

Council Chamber
City Hall, Saskatoon, Sask.
Monday, January 6, 1997
at 7:00 p.m.

MINUTES OF REGULAR MEETING OF CITY COUNCIL

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

Moved by Councillor Birkmaier, Seconded by Councillor Atchison,

THAT the minutes of the regular meeting of City Council held on December 16, 1996 be approved.

CARRIED.

HEARINGS

- 2a) Zoning Bylaw Amendment
Definition of "Site"
Proposed Bylaw No. 7584
(File No. CK. 4350-1)**

REPORT OF THE CITY CLERK:

"Attached is a copy of Clause 3, Report No. 11-1996 of the Municipal Planning Commission which was adopted by City Council at its meeting held on August 12, 1996.

A copy of Notice which appeared in the local press under dates of November 30 and December 7, 1996, is also attached.

Council, at this meeting, is to hear and determine any submissions with respect to the proposed amendment prior to its consideration of Bylaw No. 7584, copy attached."

His Worship Mayor Dayday opened the hearing and ascertained that there was no one present in the gallery who wished to address Council with respect to the matter.

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Moved by Councillor Heidt, Seconded by Councillor Langford,

THAT the hearing be closed.

CARRIED.

Moved by Councillor Birkmaier, Seconded by Councillor Steernberg,

THAT Council consider Bylaw No. 7584

CARRIED.

**2b) Zoning Bylaw Amendment
Definition of "Dwelling Unit"
Proposed Bylaw No. 7586
(File No. CK. 4350-1)**

REPORT OF THE CITY CLERK:

"Attached is a copy of Clause 2, Report No. 11-1996 of the Municipal Planning Commission which was adopted by City Council at its meeting held on August 12, 1996.

A copy of Notice which appeared in the local press under dates of November 30 and December 7, 1996, is also attached.

Council, at this meeting, is to hear and determine any submissions with respect to the proposed amendment prior to its consideration of Bylaw No. 7586, copy attached."

His Worship Mayor Dayday opened the hearing and ascertained that there was no one present in the gallery who wished to address Council with respect to the matter.

Moved by Councillor Langford, Seconded by Councillor Roe,

THAT the hearing be closed.

CARRIED.

Moved by Councillor Langford, Seconded by Councillor Roe,

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THAT Council consider Bylaw No. 7586.

CARRIED.

**2c) Zoning Bylaw Amendment
Definition of “Private Garage”
Proposed Bylaw No. 7587
(File No. CK. 4350-1)**

REPORT OF THE CITY CLERK:

“Attached is a copy of Clause 2, Report No. 11-1996 of the Municipal Planning Commission which was adopted by City Council at its meeting held on August 12, 1996.

A copy of Notice which appeared in the local press under dates of November 30 and December 7, 1996, is also attached.

Council, at this meeting, is to hear and determine any submissions with respect to the proposed amendment prior to its consideration of Bylaw No. 7587, copy attached.

Also attached are copies of the following communications:

- Letter dated August 7, 1996, from Gene P. Searcy; and
- Letter dated September 9, 1996, from Lisa Peters.”

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

Mr. Charlie Kirton, Saskatoon Stock Car Racing Association, spoke against the proposed changes stating that they would hinder people storing vehicles in friends’ or relatives’ garages. The proposed bylaw would also prevent people from using their garages for various hobbies.

Mr. David Kirton, Saskatoon Stock Car Racing Association, spoke against the proposed bylaw indicating that most drivers are not professionals who can afford to have repairs and maintenance done on the vehicles, but perform the work themselves.

Mr. Dan Shirley, Saskatoon Stock Car Racing Association, spoke against the proposed bylaw indicating that the existing controls are adequate if they are enforced.

Moved by Councillor Langford, Seconded by Councillor Postlethwaite,

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THAT the submitted correspondence be received.

CARRIED.

Moved by Councillor Langlois, Seconded by Councillor Heidt,

THAT the hearing be closed.

CARRIED.

Moved by Councillor Steernberg, Seconded by Councillor Atchison,

THAT the regular Order of Business be suspended and Bylaw No. 7587 be brought forward and considered.

CARRIED.

INTRODUCTION AND CONSIDERATION OF BYLAWS

Bylaw No. 7587

Moved by Councillor McCann, Seconded by Councillor Steernberg,

THAT permission be granted to introduce Bylaw No. 7587, being "*The Zoning Amendment Bylaw, 1997 (No. 2)*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

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Moved by Councillor McCann, Seconded by Councillor Langford,
THAT Bylaw No. 7587 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor McCann, Seconded by Councillor Postlethwaite,
THAT Council go into Committee of the Whole to consider Bylaw No. 7587.

CARRIED.

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

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

That while in Committee of the Whole, Bylaw No. 7587 was considered clause by clause.

Moved by Councillor McCann, Seconded by Councillor Atchison,
THAT the report of the Committee of the Whole be adopted.

CARRIED.

Moved by Councillor McCann, Seconded by Councillor Langlois,
THAT permission be granted to have Bylaw No. 7587 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor McCann, Seconded by Councillor Steernberg,

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THAT Bylaw No. 7587 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

THE MOTION WAS PUT AND LOST.

Moved by Councillor Waygood, Seconded by Councillor Langford,

THAT the matter be referred to the Municipal Planning Commission for further consideration in light of the fact that ownership is not necessarily a problem if the garage is used for the purposes for which a garage is normally used.

CARRIED.

**2d) Zoning Bylaw Amendment
“Community Centres”, “Private Clubs”, “Banquet Halls”,
“Catering Halls” and “Catering Kitchens”
Proposed Bylaw No. 7588
(File No. CK. 4350-1)**

REPORT OF THE CITY CLERK:

“Attached is a copy of Clause 3, Report No. 12-1996 of the Municipal Planning Commission which was adopted by City Council at its meeting held on September 9, 1996.

A copy of Notice which appeared in the local press under dates of November 30 and December 7, 1996, is also attached.

Council, at this meeting, is to hear and determine any submissions with respect to the proposed amendment prior to its consideration of Bylaw No. 7588, copy attached.”

His Worship Mayor Dayday opened the hearing and ascertained that there was no one present in the gallery who wished to address Council with respect to the matter.

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Moved by Councillor Waygood, Seconded by Councillor Heidt,

THAT the hearing be closed.

CARRIED.

Moved by Councillor McCann, Seconded by Councillor Postlethwaite,

THAT Council consider Bylaw No. 7588.

CARRIED.

- 2e) Development Plan Amendment
Lots 1 to 6, Block 23, Plan FF1
Lots 19 and 20, Block 1, Plan FF
Lots 21 and 22, Block 1, Plan FF
Core Neighbourhood Study - Pleasant Hill
Proposed Bylaw No. 7579
(File No. CK. 4351-1)**

REPORT OF THE CITY CLERK:

“Attached is a copy of Clause 1, Report No. 14-1996 of the Municipal Planning Commission which was adopted by City Council at its meeting held on October 21, 1996.

A copy of Notice which appeared in the local press under dates of November 30 and December 7, 1996 is also attached.

Council, at this meeting, is to hear and determine any submissions with respect to the proposed amendment prior to its consideration of proposed Bylaw No. 7579, copy attached.”

His Worship Mayor Dayday opened the hearing and ascertained that there was no one present in the gallery who wished to address Council with respect to the matter.

Moved by Councillor Roe, Seconded by Councillor Birkmaier,

THAT the hearing be closed.

CARRIED.

Moved by Councillor Heidt, Seconded by Councillor Langlois,

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THAT Council consider Bylaw No. 7579.

CARRIED.

- 2f) Discretionary Use Application
Day Care Centre
Parcel V, Plan 91-S-06708
(3310 - 8th Street East)
Wildwood Neighbourhood
Applicant: Scooter's Playland Inc.
740 - 3310 8th Street East (The Centre at Circle and Eighth)
Saskatoon, SK , S7H 5M3
(File No. CK. 4355-1)**
-

REPORT OF THE CITY CLERK:

“City Council, at its meeting held on October 21, 1996 received notice of the above discretionary use application.

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

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

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

His Worship Mayor Dayday opened the hearing and ascertained that there was no one present in the gallery who wished to address Council with respect to the matter.

Moved by Councillor Birkmaier, Seconded by Councillor Postlethwaite,

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

CARRIED.

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“REPORT NO. 1-1997 OF THE MUNICIPAL PLANNING COMMISSION”

- 1. Discretionary Use Application
Day Care Centre
Parcel V, Plan 91-S-06708
(3310 - 8th Street East)
Applicant: Scooter’s Playland Inc.
740 - 3310 8th Street East)
(File No. CK. 4355-1)**

RECOMMENDATION: that the application by Scooter’s Playland Inc. requesting permission to use Parcel V, Plan 91-S-06708 (3310 - 8th Street East) for the purpose of a Day Care Centre be approved, subject to the approval being restricted to Unit 740 (Scooter’s Playland Inc.).

Your Commission has considered the report of the General Manager, Planning and Building Department dated December 3, 1996, regarding the above application, and is recommending approval of the application, subject to the approval being restricted to this location only (Unit 740 - Scooter's Playland Inc.). It is felt that a restriction to one day care centre is necessary for this application to ensure that any future applications would have to go through the usual approval process.

During review of the application, your Commission noted the difference in the amount of outdoor play area space required under the City's regulations versus the province's regulations. The guidelines used by the City were approved by City Council in 1985. Your Commission is recommending approval of the application, contingent on the application meeting provincial regulations.

A summary page, including a location plan for the above discretionary use application is attached, as well as a copy of the site plan and location facts.

Report of the General Manager, Planning and Building Department, dated December 3, 1996:

“A. PLANNING AND BUILDING DEPARTMENT RECOMMENDATION:”

That the application by Scooters Playland Inc. requesting permission to use Parcel V, Plan 91-S-06708 (3310 - 8th Street East) for the purpose of a Day Care Centre be recommended for approval.

B. PROPOSAL

An application has been submitted by Scooters Playland Inc. requesting City Council approval to use Parcel V, Plan 91-S-06708 (3310 - 8th Street East) for the purpose of a Day Care Centre. This property is zoned B.4 District in the Zoning Bylaw; and, as a consequence, a Day Care Centre may only be permitted by City Council at its discretion. Refer to the attached plan.

C. REASON FOR PROPOSAL(BY APPLICANT)

Constant public enquiries regarding day care service. Extension of existing child oriented business. Innovative daycare for merchants of the mall. Close proximity to bus routes.

D. JUSTIFICATION

1. Comments by Others

Public Works Department

The above application for discretionary use is acceptable to this department.

Transportation Department - Traffic Planning and Operations Branch

The Transportation Department has reviewed this request for discretionary use and applies no conditions to this use.

Transportation Department - Transit Branch

Saskatoon Transit has no comments or easement requirements regarding the above-noted property.

2. Planning and Building Department Comments

a) The day care centre is proposed to be located in Scooter's Playland which is a child-oriented recreational establishment located in The Centre at Circle and Eighth.

b) The proposed day care centre use is generally consistent with the 'Guidelines for the Location and Development of Day Care Centres, Family Day Care Homes and Preschools' approved by City Council in 1985 on the following points:

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- i) The applicants have demonstrated that the proposed service will not adversely affect other day care services in the area. The day care is intended to serve the approximately 2000 employees of the shopping centre.
 - ii) Bus service is provided to this shopping centre.
 - iii) The parking provided at the shopping centre is available for use by the day care centre. In addition an exclusive pick-up and drop off area is being provided for the day care centre.
 - iv) The day care centre proposal includes an outdoor play area adjacent to their location in the shopping centre. It is expected that approximately thirty children will be enrolled in the day care. As a result the outdoor play space will be somewhat less than 3.25 square metres for each child; however, this should be acceptable due to the unique nature of this facility.
- c) The proposal is in conformance with the applicable provisions of the Zoning Bylaw.
- d) The proposed day care centre is consistent with the arterial commercial land use designation for this area within the Development Plan.
- e) In consideration of any discretionary use application, it should be noted that Section 74(2) of the Planning and Development act applies, whereas:
- ‘On receipt of a discretionary use application, the Council may, by resolution or bylaw:
- a) reject the application; or,
 - b) approve the application where the facts presented establish that the proposed use or form of development:
 - i) will not be detrimental to the health, safety, convenience or general welfare or persons residing or working in the vicinity or injurious to property, improvements or potential developments in the vicinity; and,

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- ii) complies with the applicable provisions of the Zoning Bylaw and will not be contrary to the development plan or basic planning statement.’

E. COMMUNICATIONS PLAN

The President of the Wildwood Community Association was notified of this application by letter dated September 30, 1996. If this application is recommended for approval by the Municipal Planning Commission, it will be advertised in accordance with City Council's policy and a date for a public hearing will be set. Advertising will consist of sending notices of the public hearing by regular mail to all assessed property owners within 60 metres (200 feet) of the site. A poster board will be placed on this site.

F. ATTACHMENTS

1. Site Plan
2. Location Facts”

Moved by Councillor Atchison, Seconded by Councillor Langford,

THAT the hearing be closed.

CARRIED.

Moved by Councillor Birkmaier, Seconded by Councillor Postlethwaite,

THAT the application by Scooter’s Playland Inc. requesting permission to use Parcel V, Plan 91-S-06708 (3310 - 8th Street East) for the purpose of a Day Care Centre be approved, subject to the approval being restricted to Unit 740 (Scooter’s Playland Inc.).

CARRIED.

COMMUNICATIONS TO COUNCIL

The following communications were submitted and dealt with as stated:

A. REQUESTS TO SPEAK TO COUNCIL

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**1) John van Driel
#10 - 442 - 3rd Avenue North, dated December 19**

Requesting permission to address Council regarding an article on snow removal in the Free Press.
(File No. CK. 6290-1)

RECOMMENDATION: that Mr. van Driel be heard.

Moved by Councillor Langlois, Seconded by Councillor Atchison,

THAT Mr. van Driel be heard.

CARRIED.

Mr. van Driel spoke on the unfair ticketing and towing away of vehicles during snow removal. He indicated that vandals had torn down the posted no parking signs and that he had advised the City that these signs had been removed.

The City Solicitor advised Council that when individuals advised her office that there was no sign displayed, the ticket was withdrawn.

Moved by Councillor Langlois, Seconded by Councillor Atchison,

THAT the information be received..

CARRIED.

**2) Ken McKinlay, Executive Director
Saskatoon Home Builder's Association, Inc., dated December 20**

Requesting permission to address Council regarding phase-in of tax assessments on new home construction. (File No. CK. 1615-2)

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RECOMMENDATION: that Clause A5 , Report No. 1-1997 of the City Commissioner and Item AA.7 of “Communications” be brought forward for consideration and that a representative of the Saskatoon Home Builder’s Association be heard.

Moved by Councillor Roe, Seconded by Councillor McCann,

THAT Clause A5, Report No. 1-1997 of the City Commissioner and Item AA.7 of “Communications” be brought forward for consideration and that a representative of the Saskatoon Home Builder’s Association be heard.

CARRIED.

“REPORT NO. 1-1997 OF THE CITY COMMISSIONER

**A5) Phase-in - Tax Assessments
New Home and Condo Construction
Reassessment 1997 - Implementation Issues
(File No. 1615-2)**

RECOMMENDATION: that City Council confirm that phase-ins will only be granted to new housing starts which have had a building permit taken out on or before December 31, 1996.

Report of the General Manager, Finance Department, December 20, 1996:

“City Council at its meeting held on December 16, 1996, received letters and presentations from the Saskatoon Home Builders Association Inc. and North Ridge Development Corporation and resolved:

‘that the information be received and be referred to the Administration to report back to Council regarding the various options and their impact on the City.’

City Council, when dealing with Clause A8, Report No. 23-1996 of the City Commissioner, at its meeting held on December 16, 1996, resolved:

‘that the information be received and that the Administration be requested to report on the implications of having January 1, 1997, as the cut-off date for the definition of “new properties” for the purpose of phase-in.’

With respect to the issue of a cut-off date for the phase-in of new construction, the Administration had proposed November 4, 1996, as a possible date for the phase-in of new housing starts. Regular

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assessment changes, including additions, finishing basements, and adding garages would not be phased-in. Extending the cut-off date to the end of 1996 has no additional administrative implications and, therefore, the Administration supports this amendment.

The Administration was also requested to examine the implications of phasing-in tax increases for new house construction for the next three years. The purpose of a phase-in plan is to give existing taxpayers an extended period of time to adjust to a new tax level after a major reassessment. It is intended to deal with changes due to revaluation, not properties undergoing their first valuation. As this reassessment is updating the base by 30 years, some of the adjustments are severe. Phasing-in the migration from 1996 taxes to 1997 taxes over a three-year period mitigates this severe impact for many taxpayers.

This is not the situation, however, for new housing starts or for other additions to the assessment base (a new garage, for example). Anyone who has taken out a building permit since November 4, 1996, has been able to forecast their 1997 taxes. The first valuation of this construction can be based on the June 30, 1994 fair value.

The submissions made to City Council on December 16 suggested that the level of new housing starts will be dramatically impacted if there is no phase-in. However, others, including Canada Mortgage and Housing Corporation, suggest there are many factors people consider when deciding whether to build a new home. In a period of high demand with rising house prices, taxes are only one issue to be considered.

As the provincial legislation does not allow for a phase-in of new construction, the only method to provide a phase-in of these properties would be through tax abatements. City Council uses that tax tool, on occasion, when it grants a tax incentive. In the view of the Administration, Council would need to consider the requests from the Saskatoon Home Builders Association, Inc. and North Ridge Development Corporation as a request for an incentive program rather than a phase-in resulting from a revaluation, as the request is for City Council to intervene in the new housing market.

When a property is granted an abatement, the loss in tax revenue is absorbed through tax increases for the remainder of the tax base or for that class. It must also be remembered that the annual assessment growth, and the resulting increase in tax revenues, form part of the revenue increase assumptions in the 1997 Operating Budget. In fact, \$330,000 of expected tax growth has already been applied to provide loans to finance part of the 1997 Capital Budget.

In 1996, there were over 800 housing starts in Saskatoon. If this level of starts continued for the next two years, the total of the abatement is estimated at \$470,000 in 1997 and \$470,000 in 1998. The municipal share of this abatement would be approximately \$175,000 per year. These estimates are based on a weighted average increase of \$880 for each new house and an abatement which mirrored the residential phase-in for properties being revalued.

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Your Administration does not support a tax abatement of new construction for which building permits are taken out after December 31, 1996 for a number of reasons. First, the financial impact. All budget estimates for 1997 assume that assessment growth will be based on June 1994 values. There is no budget provision to abate the \$350,000 the City would need to absorb over the abatement period.

Second, the Administration would need to maintain both the 1965 and the 1994 assessment values for the duration. This requirement was not anticipated within the provincial legislation or by the Administration. Even with the approval of the phase-in for the residential sector, City Council approved the phase-in of taxes, not the phase-in of assessments. The assessment system has been built to only maintain one set of assessment records on a property. As of January 1, 1997, that value is the June, 1994 fair value. As a result, 1965 assessments for all new houses would need to be completed and maintained manually.

Third, the scope of the abatements would need to be determined. For example, abatements could apply to new housing starts only, or to all additions to the assessment roll. In addition, while the submissions received only addressed residential property, if an abatement program were to be considered, it may need to be considered for all property classes (including the commercial sector).

And finally, the City would need to undertake discussions with the School Boards and the Library Board, as abatements impact the budgets of all mill rate taxing authorities.

The Administration fully supports and recognizes the benefits of a strong new home construction market in Saskatoon. However, a phase-in is to allow present homeowners some time to adjust to their increased taxes, and not intended to be used as a mechanism to make cost adjustments in the construction market place.”

**AA7) Kenneth K. Ziegler, President
Saskatoon Chamber of Commerce, dated December 11**

Submitting comments on the phase-in of tax assessments on new home construction. (File No. CK. 1615-2)

RECOMMENDATION: that the information be received and considered with Clause A5, Report No. 1-1997 of the City Commissioner.”

Mr. Don Konkin, President, Saskatoon Home Builder's Association requested a tax abatement process for new home construction. Mr. Konkin indicated that there has been an increase in new construction over the past few years and believes that the increase in taxes could act as a deterrent for new homes.

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Moved by Councillor Langlois, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

Moved by Councillor Atchison, Seconded by Councillor McCann,

THAT a tax abatement on new home construction over the phase in period of tax reassessment be granted and that tax abatements be at the same rate as all other increases are occurring (two-thirds/one-third) as long as the tax abatement does not increase the rate of 2.2% set for residential homes.

IN REFERRAL

Moved by Councillor Langlois

THAT the matter be referred to the Administration and Finance Committee for a report on the implications of implementing a tax abatement program for new home and condominium construction.

THE REFERRAL MOTION WAS PUT AND CARRIED.

COMMUNICATIONS - CONTINUED

AA. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

**1) Todd Brandt, Coordinator of Public Programs
Meewasin Valley Authority, dated December 16**

Requesting approval of the appointment of Mr. Tim Nowlin to the Visual Arts Placement Jury.
(File No. CK. 1680-2)

RECOMMENDATION: that Mr. Tim Nowlin be appointed to the Visual Arts Placement Jury, as the representative of the Meewasin Valley Authority's Design Advisory Committee, for the years 1997 and 1998.

Moved by Councillor McCann, Seconded by Councillor Roe,

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THAT Mr. Tim Nowlin be appointed to the Visual Arts Placement Jury, as the representative of the Meewasin Valley Authority's Design Advisory Committee, for the years 1997 and 1998.

CARRIED.

**2) Jim Crowe
2128 York Avenue, dated December 12**

Submitting comments regarding the increase in transit fares. (File No. CK. 1905-4)

RECOMMENDATION: that the information be received.

Moved by Councillor Roe, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

**3) Dorothy Schaffel, President Tenant Association
Scot Towers and Forget Towers, dated December 12**

Submitting petition with approximately 70 signatures regarding the increase in transit fares. (File No. CK. 1905-4)

RECOMMENDATION: that the information be received.

Moved by Councillor Roe, Seconded by Councillor McCann,

THAT the information be received.

CARRIED.

**4) Ken Wood, General Manger
Saskatchewan Place, dated December 9**

Submitting a report on the status of the current productivity loans for Saskatchewan Place. (File No. CK. 1500-1)

RECOMMENDATION: that the information be received.

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*Moved by Councillor Birkmaier, Seconded by Councillor Langford,
THAT the information be received.*

CARRIED.

**5) Fred Heal, Executive Director
Meewasin Valley Authority, dated December 13**

Submitting comments on the water service to Corman Park. (File No. CK.7500-1)

RECOMMENDATION: that the information be received.

*Moved by Councillor Steernberg, Seconded by Councillor Langford,
THAT the information be received.*

CARRIED.

**6) Kenneth K. Ziegler, President
Saskatoon Chamber of Commerce, dated December 11**

Submitting comments on the 1997 Capital Budget. (File No. CK. 1701-1)

RECOMMENDATION: that the information be received.

*Moved by Councillor Langford, Seconded by Councillor Atchison,
THAT the information be received.*

CARRIED.

**7) Kenneth K. Ziegler, President
Saskatoon Chamber of Commerce, dated December 11**

DEALT WITH EARLIER. SEE PAGE 13.

**8) Kenneth K. Ziegler, President
Saskatoon Chamber of Commerce, dated December 11**

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Submitting comments on the Transit rate increases. (File No. CK. 1905-4)

RECOMMENDATION: that the information be received.

Moved by Councillor Atchison, Seconded by Councillor Langlois,

THAT the information be received.

CARRIED.

**9) P. J. Dickson, Director of Education
Saskatoon Board of Education, dated December 18**

Requesting approval of the appointment of Mr. Nelson Wagner to the Municipal Planning Commission and Mr. Roy Ball to the Technical Planning Commission, to replace Mr. G.A. Ledingham as representative of the Saskatoon Board of Education. (File No. CK. 1680-2)

RECOMMENDATION:

- 1) that Mr. Nelson Wagner be appointed to the Municipal Planning Commission to replace Mr. G.A. Ledingham as representative of the Saskatoon Board of Education; and
- 2) that Mr. Roy Ball be appointed to the Technical Planning Commission to replace Mr. G.A. Ledingham as representative of the Saskatoon Board of Education.

Moved by Councillor Langlois, Seconded by Councillor Birkmaier,

1) THAT Mr. Nelson Wagner be appointed to the Municipal Planning Commission to replace Mr. G.A. Ledingham as representative of the Saskatoon Board of Education; and

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- 2) *THAT Mr. Roy Ball be appointed to the Technical Planning Commission to replace Mr. G.A. Ledingham as representative of the Saskatoon Board of Education.*

CARRIED.

**10) Rosemary A. Venne
1116 14th Avenue, dated December 20**

Submitting comments regarding the proposed bus services closures. (File No. CK. 1905-4)

RECOMMENDATION: that the information be received.

Moved by Councillor McCann, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

**11) Bryan Hebb, Chief Executive Officer
S.A.M.A. dated December 18**

Providing information regarding submission of resolutions to the Third Annual SAMA Meeting to be held on April 3, 1997 in Regina. (File No. CK. 180-11)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor Langlois, Seconded by Councillor Roe,

THAT His Worship the Mayor or his designate be appointed as the City's representative and that the matter of possible resolutions be referred to the Administration and Finance Committee for a report.

CARRIED.

**12) Karen Butcher
Winterfest '96, dated December 23**

Requesting permission to hold fireworks and bonfire during Winterfest, February 1, 1997. (File No. CK. 205-1)

RECOMMENDATION: that the request be approved subject to Administrative conditions.

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Moved by Councillor Langford, Seconded by Councillor Atchison,

THAT the request be approved subject to Administrative conditions.

CARRIED.

**13) Andree Pinard, Resolutions Policy Analyst
Federation of Canadian Municipalities, dated December 18**

Submitting comments regarding the resolution on “Transit Competitiveness” and “Amendment to the Income Tax Act”. (File No. CK.255-2)

RECOMMENDATION: that the information be received.

Moved by Councillor McCann, Seconded by Councillor Langlois,

THAT the information be received.

CARRIED.

**14) Steve Warnar
303 Laloche Road, dated December 27**

Submitting comments regarding snow removal. (File No. CK. 6290-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Langlois, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

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**15) Marlene Hall, Secretary
Development Appeals Board, dated January 2**

Submitting Notice of Development Appeals Board Hearing regarding property at 1234 Avenue J South. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

**16) Marlene Hall, Secretary
Development Appeals Board, dated January 2**

Submitting Notice of Development Appeals Board Hearing regarding property at 256 - 3rd Avenue South. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Heidt, Seconded by Councillor Langford,

THAT the information be received.

CARRIED.

C. PROCLAMATIONS

**1) Theresa Weiman, Executive Director
Alliance for Life - Saskatoon, Inc., dated December 23**

Requesting Council to proclaim the week of February 23 to March 1, 1997 as Respect for Life Week in Saskatoon. (File No. CK. 205-5)

RECOMMENDATION: 1) that City Council approve the proclamation as set out above;
and

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- 2) that the City Clerk be authorized to sign the proclamation on behalf of City Council

Moved by Councillor Langford, Seconded by Councillor Langlois,

- 1) *that City Council approve the proclamation as set out above; and*
- 2) *that the City Clerk be authorized to sign the proclamation on behalf of City Council.*

CARRIED.

REPORTS

Mr. J. Kozmyk, Chair, submitted Report No. 1-1997 of the Municipal Planning Commission;

City Commissioner Irwin submitted Report No. 1-1997 of the City Commissioner;

Councillor Birkmaier, Chair, presented Report No. 1-1997 of the Land Bank Committee; and

His Worship Mayor Dayday, Chair, presented Report No. 1-1997 of the Executive Committee;

Moved by Councillor McCann, Seconded by Councillor Steernberg,

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

- a) *Report No. 1-1997 of the Municipal Planning Commission;*
- b) *Report No. 1-1997 of the City Commissioner;*
- c) *Report No. 1-1997 of the Land Bank Committee; and*
- d) *Report No. 1-1997 of the Executive Committee.*

CARRIED.

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

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

Committee arose.

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

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

“REPORT NO. 1-1997 OF THE MUNICIPAL PLANNING COMMISSION

Composition of Commission

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

- 1. Discretionary Use Application**
Day Care Centre
Parcel V, Plan 91-S-06708
(3310 - 8th Street East)
Applicant: Scooter’s Playland Inc.
740 - 3310 8th Street East)
(File No. CK. 4355-1)

DEALT WITH EARLIER. SEE PAGE NO. 8.

REPORT NO. 1-1997 OF THE CITY COMMISSIONER

Section A - Administration and Finance

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A1) Routine Reports Submitted to City Council

RECOMMENDATION: that the following information be received.

ADOPTED.

<u>SUBJECT</u>	<u>FROM</u>	<u>TO</u>
Schedule of Accounts Paid \$1,057,189.54	December 11, 1996	December 16, 1996
Schedule of Accounts Paid \$5,075,288.71	December 12, 1996	December 18, 1996
Schedule of Accounts Paid \$1,200,626.78 (File No. 1530)	December 18, 1996	December 23, 1996

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

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

ADOPTED.

Report of the General Manager, Finance Department, December 16, 1996:

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

ATTACHMENT

1. Schedule of Securities Transactions (December 1 - 15, 1996)

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**A3) Business Tax Adjustments
(File No. 1985-2)**

RECOMMENDATION: that City Council approve of the 1996 Business Tax write-off in the amount of \$5,025.61, for the reasons detailed on the attached list, for the period November 1, 1996, to November 30, 1996.

ADOPTED.

Report of the General Manager, Finance Department, December 11, 1996:

“Submitted, copy attached, is a listing of 1996 Business Tax Adjustments in the total of \$5,025.61, which requires Council's approval for write-off.

The listing represents businesses which have discontinued business at the premises indicated; these accounts are not uncollectible, but require adjustment in keeping with Business Tax Bylaw #6714(12) which states:

‘Where a business is commenced after the 31st day of January or is discontinued before the 1st day of December, the Council shall, upon written request, adjust the amount levied with respect of that business to correspond with the portion of the year during which the business is, or was, carried on; PROVIDED that such request is made before the expiration of one year following the year in respect of which the amount levied is to be adjusted.’

Business tax adjustments are offset by supplementary assessments on new businesses or businesses that relocate, renovate or enlarge premises.

The distribution of this write-off will be as follows:

City	\$ 2,010.47
School Boards	2,498.57
Business Improvement Districts	<u>516.57</u>
	\$5,025.61”

ATTACHMENT

1. Business Tax Adjustments, November 1996

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**A4) 1997 Capital Budget
File No. 1702-1)**

RECOMMENDATION: that Recommendation 3 of the Budget Committee, approved by City Council on December 16, 1996, be amended to read “that \$2,500,000 of the funding identified in 1) and 2) above be used to finance the Transit Service Branch's capital projects previously approved by City Council”.

Report of the General Manager, Finance Department, December 17, 1996:

“At its meeting of December 11, 1996, the Budget Committee reviewed the 1997 Capital Budget and recommended, in part:

- ‘3) that \$2,000,000 of the funding identified in 1) and 2) above be used to finance the Transit Service Branch’s capital projects previously approved by City Council.’

This recommendation was made with the knowledge that the funding proposal adopted by the Committee was \$500,000 less than that which was originally identified by the Administration. At the time the motion was made, we failed to clarify that the Transit project previously approved by City Council had a cost totalling \$2,500,000, all of which had to be funded. The Letter of Transmittal which accompanied the Capital Budget to Council’s December 16, 1996, meeting, identified the Administration’s plan to decrease the funding which would become available for any Infrastructure Grant Program. This would ensure that the previously approved project was fully funded, but acknowledges that the funding available for any Infrastructure Grant Program may not be sufficient.”

Moved by His Worship the Mayor

- 1) *THAT City Council rescind the following motion adopted by City Council at its meeting held on December 16, 1996 during consideration of Clause 1, Report No. 4-1996 of the Budget Committee:*

“that \$2,000,000 of the funding identified in 1) and 2) above be used to finance the Transit Services Branch’s capital projects previously approved by City Council;” and

- 2) *THAT \$2,500,000 of the funding identified in Recommendations 1) and 2) of Clause 1, Report No. 4-1996 of the Budget Committee be used to finance the Transit Services Branch’s capital projects previously approve by City Council.*

IN REFERRAL

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Moved by Councillor Langlois,

THAT consideration of the matter be deferred until the final Capital Budget decisions are made.

THE REFERRAL MOTION WAS PUT AND CARRIED.

**A5) Phase-in - Tax Assessments
New Home and Condo Construction
Reassessment 1997 - Implementation Issues
(File No. 1615-2)**

DEALT WITH EARLIER. SEE PAGE NO. 13.

**A6) Light and Water Accounts to be Written-Off for 1995
(File No. 1985-3)**

RECOMMENDATION: that City Council approve the net write-off of utility accounts for 1995, totalling \$183,867.

ADOPTED.

Report of the A/General Manager, Finance Department, December 24, 1996:

“The following is a summary of 1995 utility accounts which are considered due for write-off. The accounts total \$239,652. After deducting the 1996 collections of \$55,785 for previously written-off accounts, which were in fact collected, the net write-off is \$183,867 which is equal to .16 percent of the gross revenue for 1995 (\$115M). A detailed listing of the accounts is available in the City Clerk's Office.

The services of a collection agency have also been utilized. Bankrupt and delinquent accounts have, where possible, been charged back to property taxes in an attempt to realize payment.

An analysis of the accounts recommended for write-off is as follows:

15 Commercial Accounts over \$1,000.00

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The Firehall Restaurant 612 - 11th Street East	\$5,279.00
610417 Saskatchewan Ltd. T/A Sammy's Grape Escape 1625 - 8th Street East	\$3,562.00
Tri-Wall Holdings Inc. 1515B - 8th Street East	\$2,096.00
Secord, Dan T/A C.D. Video 613 - 8th Street East	\$1,657.00
Zante's Restaurant Ltd. 1422 College Drive	\$3,178.00
Eastside Foods Ltd. 20A - 2605 Broadway Avenue	\$5,150.00
Lorwood Food Services T/A Bonanza Family Restaurants 3010 - 8th Street East	\$1,047.00
Dylex Ltd. T/A Fairweathers T2A Midtown Plaza	\$3,234.00
Sardis Restaurant Inc. 119 - 3rd Avenue South	\$3,775.00
600325 Sask. Ltd. T/A 3-D Detail Centre 827 - 45th Street East	\$4,352.00
Northland Stationers (1963) Ltd. 60 - 33rd Street East	\$6,916.00
603910 Sask. Ltd. T/A Bike and Blade 207 Idylwyld Drive South	\$4,467.00
Lewko, Glen	\$1,428.00

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T/A Gleam World Car Wash 920 - 20th Street West	
Home and Garden Hydroponics 101 - 20th Street West	\$1,536.00
Saskatoon Garden Fresh 2211B - 11th Street West	\$1,019.00
21 Commercial Accounts under \$1,000 (average \$454.12)	\$9,537.00
1459 Residential Accounts (average \$124.34)	<u>\$181,419.00</u>
Total of 1495 Accounts	\$239,652.00

The following is a summary of write-offs for the last five years, indicating the ratio of utility write-offs to utility gross revenue:

<u>Year</u>	<u>Gross Amount of Write Off</u>	<u>Collection of Accounts Previously Written-Off</u>	<u>Net Amount of Write-off</u>	<u>% of Gross Revenue</u>
1991	\$118,372	\$23,636	\$ 94,736	.09
1992	\$114,875	\$21,318	\$ 93,557	.09
1993	\$129,660	\$26,544	\$103,116	.09
1994	\$237,664	\$43,604	\$194,060	.16
1995	\$239,652	\$55,785	\$183,867	.15

The 1995 Write-off represents .15 percent of the utility gross revenue. It is estimated that .04 percent of write-offs are mainly attributable to the 1994 labor dispute, which impaired collection activity during 1994 and 1995.”

**A7) Proposed Fare Increases, Transit Services
(File No. 1905-4)**

RECOMMENDATION: that City Council consider Bylaw No. 7601.

ADOPTED.

Report of the City Solicitor, December 30, 1996:

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“City Council, at its meeting held on December 16, 1996, approved certain transit fare increases to be effective January 1, 1997. We have prepared and enclose Bylaw No. 7601 which reflects the required amendments to the Transit Fares Bylaw.”

ATTACHMENT

1. Proposed Bylaw No. 7601

Section B - Planning and Operations

- B1) Proposed Disabled Person’s Loading Zone
130 Avenue H North
(File No. 6120-4)**
-

RECOMMENDATION: that a “Disabled Person’s Loading Zone” be installed in front of 130 Avenue H North.

ADOPTED.

Report of the General Manager, Transportation Department, December 13, 1996:

“The Transportation Department has received a request from the residents of 130 Avenue H North for the installation of a ‘Disabled Person’s Loading Zone’ in front of their home. The residents are mobility restricted and require direct access to the front of their home. There are no off-street parking facilities at 130 Avenue H North.

This residents have the appropriate placard for their vehicle.

This loading zone conforms to City guidelines with respect to ‘Disabled Person’s Loading Zones’ and no fee is assessed for its installation.”

- B2) Proposed Disabled Person’s Loading Zone
322 Avenue S South
(File No. 6120-4)**
-

RECOMMENDATION: that a “Disabled Person’s Loading Zone” be installed in front of 322 Avenue S South.

ADOPTED.

Report of the General Manager, Transportation Department, December 13, 1996:

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“The Transportation Department has received a request from a resident of 322 Avenue S South for the installation of a ‘Disabled Person’s Loading Zone’. The resident is wheelchair bound and requires the use of the Saskatchewan Abilities Council bus for her transportation needs. There are no off-street parking facilities at 322 Avenue S South.

This loading zone conforms to City guidelines with respect to ‘Disabled Person’s Loading Zones’ and no fee is assessed for its installation.”

**B3) Enquiry - Councillor Heidt
Traffic Concerns
Avenue C Between 39th Street and Circle Drive
(File No. 6150-1)**

RECOMMENDATION: that the following report be received and forwarded to City Council as information.

Report of the General Manager, Transportation Department, December 18, 1996:

“The following enquiry was made by Councillor Heidt at the meeting of City Council held on November 6, 1995:

‘When you proceed north on Avenue C between 39th Street and Circle Drive, there is no left arrow at Avenue C and Circle Drive for traffic turning left (west). As there are two lanes of southbound traffic turning left, and with the many trucks at this intersection turning east, they block the vision for the vehicles turning left across the west lane going straight through. Could the Administration provide the costs to put in a left turn signal at this intersection and do a study during rush hours.’

In excess of 50,000 vehicles per day enter the intersection at Avenue C and Circle Drive, making it one of the busiest and most congested intersections in Saskatoon. During peak or rush-hour periods, the number of vehicles entering the intersection along Circle Drive and from the north on Avenue C exceeds the ability of the intersection to accommodate this demand. Traffic flow breaks down and substantial congestion and associated delay occurs.

The question posed by Councillor Heidt is not one so much associated with the cost of attempting to provide a protected northbound left-turn phase, but one of feasibility and warrant of doing so. The Department has reviewed similar requests over the years and has not been able to implement such a change simply due to the shear volumes of traffic entering the intersection from the other approaches. Even providing for a minimum advance northbound left-turn phase of 8 seconds would mean taking that amount of time away from one of the other phases. Based on the northbound left-turn volumes during peak periods (approximately 60 to 80 vehicles per hour), in comparison with the entering volumes on the other approaches (1,200 to 1,500 vehicles per hour/approach), it would not be a prudent decision to slightly enhance the ability of northbound,

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left-turning vehicles at the expense of imposing additional delays to the other approaches. Rather than improving the situation at the intersection, the implementation of a northbound left-turn phase would decrease the overall service level at the intersection.

There are several other points the Committee should be made aware of with respect to this enquiry. Firstly, the Department is concerned with the increasing use of Avenue C as a through route between 33rd Street and Circle Drive. Avenue C is predominantly a residential roadway and the Department has faced numerous complaints over the years regarding excessive traffic on this street. The traffic volumes are at such a point that the Department is considering implementation of demand management techniques in 1997 to reduce the use of Avenue C as a bypass of Idylwyld Drive. The planned upgrading of Idylwyld Drive between 33rd and 39th Streets is also an important component to this strategy. We must be extremely careful that alterations to the traffic signals at Avenue C and Circle Drive do not, in fact, draw more traffic to Avenue C as it becomes an increasingly attractive route.

Secondly, the Transportation Department will be implementing new signal timings and phasing along Circle Drive between Airport Drive and Millar Avenue. This is in conjunction with the pilot implementation of a 'closed loop' signal control system. This is a PC-based, traffic signal control system which provides a greater degree of control and flexibility for provision of traffic movements at signalized intersections. It is anticipated that this implementation will provide a degree of relief to the current congestion encountered along this portion of Circle Drive. This may result in a limited beneficial impact to northbound, left-turning motorists from Avenue C.

Finally, the existing lane geometrics for northbound traffic on Avenue C approaching Circle Drive are such that sufficient storage is provided for left-turning vehicles to safely queue at the intersection. As with any other left-turn movement at signalized intersections, it is the responsibility of motorists to drive with due care and proceed with the left-turn movement only when it is safe to do so."

IT WAS RESOLVED: that the matter be referred to the Planning and Operations Committee.

**B4) Subdivision Application #24/92
115 - 19th Street East
(File No. PL 4300-2-2)**

RECOMMENDATION:

- 1) that City Council rescind its previous September 14, 1992 resolution deferring the requirement for the dedication of 0.02632 hectares of land as municipal reserve with respect to the subdivision of part of Parcel E, Plan No. 91-S-3511; and,
- 2) that City Council authorize the Administration to transfer the sum of \$11,821.95 from the Property Realized Reserve to the

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Dedicated Lands Account for the purpose of paying money-in-lieu of the municipal reserve dedication requirement which had been previously deferred in connection with the approval of Subdivision Application #24/92.

ADOPTED.

Report of the General Manager, Planning and Building Department, December 18, 1996:

“In connection with the 1992 approval of a subdivision to create a parcel for sale to the Saskatchewan Housing Corporation to facilitate the Clinkskill Manor, City Council resolved that the requirement for municipal reserve (i.e. 10% of the area of land intended for residential development) be deferred to the balance of Parcel E, Plan No. 91-S-03511, and that a caveat be registered accordingly. Refer to the attached Plan of Proposed Subdivision as approved by City Council at its meeting held September 14, 1992.

The Land Manager has now requested that the deferred municipal reserve requirement be satisfied by paying money-in-lieu thereof. The identified source of funding would be the Property Realized Reserve.

Ten percent of the estimated residual land value (i.e. selling price of parcel less the estimated servicing cost) is \$11,821.95. This amount would need to be transferred from the Property Resources Reserve to the Dedicated Lands Account to fully satisfy the deferred municipal reserve requirement.”

ATTACHMENT

1. Plan of Proposed Subdivision, Pt. Parcel E, Plan No. 91-S-03511.

**B5) Enquiry - Councillor Birkmaier (April 9, 1996)
Woodlawn Cemetery
(File No. 4080-1)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

Report of the General Manager, Public Works Department, December 17, 1996:

“As a result of an enquiry by Councillor Birkmaier, City Council, at its meeting held on June 3, 1996, considered a report discussing the possible impact of lighting to address the problem of vandalism at Woodlawn Cemetery. After review of the report it was resolved:

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‘that the information be received and that the item with respect to area floodlights be included for consideration under the 1997 Capital Budget.’

The staff at Woodlawn have initiated random surveillance checks of the grounds during the night, early morning, and on weekends along with associated signage. Our experience throughout the summer and fall has been that the unexpected and unpredictable presence of security personnel along with signage warning of such patrols tends to discourage vandals from lingering in an area under such surveillance. There will be an opportunity to install a fence along the east side of the Cemetery property as part of Capital Project No. 721 Electrical Feeder - 138Kv City Centre. Therefore, it is not considered necessary at this time to invest funds in area lighting.”

**B6) Land-Use Applications Received by the Planning
and Building Department
For the Period Between December 9, 1996, to December 27, 1996
(For Information Only)
(File Nos. PL 4132 and 4300)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

Report of the General Manager, Planning and Building Department, December 27, 1996:

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

Subdivision

Application #63/96:	3221 Mountbatten Street
Applicant:	Greg and Lynn Rutherford
Legal Description:	Lot 2, Block 522, Plan 63-S-19590
Current Zoning:	R.2
Neighbourhood:	Montgomery
Date Received:	December 10, 1996

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Application #64/96: Central Avenue (no civic address assigned)
Applicant: Webster Surveys Ltd. for City of Saskatoon
Legal Description: Part Lot C and Part Lot D, Block 367, Plan 87-S-32646
Current Zoning: RM.4
Neighbourhood: Silverspring
Date Received: December 10, 1996

Application #65/96: Hedley Street and James Street (no civic address assigned)
Applicant: Webster Surveys Ltd. for City of Saskatoon
Legal Description: Lots 2 to 4, Block 20, Plan 87-S-47751 (Hedley Street)
Lots 5 to 8, Block 25, Plan 87-S-47751 (James Street)
Current Zoning: R.2
Neighbourhood: Forest Grove
Date Received: December 13, 1996

Application #66/96: 103 Berini Drive
Applicant: Jastek Management Inc. for City of Saskatoon
Legal Description: Lot A, Block 293, Plan 86-S-17942
Current Zoning: RM.4
Neighbourhood: Forest Grove
Date Received: December 17, 1996

Condominium

Application #10/96: 614 - 9th Street East
Applicant: Broadway Developments Inc.
Legal Description: Lots 13 to 18, Block 80, Plan Q1
Date Received: December 10, 1996

ATTACHMENTS

1. Plan of Proposed Subdivision #64/96 - Central Avenue
2. Plan of Proposed Subdivision #65/96 - Hedley Street and James Street
3. Plan of Proposed Subdivision #66/96 - 103 Berini Drive

**B7) Request For Encroachment Agreement
303/305 Queen Street
Lot Pts. of 20 to 23, Block 184, Plan Q13
(File No. PL 4090-2)**

RECOMMENDATION: 1) that City Council recognise the encroachment at 303/305 Queen Street (Lot Pts. of 20 to 23, Block 184, Plan Q13);

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- 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 the agreement on behalf of the City of Saskatoon under the Corporate Seal.

ADOPTED.

Report of the General Manager, Planning and Building Department, December 27, 1996:

“Ms. Marusia A. Kobrynsky, of Marusia Kobrynsky, Barrister & Solicitor, on behalf of the purchaser of the property, has requested to enter into an encroachment agreement with the City for the above-noted property. As shown on the attached Real Property Report, part of the apartment building encroaches onto the City’s property (i.e. a lane). The encroachment has likely existed since 1911 when the apartment building was constructed.

The total area of encroachment is approximately 0.068 square metres (0.73 square feet). The apartment building encroaches by a maximum of 0.02 metres (0.07 feet) onto the lane.

If approved by City Council, an encroachment agreement will be required. The owner of the property will be subject to the minimum annual fee of \$50.00.”

ATTACHMENTS

1. Real Property Report for 303/305 Queen Street
2. Letter: Marusia Kobrynsky, Barrister and Solicitor to the Planning and Building Department

**B8) Subdivision Application #62/96
3831/3833 Fairlight Drive
(File No. PL 4300-62/96)**

RECOMMENDATION:

- 1) that City Council resolve, in connection with the approval of Subdivision Application No. 62/96, that it would be impractical and undesirable to require full compliance with Section 15(1)(a) of Subdivision Bylaw No. 6537 for the following reasons:
 - a) the proposed new lots will each have frontages which are only slightly smaller than 10.5 metres (8.87 metres). Therefore, the variance from the full requirement is minor;

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- b) the variance will not affect surrounding properties in any negative way; and,
 - c) the proposed lots each have a site area which exceeds that required in the Subdivision Regulations.
- 2) that Subdivision Application No. 62/96 be approved, subject to:
- a) the payment of \$50.00 being the required approval fee; and,
 - b) the completion of the current Building Permit #2027/96 requirements.

ADOPTED.

Report of the General Manager, Planning and Building Department, December 27, 1996:

“The following subdivision application has been submitted for approval:

Subdivision Application: #62/96
Applicant: D. J. Homes Limited
Legal Description: Lot 68, Block 147, Plan 79-S-39382
Location: 3831/3833 Fairlight Drive.”

ATTACHMENT

1. December 18, 1996, Subdivision Report

B9) Enquiry - Councillor D. Atchison (October 21, 1996)
Left-Turn Signal
Central and Attridge
(File No. 6280-1)

RECOMMENDATION: 1) that traffic signals be installed at the intersection of Central Avenue and Attridge Drive in 1997; and,

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- 2) that funding for the installation of the traffic signals in the estimated amount of \$60,000 be provided from Capital Project No. 602 - Silverspring Neighbourhood - General Prepaid Services - Signing and Signals.

ADOPTED.

The following enquiry was made by Councillor Atchison at the meeting of City Council held on October 21, 1996:

“Would you please look into installing a traffic left turn signal at Central and Attridge on the north-bound side of Central that would allow for a left-hand turn from the middle lane of Central Avenue onto Attridge Drive west-bound.”

Report of the General Manager, Transportation Department, December 23, 1996:

“The Transportation Department monitors a number of intersections within the city that exhibit a potential need for traffic signals or where traffic signals have been requested. A priority list based on the Transportation Association of Canada’s ‘Installation Warrants for Traffic Control Signals’ criteria has been developed in order to rank the various locations where traffic signals may be required. As a result of the Department’s most recent analysis of traffic signal warrants, it is proposed that the intersection of Central Avenue and Attridge Drive have traffic signals installed this year, and that several other locations be closely monitored for installation in the coming years.

The priority list which has been developed appears in Table 1 (attached), with intersections ranked by the high value of the priority point calculations. The point value is based on traffic volumes entering the intersection, the design speed of the roadways, the distance to the nearest signal in each direction, the number of traffic accidents occurring over the last five years, the availability of crossing gaps to cross-street traffic and pedestrians, and amount of delay experienced by cross-street traffic. The priority points vary based on the signal timing cycle for 60, 80 and 100 second cycle lengths. The highest of these values is used to rank locations. A priority point rating of 100 is normally used as a threshold for signal consideration. In addition to the priority point value, other criteria for each location is reviewed. This criteria includes the feasibility of signal installation given the physical layout of the intersection, its proximity to other traffic control devices (e.g. rail signals), the roadway classification hierarchy, jurisdictional authority, and other possible improvements that may more effectively address the operational concerns.

Central Avenue and Attridge Drive

The Transportation Department has been monitoring the intersection of Central Avenue and Attridge Drive for the past decade. During that time, traffic flows on both of these roadways have increased substantially and will continue to increase as development continues in the Silverspring,

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Erindale and Arbor Creek neighbourhoods, and in the University Heights Suburban Centre. Central Avenue and Attridge Drive are both classified as major arterial roadways with controlled access, i.e. driveways are not permitted between the roadway and adjacent private parcels. Access is facilitated by a collector roadway to the adjacent subdivisions rather than directly from the arterial roadway. Each roadway has two through traffic lanes, a left-turn bay and large radius right turn for each direction. The intersection currently is controlled by 4-way stop signs. During the peak-hour traffic periods, traffic through the intersection is heavy and unbalanced. During the morning, traffic is primarily leaving the neighbourhoods causing high traffic flows for the northbound Central Avenue left turn to Attridge Drive and for the westbound Attridge Drive through movement. The volume of vehicles wanting to make the northbound left turn is such that the vehicle queue extends past the end of the left-turn bay at this location. As a result, many motorists bypass this queue and make left turns from the left-hand through lane (i.e. dual left turns.) This movement is illegal; however, enforcement by the City Police has had limited short-term success in controlling driver behaviour. Driver frustration is simply too great. During the afternoon peak-hour, a queue forms on eastbound Attridge Drive at the intersection as motorists return to the neighbourhoods. This queueing of vehicles increases overall vehicle delays at the intersection.

Introduction of traffic signals at this location would allow a legal dual northbound left turn on Central Avenue and would allow for improved traffic flow by time of day. Traffic signals are the recommended measure that would allow for these improvements. As well, signalization will reduce the number of vehicle stops at this intersection and reduce overall vehicle delay.

The accident rate at the intersection is quite reasonable at three per year. It is not expected that this rate will change significantly with the introduction of traffic signals. Pedestrian crossings will be provided and pedestrian safety is expected to be improved over the 4-way stop operation.

Future Signal Locations

The Transportation Department will be monitoring a number of other intersections within the city for the installation of traffic signals. A review of the current status of the remaining top ten locations on the list follows:

The intersection of McKercher Drive and Taylor Street currently tops the priority list and traffic volumes on these roadways continue to increase. Growth in traffic volumes are likely to continue as development in the area proceeds. The intersection currently is controlled by 4-way stop signs. A review was undertaken in 1996 following the construction at Circle Drive and Taylor Street. The intersection continues to function well despite the traffic volumes entering, and the accident rate is reasonable. This intersection will continue to be monitored.

Special-event signals were proposed for the intersection of Idylwyld Drive and Marquis Drive several years ago to address the traffic concerns at this intersection. This proposal consisted of a full set of signals that would be operational only during special events at Saskatchewan Place. The Department of Highways and Transportation, which has jurisdiction on this portion of Idylwyld

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Drive, disagreed with the proposal. At that time and through continuing discussions with that Department, they maintain a position that no traffic signals of any nature be installed at this location in the immediate future.

Avenue C and Cynthia Street is a candidate for traffic signals. The traffic volumes at this intersection continue to rise as do delays for Cynthia Street traffic and left-turning vehicles from Avenue C; however, collision rates are not considered abnormal for this class of intersection. This location will continue to be monitored and more detailed analysis will be undertaken in 1997 before a recommendation for signalization can be made.

Lorne Avenue and Ruth Street is currently a 4-way stop controlled intersection. The traffic volumes are evenly distributed on each leg of the intersection with a total incoming traffic volume of 16,500 vehicles per day. The accident rate does not indicate a high potential to be reduced by the introduction of signals; however, the total delay incurred by traffic, especially during the peak hour, is increasing. Individual delays are not excessive, as the operation of a 4-way stop distributes the delay relatively equally to all vehicles; however, the total delay to all vehicles and the level of congestion at this location is becoming a concern. These concerns are exacerbated by special events in the area both at the Saskatoon Prairieland Exhibition and the Western Development Museum. As well, this intersection is a major access to the CN Industrial Area and, as such, generates many truck trips through the intersection. Semi-trailer truck units take a much longer time to stop and accelerate than do passenger vehicles. This mix of vehicles adds to the delay and inconvenience experienced by users of the intersection.

The traffic characteristics of Central Avenue and 105th Street have undergone some changes with the 105th Street connection to McKercher Drive. Traffic volumes have been recorded and the current intersection controls are considered adequate for the present time.

Central Avenue and Gray Avenue continues to experience an increase in traffic volumes as development continues in the northeast sector of the city. The number of traffic accidents occurring at this intersection continues to be in the order of 16 correctable collisions per year. The proximity of the traffic signals at 115th Street and Central Avenue makes this location a poor candidate for signal timing progression along Central Avenue. In addition, the close proximity to the rail signal on the CPR mainline adds a safety concern and operational problem in that vehicles could not be allowed to queue onto the trackage. Other geometric improvements will continue to be considered for this intersection.

The 4-way stop at 7th Avenue and 33rd Street continues to operate at a satisfactory level. Delays are not at an unacceptable level and accident rates are not excessive. Installation of signals at this location may attract additional traffic to 7th Avenue which bisects the North Park neighbourhood. The Transportation Department receives numerous concerns regarding the amount and speeds of vehicles using 7th Avenue; therefore, care must be exhibited in introducing a traffic control device which could make 7th Avenue an even more attractive route for motorists.

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Clarence Avenue and Main Street is a stop controlled intersection of an arterial and local street. The collision rate at this location continues to be a concern with an average of 14 per year over the last five years. The installation of signals at this location may attract additional traffic to Main Street through the Nutana and Varsity View neighbourhoods.

Preston Avenue and Main Street is a 4-way stop controlled intersection of an arterial and collector street. The collision rate at this location is not excessive for the type of control that exists. Traffic signals at this location could improve Preston Avenue traffic flow while increasing the delay for Main Street traffic. The intersection continues to operate at an acceptable level and signal installation at this location is not a priority.

The Transportation Department will continue to monitor and evaluate these intersections and others for the installation of traffic signals. A report on the status of their operation will be forwarded to City Council on an annual basis.”

ATTACHMENT

1. Table 1: New Traffic Signal Warrant Priority List (November 5, 1996)

**B10) Enquiry - Councillor Steernberg (May 23, 1995)
Traffic Concerns - Monck Avenue
(File No. 6000-1)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

The following enquiry was made by Councillor Steernberg at the meeting of City Council held on May 23, 1995:

“Over this last weekend, a vehicle lost control at the intersection of Centennial Drive and Monck Avenue. The article inferred that occurrences or events such as this one are not uncommon. This was confirmed through discussions with the resident whose yard the vehicle came to rest. I was informed that during all hours in the evening, cars can be seen using Monck Avenue as a drag strip. In light of this recent incident, would the Administration please provide a report outlining possible solutions (i.e. speed bumps) and the related costs.”

Report of the General Manager, Transportation Department, December 27, 1996:

“The Transportation Department has conducted a preliminary review of traffic conditions on Monck Avenue. The review included an examination of roadway geometrics, traffic collision data,

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existing traffic control devices and traffic volumes for the roadway. The findings are outlined below:

Monck Avenue, located on the western edge of the City, is classified as a local street. There are no residences on the entire stretch of Monck Avenue. It is a transit route, connecting Centennial Drive to Diefenbaker Drive. An average of 300 vehicles per day use this roadway, which is considered extremely low even for a local road. A review of traffic collisions indicates that there have been no reportable accidents over the past five years on Monck Avenue or at any of the intersections on Monck Avenue. Because there are no houses along this roadway, some motorists tend to drive at a higher speed than they would on a normal local street. This is indicated by the 85th percentile speed (the speed at which 85% of the traffic is travelling at or less) of 63 km/h. The speed limit is 50 km/h. It is generally desirable to have the 85th percentile speed at or near the speed limit on residential streets.

The review has concluded that any measures carried out on this roadway should be directed at speed reduction. This is consistent with the original complaint.

The Transportation Department maintains an on-going Neighbourhood Traffic Management Program. The purpose of this program is to address neighbourhood traffic concerns similar to the ones reported on this street. It is, therefore, recommended that appropriate measures aimed at reducing traffic speed on this roadway be reviewed under the Neighbourhood Traffic Management Program. As a result, Monck Avenue will be placed on the list of proposed 1997 neighbourhood traffic management projects.

Recommended measures will be presented to the Planning and Operations Committee for their consideration.”

**B11) School Signing Revisions
Bishop Pocock School
(File No. 6280-3)**

RECOMMENDATION: that the signing changes at Bishop Pocock School, as shown on attached Plan No. N11-2A, be approved.

ADOPTED.

Report of the General Manager, Transportation Department, December 19, 1996:

“The Transportation Department has received a request from the Catholic School Board to review the signing at Bishop Pocock School. The review has been completed and it is proposed that the signing be revised so that it meets the current needs of the school. The investigation procedure for this school included a site meeting between representatives of the Transportation Department, the Education Detail of the Saskatoon Police Service, the Catholic School Board and the school’s

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Principal. Based on the results of this investigation, a new school signing plan has been prepared using the School Signing Guidelines and considering the particular needs of this school.

The recommended signing changes are described below:

- Relocate the existing 'SCHOOL BUS LOADING ZONE, 0800-1700, MON-FRI' (RB-58L) approximately 12 metres to the east.
- Replace the existing 'DISABLED PERSONS LOADING ZONE' (RB-58G) and 'NO STOPPING' zone (RB-55) near the school's front entrance with a 'PARKING, 5 MINUTES, 0800-1700, MONDAY-FRIDAY' zone (RB-53B).

The school will be creating an off-street loading zone for disabled persons only. This will make additional on-street, short-term parking available nearer to the school and on the school side of the street for parents transporting their children to and from school.

All of the above changes have been reviewed and approved by the Saskatoon Police Service, Transit Services, Catholic School Board, and the school's Principal."

ATTACHMENT

1. Plan No. N11-2A

**B12) Enquiry - Councillor Postlethwaite (May 23, 1995)
Request to Install 3-Way Stop at Arlington and Main and
4-Way Stop at Balfour and Harrington
(File No. 6280-2)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

The following enquiry was made by Councillor Postlethwaite at the meeting of City Council held on May 23, 1995:

"I ask that the Administration please look into the possibility of installing a 3-way stop at Arlington and Main, and a 4-way stop at Balfour and Harrington. I have received requests from Greystone and College Park Community Associations who are concerned for the safety of children travelling to and from school, and to parks in both areas. They look on 3 and 4-stop signs as a cheaper way to help than pedestrian activated lights."

Report of the General Manager, Transportation Department, December 31, 1996:

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“Three-way stop signs were installed at the intersection of Arlington Avenue and Main Street in May of 1996. Following the initial period which allowed for drivers to become accustomed to the new signage, the three-way stop has been functioning satisfactorily.

With respect to the second part of the request, the Transportation Department has completed a review regarding the feasibility of installing four-way stop signs at Balfour Street and Harrington Street. The review included the examination of roadway geometrics, traffic collision data, existing traffic control devices, pedestrian volumes and vehicular traffic volumes at the above intersection. The findings are outlined in this report.

Balfour Street is classified as a minor collector roadway while Harrington Street is classified as a local street. This intersection is currently controlled by yield signs facing the Harrington Street approach.

A review of the traffic accident history for the intersection of Balfour Street and Harrington Street indicated that there have been no reportable accidents at this intersection in the past five years. For comparison purposes, an average of five or more right-angle collisions per year is used as an indication that a four-way stop control may be required at an intersection.

Average Daily Traffic (A.D.T) and pedestrian counts were conducted at this intersection on Wednesday, March 13, 1996. The traffic volume entering this intersection was used to assess whether or not additional traffic control measures, such as four-way stops, were required. It should be noted that during the pedestrian count there was no pedestrian traffic using the crosswalks. The traffic volumes entering the intersection are shown in the following table:

<u>Approach</u>	<u>A.D.T</u>
Eastbound	600
Westbound	1,480
Northbound	210
Southbound	<u>270</u>
TOTAL	<u>2,560</u>

For a four-way stop to be considered, the traffic volumes must be generally equal from all approaches. If this condition is not satisfied, unnecessary delays will result. Even more important than the unnecessary delay that unwarranted stop signs create, is their tendency to increase drivers' frustration and decrease drivers' respect for the control devices. The Transportation Department cannot support the practice of installing unwarranted stop signs due to the potential motorist disregard for the device which may result.

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Based on the low collision rates, negligible pedestrian volumes, adequate sight lines and minimal traffic volumes on these roadways, it was concluded that this intersection is adequately controlled by the existing traffic control measures. The existing yield sign control at this intersection is providing a reasonable level of service to both motorists and pedestrians and, as such, four-way stop signs or traffic signals are not required at the present time.”

REPORT NO. 1-1997 OF THE LAND BANK COMMITTEE

Composition of Committee

Councillor D. L. Birkmaier, Chair
Councillor H. Langlois
Councillor K. Waygood
Councillor M. Heidt
Councillor Jill Postlethwaite
His Worship the Mayor

**1. Request to Sell City-Owned Residential Lots
Lots 23 to 41, Block 954, Plan (not registered)
Hunt Road and 37th Street, Dundonald Neighbourhood
(File No. CK. 4131-9)**

- RECOMMENDATION:**
- 1) that the Land Branch Manager be authorized to offer for sale the 19 lots (Lots 23 to 41, Block 954, on Hunt Road and 37th Street, Dundonald Neighbourhood) through a lot-draw process, as outlined in the following report; and
 - 2) that any of the lots which are not sold through the lot-draw process be placed on the Land Branch’s list for sale, over-the-counter, on a first-come, first-served basis.

ADOPTED.

Your Committee has reviewed the following report of the General Manager, Planning and Building Department dated November 26, 1996 on the above matter, with the Land Branch Manager, and supports the proposal for the sale of 19 lots:

“BACKGROUND

The City has been selling single-family lots in the Dundonald Neighbourhood since 1980. To date 784 City-owned lots have been sold in the neighbourhood. Of these sales, 24 were

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transacted in 1996. There are approximately 100 lots yet to be serviced in order to complete the neighbourhood.

At its meeting held on July 31, 1995, City Council passed Bylaw No. 7487 effecting the rezoning of 22 lots located on Hunt Road and 37th Street from R2 (one and two-unit dwellings) to R.1A (one-unit dwellings only).

At its meeting held on September 9, 1996, City Council approved Subdivision Application #41/96, which was required to alter the frontages of the existing lots to accommodate one-unit dwellings. (By altering the frontages to accommodate only one-unit dwellings, the number of lots has been decreased from 22 to 19.) It was not possible to increase the number of lots as this option would have resulted in extensive work to relocate existing services.

REPORT

The 19 lots will be offered for sale to both individuals and builders through a lot-draw process. Any lots that are not sold through this process will be added to the Land Branch's list of properties for over-the-counter sales on a first-come, first-served basis.

Pricing

Prices for residential lots are established using the approved prepaid service rates, a land rate, and the approved land administration fee percentage. On this basis, the combined front metre charge is calculated to be \$1750.00. Using an example of an average lot with 16 metres of frontage, the sale price and its breakdown is as follows:

16.0 metres @ \$1,750.00 per front meter	\$28,000.00
Services	\$25,497.33
Land	917.76
Administration Fee	1,584.91
Total	\$28,000.00

Your staff believe that the charge of \$1,750.00 per front metre puts the price of these lots at the top of the market for lots at this location.

Additional Servicing and Survey Costs

Altering the lot design to accommodate the zoning change from R.2 to R.1A has resulted in additional costs of \$8,925.23 for the relocation of existing services, \$4,800.00 to cut existing water and sewer connections and \$9,583.00 for a new survey. These additional costs will result in a negative contribution to the Property Realized Reserve as shown by the following table:

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NUMBER OF LOTS	FRONTAGE (METRES)	PROJECTED SALES REVENUE	PREPAID SERVICING COSTS	LAND COST	LAND ADMIN. FEE	ADDITIONAL SERVICING & SURVEY COSTS	PROJECTED NET CONTRIBUTION TO PROPERTY REALIZED RESERVE
19	302.8	\$529,900.00	\$482,536.02	\$14,300.00	\$31,794.00	\$23,308.23	-\$22,038.25

We will attempt to recapture the deficit of \$22,038.25 by charging it against the sale of approximately 50 higher-priced crescent lots which are proposed for the adjacent Sumner Crescent area.

ATTACHMENTS

1. Plan showing lots on Hunt Road and 37th Street.”

2. **Tender of City-Owned Property**
Lot 1, Block 411, Plan No. 95-S-41350
Heritage Crescent, Lakewood
(File No. CK. 4214-1)

RECOMMENDATION: 1) that City Council accept the bid from North Ridge Development Corporation, or nominee, in the amount of \$545,000.00 plus Goods and Services Tax, for the purchase of Lot 1, Block 411, Plan No. 95-S-41350, Heritage Crescent, Lakewood, and;

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- 2) that His Worship the Mayor and the City Clerk be authorized to execute the Agreement for Sale (which includes the residential development controls outlined in the tendering specifications) on behalf of the City, under the Corporate Seal.

ADOPTED.

Your Committee has reviewed the following report of the General Manager, Planning and Building Department dated November 13, 1996 with the Land Branch Manager, and supports the sale of this property as outlined in the report:

“BACKGROUND

During its meeting held May 21, 1996, City Council adopted the following recommendations:

- 1) that the Land Branch Manager be authorized to offer Lot 1, Block 411, Plan No. 95-S-41350 for sale by public tender, with a reserve bid of \$519,820.00, plus applicable taxes;
- 2) that should no acceptable bids be received, Lot 1 in said Block and Plan be made available for direct purchase through the Land Branch, at the price established for the reserve bid; and,
- 3) that the Land Branch Manager be authorized to administer development controls as a condition of sale for Lot 1 in said Block and Plan.'

REPORT

The lot was advertised for sale by public tender in The StarPhoenix with the tender closing at 2:00 p.m. on October 16, 1996. A single bid was received from North Ridge Development Corporation, or nominee, in the amount of the reserve bid of \$545,000.00. (The reserve bid was higher than initially established by City Council due to an increase in the prepaid servicing rate.) As no other bids were received and the bid is equal to the reserve bid, your staff recommend the tender be awarded to North Ridge Development Corporation, or nominee.”

**3. Silverspring Neighbourhood
Marketing Strategy
(File No. CK. 4131-7)**

RECOMMENDATION: that the Land Branch Manager be authorized to offer a volume rebate for builders in the Silverspring Neighbourhood, as outlined in the following report.

ADOPTED.

Your Committee has reviewed the following excerpt from the report of the General Manager, Planning and Building Department dated December 9, 1996 with the Land Branch Manager, and supports a volume rebate for builders as outlined in the report:

“BACKGROUND

In 1987, the City and University of Saskatchewan entered into an Agreement for the development and sale of the Silverspring Neighbourhood. At that time, 426 single-family lots and 4 multi-family parcels were created and offered for sale pursuant to the Agreement.

In 1989, the Provincial Department of Environment and Public Safety became involved in the Silverspring Neighbourhood. Briefly, in order for the project to proceed, the Province required that a buffer be created to separate the planned residential area from the adjacent University containment facility and that a sufficient area of fescue grassland be preserved to create a self-supporting ecosystem. At this time, the City also commissioned a consultant to determine remedial action required to safeguard the residential development which was planned to occur on the former Town of Sutherland landfill site. By the end of 1989, 212 single-family lots had been sold in the neighbourhood.

The involvement of the Province necessitated the redesign of the neighbourhood and a submission to the Province for an environmental screening of the project. Starting in 1990, the City undertook an extensive consultation process with the Province, University, Silverspring Community Association, Meewasin Valley Authority, and Eco-Network to redesign the neighbourhood. At this time, the City also proceeded with soil and groundwater testing to ensure the project met the requirements of the environmental screening.

City Council's approval to the redesign and the Province's approval to the redesign and environmental screening was received in 1992. By that time, lot sales in the neighbourhood had virtually stopped with no sales in 1991 and only three sales in 1992. With the necessary approvals in place, the City began to actively market the neighbourhood in 1993 to re-establish the confidence of the home-buying consumer in the neighbourhood.

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Over the past three years, Silverspring's market share of lot sales and building permits has risen steadily, to the point where in 1996 it is firmly established as the leader in housing starts by a margin of 2:1 over competing neighbourhoods. Except for the University agreeing to cost share in the 1993 price reduction of the 103 lots, and the 1996 volume discount rebate program, the costs for promoting the subdivision have been incurred solely by the City.

Volume Rebate

Since 1993, the City has offered a volume rebate to eligible builders in the Silverspring Neighbourhood. (To qualify as an eligible builder, a builder must be listed on the Land Branch's eligibility list as a registered company and have successfully completed a probation period.) 1996 was the first year the University agreed to cost share in the rebate. For 1996, the total rebate cost is expected to be \$120,000, of which the University will be responsible for 50%.

It is the opinion of your staff that a volume rebate should once again be offered in 1997. The Public School Board has indicated that they are seeking funding approval for the design and construction of a new school in Silverspring in 1997, with a proposed opening in 1998. The purpose of the rebate would be to ensure the neighbourhood retains its competitive advantage in terms of having the school constructed. Private land developers operating within the city appear to be continuing to offer a rebate for their particular projects as well. The proposed rebate is identical to the one offered in 1996 and would be offered to eligible builders as follows:

\$100,000	2%
\$200,000	3%
\$300,000	4%
\$400,000	5%

Based on our projections of 75 lot sales in 1997, we anticipate the rebate will total \$60,000. We will be approaching the University on the basis that they once again share in this cost equally with the City. If they should decline, we would only pay out a rebate of \$30,000 based on 75 lot sales. If the sales volume is greater, the volume rebate would increase proportionately.

Showhome Rebate

In accordance with the terms of City of Saskatoon Policy C09-010 (Residential Lot sales - Showhome Policy), the City has been providing rebates to eligible builders constructing and operating showhomes within Silverspring. The cost of these rebates amount to \$180,000 since 1993 and have been solely incurred by the City.

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Similar to the volume rebate, your staff feel that a showhome rebate should continue to be offered in 1997 to help ensure the construction of a school in Silverspring. However, we will be approaching the University to cost share in the rebate this time. We estimate that the cost of the rebate will be approximately \$100,000, of which the University will be asked to contribute 50%. Should the University decline, we would limit the showhome rebate payable by the City to a maximum of \$50,000.”

REPORT NO. 1-1997 OF THE EXECUTIVE COMMITTEE

Composition of Committee

His Worship the Mayor, Chair
Councillor D. Atchison
Councillor D. L. Birkmaier
Councillor M. Heidt
Councillor A. Langford
Councillor H. Langlois
Councillor P. McCann
Councillor J. Postlethwaite
Councillor P. Roe
Councillor R. Sternberg
Councillor K. Waygood

**1. Comprehensive Audit
Greenhouse and Civic Conservatory Program
(File No. CK. 1600-1)**

RECOMMENDATION:

- 1) that the Greenhouse and Civic Conservatory Program continue to be operated as in the past (i.e. that competitive bidding not be introduced); and
- 2) that the Planning and Operations Committee be requested to review the following recommendations from the Audit Report and submit recommendations to City Council:
 - 2.1 that City Council clarify the intended outcomes of the conservatory.
 - 5.3 That City Council provide direction on the eventual replacement of the conservatory and that the direction be determined based on Council’s expectations with regard to the outcomes of the Program.

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- 13.1 that City Council provide Parks Branch management with direction on the desirability of city entrance enhancement.
- 13.2 that City Council provide direction with regard to the source of financing for city entrance displays, considering the desirability of corporations or community groups adopting planting sites, or roadside advertising.
- 14.1 that City Council articulate the intended outcomes from the oak barrel program, and communicate this information to Program Management.
- 16.1 that City Council provide direction as to which variable, cost or quality, should be fixed as a standard for the oak barrel bedding plants, and then management establish parameters for an acceptable standard.
- 21.1 that City Council clarify to the Administration the expected outcomes of civic building interior displays.
- 22.1 that City Council determine whether it is acceptable to have civic office plants funded through the mill rate.
- 23.1 that the direction of Council issue with regard to the provision of extension services by the Program.

ADOPTED.

Attached is a copy of the Comprehensive Audit Report on the Greenhouse and Civic Conservatory program, together with the covering report of the Auditor General dated January 17, 1996.

Your Committee has discussed the issue of competitive bidding for the production of the 1997 annual bedding plants (recommendation 10.3), the production of enhanced standard annuals for the oak barrel program for the 1997 growing season (recommendation 16.2), and the maintenance of the oak barrel planters (recommendation 18.1) and feels that there should be no change to the existing program.

2. Local Tax Review Committee
File No. CK 225-1

RECOMMENDATION:

- 1) that a Local Tax Review Committee be established in order to submit to Council, by no later than December 1, 1997, recommendations regarding local tax policy;

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- 2) that the Local Tax Review Committee hold formal hearings within the community to receive views from Saskatoon residents on the issue of local tax policies within Saskatoon and review pertinent literature and studies conducted in other Canadian Cities;
- 3) that the recommendations submitted to City Council by the Local Tax Review Committee address the following questions with respect to local tax policy:
 - How well do Saskatoon's local property tax policies satisfy the criteria of fairness and equity?
 - What is the appropriate distribution of the total tax burden between residential and non-residential taxpayers, and identifiable subgroups within these groups?
 - What is Saskatoon's competitive position with regard to taxes levied by other municipalities within Saskatchewan and western provinces?
 - Would alternative taxation methods, as permitted by existing legislation (e.g. minimum tax) be appropriate?
 - How should home-based businesses be treated for taxation purposes?
 - What interim measures (e.g. length of phase-in), if any, would be appropriate to facilitate the transition from existing tax policies to revised tax policies, as recommended by the Committee?; and
- 4) that the following individuals be appointed to the Saskatoon Taxation Review Committee:

The Honorable Albert Osborn (as Chair of the Committee)
Ms. Shelley Brown
Mr. Jack Vicq

City Council, at its meeting held on November 4, 1996, considered a proposal for a Saskatoon Taxation Review Committee. Council approved the proposal in principle and referred it to the Executive Committee for the purpose of finalizing the terms of reference and for considering the structure and membership of the Committee.

Moved by His Worship the Mayor,

1. *THAT a Local Tax Review Committee be established in order to submit to Council, by no later than December 1, 1997, recommendations regarding local tax policy;*
2. *THAT the Local Tax Review Committee hold formal hearings within the community to receive views from Saskatoon residents on the issue of local tax policies within Saskatoon and review pertinent literature and studies conducted in other Canadian Cities;*

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3. *THAT the recommendations submitted to City Council by the Local Tax Review Committee address the following questions with respect to local tax policy:*

- *How well do Saskatoon's local property tax policies satisfy the criteria of fairness and equity?*
- *What is the appropriate distribution of the total tax burden between residential and non-residential taxpayers, and identifiable subgroups within these groups?*
- *What is Saskatoon's competitive position with regard to taxes levied by other municipalities within Saskatchewan and western provinces?*
- *Would alternative taxation methods, as permitted by existing legislation (e.g. minimum tax) be appropriate?*
- *How should home-based businesses be treated for taxation purposes?*
- *What interim measures (e.g. length of phase-in), if any, would be appropriate to facilitate the transition from existing tax policies to revised tax policies, as recommended by the Committee?; and*

4) *THAT the following individuals be appointed to the Saskatoon Taxation Review Committee:*

*The Honorable Albert Osborn (as Chair of the Committee)
Ms. Shelley Brown
Mr. Jack Vicq*

IN AMENDMENT

Moved by Councillor Birkmaier

THAT the date for submission of the report to City Council be amended to be July 31/97.

YEAS: Councillors Birkmaier, Waygood, Roe, Postlethwaite, and Atchison 5

*NAYS: His Worship the Mayor, Councillors Langlois, Steernberg, Langford,
McCann and Heidt 6*

***THE AMENDMENT WAS PUT AND LOST.
THE MAIN MOTION WAS PUT AND CARRIED.***

His Worship the Mayor indicated that he would encourage the Committee to bring in its report as early as possible due to the October Civic Elections."

INTRODUCTION AND CONSIDERATION OF BYLAWS

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Bylaw No. 7579

Moved by Councillor McCann, Seconded by Councillor Steernberg,

THAT permission be granted to introduce Bylaw No. 7579, being "*The Development Plan Amendment Bylaw, 1997 (No. 1)*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor McCann, Seconded by Councillor Langford,

THAT Bylaw No. 7579 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor McCann, Seconded by Councillor Postlethwaite,

THAT Council go into Committee of the Whole to consider Bylaw No. 7579.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7579 was considered clause by clause and approved.

Moved by Councillor McCann, Seconded by Councillor Atchison,

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

CARRIED.

Moved by Councillor McCann, Seconded by Councillor Birkmaier,

THAT permission be granted to have Bylaw No. 7579 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor McCann, Seconded by Councillor Waygood,

THAT Bylaw No. 7579 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

Bylaw No. 7584

Moved by Councillor McCann, Seconded by Councillor Steernberg,

THAT permission be granted to introduce Bylaw No. 7584, being "*The Zoning Amendment Bylaw, 1997 (No. 4)*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

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Moved by Councillor McCann, Seconded by Councillor Langford,
THAT Bylaw No. 7584 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor McCann, Seconded by Councillor Postlethwaite,
THAT Council go into Committee of the Whole to consider Bylaw No. 7584.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7584 was considered clause by clause and approved.

Moved by Councillor McCann, Seconded by Councillor Atchison,

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

CARRIED.

Moved by Councillor McCann, Seconded by Councillor Birkmaier,

THAT permission be granted to have Bylaw No. 7584 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor McCann, Seconded by Councillor Waygood,

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THAT Bylaw No. 7584 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

Bylaw No. 7586

Moved by Councillor McCann, Seconded by Councillor Steernberg,

THAT permission be granted to introduce Bylaw No. 7586, being "*The Zoning Amendment Bylaw, 1997 (No. 1)*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor McCann, Seconded by Councillor Langford,

THAT Bylaw No. 7586 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor McCann, Seconded by Councillor Postlethwaite,

THAT Council go into Committee of the Whole to consider Bylaw No. 7586.

CARRIED.

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

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Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7586 was considered clause by clause and approved.

Moved by Councillor McCann, Seconded by Councillor Atchison,

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

CARRIED.

Moved by Councillor McCann, Seconded by Councillor Birkmaier,

THAT permission be granted to have Bylaw No. 7586 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor McCann, Seconded by Councillor Waygood,

THAT Bylaw No. 7586 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

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Bylaw No. 7588

Moved by Councillor McCann, Seconded by Councillor Steernberg,

THAT permission be granted to introduce Bylaw No. 7588, being "*The Zoning Amendment Bylaw, 1997 (No. 3)*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor McCann, Seconded by Councillor Langford,

THAT Bylaw No. 7588 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor McCann, Seconded by Councillor Postlethwaite,

THAT Council go into Committee of the Whole to consider Bylaw No. 7588.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7588 was considered clause by clause and approved.

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Moved by Councillor McCann, Seconded by Councillor Atchison,

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

CARRIED.

Moved by Councillor McCann, Seconded by Councillor Birkmaier,

THAT permission be granted to have Bylaw No. 7588 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor McCann, Seconded by Councillor Waygood,

THAT Bylaw No. 7588 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

Bylaw No. 7601

Moved by Councillor McCann, Seconded by Councillor Steernberg,

THAT permission be granted to introduce Bylaw No. 7601, being "*Transit Fares Amendment Bylaw, 1997*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

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Moved by Councillor McCann, Seconded by Councillor Langford,
THAT Bylaw No. 7601 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor McCann, Seconded by Councillor Postlethwaite,
THAT Council go into Committee of the Whole to consider Bylaw No. 7601.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7601 was considered clause by clause and approved.

Moved by Councillor McCann, Seconded by Councillor Atchison,

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

CARRIED.

Moved by Councillor McCann, Seconded by Councillor Birkmaier,

THAT permission be granted to have Bylaw No. 7601 read a third time at this meeting.

CARRIED UNANIMOUSLY.

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Moved by Councillor McCann, Seconded by Councillor Waygood,

THAT Bylaw No. 7601 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

Moved by Councillor Waygood,

THAT the meeting stand adjourned.

CARRIED.

The meeting adjourned at 9:40 p.m.

Mayor

City Clerk