

Council Chambers
City Hall, Saskatoon, Sask.
Monday, October 18, 2004
at 6:00 p.m.

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

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

Moved by Councillor Heidt, Seconded by Councillor Penner,

THAT the minutes of meeting of City Council held on October 4, 2004, be approved.

CARRIED.

Moved by Councillor Penner, Seconded by Councillor Heidt,

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

CARRIED.

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

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

Committee arose.

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Councillor Dubois, 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. 7-2004 OF THE MUNICIPAL PLANNING COMMISSION”

Composition of Commission

Mr. John Waddington, Chair
Mr. Jack Billinton, Vice Chair
Councillor Bev Dubois
Mr. Dieter André
Mr. Gord Androsoff
Mr. Roy Ball
Mr. Michael Chyzowski
Mr. Lloyd Hedemann
Mr. Brad Sylvester
Ms. Karen Thogersen
Mr. Vern Waldherr
Mr. John McAuliffe
Mr. Jim Zimmer

- 1. Development Plan and Zoning Bylaw Text Amendment
To Permit Integrated Community Facilities in
Suburban Centres or City Wide Parks**
**Applicant: Design and Building Committee for Joint Future Centre Facility
c/o Community Services Department, City of Saskatoon**
(File No. CK. 4351-1)

- RECOMMENDATION:**
- 1) that City Council approve the advertising respecting the proposal to amend the Development Plan and Zoning Bylaw to accommodate integrated community facilities owned by a non-profit corporation or public authority in suburban centres or city wide parks;
 - 2) that the General Manager, Community Services Department be requested to prepare the required notices for advertising the proposed amendments;
 - 3) that the City Solicitor be requested to prepare the required

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Bylaws; and

- 4) that at the time of the public hearing City Council consider the Municipal Planning Commission's recommendation that the Development Plan and Zoning Bylaw amendments be approved.

ADOPTED.

Attached is a copy of report of the Community Services Department dated September 22, 2004, with respect to proposed amendments to the Development Plan and Zoning Bylaw Text to permit integrated community facilities owned by a non-profit corporation or public authority in suburban centres or city wide parks.

Your Commission has reviewed the proposed amendments with the Administration. With respect to the possibility of setting a precedent, it was determined that while there may be commercial enterprises providing services at integrated facilities, the ownership would either be public or non-profit and the amendments would not apply to private ownership. The amendment would be specific to integrated facilities in suburban centres or city wide parks and would not be applicable in neighbourhood parks.

Your Commission also discussed with the Administration the parking provisions, access to the site, provision for walkways, and the services that might be provided. There was discussion about what would be allowed as the food services component and it was determined that this would be addressed under the operating agreements. Your Commission also confirmed that there was room for future expansion on the site.

Following review of the proposal, your Commission is supporting the amendments as set out in the above report of the Community Services Department.

Section A – COMMUNITY SERVICES

**A1) Enquiry – Councillor Heidt – Zoning Bylaw Provisions for
Size of Detached Garages
(File No. CK. 4350-1)**

- RECOMMENDATION:**
- 1) that City Council approve the advertising respecting the proposal to amend the Zoning Bylaw to provide a minimum and a maximum size for a detached accessory building in all residential zoning districts;
 - 2) that the General Manager, Community Services Department be requested to prepare the required notice for advertising the proposed amendment;
 - 3) that the City Solicitor be requested to prepare the required Bylaw; and;
 - 4) that at the time of the public hearing the Municipal Planning Commission be asked to comment on the proposed Zoning Bylaw amendment.

ADOPTED.

BACKGROUND

The following enquiry was made by Councillor Heidt at the meeting of City Council held on June 7, 2004:

“The Zoning Bylaw presently requires that a detached garage be smaller in size than the footprint of the principal dwelling located on a site.

Would the Administration please review this matter with consideration to the possibility of establishing a minimum size of a detached garage, possibly equivalent to 24 feet by 24 feet, which could be built regardless of the size of the principle dwelling on site.”

REPORT

The Zoning Bylaw currently stipulates that in residential districts no detached accessory buildings or structures shall have a total floor area greater than the main floor area of the principal building. The reasons for this zoning provision are to ensure an appropriate amount of open space on a site, to maintain an appropriate aesthetic appearance in residential areas, to ensure that the type and extent of activities which may occur in an accessory building are consistent with a

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residential environment, and to discourage the use of accessory buildings for unlawful business operations.

The Administration has dealt with a number of situations where individuals with relatively small homes have been unable to build a reasonably sized garage because of this zoning requirement; this has been particularly evident in the case of two-storey dwellings that have a relatively small footprint. This requirement may be excessively restrictive. In this respect it is the opinion within the Community Services Department that it would be appropriate to amend the Zoning Bylaw to provide that, in residential areas, no detached accessory buildings or structures have a total floor area greater than the main floor area of the principal building or 54 square metres (581 square feet), whichever is greater. This provision will afford all residents the opportunity to construct a standard sized two vehicle detached garage (e.g. 24 feet by 24 feet).

Further, in this respect, it has been the experience of the Administration that there is often a correlation between the construction of extremely large detached accessory buildings and complaints regarding the use of these buildings for activities which are not consistent with a residential environment or for unlawful business operations. Examples of uses in this regard include vehicle repairs, carpentry shops, welding shops, and contractor storage. In order to address these situations, the Administration recommends that the Zoning Bylaw also be amended to provide that, in residential areas, the maximum size of detached accessory buildings or structures be limited to 87 square metres (936 square feet). This provision will still provide residents the opportunity to construct an oversized three vehicle garage (e.g. 26 feet by 36 feet).

PUBLIC NOTICE

Public notice of the proposed Zoning Bylaw amendment will be provided pursuant to the provisions of *The Planning and Development Act, 1983*. In addition, notices will be sent to the Saskatoon and Region Home Builders Association and the Saskatoon Real Estate Board.

A2) Request For Encroachment Agreement

263 – 3rd Ave S

Lots D and E, Block 152, Plan G339

(File No. CC 4090-2)

RECOMMENDATION:

- 1) that City Council recognize the encroachment at 263 – 3rd Ave S (Lots D and E, Block 152, Plan G339);
- 2) that the City Solicitor be instructed to prepare the appropriate encroachment agreement making provision to collect the applicable fees; and
- 3) that His Worship the Mayor and the City Clerk be authorized to execute, on behalf of the City of Saskatoon under the

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Corporate Seal and in a form that is satisfactory to the City Solicitor, the agreement with respect to this encroachment.

ADOPTED.

Leland Kimpinski, Barristers and Solicitors, on behalf of Indian Head Building Corporation, the purchaser of the property located at 263 – 3rd Ave S, have requested to enter into an Encroachment Agreement with the City of Saskatoon. As shown on the attached Plan of Survey, part of the building encroaches onto 3rd Avenue S. The encroachment has likely existed since the building was constructed in 1927. The total area of encroachment is approximately 1.5m² and will, therefore, be subject to an annual charge of \$50.00.

PUBLIC NOTICE

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

ATTACHMENTS

1. Letter from Leland Kimpinski, Barristers and Solicitors dated September 23, 2004
2. Plan of Survey for 263 – 3rd Avenue South

**A3) Land-Use Applications Received by the Community Services Department
For the Period Between September 28, 2004, to October 12, 2004 (For Information
Only)
(File Nos. PL. 4300)**

RECOMMENDATION: that the information be received.

ADOPTED.

Subdivision

- Application No. 64/04: 55-75 33rd Street East
Applicant: Webb Surveys for Dawn Food Products Ltd.
Legal Description: Lot 2, Block 814, PlanG532,
Current Zoning: IH
Neighbourhood: Central Industrial
Date Received: October 4, 2004

PUBLIC NOTICE

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

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ATTACHMENT

1. Plan of Proposed Subdivision No. 64/04.

**A4) Request for Annexation – Akzo Nobel
File No.: PL 4060-10**

- RECOMMENDATION:**
- 1) that City Council agree to the annexation of the lands identified in Attachment 1;
 - 2) that the assessed owner and school division affected by the annexation be served notice in accordance with Section 43 of *The Cities Act, 2003*;
 - 3) that the City Clerk be instructed to request a complementary resolution from the RM of Corman Park;
 - 4) that the effective date of annexation and taxation be set at January 1, 2005; and
 - 5) that compensation in the amount of \$79,995.60 be paid to the R.M. of Corman Park upon annexation.

ADOPTED.

BACKGROUND

On August 6, 2004, Akzo Nobel requested formal annexation into the City of Saskatoon. Akzo Nobel is located adjacent to the South Saskatchewan River on a 23 acre parcel fronting Wanuskewin Road. The City boundary runs north along Wanuskewin Road to 71st Street. Environment Canada has issued a directive to Akzo Nobel ordering the company to cease discharging its effluent into the South Saskatchewan River by December 31, 2004. Environment Canada has determined that the effluent does not meet the standards required by the *Fisheries Act*. The choices for Akzo Nobel are:

1. connection to an existing treatment facility (annexation);
2. construct an on-site effluent treatment facility; and
3. cease operations.

REPORT

According to *The Cities Act, 2003*, City Council may request an alteration to the municipal boundary to the Province of Saskatchewan. A complementary resolution must be obtained from

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the RM of Corman Park prior to making the request to the Province. If a complementary resolution is not obtained, the matter is forwarded to the Saskatchewan Municipal Board for a decision.

According to Akzo Nobel, the date established by Environment Canada (December 31, 2004) for cessation of effluent discharge into the river is not negotiable. The following information provides more detail about the options available to Akzo Nobel.

Connection to an Existing Treatment Facility (annexation)

According to the City's Infrastructure Services Department, an existing sanitary sewer and water line is within close proximity to the Akzo Nobel site. Akzo Nobel may connect to the existing sanitary sewer or, depending on discharge levels, may be required to discharge into the main sewer trunk located further south. Akzo Nobel is prepared to pay the cost of connection in either event.

Infrastructure Services is satisfied that the chemical composition of the effluent is acceptable for treatment at the City's Wastewater Treatment Plant.

Construction of an On-site Effluent Treatment Facility

Akzo Nobel has determined that it would cost close to \$2.5 million dollars to construct an on-site treatment facility. The company has indicated it cannot justify investing this amount of money in a 40 year old facility, and this option is not being considered by the company. If annexation is not an option, Akzo Nobel would consider closure of the plant.

Connection to the City's Sanitary Sewer without Annexation

As a matter of policy, the City of Saskatoon does not extend sanitary sewer service beyond city limits. The extension of sanitary sewer service outside city boundaries represents a major policy shift and sets a precedent for development throughout the Saskatoon Planning District. The Saskatoon Planning District Study is underway and is examining the issue of extension of sanitary sewer service. The study will examine best practices in Western Canada. However, the study findings and recommendations are not expected to be available until March 2005 at the earliest. This does not coincide with the Environment Canada directive of December 31, 2004. The City's Administration cannot recommend the extension of sanitary sewer service beyond city limits until the impacts of such a policy change are fully considered.

Land Use Compatibility and Future Growth

The Akzo Nobel site is located immediately adjacent to the Marquis/Silverwood Industrial Area. On November 4, 2002, City Council endorsed the Marquis/Silverwood Industrial Sector Plan, which identified the future growth of this sector. The Akzo Nobel site is located immediately adjacent to an area identified for future 'Heavy Industrial' development. As such, no land use incompatibilities are anticipated as chemical plants are permitted uses within Heavy Industrial areas of Saskatoon and the roadway system and servicing is being planned to accommodate such

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uses.

Future growth and development of this industrial sector is being examined as part of the Saskatoon Planning District Study. The properties of Harris Rebar and Erco Worldwide, will be examined and a recommendation for the long-term future growth and development along Wanuskewin Road will be part of the recommendations contained in the Saskatoon Planning District Review. At the present time, the Administration is recommending that only the Akzo Nobel site be considered for annexation until such time as the Planning District Study is completed.

Compensation

In many annexations dating back to the 1970s, monetary compensation had been paid by the City of Saskatoon to the RM of Corman Park. The compensation was paid to the RM for the following reasons:

1. to compensate for loss of municipal tax revenue and allow time for the RM tax base to adjust to the loss of revenue;
2. to compensate for lost investment (service, infrastructure provided by RM); and
3. where hardship was evident - (i.e. significant property or land use was being annexed and short term hardship was created for the Rural Municipality).

The compensation provided by the City has been part of the annexation process for over 30 years. Compensation has only been paid on the municipal portion of taxes, not the school taxes. Any drop in the school portion of taxes due to boundary adjustments will be recovered through a balancing formula with the Province.

Compensation Formula:

As a general rule of thumb, compensation for municipal tax loss was paid at a rate equal to five (5) years of taxes for agricultural and residential land and ten (10) years of taxes for commercial and industrial land.

- five (5) years x annual agricultural & residential taxes; and
- ten (10) years x annual commercial & industrial taxes.

According to the RM office, the 2003 annual municipal taxes paid by Akzo Nobel is \$7,999.56.

Compensation Calculation:

Commercial/Industrial:	\$7,999.56 x 10 years	=	<u>\$79,995.60</u>
<u>Total Proposed Compensation</u>		=	<u>\$79,995.60</u>

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It is the opinion within the Community Services Department that compensation is warranted for the Akzo Nobel property for the following reasons:

1. The principle of compensation is important to the RM as each annexation reduces the RM's land base and capacity for revenue generation.
2. The land area being annexed is an industrial enterprise (23 acres).
3. The City and the RM have an exemplary working relationship, which is based on a mutual understanding of both the medium and long term growth needs of Saskatoon and the RM's ability to continue to provide service to an increasingly diverse rural area.

Following meetings between the City Planning Branch and the RM of Corman Park Administration, the recommended terms of the annexation are as follows:

1. The City will provide a one-time payment of \$79,995.60 as compensation for the annexation of land in the RM, payable upon annexation.
2. The compensation payment will not include the school portion of taxes.
3. The annexation will be requested to take effect January 1, 2005.

School taxes have never been a part of the compensation formula, as the Province will adjust the revenue of the affected School District to recover lost revenue due to boundary changes.

Complementary Resolution from RM of Corman Park

If City Council agrees to the recommendations, the City Clerk will request a complementary resolution from the RM. The District Planning Commission will receive the information contained in this report and will make its recommendation to the RM Council. If all parties are in agreement, a complementary resolution from the RM of Corman Park will be received and the City of Saskatoon can make its request to the Minister to alter the boundaries of Saskatoon to include the Akzo Nobel site within city limits.

COMMUNICATIONS PLAN

Upon receiving approval from City Council to proceed, staff of the City Planning Branch will carry out the formal notice procedure by notifying the owner, affected municipality, and school district by regular mail and publish a notice in The StarPhoenix twice, in accordance with Section 43 of *The Cities Act, 2003*. If any written objections are received by the City Clerk within four weeks of the last published notice, City Council will be required to advertise and hold a public meeting.

If no written objections are received by the end of the notice period, the City Clerk will make application to the Minister for an alteration to the municipal boundaries in accordance with Section 43 of *The Cities Act, 2003*. Upon approval by the Minister, the annexation becomes effective as of January 1, 2005 and the land as described will become part of the City of Saskatoon.

PUBLIC NOTICE

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

ATTACHMENT

1. Map Showing Proposed Annexation.

Section B – CORPORATE SERVICES

B1) Communications to Council

**From: Ray Boughen, Saskatchewan Chair
Canadian Forces Liaison Council**
Date: September 6, 2004
Subject: Reserve Military Program
(File No. 4630-1)

RECOMMENDATION: that the information be received.

ADOPTED.

At its meeting held on September 20, 2004, City Council received a request from Mr. Ray Boughen, Saskatchewan Chair, Canadian Forces Liaison Council, requesting Council to pass a motion (copy attached) effectively allowing civic employees to take a leave of absence (with top-up pay if the employee's military salary is less than the salary normally received from the City of Saskatoon) of two weeks per year for Reserve Force training and duty. In addition, the motion would also allow the employee to take a leave of absence, without pay, for the purpose of participation in Canadian Forces' operational missions.

Adopting the motion unilaterally has the effect of bonusing the collective agreements – i.e. adding a benefit over and above the negotiated collective agreement. This is normally not an issue. However, we would, prior to any Council approval, wish to discuss this with each bargaining unit before the clause was added to their respective agreements.

Of greater concern to your Administration are the actual leave period and the requested top-up provisions. Our preference always is to have the employee at work, accommodating paid leaves, such as vacations, within the work that has been scheduled for each employee. Additional leave periods provide operational problems that would not otherwise exist. The top-up provision is particularly concerning, especially since the City recently was successful in an arbitration that stated that no top-up was required to be paid to persons accommodated in other positions due to a disability. This places your Administration in a difficult position of having to argue that a military leave top-up is appropriate, but not appropriate for staff who have been forced to change jobs because of circumstances arising from a disability. For these reasons, your Administration cannot support the request from the Canadian Forces Liaison Council.

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PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C02-021, Public Notice Policy, is not required.

ATTACHMENT

1. Motion received from the Canadian Forces Liaison Council.

**B2) 2004 Yearend Projections
(File No. 1704-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

Attached for City Council's information, is a report projecting actual revenues and expenditures to December 31, 2004. While every effort is made to ensure a high degree of accuracy in this process, Council is reminded that these estimates are based on actual revenues and expenditures for eight months (to August 31) and projections for the last four months of the year.

Schedules I and II of the attached report (summarized in the table below) reveal a projected year-end deficit for the General Fund of \$599,400 (a variance of 0.31% of budget). Projections for each of the City's five utilities are provided in Schedules III through VII.

As City Council reviews the various schedules and the additional information below, it should be noted that many of the revenue and expenditure variances, particularly the larger ones, are the result of the cool, wet summer. Revenues are unfavourable at the outdoor facilities including the golf courses, Kinsmen Park Rides, and outdoor pools. There are also some projected expenditure savings due to weather including reduced water utility charges at the parks. Additional significant variances include the electrical rate increase and the termination of the Airport Fire Fighting Contract.

With respect to the Saskatoon Police Service, the Police Commission is projecting a favourable variance of \$125,000 due to the decision to defer hiring of eight police constables, subject to negotiated shift changes.

**City of Saskatoon General Fund
2004 Summary**

	2004 Budget	2004 Projection	Variance	Percent
Revenues	\$192,799,900	\$192,558,400	\$241,500	0.12%
Expenditures	<u>192,799,900</u>	<u>193,157,800</u>	<u>357,900</u>	0.19%

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Surplus (Deficit)	\$	0	\$ (599,400)	\$(599,400)	0.31%
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GENERAL REVENUES

The variances for General Revenues are detailed in the attached Schedule I. Additional information on variances exceeding \$100,000 is provided below.

Grants in Lieu of Taxes

Senior Governments and Agencies (\$140,800 unfavourable)

The budgeting estimates are based on projected mill rates. This variance is the result of applying the actual 2004 mill rate, as well as adjustments to assessments on government properties.

Own Utilities (\$169,500 favourable)

Grants in lieu of taxes for most of the City-owned utilities are based on a formula that is driven by revenues. Any variance in either volumes or rates will impact the amount of grants in lieu of taxes received. While volumes in 2004 have remained relatively stable compared to budget, mid year unbudgeted increases to rates have resulted in an increase in grants in lieu due primarily to the Electrical Utility.

Services Provided to Other Governments

Federal Government – Airport Revenue (\$415,500 unfavourable)

The Airport Fire Fighting Contract was terminated July 31, 2004. As a result, the revenue estimates reflect seven months. Schedule II incorporates the costs associated with the termination, specifically severance and vacation payments, offset by five months of salary savings.

Sales of Services

Solid Waste Management (\$270,000 favourable)

The majority of this positive variance relates to increased revenues at the Landfill resulting from demolitions (\$261,000), including the Gathercole site and a building on 23rd Street (Transit Mall). Schedule II reflects incremental costs associated with this and partially offsets the variance, totalling \$217,000.

Golf Courses (\$340,900 unfavourable)

All three of the City's golf courses experienced lower attendance this past summer, due, primarily, to the wet weather. This has resulted in the projected unfavourable variance. As identified in Schedule II, expenditures are projected to result in a favourable variance. The golf course programs

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have a revenue stabilization reserve to assist in mitigating the impact of revenue variances on the mill rate. Unfortunately, as was experienced in both 2002 and 2003, the net variance is projected to be greater than the balance in the reserve, resulting in a \$249,200 negative impact (\$340,900 unfavourable revenue less \$91,700 favourable expenditures) on the City's yearend results.

Recreation/Competitive Facilities – Programming (\$106,400 unfavourable)

Revenues are projected to result in an unfavourable variance resulting from a decrease in program registrations. As identified in Schedule II, expenditures are projected to result in a favourable variance, which more than offsets this estimate.

Property Rentals (\$106,100 favourable)

The majority of this favourable variance relates to unanticipated commercial lease rental (\$88,100).

Municipal Payments (\$245,600 favourable)

Municipal Payments consist of grants in lieu of taxes and municipal surcharges that flow through revenues collected by SaskPower, SaskEnergy and Transgas. These payments are based on a formula driven by revenues. Any variance in either volumes or rates will impact the amount of the payment made to the City of Saskatoon. Mid-year unbudgeted rate increases have resulted in an increase in these payments for 2004.

Interest Earnings (\$171,700 unfavourable)

Actual average short-term investment balances and short-term interest rates are projected to be lower than initially estimated.

Transfers from Other Governments (\$284,000 favourable)

The majority of this favourable variance is the result of receipt of provincial funding to assist with a West Nile Virus Monitoring Program (\$241,000). Projected expenditures reflected in Schedule II have also increased as a result of implementing an expanded program.

GENERAL EXPENDITURES

The variances for General Expenditures are detailed in the attached Schedule II. Additional information on variances exceeding \$100,000 is provided below.

General Government

General Payroll Costs (\$119,000 unfavourable)

The annual budget process includes a favourable \$200,000 global provision for unplanned position vacancies. Actual expenditure savings are reflected throughout the various programs.

Protection of Persons and Property

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Animal and Pest Control (\$272,500 unfavourable)

Included in this unfavourable variance is the Pest Management Program, where projected expenditures reflect the costs related to the provincial West Nile Virus Monitoring program which has been offset by additional revenues received from the Provincial Government.

Environmental Health

Waste Collection and Disposal (\$217,200 unfavourable)

The majority of this unfavourable variance (\$160,000) relates to the transfer of a portion of the demolition revenues noted in Schedule I (totalling \$261,000) to the Landfill Replacement Reserve and increased maintenance costs (\$57,000) related to handling the additional rubble.

Planning and Development

Buildings and Grounds Maintenance (\$214,100 favourable)

The wet summer impacted costs within the Irrigation Program (water consumption projected to be 39% lower than 2003 resulting in a favourable variance of \$70,800) and the Urban Forestry Program (reduced tree planting and watering resulting in a favourable variance of \$30,600). The remaining variances include a number of positives and negatives with the most significant being a projected savings on contracted tree pruning through favourable contracts and in-house tree stumping (\$53,600).

Recreation and Cultural Services

Recreation/Competitive Facilities - Programming (\$112,400 favourable)

The majority of this variance is the result of a projected decrease in costs related to reduced program registrations and admissions identified in Schedule I (instructor and material costs, and staff compensation).

UTILITIES

Schedules III through VII detail the variances for the City's five utilities. Additional information on significant variances is provided below.

Water Utility (\$681,300 unfavourable)

Water sales volumes were based on a five-year historical average and revenues are expected to meet budget. The variance relates to expenditures, with the more significant identified as follows:

- maintenance on components of the water distribution system: \$486,500 unfavourable
- replacement of failed water connections: \$286,300 unfavourable
- fewer replacements in the annual hydrant inspection and painting program: \$245,600 favourable

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- unbudgeted repairs at the Water Treatment Plant: \$89,000 unfavourable
- increased power pumping resulting from the electrical rate increase: \$74,400 unfavourable

The balance in the Water and Sewer Revenue Stabilization Reserve is sufficient to offset the projected deficit.

Wastewater Utility (\$460,600 favourable)

Wastewater metered revenue estimates are projected to meet budget, with projected increases in commercial sewage surcharges and late payment penalties (\$48,000). Again, the majority of the variance relates to expenditures, with the more significant identified as follows:

- lower sewer inspections due to a late start in the program: \$189,600 favourable
- reassignment of three crews to support other utility programs: \$300,600 favourable
- under expenditures in the service connection program resulting from an increased emphasis on augering, the introduction of a chemical root control program, and the effect of several years of the Connection Replacement Program: \$188,000 favourable
- emergency lift station repairs and pump replacements: \$110,000 unfavourable
- increased natural gas consumption resulting from short term digester or equipment complications: \$79,000 unfavourable
- increased maintenance costs at the Wastewater Treatment Plant: \$59,200 unfavourable

If the projected surplus is realized, it will be transferred, by policy, to the Water and Sewer Revenue Stabilization Reserve.

Electrical Utility (\$528,200 unfavourable)

Decreased sales volumes, compounded by a net loss resulting from the recent rate changes (averaging 8.5% on our sales, but 14% on our bulk purchase rate), as well as a one time increase in accounts receivable writeoffs, will result in a projected deficit for this utility totaling \$528,200. The balance in the Electrical Revenue Stabilization Reserve is sufficient to offset the projected deficit.

Transit Utility (\$58,900 unfavourable)

Revenues are projected to be unfavourable by \$93,400. While there were positive variances from charters and advertising revenue (\$71,600), fare revenue has an unfavourable variance of \$165,000. The 2004 budget was prepared based on an estimated ongoing shift from cash fares to tickets, plus an anticipated 1% decrease in ridership due to the rate increase. The projections anticipate larger variances resulting from both these factors.

Expenditures are projected to provide a favourable variance of \$34,500, which consists of a number of positive and negative variances, including projected position vacancies, sick leave gain share payments, and reduced maintenance costs.

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The balance in the Transit Stabilization Reserve is sufficient to offset the projected deficit.

Storm Water Management Utility (\$19,800 unfavourable)

The projections reflect small revenue and expenditure variances. Two of the larger variances include increased costs within the Drainage Program due to an increase in drainage complaints resulting from the wet summer and a projected increase in costs associated with a large storm sewer-cleaning project on Idylwyld Drive north of 39th Street scheduled for this fall.

The balance in the Storm Water Management Stabilization Reserve is sufficient to offset the projected deficit.

SUMMARY

As identified in the attached projection report, most revenues and expenditures are expected to be close to budget. The projected deficit, should it be realized at year-end, is well within the limits of the City's Revenue Stabilization Reserve, which has a current balance of \$3,842,800. As a result, an actual deficit of this size will not directly impact the 2005 Operating Budget. Should the deficit be, in part, due to unfavourable interest earnings, your Administration will consider recommending a withdrawal from the Interest Stabilization Reserve for that component.

PUBLIC NOTICE

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

ATTACHMENT

1. City of Saskatoon Projected Actuals/Variances for the Year Ended December 31, 2004.

**B3) Replacement of Mail Processing Equipment
(File Nos. 1000-1 and 350-1)**

RECOMMENDATION: that City Council approve the proposal submitted by Mailing Innovations Limited for the supply of an Automailer 4, and a five-year service contract, at a total cost of \$132,454.80.

ADOPTED.

This equipment is required to replace the Automailer 3 Mail Processing Machine in Corporate Information Services, Mailroom. This expenditure is approved as Project 1800 of the 2004 Capital Budget. The present equipment is six years old and requires numerous repairs, which slows production. The mailroom processes approximately 1.5 million envelopes per year including utility bills, tax notices, assessment notices, etc.

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Proposals for this equipment and service contract were received from the following companies:

Success Office Systems
Saskatoon

Mailing Innovations Limited
Mississauga, Ontario
(2 proposals)

Attached is a summary sheet of the cost (purchase price plus the five-year operating cost) of the three proposals received. Also attached is a summary sheet of the evaluation and the ranking of each of the three proposals. The proposal from Mailing Innovations Limited to supply and service an Automailer 4 received the highest ranking. The cost for the equipment and service agreement is as follows:

Automailer 4

Base Bid	\$94,510.00
Less trade in on existing PFE Automailer 3	<u>(8,000.00)</u>
	86,510.00
GST	6,055.70
PST	<u>6,055.70</u>
	98,621.40
less GST rebate 100%	<u>(6,055.70)</u>
	\$92,565.70

Five-Year Service Agreement

1 st year	N/C, covered under one year warranty
2 nd year	7,380.00
3 rd year	7,550.00
4 th year	8,140.00
5 th year	<u>8,550.00</u>
	31,620.00
GST	<u>2,213.40</u>
	33,833.40
less GST rebate 100%	<u>2,213.40</u>
	\$ 31,620.00

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C02-021, Public Notice Policy, is not required.

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ATTACHMENTS

1. Mailing System Proposals Cost Comparison.
2. Mailing System Proposal Evaluations.

**B4) Tax Arrears Agreement – King George Hotel
(File No. CK. 1920-1)**

RECOMMENDATION: that His Worship the Mayor and the City Clerk be authorized to execute the agreement, on behalf of the City of Saskatoon and under the Corporate Seal, between 101061686 Saskatchewan Ltd. and the City of Saskatoon regarding payment of the tax rolls for the King George Hotel.

ADOPTED.

BACKGROUND

The King George Hotel has been in tax arrears for some time. During this period, the Administration met with the owner and/or representatives of the owner in an attempt to secure payment of this tax account. The Administration also continued through the required steps of *The Tax Enforcement Act* in order to seek approval to take title for taxes should that become necessary.

In recent months the Administration has dealt with a prospective purchaser of this property, who seemed willing to establish a payment arrangement which would result in the City receiving full payment of the taxes due.

REPORT

As a result of the discussions and negotiations that have occurred between the Administration and Mr. Dave Rankin (representing the company 101061686 Saskatchewan Ltd.), who plans to purchase the King George Hotel and parkade, both parties recommend approval of the enclosed agreement (Attachment 1). In summary, the agreement calls for full payment, over time, of the tax rolls for these properties as at the date of approval. In addition, the agreement includes provision for interest to be added to the unpaid portion of the tax account until all taxes have been paid. The agreement also notes that current (annual) taxes need to be paid each year by the due date.

OPTIONS

The options to executing the proposed agreement are to seek an alternate agreement or to reject an agreement for payment over time and continue the tax enforcement process.

POLICY IMPLICATIONS

There are no policy implications in that City Council has discretion, under *The Cities Act*, to enter into the type of agreement proposed.

FINANCIAL IMPACT

There is no direct financial impact, as the agreement requires full payment of the tax roll as it exists plus interest on the unpaid balance until the account is fully paid.

PUBLIC NOTICE

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

ATTACHMENTS

1. Proposed Tax Arrears Agreement between 101061686 Saskatchewan Ltd. and the City of Saskatoon.

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- B5) Contract No. 4-0126**
(A) Animal Control Services – Saskatoon Animal Control Agency
(B) Poundkeeping Services – S.P.C.A.
(File No. 151-1)
-

RECOMMENDATION: that the information be received.

ADOPTED.

At its meeting held on March 22, 2004, City Council adopted, in part, the following resolution:

- “6) that the Administration explore alternatives for poundkeeping, including the possibility of City-owned facilities, for a report back before October 4, 2004.”

The Administration has determined that there are four possible alternatives to the provision of poundkeeping services (other than the current process):

1. The City could tender the poundkeeping services as was done in January of 2004.
2. The City could build and operate a pound facility.
3. The City could build and own a new facility and have a contractor operate it.
4. The City or a contractor could operate the pound facility from the existing building currently occupied by the SPCA. Operating costs would be based on the existing building and would vary depending on whether the City or a private contractor is operating the pound. This alternative would be subject to the terms of the current mortgage agreement that the City holds on the building.

The proposed Saskatoon Humane Society has forwarded, for City Council’s information, a business plan that anticipates, as an important source of income, the provision of poundkeeping services for the City of Saskatoon. If City Council accepts the business plan as accurately portraying the operation of the proposed Saskatoon Humane Society, your Administration is of the opinion that the reasons for Council’s decision on March 22, 2004 have not otherwise changed, and would support a plan to enter into a longer term contract with a newly incorporated Saskatoon Humane Society once the contract with the SPCA expires on April 30, 2005.

If City Council wishes to consider alternative delivery methods, your Administration will provide details of its estimates to initiate Council’s preferred option.

PUBLIC NOTICE

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

**B6) Canada West Foundation Report
Straight Talk: Property Taxes in Western Canada's Big Six
(File No: 430-2)**

RECOMMENDATION: that the information be received.

ADOPTED.

BACKGROUND

The Canada West Foundation is an independent, non-partisan, non-profit public policy research institute dedicated to introducing western perspectives into current Canadian policy debates through the production and dissemination of objective research to serve as a catalyst for informed public debate and through initiatives promoting active citizen education and engagement in the Canadian public policy process. Since 1971, the Canada West Foundation has provided citizens and policy makers with non-partisan, non-ideological research on a wide range of issues of critical importance to western Canadians.

On October 12, 2004, the Foundation released its latest publication (Straight Talk: Property Taxes in Western Canada's Big Six), which is attached. This research report is part of Canada West's 'Western Cities Project', a multi-year research and public consultation initiative focused on identifying the policy challenges facing western Canada's largest cities.

REPORT

This research report on western Canada's six big cities (Winnipeg, Regina, Saskatoon, Edmonton, Calgary, and Vancouver) looked at four specific questions:

1. What is the relative burden of municipal property taxes in comparison with other taxes?
2. Are current property levels high relative to historic levels?
3. What municipal services do property taxes finance? To what degree are different services covered through property taxes?
4. What are the advantages of the property tax and what are the disadvantages?

In response to these questions, the report concludes that:

- Municipal property taxes (including tax levies, grants-in-lieu of tax, local improvement taxes, and business taxes, where applicable) in these six cities represent approximately 5.4%

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of total taxes collected (federal, provincial, and local). In Saskatoon, that rate is estimated to be 4.7%.

- In Saskatoon, 54.9% of every tax dollar paid goes to the Federal Government, 40.4% to the Province (of which 5.1% is levied locally by School Boards). The City levies the remaining 4.7%.
- Since 1990, real per capita federal taxes have increase 16.5%; real per capita provincial taxes in Saskatchewan have increased 31.7%; education property taxes in Saskatoon have increased 9.3%, while municipal property taxes in Saskatoon have declined 4.1%.
- Although property tax revenues in each city have increased at a higher rate than assessment growth (meaning increases to property tax rates to raise required revenue), property tax still consumes less of total personal income today than at almost any point in the last 40 years.

On a national basis, total taxes (federal, provincial, and local) as a percentage of Gross Domestic Product (GDP) rose from 24.5% in 1961 to 36.2% in 2000. However, within that increase, local taxes (primarily property taxes) went from 4.16% of GDP to 3.16% over that same period. Canada West concludes that if local revenues were still at 4.16% of GDP, \$10.6 billion additional dollars would have been collected in local taxes across the country in the year 2000 alone.

The report also addresses the allocation of property taxes to various program areas, noting that a number of assumptions were made in allocating property taxes (and other revenues) to these programs. As a result, while this data may be useful in considering trends between cities, the report cautions that comparing and ranking cities on these expenditure allocations should be avoided.

The report also provides, in a great amount of detail, the advantages (pages 31 & 32) and disadvantages (pages 32 & 33) of the property tax.

In their conclusion, Canada West notes that the municipal property tax burden in the six western cities reviewed has been declining in relation to the size of the Canadian economy and the total of Canadians' income.

Their conclusion also links this report to a number of earlier Canada West studies, including:

- ✓ *Big Spenders?* (2004), which reported that total real per capita capital spending fell for most western cities between 1990 and 2002;
- ✓ *A Capital Question* (2003), which reported that inadequate infrastructure investment in western cities has created very large backlogs; and,
- ✓ *Looking West Survey* (2004), in which almost 60% of westerners polled favoured property tax increases over program cuts (30%).

Given the consistent message from this series of studies, Canada West concludes that there is a powerful argument for municipalities to have a range of tax tools and revenue levers – including the

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property tax, at their disposal. Local governments can then decide, based on advantages, disadvantages, and local preferences, the mix of tools to best meet their needs.

PUBLIC NOTICE

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

ATTACHMENTS

1. Canada West Report “Straight Talk: Property Taxes in Western Canada’s Big Six”

Section D – INFRASTRUCTURE SERVICES

**D1) School Signing Revisions
(File No. 6280-3)**

RECOMMENDATION: that the proposed school signing revisions, as set out in the following report, be approved.

ADOPTED.

Infrastructure Services has been requested to revise the signing at the following schools: Brevoort Park, Alvin Buckwold, W.P. Bate, Vincent Massey, Forest Grove, St. Angela, and College Park.

Consultations with the principals, representatives of the school boards, and a member of Infrastructure Services have resulted in the preparation of new school signing plans (using the School Signing Guidelines) to address the particular needs of each facility. The following changes have been reviewed and approved by Infrastructure Services, the school boards, and the schools’ principals.

The recommended signing changes are described below and shown on the attached plans:

Brevoort Park School Plan No. 212-0021-001r005 (Attachment 1):

The ‘15 MINUTE PARKING 0800-1700 MONDAY-FRIDAY’ (RB-53C) restriction will be shortened along the west side of Webb Crescent to allow a ‘SCHOOL BUS LOADNG ZONE 0800-1700 MONDAY-FRIDAY’ (RB-58L) to be added.

Alvin Buckwold School Plan No. 212-0024-001r004 (Attachment 2):

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Install a 'SCHOOL BUS LOADING ZONE 0800-1700 MONDAY-FRIDAY' (RB-58L) on the north side of 700 East Drive, west of the Alvin Buckwold School entrance.

W.P. Bate School Plan No. 212-0016-001r004 (Attachment 3):

The '5 MINUTE PARKING 0800-1700 MONDAY-FRIDAY' (RB-53B) restriction will be shortened along the south side of Ottawa Avenue to include a 'SCHOOL BUS LOADING ZONE 0800-1700 MONDAY-FRIDAY' (RB-58L).

Vincent Massey School Plan No. 212-0018-002r003 (Attachment 4):

The '5 MINUTE PARKING 0800-1700 MONDAY-FRIDAY' (RB-53B) restriction will be shortened along the north side of Northumberland Avenue to include a 'SCHOOL BUS LOADING ZONE 0800-1700 MONDAY-FRIDAY' (RB-58L).

Forest Grove School Plan No. 212-0019-001r004 (Attachment 5):

Remove the '5 MINUTE PARKING 0800-1700 MONDAY-FRIDAY' (RB-53B) restriction on 115th Street, west of Forest Grove School.

Install a 'SCHOOL BUS LOADING ZONE 0800-1700 MONDAY-FRIDAY' (RB-58L) on 115th Street, west of Forest Grove School.

Install a '5 MINUTE PARKING 0800-1700 MONDAY-FRIDAY' (RB-53B) restriction on 115th Street, east of Forest Grove School.

St. Angela School No. 212-0001-002r004 (Attachment 6):

The '5 MINUTE PARKING 0800-1700 MONDAY-FRIDAY' (RB-53B) restriction will be shorten along the east side of Russell Road to include a 'SCHOOL BUS LOADING ZONE 0800-1700 MONDAY-FRIDAY' (RB-58L).

College Park School Plan No. 212-0020-005r005 (Attachment 7)

The '5 MINUTE PARKING 0800-1700 MONDAY-FRIDAY' (RB-53B) restriction will be shorten along the east side of Harrington Street to include a 'SCHOOL BUS LOADING ZONE 0800-1700 MONDAY-FRIDAY' (RB-58L).

PUBLIC NOTICE

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

ATTACHMENTS

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1. Plan No 212-0021-001r005
2. Plan No. 212-0024-001r004
3. Plan No. 212-0016-001r004
4. Plan No. 212-0018-002r003
5. Plan No. 212-0019-001r004
6. Plan No. 212-0001-002r004
7. Plan No: 212-0020-005r005

**D2) School Signing Revisions
(File No. 6280-3)**

RECOMMENDATION: that the proposed school signing revisions, as set out in the following report, be approved.

ADOPTED.

Infrastructure Services has been requested to revise the signing at Hugh Cairns School. Consultations with the principal, representatives of the school board, and a member of Infrastructure Services have resulted in the preparation of a new school signing plan (using the School Signing Guidelines) to address the particular needs of the facility. The following changes have been reviewed and approved by Infrastructure Services, the school board, and the school's principal.

The recommended signing changes are described below and shown on the attached plan:

Hugh Cairns School, Plan No. 212-0058-001r002 (Attachment 1)

Remove the existing '5-MINUTE PARKING 0800 – 1700 MONDAY-FRIDAY' (RB-53B) zone and install a "DISABLED PERSONS LOADING ZONE" (RB-58G) along the east side of Cairns Avenue.

Remove the existing 'DISABLED PERSONS LOADING ZONE' (RB-58G) and install a '5-MINUTE PARKING 0800-1700 MONDAY-FRIDAY' (RB-53B) zone along the east side of Cairns Avenue.

Remove the existing 'DISABLED PERSONS LOADING ZONE' (RB-58G) and install a '5-MINUTE PARKING 0800-1700 MONDAY-FRIDAY' (RB-53B) zone on the south side of Mackenzie Crescent.

PUBLIC NOTICE

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

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ATTACHMENT

1. Plan No. 212-0058-001r002

**D3) Enquiry – Councillor B. Dubois (March 22, 2004)
Pedestrian Crossing – Kenderdine & Epp
(File No: 6150-1)**

RECOMMENDATION: that the information be received

ADOPTED.

The following enquiry was made by Councillor Dubois at the meeting of City Council held on March 22, 2004:

“Would the administration please investigate the pedestrian crossing at Kenderdine and Epp. What would be involved in making this crosswalk a safer place for the many children and adults that cross there?”

Infrastructure Services has completed a review of the traffic conditions at the pedestrian crossing at Kenderdine Road and Epp Avenue. This review included vehicle speed, traffic count, and pedestrian data.

Vehicle speed and count data was collected at the crosswalk location of Kenderdine Road and Epp Avenue from May 28 to June 3, 2004. This type of study records vehicle data as hourly totals, 24 hours a day for seven days. Data collected from this study includes average daily traffic (ADT) and speed volume. The 85th percentile speed is used to determine speed related incidents (85 percent of the vehicles are traveling at or less than this speed). It is ideally desirable to have the 85th percentile speed no more than 5% above the speed limit.

The average daily traffic was 4,900 vehicles per day and the 85th percentile speed was 48 km/hr. Kenderdine Road is classified as a major collector street with expected traffic volumes of up to 12,000 vehicles per day. The speed limit is 50 km/h. Both the traffic volume and vehicle speed are at levels to be expected on a collector street.

Data relating to pedestrian and vehicle counts were collected on June 24, 2004. The results showed that there were 93 pedestrians crossing of which 91% were elementary students. The pedestrian data was used to determine if pedestrian devices such as the pedestrian corridor or pedestrian actuated signal would be warranted.

The warrant calculations for a pedestrian corridor determine the number of 15-minute periods of pedestrian activity during which the installation of the facility may prove effective at enhancing pedestrian safety. A warrant of at least one 15-minute period is required for the installation of a

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pedestrian corridor to be considered. A warrant calculation for a pedestrian actuated traffic signal requires 100 points. There were no 15-minute periods for a pedestrian corridor and only 45 points for the pedestrian actuated signal warrant. Therefore, neither pedestrian device is being recommended for installation.

Due to the high percent of elementary students crossing at this location enroute to school, Infrastructure Services has installed a pedestrian refuge island to improve speed limit compliance and pedestrian accessibility and safety. A pedestrian refuge island provides the motorist with an increased visual identification of a crosswalk. The placement of an island within the roadway permits the installation of additional pedestrian crosswalk signing that is in the immediate line of sight of approaching motorists. An island provides a place of refuge for pedestrians already in the crosswalk, and the physical nature of this structure can also result in a general moderation in vehicular speed.

The pedestrian refuge island is currently a temporary structure and will be made permanent in 2005.

PUBLIC NOTICE

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

**D4) Enquiry – Councillor D.L. Birkmaier (May 3, 2004)
Traffic in Lane – Idylwyld to Avenue C, North of 33rd Street
(File No. CK. 5200-5)**

RECOMMENDATION: that the information be received.

ADOPTED.

Councillor Birkmaier made the following enquiry at the meeting of City Council held on May 3, 2004:

“Would the Administration please address the serious traffic situation that has developed on the back alley from Idylwyld to Avenue C, north of 33rd Street. The alley is being used as a street.”

Infrastructure Services has completed an investigation regarding the traffic conditions in the lane north of 33rd Street. The results of the investigation are included in this report.

Vehicle speed and volume data was collected at two locations, each for a one-week period. The first study was located in the lane on the 200 block north of 33rd Street (between Avenue B and C). Throughout the study, all vehicles were counted and their respective speeds were measured. The data indicates that the volumes in this portion of the lane were approximately 250 vehicles a day.

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Given that the lane is adjacent to both commercial and residential properties, this volume is within the guidelines for public lanes, which may experience up to 500 vehicles a day.

Vehicle speed and volume data was also collected in a second location in the lane on the 100 block north of 33rd Street (between Idylwyld Drive and Avenue B). The data indicates that there are approximately 130 vehicles using this portion of the lane per day, which again, is within the guidelines for a public lane. The following table compares the traffic volumes in this lane to others throughout the City with similar use.

Location of Lane	Traffic Volume (vpd)
North of 33 rd Street (Ave B-C)	250
North of 33 rd Street (Idylwyld to Ave B)	130
West of Broadway (11 th – 12 th St)	650
East of Broadway (10 th – Main St)	270

The vehicle speeds were also measured and recorded in both directions, along with the time of day. In the first location (from Avenue B to C), in either direction, the 85th percentile speed, which is the speed at which 85 percent of the vehicles are travelling at or below, was 19 km/h. In the second location, from Idylwyld Drive to Avenue B, the 85th percentile speed was 15 km per hour in the eastbound direction and 20 km/h in the westbound direction. This data indicates that the majority of vehicles are travelling below the speed limit, which is 20 km/h in a public lane.

Infrastructure Services is not proposing any modifications to the lane north of 33rd Street.

PUBLIC NOTICE

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

**D5) Enquiry – Councillor O. Fortosky (May 20, 2003)
Stop/Yield Signs – 28th Street West between Avenue J and M
(File No. 6280-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

The following enquiry was made by Councillor Fortosky at the meeting of City Council held on May 20, 2003:

“Would the Administration please report on placing stop/yield signs on 28th Street West between Avenue J and Avenue M. There have been several accidents and many near misses during the school year.”

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Infrastructure Services has completed a review of two-way stop and two-way yield traffic control devices along 28th Street West, between Avenue J and Avenue M. The results are outlined below.

The appropriateness of the current traffic control has been evaluated along with the conditions that would need to exist to warrant a two-way stop or a two-way yield controls. Since the intersections of 28th Street West between Avenue J to Avenue M are uncontrolled, the right-of-way rule is applicable.

The “right-of-way” rule indicates that all vehicles that approach the intersection must yield. If two vehicles approach the intersection at the same time from right angles, the vehicle on the left must yield the right-of-way to the vehicle on the right.

Stop or yield controls are normally placed at an intersection where two streets that meet are of different priority, classification, or function. For example, 28th Street traffic stops at Avenue H because Avenue H is classified as a major arterial, while 28th Street is a local street; and similarly for yield control, where Avenue L traffic yields to 29th Street. Both are of different classification. In the case of 28th Street between Avenue J to Avenue M, all streets have the same classification and therefore have equivalent priority.

In addition, a stop or yield sign may be required if there is a collision history of at least three right angle collisions within one year. 28th Street between Avenue J and Avenue M do not meet this condition. Table 1 provides the collision history for the last five-years for each intersection.

Table 1: Five-year Collision History

Location	Total Collisions	Collision Configuration
28 th Street & Avenue J	3	1 Fixed object – 2 Right Angle
28 th Street & Avenue K	1	Right Angle
28 th Street & Avenue L	3	Right Angle
28 th Street & Avenue M	2	Right Angle

The collision data does not support the need for stop or yield signs.

Vehicle speed and count data was collected at two locations along 28th Street between Avenue J and Avenue K, and Avenue L and Avenue M on September 8 to September 14, 2004. This type of study records vehicle data as hourly totals, 24 hours a day for seven days. Data collected from this includes average daily traffic (ADT) and the speed volume. The 85th percentile speed is used to determine speed related incidents (85 percent of the vehicles are traveling at or less than this speed). It is ideally desirable to have the 85th percentile speed no more than 5% above the speed limit. The average daily traffic was 220 vehicles per day between Avenue J and Avenue K, and 215 vehicles per day between Avenue L and Avenue M. The 85th percentile speed respectively was 30 kph and 31 kph. The traffic volumes and speed are typical of a local street.

Infrastructure Services completed a field inspection to determine the adequacy of visibility of

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approaching traffic at each intersection. The visibility is clear in all directions of travel, and there are no obstructions to block the drivers view.

A two-way stop or a two-way yield is not warranted on 28th Street West between Avenue J to Avenue M. Infrastructure Services is not proposing the installation of any further traffic control devices at this time.

PUBLIC NOTICE

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

D6) Communications to Council

**From: Tom Mensink
Saskatoon, Sask.**

Date: March 9, 2003

**Subject: Traffic Study and Request for Three-Way Stop Signs
on Spadina Crescent at Avenues D and E**

File No. 6350-1

RECOMMENDATION: that the information be received.

ADOPTED.

At its meeting held on March 21, 2003, City Council considered the above noted communication (Attachment 1) and resolved:

“that the matter be referred to Administration for a report.”

REPORT

Infrastructure Services has reviewed the traffic conditions on Spadina Crescent between Avenues D and E. Spadina Crescent is a local roadway with traffic volumes of approximately 5,300 vehicles per day. This is somewhat higher than what is typically expected on a local roadway with motorists using the roadway as a shortcut from the southwest areas of the city to access the Central Business District.

Speed data collected on Spadina Crescent indicated that the 85th percentile speed, which is the speed at which 85 percent of the vehicles are traveling at or below, is 55 kilometres per hour, slightly higher than the speed limit of 50 kilometres per hour. Typically, an 85th percentile speed within 5 percent of the posted speed limit is considered acceptable.

A review of the collision history at the intersections of Spadina Crescent at Avenues D and E indicated that there has been one collision reported at these intersections in the previous five years.

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In order to warrant the installation of three-way stop signs, according to the City Policy No. C07-007 – Use of Stop and Yield Signs, several conditions must be met relating to the number of collisions, traffic volumes entering the intersection, and the number of pedestrians. All-way stop signs are typically installed where both roadways are of equal priority and where traffic volumes from all approaches are balanced. The traffic conditions at the intersections of Spadina Crescent with Avenues D and E do not meet the warrant for all-way stop signs.

Infrastructure Services does not promote the installation of unwarranted stop signs, as doing so may lead to a general disregard for this important traffic control device. Furthermore, unwarranted four-way stop control may result in an increase in motorists' speeds to make up for time that they perceive as an unnecessary delay. As well, additional noise is generated by the stopping and starting of all vehicles that would enter the intersection.

With the planned expansion of the Water Treatment Plant on Avenue H, the traffic conditions on several roadways will be modified. In particular, 17th Street is proposed to be upgraded to accommodate additional traffic volumes through the King George and West Industrial neighbourhoods. Several intersections will also be enhanced with the installation or modification of traffic signals.

In conjunction with the above-mentioned project, traffic conditions on Spadina Crescent east of Avenue H will be monitored, and traffic calming measures will be evaluated for their appropriateness.

PUBLIC NOTICE

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

ATTACHMENT

1. Correspondence dated March 9, 2003 from Tom Mensink

Moved by Councillor Dubois, Seconded by Councillor Heidt,

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

CARRIED.

His Worship the Mayor resumed the Chair.

HEARINGS

- 4a) **Heritage Property Designation**
816 Spadina Crescent East
St. John's Anglican Cathedral
Proposed Bylaw No. 8352
(File No. CK. 710-50)

REPORT OF THE CITY CLERK:

"The purpose of this hearing is to consider proposed Bylaw No. 8352, a copy of which is attached.

Attached is a copy of Clause 5, Report No. 11-2004 of the Planning and Operations Committee which was adopted by City Council at its meeting held on July 19/21, 2004.

The following is a report of the City Solicitor dated October 5, 2004:

"City Council, at its meeting held on July 19 and 21, 2004, resolved that the City Solicitor bring forward a bylaw to designate the property at 816 Spadina Crescent East as Municipal Heritage Property under *The Heritage Property Act*.

In this regard we enclose proposed Bylaw No. 8352, The St. John's Anglican Cathedral Heritage Designation Bylaw, 2004. *The Heritage Property Act* requires that a Notice of Intention to Designate be served on the Registrar of Heritage Property and all persons with an interest in the property. As well, the Notice of Intention must be registered against the title to the property and advertised in at least one issue of a newspaper in general circulation in the municipality. All prerequisites to the passing of the Bylaw have been undertaken. The date advertised in the Notice of Intention to Designate for consideration of this Bylaw by Council is October 18, 2004.

The Heritage Property Act further provides that anyone wishing to object to the proposed designation must serve Council with an objection stating the reason for the objection and providing the relevant facts. The objection must be served at least three days prior to the Council meeting, at which the Bylaw is to be considered.

If an objection is received Council shall either refer the matter to a review board constituted under Section 14 of the *Act*, or withdraw the proposed bylaw.

The original and all required copies of the bylaw, as well as a copy of the Notice of Intention to Designate are enclosed."

His Worship the Mayor opened the hearing.

His Worship the Mayor ascertained that there was no one present in the gallery who wished to address Council.

Moved by Councillor Hnatyshyn, Seconded by Councillor Alm,

THAT the hearing be closed.

CARRIED.

Moved by Councillor Hnatyshyn, Seconded by Councillor Alm,

THAT Council consider Bylaw No. 8352.

CARRIED.

MATTERS REQUIRING PUBLIC NOTICE

**5a) University Heights Multi-District Park Financing
(File No. CY 4110-7)**

REPORT OF THE CITY CLERK:

“The following is a report of the General Manager, Community Services Department dated October 8, 2004:

- ‘RECOMMENDATION:**
- 1) that City Council approve borrowing \$13,291,000 to finance the cost of the Saskatoon Soccer Centre Joint-Use Facility at the University Heights Multi-District Park. The financing requirements include:
 - a) \$11,450,000 for an approved loan to the Saskatoon Soccer Centre Inc. to fund the new indoor soccer facility, outdoor artificial fields, and existing mortgage on the Kinsmen/Henk Ruys Soccer Centre; and
 - b) \$1,841,000 for the City of Saskatoon’s community centre shared program components that include the commons area, shared

exits and mechanical room, food services, walking track, and parking.

- 2) that the City Solicitor be instructed to draft the appropriate bylaws.

BACKGROUND

During its September 20, 2004 meeting, City Council reviewed the matter of funding to provide assistance to the Saskatoon Soccer Centre Inc. and construction of program elements of the integrated facility relevant to the City of Saskatoon's component of the Community Centre, and resolved:

- 1) that Scenario B, as recommended by the Administration in its report of September 3, 2004, be approved;
- 2) that the City borrow \$13,291,000 to finance the Saskatoon Soccer Center Inc. share of the new indoor facility, outdoor field and existing mortgage (total of \$11,450,000), and the City's share of the indoor facility (\$1,841,000);
- 3) that the 2005, 2006, and 2007 Operating Budgets include a provision (incremental), not to exceed \$187,000 each year, to finance the City's share, as well as the amount attributed to the unfunded portion of the Saskatoon Soccer Centre Inc. share of the cost of the facility; and
- 4) that Council support, in principle, the construction of a multi-purpose facility for the West Sector, and that the Administration provide, at the appropriate time, a report on the costs and method of financing of a joint-use facility in the West Sector.

JUSTIFICATION

Your Administration has met with the Saskatoon Soccer Centre Inc. and reviewed their business plan that details the proforma cash flow statement for the existing Kinsmen/Henk Ruys Soccer Centre, the new outdoor artificial turf soccer fields, and the new indoor soccer centre. The business plan clearly outlines the projected cash flow requirements for the construction of the indoor and outdoor facilities and demonstrates the debt servicing capability as well as the capital shortfall to complete the project.

For the new indoor facility, the business plan shows that in order to proceed, the majority of capital requirements must be funded through a mortgage and the Soccer Centre Inc. has confirmed that the proposed timing of construction for the indoor

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facility is contingent upon securing sufficient cash flow from operations to service this level of debt.

Your Administration has also identified that program elements of the integrated facility relevant to the City of Saskatoon's Community Centre are key components of the joint facility development with the Public Collegiate and the Soccer Centre. Proceeding with the shared program spaces (the commons area, shared exits and mechanical room, food services area, walking track (within the soccer facility), and parking is more cost effective and serves to provide connecting relationships to future development of the community centre.

City Council, during their meeting of September 20, 2004, reviewed a number of options with respect to funding the capital shortfall for this project and the proposed construction of program space for the community centre. Therefore, to proceed with the joint facility development at the University Heights Multi-District Park, City Council resolved to borrow the required capital and service the loan over a 15-year term. The decision to borrow \$13,291,000 capital funds necessary to support the development at the University Heights Multi-District Park includes the following:

- a) The City of Saskatoon will secure a loan on behalf of Saskatoon Soccer Centre Inc. for their mortgage requirements of \$11,450,000 to fund the new indoor soccer facility, outdoor artificial fields, and existing mortgage on the Kinsmen/Henk Ruys Soccer Centre. This provides a great deal of stability to the Saskatoon Soccer Centre Inc.'s financial business plan, as the loan is secured at the City of Saskatoon borrowing rate (currently projected at 5.5 percent) and guaranteed at this rate for a 15-year term. The City of Saskatoon will provide an operating grant to the Saskatoon Soccer Centre Inc. that ensures sufficient cash flow to service this level of debt and allows the Saskatoon Soccer Centre Inc. to proceed with the proposed timing of construction of the facility to meet their proposed opening of November 2005.
- b) The City of Saskatoon will provide capital of \$1,841,000 to construct their shared program components of the community centre that includes the commons area, shared exits and mechanical room, food services, walking track (within the soccer facility), and parking. The construction of these program elements forms the joint facility components with soccer and the collegiate.

In consultation with the City Solicitors' Office, they advised that Section 134 of *The Cities Act* allows the City to borrow money if it is authorized by bylaw. Section 152 of *The Cities Act* allows the City to lend money to a non-profit organization; however, the loan must also be authorized by bylaw.

Public/Not-for-Profit Partnership

The approach to add a supply of indoor and outdoor soccer facilities through partnering between the public and not-for-profit organizations meets the current facility infrastructure deficit. The facilities will be owned and operated by the Saskatoon Soccer Centre Inc. on land leased from the City of Saskatoon. The Saskatoon Soccer Centre Inc. will be responsible for all of the ongoing operating and lifecycle renewal reserve costs to ensure timely capital repairs to the facility. They are also responsible for all rentals and scheduling of practice and league games, special events, competitions, and marketing of activities within their facility. Chart 1 demonstrates a comparison between the yearly operating costs for the new indoor facility with the Saskatoon Soccer Centre Inc. as operator as compared to the City of Saskatoon. These estimates are an order of magnitude comparison.

Chart 1

Cost Centre For New Indoor Soccer Facility	Saskatoon Soccer Centre Inc. Operating Costs	City of Saskatoon Operating Costs
General Operating Costs (1)	\$368,130	\$410,000
Annual Reserve Contribution (2)	\$50,000	\$140,000
Costs for Landlord Function (3)	\$202,850	\$320,770
Totals	\$620,980	\$870,700

Notes:

- 1) This includes an estimate for maintenance, custodial, utilities (natural gas, water and electricity), and maintenance consumables (cleaning supplies).
- 2) The City of Saskatoon reserve contribution is 1.2 percent of new replacement value (NRV), which is to finance the cost of repairs to the City's buildings and structures.
- 3) This amount includes site manager and rental program staff, customer services staff, insurance, equipment, and advertising.

There is a cost benefit to the City of Saskatoon with this partnership arrangement as the residents of the city will have a first class soccer facility, and also gain expanded community programming capacity to host special events, host regional and national competition, and provide for community recreational programming. The City of Saskatoon's operating costs illustrated in Chart 1 are significantly higher as the difference is related primarily to labour costs, the Comprehensive Maintenance Program, and Civic Buildings Comprehensive and Maintenance Reserve (CBCM).

OPTIONS

City Council has the option to not borrow funds under any circumstances in support of the integrated facility development at the University Heights Multi-District Park.

POLICY IMPLICATIONS

While there are no direct policy implications flowing from this request, two bylaws will be required in order for the City to borrow the money and in turn enter into a loan agreement with a non-profit organization (i.e. Saskatoon Soccer Centre Inc.).

FINANCIAL IMPACT

In 2005, 2006, and 2007 Operating Budgets provision (incremental), not to exceed \$187,000 each year, will fund the City's share of the debt and the operating grant to the Saskatoon Soccer Centre Inc. The Operating Budget provision will result in .2 percent increase in the mill rate for each of the three years.

PUBLIC NOTICE

Public Notice is required for consideration of this matter, pursuant to Section 3d) of Policy No. C01-021 (The Public Notice Policy). The following notice was given:

1. Advertised in *The StarPhoenix City Page* on Saturday, October 9, and Saturday, October 16, 2004, and in the *Sun* on Sunday, October 10, and Saturday October 17, 2004
2. Posted on City Hall Notice Board on Thursday, October 7, 2004
3. Posted on City Website on Thursday, October 7, 2004'

Attached is a copy of a letter from David and Jacqueline Salt dated October 6, 2004 in opposition to the City expending substantial funds for the proposed new indoor soccer centre.

Attached is a copy of a letter from Mr. Wayne Walling, General Manager, Saskatoon Soccer Centre dated October 13, 2004 requesting permission to have the following individuals speak to Council:

- Mr. Bob Rohachuk, Saskatoon Soccer Centre Inc. and Saskatoon Youth Soccer Association Inc.;
- Mr. Declan O'Reilly, Saskatoon District Soccer Association; and
- Mr. Terry Matheson, Saskatoon United Soccer Club."

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Mr. Bob Rohachuk, Chairman, Proposed Joint Soccer Committee, urged Council to support the recommendations put forth by the Administration.

Mr. Declan O'Reilly, Saskatoon District Soccer Association, expressed the need for a soccer facility in the City.

His Worship the Mayor ascertained that there was no one else in the gallery who wished to address Council.

Moved by Councillor Wyant, Seconded by Councillor Dubois,

- 1) *that City Council approve borrowing \$13,291,000 to finance the cost of the Saskatoon Soccer Centre Joint-Use Facility at the University Heights Multi-District Park. The financing requirements include:*
 - a) *\$11,450,000 for an approved loan to the Saskatoon Soccer Centre Inc. to fund the new indoor soccer facility, outdoor artificial fields, and existing mortgage on the Kinsmen/Henk Ruys Soccer Centre; and*
 - b) *\$1,841,000 for the City of Saskatoon's community centre shared program components that include the commons area, shared exits and mechanical room, food services, walking track, and parking.*
- 2) *that the City Solicitor be instructed to draft the appropriate bylaws.*

CARRIED.

COMMUNICATIONS TO COUNCIL

The following communications were submitted and dealt with as stated:

A. REQUESTS TO SPEAK TO COUNCIL

1) John Maxin, dated September 28

Requesting permission to address Council with respect to the Riversdale area. (File No. CK. 150-1)

RECOMMENDATION: that John Maxin be heard.

Moved by Councillor Hnatyshyn, Seconded by Councillor Dubois,

THAT John Maxin be heard.

CARRIED.

Mr. John Maxin spoke with respect to problems in the Riversdale neighbourhood.

Moved by Councillor Heidt, Seconded by Councillor Penner,

THAT the information be received.

CARRIED.

2) Chad Berg, dated October 1

Requesting permission to address Council with respect to the use of the Silverwood farm site for a mountain bike area. (File No. 6000-5)

RECOMMENDATION: that Chad Berg be heard.

Moved by Councillor Hnatyshyn, Seconded by Councillor Dubois,

THAT Chad Berg be heard.

CARRIED.

Mr. Chad Berg spoke with respect to obtaining permission to use the Silverwood farm site for a mountain bike area.

Moved by Councillor Birkmaier, Seconded by Councillor Alm,

THAT Mr. Berg be invited to approach the Administration if he has any alternate sites that he wishes to discuss.

CARRIED.

3) Anne Smart, dated October 7

Requesting permission to address Council with respect to the closure of the Field House on October 12, 13 and 14, 2004. (File No. CK. 612-2)

RECOMMENDATION: that Anne Smart be heard.

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Moved by Councillor Hnatyshyn, Seconded by Councillor Dubois,

THAT Anne Smart be heard.

CARRIED.

Ms. Anne Smart expressed dissatisfaction with respect to the closure of the Field House in October and the loss of exercise programs on those days.

Moved by Councillor Paulsen, Seconded by Councillor Penner,

THAT the matter be referred to the Administration to report to the Planning and Operations Committee regarding the City's policy for events such as this.

CARRIED.

**4) R. Neil MacKay
MacPherson Leslie & Tyerman, dated October 14**

Advising Council that representatives for Akzo Nobel Chemicals Ltd. will be present in the gallery to answer questions if they arise with respect to the annexation request. (File No. CK. 4060-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Hnatyshyn, Seconded by Councillor Dubois,

THAT the information be received.

CARRIED.

AA. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

1) Colette Bischoff, dated September 29

Submitting comments with respect to the possible cancellation of the yard waste pilot program. (File No. CK. 7830-1)

RECOMMENDATION: that the matter be considered with Clause 3, Report No. 14-2004 of the Planning and Operations Committee.

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Moved by Councillor Penner, Seconded by Councillor Dubois,

THAT the matter be considered with Clause 3, Report No. 14-2004 of the Planning and Operations Committee.

CARRIED.

2) David Mickalishen, dated September 30

Submitting comments with respect the smoking bylaw. (File No. CK. 185-3)

RECOMMENDATION: that the information be received.

Moved by Councillor Penner, Seconded by Councillor Neault,

THAT the information be received.

CARRIED.

**3) Todd Brandt, President & CEO
Tourism Saskatoon, dated September 27**

Submitting clarification on various recommendations on the final Audit Report on the Saskatoon Visitor and Convention Bureau conducted by Robert Prosser and Associates Inc. (File No. CK. 1600-5)

RECOMMENDATION: that the matter be considered with Clause 1, Report No. 9-2004 of the Audit Committee.

Moved by Councillor Dubois, Seconded by Councillor Alm,

THAT the matter be considered with Clause 1, Report No. 9-2004 of the Audit Committee.

CARRIED.

Moved by Councillor Penner, Seconded by Councillor Birkmaier,

THAT Clause 1, Report No. 9-2004 of the Audit Committee be brought forward and considered.

CARRIED.

“REPORT NO. 9-2004 OF THE AUDIT COMMITTEE

**1. Audit Report – Tourism Saskatoon
(File No. CK. 1600-5)**

RECOMMENDATION: that the information be received.

The Audit Committee reviewed the Audit Report – Tourism Saskatoon, with representatives of Tourism Saskatoon at the Committee’s June meeting, at which time the Committee asked that the Internal Auditor go back and work with Tourism Saskatoon to ensure the extensive number of recommendations to which management disagreed, are clearly understood and/or could be dealt with in another way. Following this procedure, the Internal Auditor revised the Audit Report to reflect the consensus that was reached. Your Committee has reviewed the revised Audit Report and while there are still areas of disagreement, your Committee supports the recommendations contained in the report.

Attached is a copy of the Implementation Plan for the Audit Report – Tourism Saskatoon, which outlines the audit recommendations and management responses to them. A copy of the complete Audit Report was provided to all members of City Council in the June agenda for the Audit Committee, and a copy will be available for viewing in the City Clerk’s Office.”

Moved by Councillor Birkmaier, Seconded by Councillor Heidt,

THAT the information be received.

CARRIED.

**4) Christopher Doll, Senior Manager
Meyers Norris Penny, dated October 4**

Submitting the Saskatchewan Society for the Prevention of Cruelty to Animals Business Plan.
(File No. CK. 151-1-2)

RECOMMENDATION: that the matter be referred to the Administration for a report.

Moved by Councillor Birkmaier, Seconded by Councillor Wyant,

THAT the matter be referred to the Executive Committee.

CARRIED.

5) **Blaine Canitz, October 1**

Expressing concerns with respect to the eastern most portion of the Preferred Route of the Perimeter Road. (File No. CK. 6000-1)

RECOMMENDATION: that the matter be referred to the Administration.

Moved by Councillor Heidt, Seconded by Councillor Penner,

THAT the matter be referred to the Administration.

CARRIED.

6) **Joseph Kuchta, dated October 5, 2004**

Requesting to submit comments to the Executive Committee for clarification with respect to the cultural block of the South Downtown. (File No. CK. 4130-2)

7) **Joseph Kuchta, dated October 11, 2004**

Requesting to submit comments to the Executive Committee with respect to parking costs at the cultural block of the South Downtown. (File No. CK. 4130-2)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor Paulsen, Seconded by Councillor Dubois,

THAT the information be received and joined to the file.

CARRIED.

8) **George Turanich**
Turanich Acquisitions Management Inc., dated October 5

Requesting that the alley behind 1001 and 1013 Lansdowne Avenue be maintained on a regular basis. (File No. CK. 6315-1)

RECOMMENDATION: that the matter be referred to the Administration.

Moved by Councillor Birkmaier, Seconded by Councillor Dubois,

THAT the matter be referred to the Administration.

CARRIED.

9) **Amy Alsop**
2004 Paralympic Gold Medalist, dated October 5

Expressing gratitude to the Mayor and City Council for the Certificate of Proclamation issued to her and fellow athletes at the Olympic Luncheon held on October 4, 2004. (File No. CK. 205-5)

RECOMMENDATION: that the information be received.

Moved by Councillor Paulsen, Seconded by Councillor Fortosky,

THAT the information be received.

CARRIED.

10) **Linda Lacoursiere, dated October 6, 2004**

Asking that a curfew be put in place and expressing concerns about garbage in the parks. (File No. CK. 150-1)

11) **Linda Lacoursiere, dated October 7, 2004**

Expressing concerns with respect to broken glass in the parks and grocery carts being removed from store property. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Dubois, Seconded by Councillor Neault,

THAT the information be received.

CARRIED.

12) **Kelly Patrick, dated October 7**

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Asking if the City has any special events planned to celebrate Saskatoon's 100 years. (File No. CK. 205-30)

RECOMMENDATION: that the matter be referred to the Citizens' Centennial Committee to respond to the writer.

Moved by Councillor Alm, Seconded by Councillor Dubois,

THAT the matter be referred to the Citizens' Centennial Committee to respond to the writer.

CARRIED.

13) Alice L. Farness, undated

Expressing concerns with respect to the smoking bylaw as it pertains to bars and restaurants. (File No. CK. 185-3)

RECOMMENDATION: that the information be received.

Moved by Councillor Fortosky, Seconded by Councillor Paulsen,

THAT the information be received.

CARRIED.

**14) Robin East, President
Dundonald Community Association, dated October 5**

Expressing concerns with respect to improvements to the Dundonald Park. (File No. CK. 4205-1)

RECOMMENDATION: that the direction of Council issue.

Moved by Councillor Heidt, Seconded by Councillor Dubois,

THAT the matter be referred to the Administration for a report to the Planning and Operations Committee on the possibility of undertaking all of the improvements in 2005 rather than waiting until 2008.

CARRIED.

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**15) Jayne Kellar, Property Manager
McCallum Property Management Ltd., dated October 4**

Submitting a copy of a letter sent to ICR Ashford dated October 4, 2004 with respect to late night noise arising from Divas located at 110 – 220 – 3rd Avenue South. (File No. CK. 185-9)

RECOMMENDATION: that the information be received.

Moved by Councillor Hnatyshyn, Seconded by Councillor Birkmaier,

THAT the matter be referred to the Board of Police Commissioners.

CARRIED.

16) Leona Schell, dated October 8

Submitting comments with respect to the Saskatoon Farmers' Market obtaining a permanent facility. (File No. CK. 205-7)

RECOMMENDATION: that the information be received.

Moved by Councillor Paulsen, Seconded by Councillor Dubois,

THAT the information be received.

CARRIED.

17) Ken McDonnell, dated October 7

Asking what steps have been taken to implement an election promise to build a multi-purpose sports facility in the downtown. (File No. CK. 150-1)

RECOMMENDATION: that the matter be referred to His Worship the Mayor.

Moved by Councillor Penner, Seconded by Councillor Paulsen,

THAT the matter be referred to His Worship the Mayor.

CARRIED.

18) Gord Quinlan, dated October 7

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Expressing concerns with respect to the operating hours of the leisure facilities in the City. (File No. CK. 5500-1)

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

Moved by Councillor Wyant, Seconded by Councillor Paulsen,

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

CARRIED.

19) Ximena Pino-Medrano, dated October 8

Expressing displeasure with the closure of the downtown Extra Foods store. (File No. CK. 4125-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Hnatyshyn, Seconded by Councillor Penner,

THAT the information be received.

CARRIED.

20) Conrad Andres, dated October 12

Expressing concerns with respect to the Public Spitting, Urinating and Defecation Bylaw recently passed by Council. (File No. CK. 185-1)

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

Moved by Councillor Birkmaier, Seconded by Councillor Neault,

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

CARRIED.

21) Mike Lucas, dated October 12

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Expressing concerns with respect to incentives, traffic patterns, lighting, zoning, housing standards, landlord accountability, taxes and community development in the Caswell Hill neighbourhood. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Paulsen, Seconded by Councillor Dubois,

THAT the information be received.

CARRIED.

22) Ryan Jansen, dated October 12

Requesting information on the island located south of the weir on the South Saskatchewan River beside the Mendel Art Gallery. (File No. CK. 4110-1)

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

Moved by Councillor Penner, Seconded by Councillor Neault,

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

CARRIED.

**23) Mayor Bill Smith
City of Edmonton, dated October 6**

Submitting information on the Edmonton 2005 World Masters Games to be held July 22 – 31, 2005 in Edmonton, Alberta. (File No. CK. 205-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Paulsen, Seconded by Councillor Birkmaier,

THAT the information be received.

CARRIED.

24) Linda Jean Gubbe

SCAT Street Cat Rescue Program Inc., dated October 13

Submitting information on a partnership between the post office and animal control. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Paulsen, Seconded by Councillor Birkmaier,

THAT the information be received.

CARRIED.

25) **Joanne Sproule, Secretary**
Saskatoon Development Appeals Board, dated September 30

Submitting notice of Development Appeal Board hearing for property located at 321 Adelaide Street East. (File No. CK. 4352-1)

26) **Joanne Sproule, Secretary**
Saskatoon Development Appeals Board, dated September 30

Submitting notice of Development Appeal Board hearing for property located at 610 – 2nd Avenue North. (File No. CK. 4352-1)

27) **Joanne Sproule, Secretary**
Saskatoon Development Appeals Board, dated September 30

Submitting notice of Development Appeal Board hearing for property located at 1219 Emerald Crescent. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Paulsen, Seconded by Councillor Birkmaier,

THAT the information be received.

CARRIED.

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28) Godwin Pon, dated October 13

Submitting comments and suggestions with respect to the proposed installation of red-light cameras in the City. (File No. CK. 5300-8)

29) Garth F. Gerecke, dated October 14

Expressing concerns with respect to the proposed installation of red-light cameras in the City. (File No. CK. 5300-8)

RECOMMENDATION: that the matter be considered with Clause 2, Report No. 16-2004 of the Executive Committee.

Moved by Councillor Penner, Seconded by Councillor Dubois,

THAT the matter be considered with Clause 2, Report No. 16-2004 of the Executive Committee.

CARRIED.

C. PROCLAMATIONS

**1) Rick Steffen, Volunteer General Manager
Enchanted Forest, dated October 7**

Requesting that Council proclaim the week of November 22 – 28, 2004 as Enchanted Forest Week in Saskatoon and requesting that 115th Street, from Central Avenue to Berini Drive, be renamed Enchanted Forest Drive from mid November, 2004 to mid January, 2005. (File No. CK. 205-5)

**2) Rick Steffen, Chair
Festival of Trees, dated October 6**

Requesting that Council proclaim the week of December 5 – 11, 2004 as Festival of Trees Week in Saskatoon. (File No. CK. 205-5)

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**3) Don Gorsalitz, CFRE
Chair, National Philanthropy Day
Saskatoon Chapter, Association of Fundraising Professionals, dated October 8**

Requesting that Council proclaim November 15, 2004 as National Philanthropy Day in Saskatoon.
(File No. CK. 205-5)

- RECOMMENDATION:**
- 1) that City Council approve all proclamations as set out in Section C;
 - 2) that the City Clerk be authorized to sign the proclamations on behalf of City Council; and
 - 3) that the request from the Enchanted Forest to rename 115th Street, Enchanted Forest Drive from mid November, 2004 to mid January, 2005, be approved subject to administrative conditions.

Moved by Councillor Paulsen, Seconded by Councillor Dubois,

- 1) that City Council approve all proclamations as set out in Section C;*
- 2) that the City Clerk be authorized to sign the proclamations on behalf of City Council; and*
- 3) that the request from the Enchanted Forest to rename 115th Street, Enchanted Forest Drive from mid November, 2004 to mid January, 2005, be approved subject to administrative conditions.*

CARRIED.

Council went into Committee of the Whole to consider the reports of the Administration and Committees with His Worship the Mayor in the Chair.

Committee arose

Councillor Dubois made the following report:

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

ADMINISTRATIVE REPORT NO. 18-2004 - CONTINUED

**D7) Circle Drive South West
Capital Project No. 993
(File No. CK. 6050-1)**

- RECOMMENDATION:**
- 1) that the south bridge be the first priority for the construction of a new river crossing in the City; and
 - 2) that the Administration report further on the recommended roadway alignment and timing of the Circle Drive South West project.

ADOPTED.

BACKGROUND

Over the past 10 years, the Administration has reported to City Council a number of times on the need for additional river crossings in the City. Although Infrastructure Services has indicated that the proposed south river crossing is required prior to the north crossing, City Council has never passed a motion to this effect. It is becoming evident that City Council, the Administration and the public need more clarity on the issue of timing of the proposed river crossings. This need is becoming particularly acute as the preliminary functional planning for the proposed south crossing draws to a conclusion and both City Council and the Administration need to focus our resources on a selected project for the next bridge in Saskatoon.

The last time City Council had significant debate regarding the location and timing of the two proposed river crossing was at its meeting of July 15, 2002, during consideration of the Saskatoon Long Term Transportation Study wherein it was resolved, in part:

“that City Council reaffirm approval in principle of the proposed south river crossing in the vicinity of the Grand Trunk Bridge; and,

that the Administration take appropriate measures to assist Saskatchewan Highways and Transportation with the identification and protection of the perimeter highway and the proposed north river crossing.”

Although location of the bridges was established, priority and timing of construction was not.

REPORT

The intent of this report is to obtain a City Council resolution for the order of new river crossing construction to allow the Administration to continue the planning work for these projects. The merits and need for both bridges, by the time the City reaches a population of 250,000, have been

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well established and reported to City Council in the past. This report will concentrate on the recommended order of implementation and the benefits of the recommended sequence of construction.

The order of implementation of the proposed bridges is based not only on traffic demand, but also on the benefits (both tangible and intangible) each bridge brings to the City's ratepayers and, to a lesser degree, the motoring public in general. Consideration must also be given to transportation system continuity, or the ease with which a new bridge can be effectively integrated into the existing roadway network. Both short-term conditions (5 year planning horizon), and long-term conditions (City population of 250,000 residents and beyond) are taken into account when evaluating the impact of each bridge. It remains Infrastructure Service's position that the body of engineering data clearly supports the construction of the south river crossing first, as it provides the greatest immediate benefit to the residents of Saskatoon in terms of improved mobility.

Existing Conditions

While the cross-river travel demand is growing every year, the available roadway capacity has remained constant since 1983 when the Circle Drive Bridge opened. Much of the Administration's work on the new bridges has been in relation to travel demands projected to occur as the City approaches a population of 250,000 people. At this point, it has been stated that both new river crossings are required. This provides the data regarding ultimate demand but does not directly address staging of the new bridges in the short term. To do this, one must look at existing conditions and compare the benefit each new bridge brings to the City's transportation system if it were in place today.

When the bridges are compared from this perspective, the most compelling reason for recommending the construction of the south bridge prior to the north is the difference each provides in fulfilling today's cross-river travel demand and the relief it brings to existing bridge congestion. Based solely on this point, the case is strong that a new south bridge is required now, whereas the data supporting a new north bridge being required today is lacking. Traffic modelling work has shown that if the south bridge were in operation today, it is projected to carry approximately 20,000 vehicles per day. It is interesting to note that when the Circle Drive Bridge opened in 1983, it also carried close to 20,000 vehicles per day during its first year of operation. Within five years, the Circle Drive Bridge was carrying traffic volumes in excess of 30,000 vehicles per day and had a significant positive impact on reducing travel demand on the City's other internal downtown bridges. Infrastructure Services fully expects the south bridge to provide a very similar positive impact.

Another immediate positive benefit the south bridge would have if it were in place today is the reduction provided in the volume of traffic using the City's other core bridges. For example, in the afternoon peak hour period, the south bridge would be expected to carry approximately 2,000 vehicles. Many of these trips would have been attracted from the other downtown bridges, particularly the Senator Sid Buckwold Bridge. It is projected that travel on Idylwyld Drive and the Senator Sid Buckwold Bridge would be decreased by 35% in the northbound direction and

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20% in the southbound direction. Similar, but less pronounced decreases could be expected on the Victoria and Broadway Bridges. The University Bridge would experience a modest decrease in the westbound direction. These decreases are significant as the trips that have been relocated to the south bridge free up capacity on the existing bridges, thereby providing room for additional travel growth in the City's core.

In comparison, if constructed today, the north bridge would display quite different travel characteristics. In relative terms, it would not satisfy any significant commuter travel demand that currently exists. Traffic projections indicate its utilization would be far lower than that of a south bridge, carrying a total of approximately 5,000 vehicles per day. The primary reasons for the low usage are location of the bridge and added trip length. Due to what could be considered a rather remote location in relation to existing residential communities and places of employment/business, it would not be attractive as a choice of the majority of commuters. Motorist tend to seek the shortest route possible when making a trip, so intuitively, if a bridge is located further away from the City's primary development areas and main travel corridors, it is less likely that a trip will be made using it.

Assuming an interconnecting roadway system was constructed with the north bridge, data further suggests that its greatest benefit would be in providing a bypass route for external traffic. As has been documented in previous traffic studies, the by-pass, or external-to-external traffic, is less than 2% of the total traffic movement that occurs in the City. The north bridge would have no impact on reducing traffic volumes on four of the five existing traffic bridges, with a 10% decrease occurring on the Circle Drive Bridge. It is not until the City approaches the target year population of 250,000 people that the benefit of the north bridge is apparent. At that time, it is projected that the north bridge would also carry volumes of vehicles comparable to the south bridge.

Based solely upon immediate utilization and congestion relief, the data strongly supports the construction of the south river crossing in advance of the north one.

Future Conditions

Although it is important to recognize the more immediate benefits a south bridge brings, it is also important to note that both bridges will be required by the time the City population reaches 250,000. Every transportation study dealing with the river crossings has confirmed the need for the two new bridges during this timeframe. The studies have shown that when both bridges are in place, the south bridge is projected to carry approximately 30,000 vehicles per day while the north bridge would carry nearly 20,000 vehicles per day.

This said, traffic modelling work indicates that even at the 250,000-population level, a south bridge still provides greater benefit in terms of total traffic carrying ability and reducing congestion on existing roads. At the 250,000-population level with the south bridge in place, major traffic reductions occur on the Senator Sid Buckwold Bridge, as almost 1600 vehicles are diverted during the peak travel hour. Approximately 400 vehicles per hour are diverted from the Broadway Bridge and another 100 vehicles per hour are diverted from the University Bridge. All

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volumes are two-way traffic. Once this diversion takes place, the existing bridges would operate at a reduced level of congestion. The reduced congestion will benefit the public through reduced travel time, reduced fuel consumption and reduced environmental degradation.

Conversely, if a north bridge is constructed first, as the City approaches a population of 250,000 the diversion of traffic on the existing bridges is less than experienced with the south bridge. The reduction is concentrated mainly on the Circle Drive Bridge, which sees a diversion in the order of 500 vehicles per hour. The reduction on the Senator Sid Buckwold Bridge is in the order of 250 vehicles. Again, these are two-way traffic volumes.

System Compatibility

When the proposed locations of the river crossing are examined, it becomes apparent that they are not equal in terms of connecting to the City's existing transportation network. The south bridge involves the completion of the southwest segment of existing Circle Drive. The proposed bridge location is very compatible with the existing road network as it completes the missing segments of existing Circle Drive. Its impact on the usage of existing bridges would be immediate and tangible. The north bridge however, is isolated from the existing network. It would involve the construction of not just the bridge, but also an extensive roadway network to make it usable. The north bridge would require extensive land acquisition and a longer planning and construction period. As the City grows in the northeast sector over the next 15 to 20 years, the north bridge becomes a more viable link, as many of the required roadway links will be constructed as part of the sector development.

Balanced Growth Impacts

The principle of balanced growth has been one the City has strived for in planning for new growth. It is well understood and documented that homes and jobs created in the City's westerly sectors would better utilize, among other things, the City's overall transportation network. A south bridge supports the City's plans for a new West Sector development, as well as infill development in the core areas. The City's westerly transportation system has been, and is being, planned and constructed (e.g. Circle Drive/22nd Street interchange) with a south bridge and Circle Drive connection in mind. The viability of the West Sector development is greatly diminished without a south bridge in place.

It is also well established that lands that are more accessible, are more valuable. The south bridge would make lands in the City's existing west sectors more accessible. For example, the Holiday Park Industrial and West Industrial lands have, for the most part, remained under utilized. Construction of a south bridge enhances access to these lands thereby increasing development opportunities.

This report is certainly not a comprehensive compilation of the work that has been conducted over the last decade on the proposed river crossings, but it is the Administration's hope that it provides City Council with sufficient summary information to allow the decision to be formally made with respect to timing of the new bridge construction. The Administration is therefore recommending that the south bridge be constructed prior to the north bridge and preferably within the short term (i.e. five year plan).

PUBLIC NOTICE

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

ATTACHMENT

1. River Crossing Capacity Vs Demand Chart

Section E – UTILITY SERVICES

- E1) 2004 Capital Budget
Capital Project #1241
Wastewater Treatment Plant – Sludge Pipeline Construction
Sludge Pipeline Agreement, R.M. of Corman Park
(File No. 7990-48-1)**
-

- RECOMMENDATION:**
- 1) that the Sludge Pipeline Agreement between the City of Saskatoon and the R.M. of Corman Park be approved; and
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute, on behalf of the City of Saskatoon, under the Corporate Seal, the attached agreement as prepared by the R.M. of Corman Park.

ADOPTED.

The 2004 Wastewater Capital Budget includes a total of \$5,112,000 of funding for Capital Project #1241 for construction of a sludge transfer pipeline from the Wastewater Treatment Plant to the Biosolids Dewatering Facility (North 40) approximately 12 km north of the City. This project results in the twinning of an existing sludge transfer pipeline along the same route.

The route for this pipeline construction is partly on City-owned and managed lands. As well, a portion of the pipeline is to be constructed in road allowances under the jurisdiction of the R.M. of Corman Park.

The tender for this project has closed and award of the contract is subject to the execution of the attached agreement with the R.M. of Corman Park.

PUBLIC NOTICE

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

ATTACHMENT

1. Sludge Pipeline Agreement – R.M. of Corman Park.

REPORT NO. 14-2004 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

Councillor O. Fortosky, Chair
Councillor T. Alm
Councillor D. L. Birkmaier
Councillor E. Hnatyshyn
Councillor M. Neault

- 1. Change in Committee Name
Special Needs Transportation Advisory Committee
And Special Needs Transportation Appeals Board
(File No. CK. 225-58)**

RECOMMENDATION: that the name of the Special Needs Transportation Advisory Committee be changed to Access Transit Advisory Committee and that the name of the Special Needs Transportation Appeals Board be changed to the Access Transit Appeals Board.

ADOPTED.

Your Committee has been advised that the Special Needs Transportation Advisory Committee considered a change in name following the City's name change for the service to Access Transit. The Committee wanted to be identified with this service as well as create a name that is more sensitive to those using the service. The Special Needs Transportation Advisory Committee forwarded a recommendation to your Committee to change the name of the Committee to the Access Transit Advisory Committee and to change the name of the Special Needs Transportation Appeals Board to the Access Transit Appeals Board.

Following review of this matter, your Committee is supporting the above-noted Committee name changes.

- 2. City of Saskatoon Neighbourhood Profiles – 7th Edition
(File No. CK. 368-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

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Attached is a copy of the report of the General Manager, Community Services Department dated June 9, 2004, submitting the 7th Edition of the City of Saskatoon Neighbourhood Profiles. Your Committee has reviewed the Neighbourhood Profiles document with the Administration and is forwarding the report to City Council for information.

City Council members have already been provided with a copy of the 7th Edition of the City of Saskatoon Neighbourhood Profiles. A copy is available for review in the City Clerk's Office.

**3. Cancellation of Yard Waste Pilot Project
(File No. CK. 7830-5)**

RECOMMENDATION: that the pilot program for subscription based door-to-door yard waste collection not be cancelled until the Administration brings forward an alternative solution.

Attached is a copy of the report of the General Manager, Utility Services Department dated September 8, 2004, recommending that the pilot program for subscription based door-to-door yard waste collection be cancelled.

Your Committee has reviewed this matter with the Administration and does not support cancellation of this pilot program until an alternative solution is brought forward by the Administration.

Pursuant to earlier resolution, Item AA1 of Communications to Council was brought forward and considered.

“AA1) Colette Bischoff, dated September 29

Submitting comments with respect to the possible cancellation of the yard waste pilot program. (File No. CK. 7830-1)”

IT WAS RESOLVED: that the pilot program for subscription based door-to-door yard waste collection not be cancelled until the Administration brings forward an alternative solution.

REPORT NO. 15-2004 OF THE PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

Councillor D.L. Birkmaier, Chair
Councillor O. Fortosky
Councillor T. Alm
Councillor E. Hnatyshyn
Councillor M. Neault

1. Communications to Council

From: Raoul Granger, La Troupe du Jour

Date: March 17, 2004

Subject: Request for Review of Eligibility Requirements – Cultural Grant Program

(File No. CK. 1871-2)

- RECOMMENDATION:**
- 1) that an exception be made to the eligibility criteria of the Cultural Grants Program for the French-language theatre company La Troupe du Jour on the basis of language, effective January 1, 2005; and
 - 2) that the Administration review the policy for the Cultural Grants Program to create a new classification for language based groups in language-based art forms.

ADOPTED.

City Council, at its meeting held on March 22, 2004, considered a request from La Troupe du Jour to review the eligibility requirements of the Cultural Grant Program to provide for its designation as a Major Arts Institution to be eligible to receive operating funding under this program. Council referred the request to the Administration to report to the Planning and Operations Committee.

Attached is a copy of the report of the General Manager, Community Services Department dated September 29, 2004, recommending that an exception be made to the eligibility criteria of the Cultural Grants Program for the French-language theatre company La Troupe du Jour on the basis of language, effective January 1, 2005.

Your Committee has reviewed the above report with the Administration and representatives of La Troupe du Jour and supports the recommendation, as outlined above. Further to this, your Committee is recommending that the policy for the Cultural Grants Program be reviewed to create a new classification for language based groups in language-based art forms, such as La Troupe du Jour, so that these types of groups are covered in the policy rather than being looked at as exceptions to the policy.

**2. Lease Agreement – Canadian Back Institute (Cosmo Civic Centre)
(File No. CK. 610-2)**

- RECOMMENDATION:**
- 1) that the lease agreement between the City of Saskatoon and the Canadian Back Institute at the Cosmo Civic Centre be renewed, in accordance with the terms and conditions of the current agreement (See Attachment 1 to the report of the General Manager, Community Services Department dated September 14, 2004), for an additional five-year term from February 1, 2005 to January 31, 2010;
 - 2) that the rental rate for each year of the term be as follows:
 - a) Year One \$84,387.80 plus G.S.T.
 - b) Year Two \$84,387.80 plus G.S.T.
 - c) Year Three \$84,387.80 plus G.S.T.
 - d) Year Four \$85,990.10 plus G.S.T.
 - e) Year Five \$85,990.10 plus G.S.T.; and
 - 3) that the City Solicitor be requested to prepare the appropriate contract agreement and that His Worship the Mayor and the City Clerk be authorized to execute the amending agreement under the Corporate Seal.

ADOPTED.

Attached is a copy of report of the General Manager, Community Services Department dated September 14, 2004, with respect to the renewal of the lease agreement between the City and the Canadian Back Institute at the Cosmo Civic Centre.

Your Committee has reviewed this matter with the Administration, including how the rental rates were established through the fair market value research and the impact of increases in utility costs. While your Committee is supporting the recommendations of the Administration regarding renewal of this lease agreement, the Administration has been asked to provide a report to your Committee on the costs for utilities at the Cosmo Civic Centre and the approximate costs for the utilities for this leased space.

REPORT NO. 9-2004 OF THE AUDIT COMMITTEE

Composition of Committee

Councillor D.L. Birkmaier, Chair
Councillor T. Alm
Councillor B. Dubois
Councillor M. Neault

Councillor G. Wyant

1. **Audit Report – Tourism Saskatoon**
(File No. CK. 1600-5)

DEALT WITH EARLIER. SEE PAGE NO. 43.

REPORT NO. 16-2004 OF THE EXECUTIVE COMMITTEE

Composition of Committee

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

1. **Employment Contract – City Manager**
(File No. CK. 4510-2)

RECOMMENDATION: 1) that the appointment of Mr. Phil Richards as City Manager of the City of Saskatoon continue upon the terms and conditions set out in the Employment Contract attached to this report; and

2) that His Worship the Mayor and the City Clerk be authorized to execute the Employment Contract.

ADOPTED.

Your Committee is pleased to report that a new five-year Employment Contract has been negotiated with Mr. Phil Richards, on terms very similar to the existing contract, which expires on December 20, 2004. A copy of the new Employment Contract is enclosed.

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Your Committee is confident that the City will continue to be well served by Mr. Richards, and looks forward to working with him in meeting the challenges ahead.

**2. Red-Light Cameras
(File No. CK. 5300-8)**

- RECOMMENDATION:**
- 1) that City Council approve in principle the use of red-light cameras in the City;
 - 2) that the matter be referred to the Budget Committee for consideration during review of the 2005 Capital Budget; and
 - 3) that the Administration submit a comprehensive report to the Budget Committee addressing all of the questions listed in this report and providing a recommendation of how and where the red-light cameras would be implemented and the cost of the program, and including information as to whether Saskatchewan Government Insurance would be prepared to financially participate in the program.

City Council, at its meeting held on September 20, 2004, received the attached letter dated September 15, 2004 from the Secretary of the Saskatoon Police Commission, and resolved that the matter be referred to the Executive Committee for a report, and that the previous reports that were prepared be brought forward at that time.

In addition, the following enquiry was made by Councillor Fortosky at the meeting of City Council held on May 3, 2004:

“Would the Administration please report on the implementation of red light cameras at key intersections determined to be high risk.”

Your Committee met on October 12, 2004 and considered the attached report of the General Manager, Infrastructure Services dated October 5, 2004, as well as a presentation on the use of red light cameras.

During discussion of the matter, the following questions were raised:

- Is a photograph of the vehicle operator always taken, regardless of whether or not it is utilized for the ticket? If so, does the Province have any concerns regarding its privacy legislation?
- What type of warning signs would be utilized?
- How many of each type of collision currently occur at City intersections?

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Your Committee supports the implementation of red light cameras at key intersections in Saskatoon, subject to final approval by City Council during the Capital Budget process once all of the details such as cost and locations are known. Your Committee has also requested the Administration to pursue with Saskatchewan Government Insurance the possibility of financial participation in the program, since property damage costs are likely to be reduced substantially as a result of this program.

Pursuant to earlier resolution, Items AA28 and AA29 of Communications to Council were brought forward and considered.

“AA28) Godwin Pon, dated October 13

Submitting comments and suggestions with respect to the proposed installation of red-light cameras in the City. (File No. CK. 5300-8)

AA29) Garth F. Gerecke, dated October 14

Expressing concerns with respect to the proposed installation of red-light cameras in the City. (File No. CK. 5300-8)”

IT WAS RESOLVED: 1) that City Council approve in principle the use of red-light cameras in the City;

2) that the matter be referred to the Budget Committee for consideration during review of the 2005 Capital Budget; and

3) that the Administration submit a comprehensive report to the Budget Committee, through the Planning and Operations Committee, addressing all of the questions listed in this report and providing a recommendation of how and where the red-light cameras would be implemented and the cost of the program, and including information as to whether Saskatchewan Government Insurance would be prepared to financially participate in the program.

**3. Formation of a Waste Management Appeal Board
(File No. CK. 175-52)**

- RECOMMENDATION:**
- 1) that a Waste Management Appeal Board be established as indicated in Bylaw No. 8310, The Waste Bylaw; and
 - 2) that the Waste Management Appeal Board consist of the same five appointees who form the Property Maintenance Appeal Board.

ADOPTED.

Your Committee has considered and supports the recommendations set out in the attached report of the General Manager, Infrastructure Services Department, dated September 30, 2004.

4. Request for Financial Assistance
2008 Saskatoon Can-Am Police & Fire Games
(File No. CK. 1870-1)

- RECOMMENDATION:**
- 1) that the Business Plan submitted by the Host Committee, 2008 Can-Am Police & Fire Games, be referred to the Administration for review and report, in accordance with the framework for the Special Events Policy recently approved by City Council; and
 - 2) that \$35,000 be provided immediately to the Host Committee, 2008 Can-Am Police & Fire Games, with no additional funds being provided until after the Administration has reviewed and reported on the Business Plan.

ADOPTED.

Attached is a letter dated September 22, 2004, from the Saskatoon Host Committee, 2008 Can-Am Police & Fire Games, advising that the event will be held in Saskatoon July 12 – 19, 2008, and requesting City funding in the amount of \$100,000, over the course of the next four years.

Also attached is a copy of the Bid Package, containing the Business Plan for the Games.

While your Committee would have preferred that City Council been made aware of the proposed bid before it was actually awarded, it does recognize that \$35,000 is required by the end of October in order for the Saskatoon Host Committee to proceed with the project. Your Committee therefore puts forward the above recommendation and stresses that no additional funds will be provided until the appropriate review by the Administration has occurred, and Council has agreed that funding will be provided, and at what level.

5. **Communications to Council**

From: Ray Boughen, Saskatchewan Chair
Canadian Forces Liaison Council
Date: September 6, 2004
Subject: Reserve Military Program
(File No. CK. 4630-1)

RECOMMENDATION: that His Worship the Mayor be authorized to sign the following statement: “The Corporation of the City of Saskatoon recognizes the vital role of the Reserve component of the Canadian Forces and the valuable contribution that Reservists make to Canada’s defense and peacekeeper programs, their communities, educational institutions and civilian employers.”

As City Council was advised under Clause B1, Administrative Report No. 18-2004, it is not appropriate for the City to adopt the complete motion as presented by Mr. Boughen in his letter of September 6, a copy of which is attached.

Your Committee does, however, recognize the importance of the contributions of the Reserve component of the Canadian components, and is happy to put forward the above recommendation.

IT WAS RESOLVED: THAT His Worship the Mayor be authorized to sign the following proclamation:

“WHEREAS the Corporation of the City of Saskatoon recognizes the vital role of the Reserve component of the Canadian forces and the valuable contribution that Reservists make to Canada’s defense and peacekeeper programs, their communities, educational institutions and civilian employers;

AND WHEREAS there is a need today, more than ever to encourage individuals to consider serving our country as a member of the Reserve Force;

AND WHEREAS in recognition of the community leadership role that we uphold as a large employer of full-time and part-time individuals and in support of Canada’s Reserve Force;

THEREFORE BE IT RESOLVED THAT the City of Saskatoon has accordingly decided to extend its support to the constituent elements of the Reserve Force, subject to other government operational requirements, by allowing its employees to take unpaid leave to serve as reservists in the Canadian Forces.”

**6. Light Display in Celebration of
Canadian Light Source Synchrotron Grand Opening
(File No. CK. 600-1)**

RECOMMENDATION: that the Administration be authorized to install a temporary light display at City Hall during the week of October 18 – 22, 2004, at an approximate cost of \$10,000, plus GST, to be funded from the General Government account.

ADOPTED.

In celebration of the Canadian Light Source Month and grand opening of the Synchrotron on October 22, 2004, and, in recognition the City of Saskatoon's significant investment in the synchrotron, your Committee is recommending that a temporary light display be installed at City Hall during the week of October 18 – 22, 2004. The University of Saskatchewan will contribute to the cost of the installation, and the City's cost will be approximately \$10,000 plus GST."

Moved by Councillor Dubois, Seconded by Councillor Heidt,

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

CARRIED.

ENQUIRIES

**Councillor D.L. Birkmaier
Lane Upgrading and Maintenance
(File No. CK. 6315-1)**

Would the Administration please prepare a report, prior to operating budget deliberations, that identifies the condition of lanes, the cost of upgrading and the annual operational costs of maintenance.

Would the report also include safety (i.e. overgrown trees, broken fences, etc.).

Councillor T. Paulsen

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**Pet Licensing
(File No. CK. 151-15)**

- 1) Could the Administration please report on the feasibility of changing the minimum age of pet licensing to six months instead of four months.
- 2) Could the Administration please report on the feasibility of changing the material used to make the animal identification tags. I have received numerous complaints that the information on the tags wears off after six months and turns their pets' fur green. If we are going to require tags and licenses for identification purposes, they should at least serve that purpose.

**Councillor B. Dubois
Feasibility of Installing Traffic Lights – Egbert at 108th Street
(File No. CK. 6300-1)**

Would the Administration please report on the feasibility of installing a set of lights on Egbert Avenue at 108th Street to complement the existing set of lights on 108th Street.

**Councillor G. Wyant
Cost Analyst – Construction of New Soccer Centre
(File No. CK. 4110-30)**

Would the Administration please report on the engagement of a Cost Analyst, respecting the construction of the new Soccer Centre, independent of Saskatoon Soccer and independent of their Project Manager to protect the interest of the City of Saskatoon having regard to our experience in engaging such individuals.

**Councillor G. Wyant
Possible Implementation of Holding Designation
Annexation of Akzo Nobel
(File No. CK. 4060-1)**

Would the Administration please report on the zoning alternatives with respect to the property to be annexed relative to Akzo Nobel and in particular, amending the zoning to add a holding designation to this property as a means of restricting further heavy industrial development or industrial expansion on this site.

**Councillor G. Wyant
Silverwood Industrial Area – Akzo Nobel
(File No. CK. 4125-1)**

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Would the Administration please report on the net effect on the cost to provide infrastructure to the Silverwood Industrial Area by the amount to be paid by Akzo Nobel in respect of annexation of their property by the City. In particular, what would be the amount of land in the Silverwood Industrial Area that would not need to be sold and still see the City respect the “pay as you go” philosophy relative to infrastructure development.

**Councillor O. Fortosky
Possible Ban on Pitbulls
(File No. CK. 152-4-2)**

Would the Administration please report on what is being done in other jurisdictions regarding Pit Bull bans and what alternatives we may have at doing something similar in Saskatoon.

INTRODUCTION AND CONSIDERATION OF BYLAWS

Bylaw 8352

Moved by Councillor Dubois, Seconded by Councillor Penner,

THAT permission be granted to introduce Bylaw No. 8352, being “The St. John’s Anglican Cathedral Heritage Designation Bylaw, 2004”, and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Dubois, Seconded by Councillor Neault,

THAT Bylaw No. 8352 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Dubois, Seconded by Councillor Heidt,

THAT Council go into Committee of the Whole to consider Bylaw No. 8352.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8352 was considered clause by clause and approved.

Moved by Councillor Dubois, Seconded by Councillor Wyant,

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

CARRIED.

Moved by Councillor Dubois, Seconded by Councillor Alm,

THAT permission be granted to have Bylaw No. 8352 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Dubois, Seconded by Councillor Paulsen,

THAT Bylaw No. 8352 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 Dubois,

THAT the meeting stand adjourned.

CARRIED.

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The meeting adjourned at 10:00 p.m.

Mayor

City Clerk