents.

LEGISLATIVE REPORT NO. 5-2005

Section A – OFFICE OF THE CITY CLERK

- A1) **Proposed Annexation of Akzo Nobel
From R.M. of Corman Park No. 344
Blk/Par A, Plan No. 63S09313, Extension 0
As described on Certificate of Title 64S00939
(File No. CK. 4060-1)**
-

RECOMMENDATION: that the City Clerk be instructed to apply to the Minister of Government Relations for alterations of the City's boundaries to annex Akzo Nobel, effective April 1, 2005.

ADOPTED.

City Council, at its meeting held on January 4, 2005, held a hearing into the above matter and resolved:

- 1) that upon receipt of a complementary resolution from the R.M. of Corman Park, City Council apply to the Minister of Government Relations for alteration of boundaries to annex Akzo Nobel; and
- 2) that the Administration report with respect to the discharge routing from Akzo Nobel and its proximity to the residential neighbourhood.

A report was submitted to City Council on February 7, 2004 regarding resolution 2.

Attached is a copy of a letter dated February 28, 2005 from the Administration of the Rural Municipality of Corman Park, submitting a certified copy of the complementary resolution of the R.M. of Corman Park.

City Council will note that the resolution of the R.M. of Corman Park is that the effective date of the annexation be April 1, 2005. City Council's resolution of October 18, 2004 was that the annexation be effective January 1, 2005. The above recommendation is consistent with that of the Council of the R.M. of Corman Park.

Section B – OFFICE OF THE CITY SOLICITOR

**B1) Proposed Annexation of Akzo Nobel
From R.M. of Corman Park No. 344
Block/Parcel A, Plan No. 63S09313, Extension 0
As described on Certificate of Title 64S00939
(File No. 4060-1)**

- RECOMMENDATION:**
- 1) that City Council approve the attached Agreement between The City of Saskatoon, The Rural Municipality of Corman Park No. 344 and Akzo Nobel Chemicals Ltd.; and
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute the attached Agreement on behalf of The City of Saskatoon.

ADOPTED.

The City Clerk is reporting at tonight's meeting on the receipt of a complementary resolution from the R.M. of Corman Park regarding the annexation of the Akzo Nobel property.

Normally, the City does not enter into formal agreements with the R.M. of Corman Park when a property is annexed. However, because of the unique circumstances of this annexation, an Agreement has been negotiated by the Administration, a copy of which is attached.

The City's only obligation under the Agreement is to pay the R.M. of Corman Park compensation of \$79,995.60, which is ten times the assessed value of the annexed land. The City has also taken the opportunity to document in the Agreement the requirements for Akzo Nobel to connect to the City's sanitary, water and storm water systems once the land is within the City of Saskatoon.

The City Manager and the General Managers of Utility Services and Infrastructure Services have reviewed and approved the Agreement.

ATTACHMENTS

1. Agreement between The City of Saskatoon, The Rural Municipality of Corman Park No. 344 and Akzo Nobel Chemicals Ltd.

REPORT NO. 4-2005 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

Councillor D. L. Birkmaier, Chair
Councillor O. Fortosky
Councillor E. Hnatyshyn
Councillor M. Neault
Councillor G. Wyant

**1. Review of Nail and Hair Salons as a Permitted Home Based Business
(File No. CK. 4350-1)**

IT WAS RESOLVED: that the matter be considered with Items A8, A12 and AA30-AA33 of Communications to Council.

2. Communications to Council
From: Heather Neufeld
Date: April 19, 2004
Subject: Signs – Phase II and III of Preston Crossing
(Files CK. 6280-1 and 4125-11)

RECOMMENDATION: that the information be received.

ADOPTED.

City Council, at its meeting held on May 3, 2004, considered the above letter expressing concerns with respect to large signs advertising new stores being built in Phases II and III of Preston Crossing. Council passed a motion that the matter be referred to the Administration to report to the Planning and Operations Committee.

Attached is a copy of the report of the General Manager, Community Services Department dated February 9, 2005, providing information on the above referral.

Your Committee has reviewed the matter and is forwarding the report to City Council as information.

3. Access Transit Service – Booking Window and Priority Booking

(File No. CK. 7305-1)

RECOMMENDATION: that the advance booking window for Access Transit be changed from three days to seven days, for a trial period of 90 days effective April 1, 2005, and that the Administration review the matter at that time.

ADOPTED.

Your Committee had requested the Administration to review how the City of Regina provides its Access Transit Service and provided a report with respect to the matter of the booking window and setting priorities. In addition, the Access Transit Advisory Committee raised the question of extending the booking window for Access Transit from a three-day booking window to a seven-day booking window.

Attached is a copy of the report of the General Manager, Utility Services Department dated January 31, 2005, with respect to the booking window and priority bookings for the Access Transit Service.

Your Committee was advised that the Access Transit Advisory Committee reviewed this matter and supported the suggested three-month trial period for a seven-day booking window.

Following consideration of this matter, your Committee supports the recommended change in the advance booking window for Access Transit from three days to seven days, effective April 1, 2005, for a trial period of 90 days, with the Administration to review the matter further at that time.

4. Relocation of Gordie Howe Sculpture to Credit Union Centre
(File No. CK. 4040-1)

RECOMMENDATION: that City Council approve the relocation of the Gordie Howe Sculpture by Mr. Michael Martin (the Artist), from the property owned by Oxford Retail Group (Midtown Plaza) to a site near the main entrance doors to Credit Union Centre.

ADOPTED.

Attached is a copy of the report of the Visual Arts Placement Jury dated February 22, 2005, recommending relocation of the Gordie Howe Sculpture from 20th Street and First Avenue to Credit Union Centre.

Your Committee has reviewed the report and supports the relocation of the Gordie Howe Sculpture to Credit Union Centre.

REPORT NO. 4-2005 OF THE ADMINISTRATION AND FINANCE COMMITTEE

Composition of Committee

Councillor G. Penner, Chair
Councillor T. Alm
Councillor B. Dubois
Councillor M. Heidt
Councillor T. Paulsen

1. **Municipal Golf Courses – 2004 Year-End Report**
(File No. CK. 4135-1)

- RECOMMENDATION:**
- 1) that the information be received; and
 - 2) that the base rate for Adult Green Fees be increased annually by \$1.50 at Holiday Park and \$0.75 at Silverwood and Wildwood Golf Courses for a three-year period commencing April 1, 2005, as outlined in Attachment 5.

ADOPTED.

Attached is a copy of the report of the General Manager, Community Services Department dated February 10, 2005, forwarding information on use and improvements for the three municipal golf courses, and recommending an increase in fees over a three-year period.

Your Committee has reviewed this report with the Administration and notes that the \$0.75 increase to the base rate for Wildwood would be in addition to the irrigation system levy (\$1 effective April 1, 2004, and \$1 effective April 1, 2005), and has asked the Administration to ensure that golfers are aware of the reason for the additional cost. Your Committee supports the increased green fees, which are in line with the green fees for private golf courses in and around the city, as outlined in Attachment 6.

REPORT NO. 4-2005 OF THE EXECUTIVE COMMITTEE

Composition of Committee

His Worship Mayor D. Atchison, Chair
Councillor T. Alm
Councillor D.L. Birkmaier
Councillor B. Dubois
Councillor O. Fortosky
Councillor M. Heidt
Councillor E. Hnatyshyn
Councillor M. Neault
Councillor T. Paulsen
Councillor G. Penner
Councillor G. Wyant

**1. Incentive Application – Philom Bios
(File No. CK. 3500-1 and 1965-1)**

IT WAS RESOLVED: that the matter be considered after Item A1 of Communications to Council.

**2. Saskatoon Citizens' Centennial Committee
(File No. CK. 225-68)**

- RECOMMENDATION:**
- 1) that a maximum of \$500,000 be allocated to the Citizens' Centennial Committee, including the money that has been spent to date;
 - 2) that the basic plan of activities outlined in the report of February 22, 2005 be approved;
 - 3) that the Citizens' Centennial Committee be authorized to utilize contracts for services to assist it in carrying out its work, subject to appropriate administrative conditions; and
 - 4) that the Citizens' Centennial Committee submit quarterly statements of expenditures to the Executive Committee.

ADOPTED.

Attached are excerpts from a report of the Citizens' Centennial Committee dated February 22, 2005, which was considered by the Executive Committee at its meeting held on February 28, 2005.

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Your Committee has met with the Chair and two representatives of the Citizens' Centennial Committee, and reviewed the activities of the Committee to date, as well as the proposed events in 2005 and 2006.

Your Committee recognizes and appreciates the work that has been carried out to date by the dedicated volunteers of the Citizens' Centennial Committee, and is confident that the above recommendation will allow the Committee to fulfill its stated intention to make Saskatoon's Centenary memorable, fun, accessible, inclusive, successful and one in which everyone can take part.

Moved by Councillor Wyant, Seconded by Neault,

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

CARRIED.

His Worship the Mayor resumed the Chair.

Moved by Councillor Wyant, Seconded by Councillor Birkmaier,

THAT Council extend its appreciation to the Fire and Protective Services Department and the Saskatoon Police Service for their actions taken at the house fire that recently occurred in the Caswell Hill neighbourhood.

CARRIED.

COMMUNICATIONS TO COUNCIL

The following communications were submitted dealt with as stated:

A. REQUESTS TO SPEAK TO COUNCIL

1) Ted Mitchell, CEO

Saskatoon Regional Economic Development Authority Inc. (SREDA), dated January 26

Requesting permission to address Council along with Stu Irvine, CEO, Mitchell's Gourmet Foods and a SREDA Board member, with respect to proposed amendments to the City Incentive Policies C09-014 and C09-030. (File No. CK. 3500-13)

RECOMMENDATION: that Ted Mitchell, Stu Irvine and SREDA board member be heard.

Moved by Councillor Paulsen, Seconded by Councillor Birkmaier,

THAT Ted Mitchell, Stu Irvine and the SREDA board member be heard.

CARRIED.

Mr. Ted Mitchell, CEO, Saskatoon Regional Economic Development Authority Inc. (SREDA), indicated that Mr. Irvine was unable to attend the Council meeting. Mr. Mitchell spoke with respect to proposed amendments to the City Incentive Policies C09-014 and C09-030 and asked that Council approve the amendments.

Moved by Councillor Hnatyshyn, Seconded by Councillor Dubois,

THAT the matter be referred to the Executive Committee for a report.

CARRIED.

REPORT NO. 4-2005 OF THE EXECUTIVE COMMITTEE

**1. Incentive Application – Philom Bios
(File No. CK. 3500-1 and 1965-1)**

RECOMMENDATION:

- 1) that the previously-approved one-year tax incentive granted to Philom Bios be extended to a five-year tax incentive on the incremental taxes resulting from the expansion of 3935 Thatcher Avenue;
- 2) that the abatement be calculated as follows:
 - 100% in Year 1
 - 80% in Year 2
 - 70% in Year 3
 - 60% in Year 4
 - 50% in Year 5; and,
- 3) that the City Solicitor be instructed to bring forward the appropriate bylaw and agreement.

Your Committee has reviewed and supports the attached report of the Incentives Review Subcommittee (SREDA) dated February 24, 2005, pertaining to a proposed expansion of the manufacturing, office and lab facilities for Philom Bios at its proposed new location at 3935 Thatcher Avenue.

Moved by Councillor Paulsen, Seconded by Councillor Heidt,

THAT the recommendation be adopted.

CARRIED.

REQUESTS TO SPEAK TO COUNCIL – CONTINUED

2) **Frances Farness-Petit, dated February 25**

Requesting permission to address Council, along with Alice Farness, with respect to the proposed development of a Pleasant Hill Community Project. (File No. CK. 280-5)

RECOMMENDATION: that Frances and Alice Farness be heard.

Moved by Councillor Paulsen, Seconded by Councillor Birkmaier,

THAT Item A7 of Communications to Council be brought forward and that Alice Farness and Sergeant Keith Briant be heard.

CARRIED.

“A7) **Sergeant Keith Briant**
Saskatoon Police Service, dated March 2

Requesting permission to address Council with respect to the business plan for the Pleasant Hill project. (File No. CK. 5000-1)”

Ms. Alice Farness indicated that Ms. Frances Farness-Petit was unable to attend. Ms. Farness spoke with respect to home-based businesses, smoking in public places and the proposed location of a Pleasant Hill Community Project. Ms. Farness provided Council with a copy of her presentation.

Sergeant Keith Briant, Saskatoon Police Service, and Ms. Marie Adams, General Manager, Saskatoon Tribal Council, provided information with respect to a Community Project to be developed in the Pleasant Hill neighbourhood. They requested that the \$100,000 previously set aside for a project similar to this be provided for this project.

Moved by Councillor Heidt, Seconded by Councillor Birkmaier,

THAT the matter be referred to the Administration to obtain a Business Plan from the Saskatoon Tribal Council.

CARRIED.

3) **Shirley Ryan, Executive Director**
North Saskatoon Business Association, dated March 1

Requesting permission to address Council with respect to the Marquis Industrial Development.
(File No. CK. 4125-1)

4) **Ron Mills, dated March 1**

Requesting permission to address Council with respect to the Marquis Industrial Development.
(File No. CK. 4125-1)

5) **Lionel Labelle, dated March 2**

Requesting permission to address Council with respect to the Marquis Industrial Development.
(File No. CK. 4125-1)

6) **Larry Tehse, dated March 2**

Requesting permission to address Council with respect to the Marquis Industrial Development. He will provide a PowerPoint presentation. (File No. CK. 4125-1)

RECOMMENDATION: that Item AA24 of Communications to Council, Clause A4, Administrative Report 5-2005 and the Notice of Motion from Councillor Wyant be brought forward and that Shirley Ryan, Ron Mills, Lionel Labelle and Larry Tehse be heard.

Moved by Councillor Paulsen, Seconded by Councillor Birkmaier,

THAT Items A9, A10, and AA24 of Communications to Council, Clause A4, Administrative Report 5-2005 and the Notice of Motion from Councillor Wyant be brought forward and that Shirley Ryan, Ron Mills, Lionel Labelle, Larry Tehse, Kent Smith-Windsor and Gerry Mooney be heard.

CARRIED.

**“A9) Jack Brodsky, President Elect
Greater Saskatoon Chamber of Commerce, dated March 3**

Requesting permission for Kent Smith-Windsor, Executive Director, The Chamber, to address Council with respect to the Marquis Industrial Development. (File No. CK. 4125-1)

**A10) Gerry Mooney
Akzo Nobel Chemicals Ltd., dated March 4**

Requesting permission to address Council with respect to the proposed moratorium on the Marquis Industrial Development area. (File No. CK. 4125-1)

AA24) Gord Kostiuk, dated February 22

Submitting comments with respect to the Marquis Industrial Development. (File No. CK. 4125-1)

ADMINISTRATIVE REPORT NO. 5-2005

**A4) Silverwood Golf Course/Marquis (formerly Silverwood) Industrial Development
(File No. PL 4134-3 and CK. 4125-1)**

RECOMMENDATION: that the information be received.

BACKGROUND

During its February 21, 2005 meeting, City Council tabled the recommendations contained in the January 31, 2005 report of the General Manager, Community Services Department. This report had provided City Council, through its Planning and Operations Committee, with several recommendations pertaining to visual, zoning, and land sale restrictions designed to address the concerns raised by the public respecting the development of industrial lands north of the Silverwood Golf Course and the enhancement of views along Wanuskewin Road. The estimated cost of these measures was \$219,400, which would be funded from the Property Realized Reserve.

During the February 21, 2005 City Council meeting, Councilor Wyant made a notice of motion as follows:

“TAKE NOTICE THAT at the next regular meeting of City Council, I will move the following motion:

- 1) that a permanent moratorium be ordered with respect to industrial development on the seventy acres parcel to the east of Wanuskewin Road immediately north of the Silverwood Golf Course;
- 2) that a moratorium be ordered with respect to the Marquis Industrial area west and north of Wanuskewin Road to the railway right of way until such time as the industrial capacity west of the right of way has been substantially achieved; and
- 3) that a plan be developed to extend the trunk west of the right of way so as to accommodate further industrial capacity in that location.”

During the discussion on this matter, your administration agreed to provide City Council with a further report on this matter to be considered by City Council at its meeting to be held March 7, 2005.

REPORT

Overview of Saskatoon’s Development Plan

The City of Saskatoon Development Plan is a comprehensive master plan for the development of Saskatoon to a population of 310,000 people. It is best described as a development framework for accommodating growth and change and reflects the values and aspirations of the citizens.

The purpose of the plan is referred to below:

“This Plan has been established in accordance with the provisions of *The Planning and Development Act, 1983*, as amended. The Plan provides the policy framework to define, direct, and evaluate development in the City of Saskatoon, ensuring that development takes place in an orderly and rational manner, balancing the environmental, social, and economic needs of the community.”

The Development Plan guides development decisions of City Council, and typically has a time horizon of 20 to 50 years.

Sector Plans

The Development Plan requires the City to adopt comprehensive neighbourhood and sector plans to accommodate development. Sector Plans differ from neighbourhood plans in that the scope is usually for larger areas accommodating several neighbourhoods and suburban centres or large industrial land areas. Comprehensive sector plans enable the City to provide services in an efficient, effective, and sustainable manner.

The Development Plan states:

“Long range planning for industrial development areas and related infrastructure shall be organized within the context of industrial area concept plans and industrial sector concept plans. The overall objective in industrial area planning is to facilitate economic development opportunities, in a rational and efficient manner, while maintaining a high quality built and natural environment over the long term.”

Sector Plans are general and conceptual, but form the basis for decisions about zoning, servicing, and subdivision. Because the plans are general, it is possible to be flexible within the overall intent of the Sector Plan. However, major changes to the plan require the City to undertake a comprehensive review, and adoption by City Council.

Sector Plans cannot be amended in a piecemeal fashion. What is important is to focus on the big picture when major changes are considered.

Long-Term Plans for the Marquis Industrial Area.

Industrial Development north of the Silverwood Golf Course has been a part of the City’s Development Plan since 1983 when City Council adopted the North Industrial Concept Plan (renamed Marquis Industrial). In November 2002, City Council endorsed the Marquis Industrial Sector Plan. The Marquis Industrial Sector comprises 542 hectares (1,339.2 gross acres and 1,007 net remaining developable acres) of light and heavy industrial land. It is bounded by: Idylwyld Drive to the west; the city limits to the north; Wanuskewin Road and the riverbank area to the east; and the Silverwood Golf Course and 60th Street to the south.

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The key planning elements of this plan include:

- A one-kilometre buffer surrounding the Erco Worldwide and Akzo Nobel Chemical Plants. No residential or public assembly uses are allowed within this buffer. This buffer area was established in collaboration with the chemical plant operators, Saskatchewan Environment and Resource Management, Province of Saskatchewan (SERM), and Fire and Protective Services, City of Saskatoon and was identified as a major constraint to residential and public assembly uses north of the residential development contained in the Silverwood neighbourhood.
- A proposed extension of the Marquis Drive Arterial Roadway to link with the Wanuskewin Arterial Road. These roadways form the major transportation linkages throughout the sector. The Marquis Drive Arterial Roadway provides ready access to Fire Hall #7.
- A new Interchange at Marquis and Highway 11. The construction of this interchange would coincide with the closure of the 71st Street access.
- A Light Industrial buffer surrounding the Silverwood Residential neighbourhood.
- Heavy Industrial land which joins to the chemical plants at Wanuskewin Road.
- A major transportation linkage to the proposed Perimeter Highway and North Bridge.
- A possible Railway access to the industrial lands west of the CNR right-of-way.

The Marquis Sector Plan contains an estimated 25 to 30 year supply of light and heavy industrial land for Saskatoon based on the average annual absorption rate of 30 acres in this portion of the city. New servicing and development of large industrial areas occurs in phases. Each phase is contiguous to the previous phase in order to maintain a reasonable balance between cash outlays and cash intake. This approach is commonly referred to as “pay as you go”. The alternative to this type of development is referred to as “leap frog” development. This will cause the City of Saskatoon to carry a cash deficit position for a greater amount of money for a greater period of time.

Each phase is planned as part the City’s Capital Budget and is based on the Five Year Land Development Program. The Five Year Land Development Program contains annual projections of land absorption for residential, commercial, and industrial development. The Program determines the appropriate level of servicing required to meet demand for light and heavy industrial land and maintain a reasonable supply of serviced land on hand.

The cost of major off-site trunk sewers, primary water mains, and arterial roads is funded through various land development reserves. The funds placed in these reserves are collected from city-wide levies applied against land development projects initiated by the private sector or by the City’s Land Bank Program. The mill rate does not provide funding to these reserves.

The major trunks and arterial roads required in the case of the Marquis Industrial Area has and continues to involve the construction of an entirely new system or catchment area to support industrial growth. Existing capacity of the off-site trunks for the industrial development south of the developed lands along 60th Street (including the recent development by Centennial Meats, Westco Storage, Standard Machine, and more recently Prairie Pride) has been consumed. An

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entirely new system or catchment area must be in place to support further industrial development for the Marquis Industrial Area north of the 60th Street area and Silverwood Golf Course.

Starting in 1982, the City proceeded to design and construct (1983) the first portion of this new system or catchment area by installing major storm trunks from the South Saskatchewan River and major sanitary trunks from the Water and Pollution Control Plant situated on Whiteswan Drive. This action was undertaken at that time as sufficient reserve funds were in place, the trunks needed to cross the eastern portion of the Silverwood Golf Course during its construction, and there was evidence at that time that the lands north of the Silverwood Golf Course were needed to support a major light industrial user intending to locate in this area. Unfortunately, this particular new user did not go ahead with its plans. However this new system was in place to readily accommodate the major development of the Coverall Building Systems on Wanuskewin Road and the sanitary sewage requirements of Akzo Nobel. Furthermore, the extension of Wanuskewin Road (funded by the Arterial Road Reserve in 1984) was necessary to provide the necessary transportation link to the road system serving the chemical plants and as an alternative access route to Highway 11.

Effect of Adjacent Railways and Industrial Areas on Neighbourhoods in Saskatoon.

There are a number of industrial areas within our city boundaries. Examples are CN Industrial; South West Industrial; North Industrial; and Hudson Bay Industrial.

Table 1 below illustrates some key socio-economic data for a sample of neighbourhoods in Saskatoon that are located immediately adjacent to railways and/or industrial areas. The data indicates that the presence of adjacent railways and industrial areas does not cause an automatic devaluation of property or neighbourhood decline. The sample neighbourhoods are well-established communities that have co-existed with adjacent railways and industrial uses for many years. Although each situation is slightly different from another, the case for an automatic devaluation of property values and certain downward decline of the Silverwood community if industrial development occurs to the north cannot be demonstrated.

Table 1 – Socio-Economic Data (2001) - Neighbourhoods Adjacent to Railway/Industrial Areas

Neighbourhood	Average Family Income (\$)	Owner-Occupied Dwellings (%)	Unemployment Rate (%)	Average Value of Dwelling (\$)
River Heights	90,089	77%	4.6	145,983
Silverwood Heights	78,913	77%	5.5	146,572

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Montgomery Place	69,191	93%	3.2	169,663
Forest Grove	64,144	65%	7.0	125,121
Avalon	63,694	76%	3.3	144,911
Saskatoon	62,451	62%	6.6	109,662

Industrial Land Inventory

Based on the inventory at December 31, 2004 and the servicing of lands by the end of 2005, the following lands are, or are planned to be, available for sale by a variety of land developers:

Location	Parcels	Area in Acres	Average Price Per acre
Hudson Bay Industrial			
Heavy Industrial (City)	8	30.60	\$140,917
Light Industrial			
Existing Stock (City)	17	25.23	\$142,708
New on Faithful Cres. (City)	16	20.10	\$155,000
Lambert Crescent (City)	<u>5</u>	<u>10.32</u>	\$155,000 (est.)
Subtotal	<u>46</u>	<u>86.25</u>	
Marquis Industrial			
Light Industrial			
North of Golf Course (City)	<u>21</u>	<u>44.00</u>	\$125,000 (2003 est.)
AgriPlace Industrial			
Light Industrial			
Crown Investments (CIC)	<u>27</u>	<u>75.03</u>	\$128,482
Southwest Industrial			
Crown Investments (CIC)	44	54.29	\$92,006
City of Saskatoon	<u>3</u>	<u>3.10</u>	\$95,967
Subtotal	<u>47</u>	<u>57.39</u>	

The City's Land Bank Program is directed to provide a minimum two-year supply of industrial lands as a means of ensuring sustained industrial development in Saskatoon. Over the past several years the Land Bank Program has sold industrial lands as follows:

Year	No. Of Parcels	Area
2004	22	35.81
2003	9	13.50
2002	6	14.87
2001	13	48.97
2000	<u>15</u>	<u>43.21</u>

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Average (2000-2004) 13 31.27

Based on 2005 recorded sales to date and expected further sale of lands this year on Faithful Avenue, Faithful Crescent (fully serviced in 2004) and Lambert Crescent (to be serviced in 2005), the City's Land Bank Program will sell an estimated 26 parcels totalling 53.34 acres. This would reduce the expected Industrial Land Supply by the end of 2005 to 20 parcels and 32.91 acres in the Hudson Bay Industrial Area. This represents a one-year supply of industrial lands.

Should the fully serviced lands in the Marquis Industrial Area north of the Silverwood Golf Course (Phase I) be released for sale in 2005, an additional supply of industrial lands totalling 21 parcels and 44 acres of land would be available. This land combined with expected inventory at the end of 2005 would provide a total supply of 40 parcels and 73.41 acres for sale in 2006, which represents slightly more than a two-year supply. It should be noted, however, that it generally takes approximately six to nine months to commence servicing and to bring the land to market for sale. As a consequence, it may also be necessary to complete the servicing of the remaining unserviced 16 parcels and 26 acres of land (Phase II) north of the golf course. This has been identified within the City's Capital Plan for 2006.

From a land inventory and demand perspective it has been recognized that the supply of serviced heavy industrial lands needs to be enhanced. The Civic Administration has commenced a design process to examine the technical design and cost of the extension of the Marquis Trunk and Marquis Drive arterial road connection. Funds were allocated in the 2005 Pre-paid Land Development portion of the Capital Budget to undertake this design, which is expected to be completed in the next several months. A further report will be submitted to the Land Bank Committee and City Council outlining the need to adjust the Marquis Industrial Sector Plan based on a more detailed servicing and subdivision design and the allocation of funds from the various reserves for capital construction. If Council approves the revised Sector Plan and allocates the necessary funding, the Administration will prepare detailed engineering designs and commence the tender process for the awarding of contracts for construction at the earliest possible date.

Marquis Industrial Development Area – Long Term Business Plan

As illustrated on Attachment 1, the remaining net development area (exclusive of roadways, other dedicated lands, and previously developed lands) contained within the Marquis Industrial Area is as follows:

Location	Area in Acres
West of CNR Right of Way	623.46
East of CNR Right of Way north of 71 st Street	134.55
East of CNR Right of Way north of Wanuskewin Road	179.65
North of Silverwood Golf Course	70.00

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Total Net Developable Land 1,007.66

A condensed business plan for major offsite services is presented below.

PROJECTED CASH POSITION

Major Offsite Services	Actual to Date	Future Expenditures	Totals
Trunk Sewers	\$7,300,000	\$28,240,000	\$35,540,000
Primary Watermains		\$ 7,387,000	\$ 7,387,000
Arterial Roadways	\$2,500,000	\$ 9,168,000	\$11,668,000
Projected Expenditures	\$9,800,000	\$44,795,000	\$54,595,000
Projected Revenues			
East of Railway and South of Wanuskewin		\$ 2,350,500	\$ 2,350,500
East of Railway and North of Wanuskewin	\$1,516,000	\$11,642,000	\$13,158,000
West of Railway Tracks	\$ 480,000	\$23,075,500	\$23,555,500
Projected Revenues	\$1,996,000	\$37,068,000	\$39,064,000
NET CASH SURPLUS (DEFICIT)	(\$7,804,000)	(\$ 7,727,000)	(\$15,531,000)

The \$15,531,000 cash deficit represents excess capacity built into the system to service an area beyond the Marquis Industrial Area; currently anticipated to be to the north west of the defined area.

Other sunk costs to date include a total of \$3,231,596 spent for the provision of direct services for the 44 acres of industrial land (Phase I) and area grading of 26 acres (Phase II) north of the Silverwood Golf Course.

Should a permanent moratorium be ordered with respect to industrial development on the seventy acre parcel to the east of Wanuskewin Road immediately north of the Silverwood Golf Course, an additional \$575,000 would be required for the abandonment costs related to the cutting off of existing direct services installed in 2003 and 2004 within Phase I. Thus, a permanent moratorium for this area would reduce projected revenues for this business plan by \$2,350,000 plus add total sunk costs and abandonment costs of \$3,806,596 to the project; an overall impact of \$6,156,596.

A moratorium ordered with respect to the Marquis Industrial area west and north of Wanuskewin to the railway right of way, until such time as the industrial capacity west of the right of way has been substantially achieved, will delay indefinitely further revenues of \$11,642,000.

Consequently, the City of Saskatoon would now be required to carry a total cash flow deficit of \$17,799,000 into future development areas. However, the Administration anticipates that a significant portion of this additional amount would never be recovered, and should the moratorium orders be issued, a plan to fund this additional cash deficit should be developed as soon as possible.

Options to Recover Additional Cash Deficit resulting from Moratorium Order(s)

The question remains as to how these increase costs would be recovered. Could they be recovered through increased land prices, through increased pre-paid levy rates city wide for all land development projects, through a write-off against the Property Realized Reserve, or through an increased mill rate? Each of these options has significant impacts.

In order to stay competitive, attract, and retain industry in the city, the Administration would not advise recovering these additional amounts through increased land prices or increased off-site levies for all land development projects throughout the city. As indicated in Attachment 2, a survey of industrial land prices across Canada, current prices in Saskatoon's north end are significantly less than Calgary and Edmonton, and slightly higher than Winnipeg. Increasing land prices to recover the projected cash deficit of \$17,799,000 (approximately \$28,550 per acre) on the lands west of the CNR track would significantly erode our present land price advantage reducing our ability to attract new investment to Saskatoon and discouraging relocation and expansion of existing businesses. We need to maintain every advantage we have to attract investment and stimulate job growth.

The option to absorb these costs against the Property Realized Reserve would more than deplete this reserve and in all probability require the disposal of lands currently owned by the City. The depletion of this reserve would prevent the City from using this as a source of funding for its annual \$500,000 contribution to the Affordable Housing Reserve, for its annual funding of the Reserve for Capital Expenditures (\$3,915,400 in 2004 and \$2,735,000 in 2005), for internal interim financing purposes, and for land acquisitions for the Land Bank Program.

The depletion of the Property Realized Reserve would cause development efforts to be concentrated on the east side of the city until these funds have been recovered or otherwise funded. Development in the west sector also projects a significant cash flow deficiency for the initial phases of development. The City of Saskatoon does not have the financial capacity to carry two large development cash flow deficiencies at the same time. Consequently, development on the west side of the City of Saskatoon would be delayed for some time.

Other options include an increase to the City's mill rate (phased in over a period of time) or place a special levy on the property owners of the Silverwood neighbourhood.

Options for Use of the Lands East of the CN Tracks

As long as the Akzo Nobel and Erco Chemical Plants are operating, the only uses, which are possible within a one-kilometre radius of these plants, are industrial uses. No residential or public assembly uses such as hotels or large retail complexes are permitted within the one kilometre radius. The one kilometre buffer takes up practically the entire area east of the CN tracks.

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If it is assumed that the chemical plants will cease operations, then residential uses are theoretically possible. However, this does not automatically mean that a residential neighbourhood is viable. The available land area east of the CN Tracks for residential development totals approximately 385 acres. According to the City's Development Plan, a neighbourhood must be of sufficient size to accommodate elementary schools.

Recent neighbourhood designs in Saskatoon, including Willowgrove, Hampton Village and Stonebridge are each over 500 acres in size. Due to changing demographics such as smaller family sizes and lower birth rates, neighbourhoods have had to increase in size to ensure that there are enough children to support elementary schools. Another factor affecting neighbourhood size is the need to increase the range of housing types within neighbourhoods to encourage a more inclusive environment. This has meant that single-unit dwellings comprise a smaller percentage of the overall dwelling unit mix. Most school age children originate from single-unit dwellings.

A light industrial area may be required within this proposed neighbourhood to buffer residents from heavy industrial uses. A new Marquis Sector Plan would determine the appropriate size and location of a light industrial buffer. This might further reduce the area available for residential development.

An additional factor is street design and safety. Neighbourhoods are designed with a system of collector and local streets, which are arranged to promote safety and efficient traffic movement in and out of the neighbourhood. Local streets are connected to 'Collector' roads, which take neighbourhood traffic out of the neighbourhood by connecting to arterial roadways. Arterial roadways are large roadways designed to move large amounts of traffic, usually at higher speeds, between different areas of the city. Arterial roadways are never designed to run 'through' neighbourhoods for obvious safety reasons.

Wanuskewin Road is designated as a "Major Arterial" roadway. This means the design of this roadway is for large volume traffic at moderately high speed. Other minor roadways will connect to Wanuskewin Road. Wanuskewin Road currently winds through the area north of the Silverwood Golf Course. This roadway essentially bisects the industrial area into two parts and would be a major hindrance to safe neighbourhood design. Furthermore, the extension of Marquis Drive (another arterial roadway) from the west will need to connect to another arterial roadway to efficiently move industrial traffic. This major east-west connector is planned to occur regardless of the future use of development west of the tracks.

The lands east of the CN tracks currently contains four active industrial uses and one remediated industrial site:

- Erco Worldwide Chemical Plant;
- Akzo Nobel Chemical Plant;
- Harris Rebar;
- Cover-All Building Systems; and
- Former IPCO site (remediated).

Assuming the chemical plants ceased operation, these sites would remain very unsightly and it is likely the plant infrastructure would remain in place and unused until such time as remediation of the sites was necessary. The cost of site remediation is very high. For example, the former IPCO site (located in front of Erco Worldwide) was recently remediated, to only an industrial standard, at a cost of over one million dollars. Remediation to an industrial standard means that the site is only suitable for another industrial use, and no residential uses. Remediation of these sites to a residential standard would cost many times more.

Other industrial sites such as Cover-All and Harris Rebar would likely continue to exist. Although residential uses could be located in close proximity to these sites, they would require considerable screening and buffering to make any adjacent residential uses viable from a saleability standpoint. Furthermore, land use separation and buffering may also be required to separate the heavy industrial lands west of the CNR tracks from any residential development to the east. This would be dependent upon where and how the location of light industrial land use would be incorporated into a new sector plan. It is likely that a minimum distance of 450 metres would be the desired standard for this separation. Thus, additional screening and buffering may further decrease the 385 acres available for residential development.

It is the opinion within the Community Services Department that the existing land uses located north of the Silverwood Golf Course and east of the CN Tracks are not compatible with a future residential neighbourhood.

Experience of Industrial-Residential Interface in Core Neighbourhoods

Through the City of Saskatoon's Local Area Planning program, the issue of adjacent industrial and residential uses in Saskatoon's core neighbourhoods is often raised.

In Caswell Hill, one of the key goals of the Local Area Planning Committee is "to reduce, and possibly eliminate, the amount of land zoned for industrial uses. A high priority ... is to encourage redevelopment of the south part of the neighbourhood from industrial to residential, particularly the area north of the CP Rail tracks."

The Nutana Local Area Plan identified "industrial lands as incompatible with the commercial and residential development in the neighbourhood". Subsequently, all lands zoned light industrial were rezoned to a mixed use - Special Area Commercial.

In the King George Local Area Plan, an important goal "is to mitigate the negative effects of the adjacent industrial area. The land use conflicts relate to noise, dust, and air pollution from manufacturing and truck traffic associated with the West Industrial Area. A repeated concern raised by the King George residents is that the adjacent industrial business activity decreases the quality of life for nearby residents".

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In the Pleasant Hill Local Area Plan, an important land use goal “is to reduce and potentially eliminate harmful and unsightly industrial use from the Pleasant Hill neighbourhood and replace it with residential or commercial land uses”.

Conversely, the goals of the Airport Industrial Local Area Plan are “to gradually eliminate residential land use from the Airport Industrial Area and to facilitate the redevelopment of the McNab Park lands from residential to a combination of Light Industrial and Business”. In this case, residential is considered an inappropriate long term use given the predominant industrial nature of the area; therefore, residential uses are proposed to be phased out over time.

In conclusion, based on the concerns expressed in these Local Area Plans, the experience of the residential-industrial interface in core neighbourhoods in Saskatoon suggests an inherent incompatibility if adequate buffering is not developed. The lesson learned from these situations is that careful attention must be paid to the separation of incompatible uses, as there is a reduced quality of life for individuals residing in close proximity to certain types of noxious industrial uses.

The City's Development Plan states that light industrial development is generally compatible with residential uses when buffering is used. In fact, Light Industrial land may be used as the buffer itself between Heavy Industrial and residential land uses.

In the case of the interface between the Marquis Industrial area and the Silverwood Heights neighbourhood, the decision was made in 1982 to provide adequate separation by the development of the Silverwood Golf Course.

Although no minimum standard exists for a buffer between light industrial and residential uses, it has been noted that, on average, there is over 140 metres of separation north of the Silverwood neighbourhood. In most areas of the city where light industrial and residential development is adjacent, the separation distance is normally much less than 140 metres. By comparison, the separation distance between Silverwood Heights and the industrial land to the west is an average of 95 metres. The problems being experienced in the core are in circumstances where there is no separation between residential and industrial uses.

POLICY IMPLICATIONS

A moratorium as proposed in the notice of motion would require major revisions to the Marquis Industrial Sector Plan. It would require a comprehensive review of the City's long-term plan for this development area, creation of a new Sector Plan, and adoption of this new plan by City Council.

FINANCIAL IMPACT

Described within the body of the report.

COMMUNICATIONS PLAN

A change to the Sector Plan requires public consultation and consideration at a public meeting. This will occur if a moratorium is ordered.

ENVIRONMENTAL IMPACT

If the Administration were directed to prepare a new sector plan with the assumption that the businesses east of Wanuskewin Road were to cease operations and be willing to dispose of their properties, the Administration would request a study to determine the level of remediation which could be achieved in a cost effective manner.

PUBLIC NOTICE

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

ATTACHMENTS

1. Map – Marquis Industrial Area
2. A survey of industrial land prices across Canada

Councillor Wyant gave the following Notice of Motion at the meeting of City Council held on February 21, 2005:

“TAKE NOTICE THAT at the next regular meeting of City Council, I will move the following motion:

- 1) that a permanent moratorium be ordered with respect to industrial development on the seventy acre parcel to the east of Wanuskewin Road immediately north of the Silverwood Golf Course;
- 2) that a moratorium be ordered with respect to the Marquis Industrial area west and north of Wanuskewin Road to the railway right of way until such time as the industrial capacity west of the right of way has been substantially achieved; and
- 3) that a plan be developed to extend the trunk to the west side of the right of way so as to accommodate further industrial capacity in that location.”

Ms. Shirley Ryan, Executive Director, North Saskatoon Business Association, expressed support for the proposed Marquis Industrial Development put forward from the Administration.

Mr. Ron Mills expressed opposition to the proposed Marquis Industrial Development put forward from the Administration. He indicated interest in preserving the river valley for all residents of Saskatoon.

Mr. Lionelle Labelle expressed his opposition to the proposed Marquis Industrial Development.

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Mr. Larry Tehse provided a PowerPoint presentation with respect to a “Plan 3 2 1” of the proposed Marquis Industrial Development. He provided Council with a copy of his presentation.

Mr. Kent Smith-Windsor, Executive Director, The Chamber, expressed his opposition to the proposed motion put forward by Councillor Wyant.

Mr. Gerry Mooney, Akzo Nobel Chemicals Ltd., provided background information on the operations of the plant and asked that Council not apply any development moratorium that will affect the Akzo Nobel lands.

Moved by Councillor Wyant, Seconded by Councillor Fortosky,

- 1) that a permanent moratorium be ordered with respect to industrial development on the seventy acres parcel to the east of Wanuskewin Road immediately north of the Silverwood Golf Course;*

YEAS: Councillors Alm, Fortosky and Wyant 3

NAYS: His Worship the Mayor, Councillors Birkmaier, Dubois, Heidt, Hnatyshyn, Paulsen and Neault 7

Councillor Penner was not present during the vote.

- 2) that a moratorium be ordered with respect to the Marquis Industrial area west and north of Wanuskewin Road to the railway right of way until such time as the industrial capacity west of the right of way has been substantially achieved;*

YEAS: Councillors Alm, Fortosky and Wyant 3

NAYS: His Worship the Mayor, Councillors Birkmaier, Dubois, Heidt, Hnatyshyn, Paulsen and Neault 7

Councillor Penner was not present during the vote.

Councillor Wyant did not move the third part of his Notice of Motion.

Moved by Councillor Paulsen, Seconded by Councillor Wyant,

- 1) that the Land Branch implement the screening measures as detailed in the North Industrial Buffer Visual Assessment Final Report prepared by Crosby Hanna and Associates;*

- 2) that the Land Branch proceed with the planting of vines along the existing fence*

separating the Silverwood Golf Course from the light industrial land immediately to the north;

- 3) *that the Land Branch proceed with the installation of a fence, and plant vines along the western boundaries of the two industrial lots north of the Municipal Reserve land immediately west of the Silverwood Golf Course;*
- 4) *that the Land Branch plant trees at a ten-metre interval within the buffer strip along the south side of Wanuskewin Road north of the subject light industrial land;*
- 5) *that the Land Branch apply to create a new light industrial zoning district named IL3, based on the existing IL2 Zoning District, with the following changes distinguishing it from the IL2 District;*
 - a) *The inclusion of offices as a permitted use;*
 - b) *All outdoor storage must be screened to a height of two metres;*
 - c) *Maximum building height limited to 12 metres; and,*
 - d) *contractor's offices, workshops and yards removed from the list of permitted uses.*
- 6) *that the Land Branch apply to amend the Zoning Bylaw Map to rezone all that industrial land north of the Silverwood Golf Course, and south of Wanuskewin Road to that zoning district created as a result of recommendation No. 5 above;*
- 7) *that the Land Branch implement sales agreements to prohibit outdoor storage on those industrial lots backing directly on to the Silverwood Golf Course; and,*
- 8) *that the Land Branch undertake a re-subdivision of that industrial land between the Silverwood Golf Course and Wanuskewin Road in order to decrease the size of some lots and to create more flanking sites.*

CARRIED.

- 7) **Sergeant Keith Briant**
Saskatoon Police Service, dated March 2

DEALT WITH EARLIER. SEE PAGE NO. 31.

- 8) **Laddie James, March 1**

Requesting permission to address Council with respect to home-based nail and hair salons. (File No. CK. 4350-1)

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RECOMMENDATION: that Clause 1, Report No. 4-2005 of the Planning and Operations Committee be brought forward and that Laddie James be heard.

Moved by Councillor Paulsen, Seconded by Councillor Birkmaier,

THAT Items A12 and AA30-AA33 of Communications to Council and Clause 1, Report No. 4-2005 of the Planning and Operations Committee be brought forward and that Laddie James and Pat Wallin be heard.

CARRIED.

“A12) Pat Wallin, dated March 6

Requesting permission to address Council with respect to the review of nail and hair salons as a permitted home-based business. (File No. CK. 4305-1)

AA30) Ineke Knight, dated March 3

Submitting comments with respect to the review of nail and hair salons as a permitted home-based business. (File No. CK. 4350-1)

AA 31) Damaris Terleski, dated March 6

Submitting comments with respect to the review of nail and hair salons as a permitted home-based business. (File No. CK. 4350-1)

AA 32) Robert Tauber, dated March 7

Submitting comments with respect to the review of nail and hair salons as a permitted home-based business. (File No. CK. 4350-1)

AA 33) Barb Fredlund, dated March 7

Submitting comments with respect to the review of nail and hair salons as a permitted home-based business. (File No. CK. 4350-1)

REPORT NO. 4-2005 OF THE PLANNING AND OPERATIONS COMMITTEE

**1. Review of Nail and Hair Salons as a Permitted Home Based Business
(File No. CK. 4350-1)**

RECOMMENDATION: that the information be received.

City Council, at its meeting held on December 15, 2003, considered a letter and presentation by Ms. Damaris Terleski with respect to her home based gel nail business, as well as several letters of support from others. Council passed a motion that the matter be referred to the Administration to report to the Planning and Operations Committee.

At its meeting held on January 27, 2004, the Planning and Operations Committee considered a report of the General Manager, Community Services Department dated January 15, 2004 and requested the Administration to review the Zoning Bylaw to look at expanding the uses that are permitted as home based businesses and that the matter be brought forward to the last meeting in June 2004. An update report was forwarded to the June 29, 2004 meeting of the Committee to provide information on the review process.

Attached is a copy of the report of the General Manager, Community Services Department dated January 17, 2005, with respect to the above matter. As indicated in the report, the Community Services Department is recommending that no action be taken at this time and that hair and nail salons continue to be prohibited home based businesses.

Also attached, as background information, are copies of the following:

- Letters dated December 3 and November 27, 2003 from Ms. Damaris Terleski, as well as her presentation to City Council on December 15, 2003;
- Letters of support from Mses. Connie Dobranski, Sherry Martens, Annette Semenchuk and Chelsey Loehndorf;
- Letters dated August 10 and 12, 2004 from Mr. Laddie James, Hairstyle Inn Salons; and
- Letter dated August 16, 2004 from Mr. Christopher Stubbs, Program Development Officer, Saskatchewan Apprenticeship and Trade Certification Commission.

Your Committee has reviewed the above matter with the Administration and with the following presenters:

- Ms. Shirley Ryan, North Saskatoon Business Association, in support of the Community Services Department's recommendation.
- Ms. Damaris Terleski suggested that the hair and nail salon businesses be considered separately and asked that Option B be supported. A copy of her presentation is attached.

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- Mr. Donald H. Grylls, Don Dor Holdings, Manestreet Hair and Hair Systems, endorsed the recommendation of the Community Services Department; and
- Mr. Laddie James, Hairstyle Inn Salons Group, supported the recommendation of the Community Services Department. A copy of his presentation is attached.

Following consideration of the above, your Committee is not recommending any changes to the Zoning Bylaw at this time with respect to this matter and is submitting the report to City Council for information.”

Councillor Alm excused himself from discussion and voting on the matter due to a conflict of interest and left the Council Chamber.

The City Clerk distributed a copy of a letter from Marlene Neil, Hair Affair and Chatters Salons, undated, expressing comments with respect to home-based salons versus commercial establishments.

Ms. Shelley James spoke on Mr. Laddie James’ behalf. She provided comparisons with respect to home-based salons versus commercial establishments. She expressed concern with respect to insurance and taxing regulations.

Ms. Pat Wallin, Hair Hut, expressed her opposition to home-based hair salons.

Moved by Councillor Hnatyshyn, Seconded by Councillor Birkmaier,

THAT the matter be referred to the Administration and Finance Committee for review of the home-based business policy, including the issue of commercial taxation.

CARRIED.

Councillor Alm re-entered the Council Chamber.

REQUESTS TO SPEAK TO COUNCIL – CONTINUED

- 9) **Jack Brodsky, President Elect**
Greater Saskatoon Chamber of Commerce, dated March 3

DEALT WITH EARLIER. SEE PAGE NO. 33.

- 10) **Gerry Mooney**
Akzo Nobel Chemicals Ltd., dated March 4

DEALT WITH EARLIER. SEE PAGE NO. 33.

11) **Kathy Evans, dated March 3**

Requesting permission to address Council with respect to pedestrian tunnels. (File No. 6150-1)

RECOMMENDATION: that Clause D3, Addendum to Administrative Report No. 5-2005 be brought forward and that Kathy Evans be heard.

Moved by Councillor Paulsen, Seconded by Councillor Birkmaier,

THAT Clause D3, Addendum to Administrative Report No. 5-2005 be brought forward and that Kathy Evans be heard.

CARRIED.

“ADDENDUM TO ADMINISTRATIVE REPORT NO. 5-2005

D3) Enquiry – Councillor M. Heidt (December 1, 2003)
Pedestrian-Tunnel Between Confederation Mall and Rusholme Road
and
Enquiry – Councillor M. Heidt (February 9, 2004)
Pedestrian Tunnels and Walkways
and
Communications to Council
From: Richard and Kathy Evans
Mount Royal Community Association
Date: November 3, 2004
Subject: Circle Drive Tunnel Petition
(File No. 6150-1)

RECOMMENDATION: that the berm at the terminus at the east end of the pedestrian underpass between Rusholme Road / Vancouver Avenue and Confederation Park Plaza be removed.

BACKGROUND

The following enquiry was made by Councillor Heidt at the meeting of City Council held on December 1, 2003:

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“There has been an increase of vandalism and criminal activity since the opening of the walkway. Would the Administration please set up a CEPTD review of the pedestrian tunnel.

Also, when doing the review, would the Administration consider the closure of the access on Vancouver Avenue to the alley behind Rusholme Road in the 2800 block and upgrade the street lighting. As well, I would be pleased to recommend some names to represent the community.”

Furthermore, the following enquiry was made by Councillor Heidt at the meeting of City Council held on February 9, 2004:

“Would the Administration look at implementing a cleaning schedule and the cost to clean these dangerous areas. Also would they report back on closing these tunnels after dark as it seems that only criminals are using them in most cases. The report should include costs.”

At its meeting held on November 15, 2004, City Council considered the above-noted correspondence from Richard and Kathy Evans, and a presentation by Mr. Mark Fescuic, Mount Royal Community Association, on the crime activity and safety issues with respect to pedestrian underpasses located in the Mount Royal neighbourhood. City Council passed a motion that the matter be referred to the Administration.

REPORT

Upon receipt of the initial enquiry, Infrastructure Services had established a CPTED (Crime Prevention Through Environmental Design) process. This process was designed and undertaken by the Community Services Department under the direction of Infrastructure Services. The process decided upon was extensive in order to evaluate all four pedestrian underpass locations of Circle Drive between 18th Street and 33rd Street. This review has included obtaining background information regarding the planning, design, and construction of the underpasses, and a site inspection including informal interview with users. This work has been completed and a public survey and meeting regarding the underpasses was planned.

A meeting was organized and held on February 24, 2005 by the Mount Royal Community Association to discuss crime in their neighbourhood. Infrastructure Services was invited to participate in this meeting, which was well attended by neighbourhood residents. During the discussion of the underpasses, it was indicated that a public meeting would be held during the last week of April to engage the community on this matter. This announcement met with overwhelming disapproval of the meeting attendees, including the executive of the Mount Royal Community Association. The sentiment of those in attendance appeared to be that further meetings would be fruitless, and that the City should simply remove the berming and that preventing access at night should be examined.

Infrastructure Services initially constructed the underpass entrance on the east end of the underpass

between Rusholme Road / Vancouver Avenue and Confederation Park Plaza with a clear view from the lane walkway to the underpass entrance. After construction, neighbouring residents requested that the berming provided for traffic noise attenuation be continued across this opening so that their properties benefited from traffic noise attenuation as well. A series of overlapping berms was designed and constructed that allowed for noise attenuation and still provided pedestrian access to the underpass. These berms obstructed the view from the lane walkway to the underpass entrance by pedestrians and prevented legitimate visual surveillance of the underpass by nearby property owners. This condition violates a key CPTED principle that “eyes on the street” brings with it both the perception of safety and discourages criminal activity. It is therefore proposed that the berming be removed at this location.

Infrastructure Services appreciates that the goal of traffic noise attenuation will not be achievable at this location without the berming present; however, the safety and security of pedestrians using the facility must take precedence in this case.

Infrastructure Services does not support the closure of any of these underpasses during nighttime hours. These underpasses were all placed at locations where there was significant pedestrian crossing demand present. At these locations, pedestrians previously crossed the traffic lanes of Circle Drive and the CN Rail line through openings illegally created in the fencing provided to prevent pedestrian access. This condition provided a real and significant safety hazard for pedestrians, motorists, and railway operators. Creating a circumstance where surface crossings will again occur, especially during hours of darkness, presents a real and significant safety hazard.

Illumination has been provided throughout these facilities, including luminaires inside the underpasses as well as at the underpass entrances and exits to provide area lighting.

PUBLIC NOTICE

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

Ms. Kathy Evans spoke with respect to safety issues in and around the pedestrian tunnel located in the Mount Royal community.

Moved by Councillor Heidt, Seconded by Councillor Wyant,

THAT the berm at the terminus at the east end of the pedestrian underpass between Rusholme Road / Vancouver Avenue and Confederation Park Plaza be removed.

CARRIED.

REQUESTS TO SPEAK TO COUNCIL – CONTINUED

12) Pat Wallin, dated March 6

DEALT WITH EARLIER. SEE PAGE NO. 48.

AA. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

**1) Alexa Briggs and Ailsa M. Watkinson
Coalition Opposed to Religious Politics, dated February 16**

Expressing opposition to members of City Council taking part in the Mayor's Prayer Breakfast. (File No. CK. 150-1)

- RECOMMENDATION:**
- 1) that the information be received;
 - 2) that the writer be advised that Council members did not claim for any expenses associated with attending the 2004 Prayer Breakfast; and
 - 3) that the writer be referred to the Christian Leadership Ministries for information as to the disposition of any money raised at the 2004 Prayer Breakfast.

Moved by Councillor Paulsen, Seconded by Councillor Wyant,

- 1) that the information be received;*
- 2) that the writer be advised that Council members did not claim for any expenses associated with attending the 2004 Prayer Breakfast; and*
- 3) that the writer be referred to the Christian Leadership Ministries for information as to the disposition of any money raised at the 2004 Prayer Breakfast.*

CARRIED.

**2) Patricia Pavey, President
Multi-Faith Saskatoon, dated March 2**

Submitting comments with respect to the upcoming Mayor's/Community Prayer Breakfast. (File No. CK. 150-1)

- RECOMMENDATION:** that the information be received.

Moved by Councillor Paulsen, Seconded by Councillor Wyant,

THAT the information be received.

CARRIED.

3) **Frank Regier, dated February 17**

Submitting comments with respect to City Council salaries and transit fare increases. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Paulsen, Seconded by Councillor Wyant,

THAT the information be received.

CARRIED.

4) **Gordon A. Wilson, Chairman**
Kiwanis Memorial Park Committee, dated January 16

Submitting copies of letters that the Kiwanis Memorial Park Committee presented to the Meewasin Valley Authority Board of Directors on January 25, 2005, with respect to the temporary boat launch site in Kiwanis Memorial Park. (File No. CK. 5520-1)

RECOMMENDATION: that the information be received and forwarded to the Special Projects, Public and Intergovernmental Affairs Manager.

Moved by Councillor Heidt, Seconded by Councillor Dubois,

THAT the information be received and forwarded to the Special Projects, Public and Intergovernmental Affairs Manager.

CARRIED.

5) **Wayne Poletz, dated February 18**

Submitting comments with respect to proposed improvements to Circle Drive. (File No. CK. 6001-

6) **Drew Preston, dated February 22**

Submitting comments with respect to the proposed improvements to Circle Drive. (File No. CK. 6001-1)

RECOMMENDATION: that the information be received and forwarded to the consultant.

Moved by Councillor Heidt, Seconded by Councillor Dubois,

THAT the information be received and forwarded to the consultant.

CARRIED.

7) **Bruce Belmore, dated February 21**

Submitting comments with respect to a parking ticket received in the downtown area. (File No. CK. 6120-3)

RECOMMENDATION: that the matter be referred to the Administration for appropriate action.

Moved by Councillor Fortosky, Seconded by Councillor Birkmaier,

THAT the matter be referred to the Administration for appropriate action.

CARRIED.

8) **Evelyn Reisner, Co-Chair
Saskatoon Diversity Network, dated February 21**

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Requesting permission for an extension of the Noise Bylaw on June 15, 2005 in connection with the event "A Movie Night in the Park" to be held 8:30 p.m. to midnight in Friendship Park. (File No. CK. 185-9)

RECOMMENDATION: that permission be granted to the Saskatoon Diversity Network to extend the time during which "A Movie Night in the Park" may be conducted in Friendship Park on June 15, 2005 between 8:30 p.m. – midnight.

Moved by Councillor Dubois, Seconded by Councillor Paulsen,

THAT permission be granted to the Saskatoon Diversity Network to extend the time during which "A Movie Night in the Park" may be conducted in Friendship Park on June 15, 2005 between 8:30 p.m. – midnight.

CARRIED.

9) Anne Bilanski, dated February 20

Expressing concerns with respect to delivery trucks parking on City streets in order to make their deliveries. (File Nos. 150-1 and 6120-1)

RECOMMENDATION: that the letter be referred to the Administration to respond to the writer.

Moved by Councillor Heidt, Seconded by Councillor Neault,

THAT the letter be referred to the Administration to respond to the writer.

CARRIED.

**10) Jeannette Townsend, President
Trans Canada Yellowhead Highway Association, dated February 23**

Submitting copy of a letter sent to the Minister of Highway and Transportation regarding the Lloydminster Trans Canada Yellowhead Highway #16 Bypass. (File No. CK. 155-5)

RECOMMENDATION: that the information be received.

Moved by Councillor Birkmaier, Seconded by Councillor Dubois,

THAT the information be received.

CARRIED.

11) **Alain Lenferna, Chair**
Water Polo Saskatchewan, undated

Submitting comments with respect to the proposed plans for an Olympic-sized pool. (File No. CK. 4110-1)

RECOMMENDATION: that the information be received and referred to the Administration.

Moved by Councillor Heidt, Seconded by Councillor Neault,

THAT the information be received and referred to the Administration.

CARRIED.

12) **Marnie McNiven, President, Board of Directors**
Saskatoon Centennial Auditorium and Convention Centre, dated February 24

Advising Council of the Annual General Meeting of the Saskatoon Centennial Auditorium and Convention Centre Corporation to be held on Thursday, April 7, 2005 at 12:05 p.m. in Rehearsal Hall South, Centennial Auditorium. (File No. CK. 175-28)

RECOMMENDATION: that the City of Saskatoon, being a member of The Saskatoon Centennial Auditorium and Convention Centre Board of Directors, appoint Donald Atchison, or in his absence Tiffany Paulsen or Glen Penner, of The City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual Meeting of the members of the Saskatoon Centennial Auditorium and Convention Centre Corporation, to be held on the 7th day of April, 2005, or at any adjournment or adjournments thereof.

Moved by Councillor Fortosky, Seconded by Councillor Heidt,

THAT the City of Saskatoon, being a member of The Saskatoon Centennial Auditorium and Convention Centre Board of Directors, appoint Donald Atchison, or in his absence Tiffany Paulsen or Glen Penner, of The City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual Meeting of the members of the Saskatoon Centennial Auditorium and Convention Centre Corporation, to be held on the 7th day of April, 2005, or at any adjournment or adjournments thereof.

CARRIED.

13) **Marnie McNiven, President, Board of Directors**

Saskatoon Centennial Auditorium and Convention Centre, dated February 24

Advising Council of the Annual General Meeting of the Saskatoon Centennial Auditorium Foundation to be held on Thursday, April 7, 2005 at 12:00 noon in Rehearsal Hall South, Centennial Auditorium. (File No. CK. 175-28)

RECOMMENDATION: that the City of Saskatoon, being a member of The Saskatoon Centennial Auditorium Foundation Board of Directors, appoint Donald Atchison, or in his absence Tiffany Paulsen or Glen Penner, of The City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual Meeting of the members of the Saskatoon Centennial Auditorium Foundation, to be held on the 7th day of April, 2005, or at any adjournment or adjournments thereof.

Moved by Councillor Fortosky, Moved by Councillor Heidt,

THAT the City of Saskatoon, being a member of The Saskatoon Centennial Auditorium Foundation Board of Directors, appoint Donald Atchison, or in his absence Tiffany Paulsen or Glen Penner, of The City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual Meeting of the members of the Saskatoon Centennial Auditorium Foundation, to be held on the 7th day of April, 2005, or at any adjournment or adjournments thereof.

CARRIED.

14) Kent Smith-Windsor, Executive Director
The Chamber, dated February 22

Expressing gratitude for the phase-in recommendations adopted by Council at its February 21, 2005 meeting. (File No. 1616-1)

15) Kent Smith-Windsor, Executive Director
The Chamber, dated February 22

Expressing gratitude for Council's support for value-added processing and advising that the words "and Metis" will be added after the words "First Nation" in the resolution previously passed City Council at its February 7, 2005. (File No. 3500-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Dubois, Seconded by Councillor Heidt,

THAT the information be received.

CARRIED.

16) Stuart Makaroff, undated

Submitting comments with respect to various issues including snow removal, speed limits and preserving heritage properties. (File No. CK. 150-1-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Alm, Seconded by Councillor Neault,

THAT the information be received.

CARRIED.

**17) Ann MacLean, President
Federation of Canadian Municipalities, dated February 8**

Providing a copy of the research report and accompanying resource kit with respect to the Increasing Women's Participation in Municipal Consultation Processes Project. Also providing a plaque thanking the City of Saskatoon, Office of Cultural Diversity and Race Relations for its participation in the project. (A copy of the report and resource kit as well as the plaque is available for viewing in the City Clerk's Office.) (File No. CK. 155-2)

RECOMMENDATION: that the information be received.

Moved by Councillor Birkmaier, Seconded by Councillor Dubois,

THAT the information be received.

CARRIED.

18) Rusty Chartier, dated February 28

Submitting comments with respect to the City's heritage and the south downtown. (File No. CK. 4130-2-5)

19) **Joseph Kuchta, dated March 1**

Submitting comments with respect to Heritage Canada's 2004 Annual Report Card as it relates to the south downtown. (File No. CK. 4130-2-11)

20) **Jake and Louise Buhler, dated March 1**

Submitting comments with respect to Heritage Canada's 2004 Annual Report Card as it relates to the south downtown. (File No. CK. 4130-2-11)

21) **Lenore Swystun**
on behalf of the Gathercole Initiative Group

Submitting comments with respect to Heritage Canada's 2004 Annual Report Card as it relates to the south downtown. (File No. CK. 4130-2-11)

RECOMMENDATION: that the information be received.

Moved by Councillor Wyant, Seconded by Councillor Alm,

THAT the information be received.

CARRIED.

22) **Sheila Gamble, CEO**
Wanuskewin Heritage Park, dated February 24

Providing information on the activities of Wanuskewin Heritage Park and requesting an increase in the annual grant from \$184,000 to \$194,000. (File No. CK. 1870-1)

RECOMMENDATION: that the matter be referred to the Budget Committee.

Moved by Councillor Fortosky, Seconded by Councillor Dubois,

THAT the matter be referred to the Budget Committee.

CARRIED.

Moved by Councillor Birkmaier,

THAT the hour of the meeting be extended beyond 11:00 p.m.

CARRIED UNANIMOUSLY.

23) Lorelie Meyers, dated February 27

Expressing concerns with respect to the lack of bus service to the Preston Crossing Mall. (File No. CK. 7300-1)

RECOMMENDATION: that the matter be referred to the Administration to respond to the writer and also to the Saskatoon Transit Strategic Plan Study.

Moved by Councillor Dubois, Seconded by Councillor Wyant,

THAT the matter be referred to the Administration to respond to the writer and also to the Saskatoon Transit Strategic Plan Study.

CARRIED.

24) Gord Kostiuk, dated February 22

DEALT WITH EARLIER. SEE PAGE NO.33.

25) Rick Brown, dated March 1

Submitting comments with respect to the south bridge development. (File No. CK. 6050-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Wyant, Seconded by Councillor Heidt,

THAT the information be received.

CARRIED.

26) Jordan Gasior, dated March 1

Submitting comments with respect to alternate methods of transportation in the City. (File No. CK. 7000-1)

RECOMMENDATION: that the information be received and referred to the Saskatoon Transit Strategic Plan Study.

Moved by Councillor Dubois, Seconded by Councillor Wyant,

THAT the information be received and referred to the Saskatoon Transit Strategic Plan Study.

CARRIED.

27) **Arnold Grambo, President**
Hudson Bay Route Association, dated January 18

Providing an update on the Hudson Bay Route Association, and submitting an invoice in the amount of \$200 for the 2005 Membership Fees. (File No. CK. 155-7)

RECOMMENDATION: that the 2005 Membership Fee of \$200 for the Hudson Bay Route Association be paid.

Moved by Councillor Heidt, Seconded by Councillor Birkmaier,

THAT the 2005 Membership Fee of \$200 for the Hudson Bay Route Association be paid.

CARRIED.

28) **Cindy Wiebe, dated March 2**

Submitting concerns with respect to removal of a City tree in order to construct a driveway. (File No. CK. 4139-4)

RECOMMENDATION: that the matter be referred to the Administration to respond to the writer.

Moved by Councillor Fortosky, Seconded by Councillor Dubois,

THAT the matter be referred to the Administration to respond to the writer.

CARRIED.

29) **D. W. Armstrong, Vice President, Land Development**
Dundee Realty Corporation, dated March 3

DEALT WITH EARLIER. SEE PAGE NO. 33.

30) **Ineke Knight, dated March 3**

DEALT WITH EARLIER. SEE PAGE NO. 48.

31) **Damaris Terleski, dated March 6**

DEALT WITH EARLIER. SEE PAGE NO. 48.

32) **Robert Tauber, dated March 7**

DEALT WITH EARLIER. SEE PAGE NO. 48.

33) **Barb Fredlund, dated March 7**

DEALT WITH EARLIER. SEE PAGE NO. 48.

34) **Joseph Kuchta, dated March 7**

DEALT WITH EARLIER. SEE PAGE NO. 22.

B. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

1) **Donna Scott, Chief Commissioner**
Saskatchewan Human Rights Commission, February 17

Providing information with respect to an initiative undertaken by UNESCO (United Nations Educational, Scientific and Cultural Organizations). (File No. CK. 100-10) **(Referred to the Cultural Diversity and Race Relations Committee)**

2) **Beatrice Murdock and Others, dated January 31**

Submitting approximately 13 form letters expressing concerns with respect to the intersection of Taylor Street and McKercher Drive. (File No. CK. 6320-1) **(Referred to the Administration to report to the Planning and Operations Committee)**

3) **May Henderson**
Adhoc Committee For National Aboriginal Day, dated February 2

Submitting information with respect to the National Aboriginal Day 2005 and requesting funding.
(File No. CK. 1870-1) (**Referred to the Cultural Diversity and Race Relations Committee**)

RECOMMENDATION: that the information be received.

Moved by Councillor Fortosky, Seconded by Councillor Heidt,

THAT the information be received.

CARRIED.

C. **PROCLAMATIONS**

1) **Georgette Bur, Coordinator**
French for the Future, dated February 18

Requesting Council proclaim April 26, 2005 as French for the Future/Français pour l'Avenir Day in Saskatoon. (File No. CK. 205-5)

2) **Bev Wong, March Drive Co-ordinator**
The Kidney Foundation of Canada, dated February 5

Requesting Council proclaim March 2005 as Kidney Month in Saskatoon and requesting permission to raise the Kidney Foundation's flag in front of City Hall during the month of March 2005. (File No. CK. 205-5)

3) **Allen Oruski and Dr. Jay Kalra, Co-Chairs**
Saskatoon Rotary 2005, dated February 22

Requesting Council proclaim April 18 – 22, 2005 as Rotary Week in Saskatoon, permission to fly the Rotary flag at City Hall during Rotary Week and that His Worship the Mayor assist in the ceremonial flag raising to be held Monday, April 18, 2005 at noon. (File No. CK. 205-5)

4) **Raylene Matlock, Member**
Saskatchewan Coalition for Organ Awareness (SCODA), dated February 21

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Requesting Council proclaim April 17 – 23, 2005 as Organ and Tissue Donor Awareness Week in Saskatoon and requesting representation from the City at the media conference to be held at 7:00 p.m., Monday, April 18, 2005 in the Regal Room at the Centennial Auditorium. (File No. CK. 205-5)

5) Michael Lothian, President

Saskatchewan Young Professionals and Entrepreneurs, dated February 25

Requesting Council proclaim March 14 – 18, 2005 as Saskatchewan Young Professionals and Entrepreneurs Week in Saskatoon. (File No. CK. 205-5)

- RECOMMENDATION:**
- 1) that City Council approve all proclamations as set out in Section C;
 - 2) that the City Clerk be authorized to sign the proclamations on behalf of City Council;
 - 3) that permission be granted to the Kidney Foundation to fly the Kidney Foundation's flag in front of City Hall during the month of March 2005;
 - 4) that permission be granted to Saskatoon Rotary 2005 to fly the Rotary flag in front of City Hall during Rotary Week April 18 – 22, 2005; and
 - 5) that the requests for representation from the City during Rotary Week and Organ and Tissue Donor Awareness Week be referred to the Office of the Mayor.

Moved by Councillor Heidt, Seconded by Councillor Neault,

- 1) that City Council approve all proclamations as set out in Section C;*
- 2) that the City Clerk be authorized to sign the proclamations on behalf of City Council;*
- 3) that permission be granted to the Kidney Foundation to fly the Kidney Foundation's flag in front of City Hall during the month of March 2005;*
- 4) that permission be granted to Saskatoon Rotary 2005 to fly the Rotary flag in front of City Hall during Rotary Week April 18 – 22, 2005; and*

- 5) *that the requests for representation from the City during Rotary Week and Organ and Tissue Donor Awareness Week be referred to the Office of the Mayor.*

CARRIED.

ENQUIRIES

Councillor T. Alm
Affordable Housing
(File No. CK. 750-4)

Administration has recently cancelled the contract with the Saskatoon Housing Initiatives Partnership and asserted responsibility to develop new affordable housing projects. Would you please report on what projects are being developed to address Saskatoon's serious shortage of affordable housing.

Councillor M. Heidt
Safe House – Avenue S South
(File No. CK. 280-5)

Would the Administration please provide Council with an update of the status and statistics, also the use and how are the costs distributed and what is City Council's share.

MOTIONS

Councillor Hnatyshyn gave the following Notice of Motion at the meeting of City Council held on January 17, 2005:

“TAKE NOTICE that at the next regular meeting of City Council I will move the following motion:

‘THAT a controlled intersection be installed at the corner of Clarence Avenue and Main Street.’”

Moved by Councillor Hnatyshyn, Seconded by Councillor Heidt,

THAT the matter be dealt with at the March 21, 2005 meeting of City Council, and that the Administration be requested to submit a report at that time.

CARRIED.

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Moved by Councillor Paulsen,

THAT the meeting stand adjourned.

CARRIED.

The meeting adjourned at 11:07 p.m.

Mayor

City Clerk