

Council Chamber
City Hall, Saskatoon, Sask.
Monday, December 2, 1991,
at 7:00 p.m.

MINUTES OF REGULAR MEETING OF CITY COUNCIL

PRESENT: His Worship Mayor Dayday in the Chair;
Aldermen Hawthorne, Mostoway, Penner, Thompson, Waygood,
Mann, McCann, Cherneskey and Birkmaier;
City Commissioner Irwin;
A/Director of Planning and Development Cope;
Director of Works and Utilities Gustafson;
Director of Finance Richards;
Assistant City Solicitor Dirauf;
City Clerk Mann;
Secretary Sproule

Alderman Penner excused himself from the meeting at 11:25 p.m. following consideration of Item No. 4a) of "Unfinished Business."

Alderman McCann acknowledged the presence in the gallery of the 62nd Silverwood Heights Boy Scout Troop.

PRESENTATION

His Worship Mayor Dayday and a representative of I.B.E.W. presented Trevor Heppler with the Joint City of Saskatoon/I.B.E.W Scholarship. His Worship the Mayor expressed his congratulations on behalf of Council, and noted that Mr. Heppler is an Engineering student at the University of Saskatchewan.

PRESENTATION

His Worship Mayor Dayday and a representative of the Firefighters, Local 80, presented Damon McDonald with the Budz-Guenter Memorial Scholarship. His Worship the Mayor expressed his congratulations on behalf of Council, and noted that Mr. McDonald is enrolled in the Medical Laboratory Technology Course at Kelsey Institute.

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Moved by Alderman Penner, Seconded by Alderman Hawthorne,

THAT the minutes of the regular meeting held on Monday, November 18, 1991, be approved.

CARRIED.

Alderman Cherneskey rose on a matter of procedure and indicated that it was his intention to refer Item No. 4d) of "Unfinished Business" dealing with the Tendering Process Policy, to the Legislation and Finance Committee, and suggested that Council bring forward the matter at this time for consideration.

His Worship Mayor Dayday indicated that interested parties would be in attendance later in the evening and therefore noted Alderman Cherneskey's intention and ruled that the matter would be considered in the sequence set out in the "Order of Business."

COMMUNICATIONS TO COUNCIL

A. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

**1) L. M. (Linda) Walker, Director of Administration
Yellowhead Highway Association, dated November 12**

Submitting 1992 membership invoice in the amount of \$14,069.84. (File No. CK. 155-5)

RECOMMENDATION: that the 1992 Yellowhead Highway Association membership fee be paid.

Moved by Alderman Cherneskey, Seconded by Alderman Mann,

THAT the information be received and referred to the Legislation and Finance Committee.

CARRIED.

2) Debi Farrow, President

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Silverwood Heights Community Association, dated November 18

Expressing appreciation for reports received with respect to the explosion at the Saskatoon Chemical Plant. (File No. CK. 375-1)

RECOMMENDATION: that the information be received.

Moved by Alderman Mann, Seconded by Alderman Birkmaier,

THAT the information be received.

CARRIED.

**3) Marlene Hall, Secretary
Development Appeals Board, dated November 19**

Submitting Notice of Development Appeals Board hearing re conversion of five-unit dwelling into six-unit dwelling - 809 Clarence Avenue South. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Moved by Alderman Penner, Seconded by Alderman Cherneskey,

THAT the information be received.

CARRIED.

**4) Ken Suppes, President
North Saskatoon Business Association, dated November 18**

Commenting re Economic Development mission by Civic administration to Toronto. (Tabled by Alderman Thompson at the November 18, 1991, Council Meeting) (File No. CK. 3500-1)

RECOMMENDATION: that the letter be received and referred to the Administration for a report.

Moved by Alderman Mostoway, Seconded by Alderman Cherneskey,

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

CARRIED.

**5) Jackie Foord, Provincial Fundraising Co-ordinator, Sask. Division
Multiple Sclerosis Society of Canada, dated November 19**

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Requesting Council to proclaim the month of May as M.S. Month in Saskatoon. (File No. CK. 205-5)

RECOMMENDATION: that His Worship the Mayor be authorized to proclaim the month of May as M.S. Month in Saskatoon.

Moved by Alderman Birkmaier, Seconded by Alderman Waygood,

THAT His Worship the Mayor be authorized to proclaim the month of May as M.S. Month in Saskatoon.

CARRIED.

**6) Judy Samuelson, Ministerial Assistant
Minister of Parks and Renewable Resources, dated November 20**

Acknowledging receipt of communication re Dutch Elm Disease. (File No. CK. 4200-1)

RECOMMENDATION: that the information be received.

Moved by Alderman Penner, Seconded by Alderman Waygood,

THAT the information be received.

CARRIED.

**7) Jean Toews, Marketing Director
Midtown Plaza, dated November 20**

Expressing appreciation for the City's support for the second Santa Claus Parade. (File No. CK. 205-1)

RECOMMENDATION: that the information be received.

Moved by Alderman Hawthorne, Seconded by Alderman Mostoway,

THAT the information be received.

CARRIED.

**8) Saskatchewan Committee, National Access Awareness Program
Regina Beach, Sask., undated**

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Submitting newsletter entitled "Access Awareness." (File No. CK. 247-1)

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

Moved by Alderman Penner, Seconded by Alderman McCann,

THAT the information be received and referred to the Administration.

CARRIED.

**9) Marlene Steingart
Martensville, Sask., dated November 26**

Commenting re declaration of Boxing Day as a civic holiday. (File No. CK. 184-2-6)

RECOMMENDATION: that the letter be received and considered with Clause 2, Report No. 40-1991 of the Legislation and Finance Committee.

Moved by Alderman Cherneskey, Seconded by Alderman McCann,

THAT the letter be received and considered with Clause 2, Report No. 40-1991 of the Legislation and Finance Committee.

CARRIED.

**10) Gloria V. Pryma, Executive Director
The Mall at Lawson Heights, dated November 27**

Commenting re declaration of Boxing Day as a civic holiday. (File No. CK. 184-2-6)

RECOMMENDATION: that the letter be received and considered with Clause 2, Report No. 40-1991 of the Legislation and Finance Committee.

Moved by Alderman Cherneskey, Seconded by Alderman McCann,

THAT the letter be received and considered with Clause 2, Report No. 40-1991 of the Legislation and Finance Committee.

CARRIED.

11) His Worship Mayor Dayday, dated November 28

Advising Council of Fit Trek 1992. (Files CK. 205-1 and 277-1)

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RECOMMENDATION: that the information be received.

Moved by Alderman Penner, Seconded by Alderman Mann,

THAT the information be received.

CARRIED.

**12) Charleen M. Hill
Concept Unique, dated November 28**

Requesting permission to address Council re Boxing Day store openings. (File No. CK. 184-2-6)

RECOMMENDATION: that the letter be received and considered with Clause 2, Report No. 40-1991 of the Legislation and Finance Committee.

Moved by Alderman Mostoway, Seconded by Alderman McCann,

THAT the letter be received and considered with Clause 2, Report No. 40-1991 of the Legislation and Finance Committee.

CARRIED.

**13) Robert N. Honsberger, Land Manager
Cairns Developers, dated November 29**

Commenting re 1991 Prepaid Rates. (File No. CK. 4216-1)

RECOMMENDATION: that the letter be received and considered with Clause 10, Report No. 30-1991 of the Works and Utilities Committee.

Moved by Alderman Penner, Seconded by Alderman Waygood,

THAT the letter be received and considered with Clause 10, Report No. 30-1991 of the Works and Utilities Committee.

CARRIED.

B. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

**1) Dianne Nemeth, Assistant City Clerk
City of Lethbridge, dated November 13**

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Commenting re issues affecting the regional airline industry. Referred to the Legislation and Finance Committee. (File No. CK. 7000-2)

**2) Jake Peters and others, Representing Hired Truck Operators
#17 - 1739 Avenue D North, dated November 20**

Submitting brief re purchase of city tandems versus hiring out. Referred to the Director of Works and Utilities for a report to the Works and Utilities Committee. (File No. CK. 1000-5-1)

**3) James W. Knight, Executive Director
ECM, dated November 5**

Requesting Council to give consideration to the possibility of a group contract for purchasing of specific Canada Post Services. Referred to the Director of Finance. (Files CK. 155-2 and 350-1)

4) Multiculturalism and Citizenship Canada, undated

Submitting brochure entitled "If You Don't Stop Racism, Who Will." Referred to the Race Relations Committee. (File No. CK. 100-10)

**5) Bruce R. Sestak
1104 13th Street East, undated**

Submitting Petition for Local Improvement for Curb to be placed along McKinnon Avenue (East Side) between 13th Street and lane south of 13th Street. Referred to the Director of Works and Utilities. (File No. CK. 4140-1)

**6) Janice Mann
City Clerk, dated November 27**

Submitting information re Notice of Non-Conformity at 201 Avenue F South. Referred to the Administration (Planning Department). (Files CK. 187-7 and 530-1)

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**7) His Worship Mayor Dayday, Chairman
Board of Police Commissioners, dated November 25**

Submitting policy re Police Facilities Major Repairs & Renovations Reserve. Referred to the Director of Finance. (File No. CK. 1711-2)

RECOMMENDATION: that the information be received.

Moved by Alderman Mann, Seconded by Alderman Hawthorne,

THAT the information be received.

Alderman Thompson tabled a copy of "Today's Trucker" with the City Clerk and requested that the document be forwarded to the Works and Utilities Committee for consideration with Item No. B2) of "Communications."

IN AMENDMENT

Moved by Alderman Thompson, Seconded by Alderman Birkmaier,

AND THAT the Works and Utilities Committee be instructed to report to City Council regarding Item B2) of "Communications", and that the document entitled "Today's Trucker" be referred to the Works and Utilities Committee.

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

REPORTS

City Commissioner Irwin submitted Report No. 32-1991 of the City Commissioner;

Alderman Penner, Chairman, presented Report No. 34-1991 of the Planning and Development Committee;

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Alderman Cherneskey, Chairman, presented Report No. 40-1991 of the Legislation and Finance Committee;

Alderman Mann, Member, presented Report No. 30-1991 of the Works and Utilities Committee;

Mr. D. F. Robertson, Chairman, presented Report No. 3-1991 of the Municipal Heritage Advisory Committee;

Alderman Thompson, Chairman, presented Report No. 9-1991 of the Personnel and Organization Committee;

His Worship Mayor Dayday, Chairman, presented Report No. 11-1991 of A Committee of the Whole Council;

Mr. D. Bicknell, Chairman, presented Report No. 2-1991 of the Economic Development Board.

Moved by Alderman Hawthorne, Seconded by Alderman Penner,

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

- a) Report No. 32-1991 of the City Commissioner;*
- b) Report No. 34-1991 of the Planning and Development Committee;*
- c) Report No. 40-1991 of the Legislation and Finance Committee;*
- d) Report No. 30-1991 of the Works and Utilities Committee;*
- e) Report No. 3-1991 of the Municipal Heritage Advisory Committee;*
- f) Report No. 9-1991 of the Personnel and Organization Committee;*
- g) Report No. 11-1991 of A Committee of the Whole Council; and*
- h) Report No. 2-1991 of the Economic Development Board.*

CARRIED.

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His Worship Mayor Dayday appointed Alderman Hawthorne as Chairman of the Committee of the Whole.

Council went into Committee of the Whole with Alderman Hawthorne in the Chair.

Committee arose.

Alderman Hawthorne, Chairman 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. 32-1991 OF THE CITY COMMISSIONER

Section A - Works and Utilities

**A1) Request for a Disabled Person's Loading Zone
924 - 4th Avenue North
(File No. CC 6145-1)**

Report of the City Engineer, November 27, 1991:

"The Engineering Department has received a request from Mr. M. LaPlante, resident of 924 - 4th Avenue North, for a 'Disabled Person's Loading Zone' on the east side of 4th Avenue in front of his home. Mr. M. LaPlante is a disabled veteran with limited mobility. Frequently, the resident of adjacent properties park in front of his home making access to and from his transportation difficult.

The Engineering Department has reviewed the request and proposes that a 'Disabled Person's Loading Zone' be installed on the east side of 4th Avenue as shown on attached Plan No. H6-8F. The loading zone conforms to City guidelines with respect to 'Disabled Person's Loading Zones', in which case no fee is assessed for its installation."

RECOMMENDATION: that a 'Disabled Person's Loading Zone' be installed on the east side of 4th Avenue in front of 924 - 4th Avenue North as shown on attached Plan No. H6-8F.

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ADOPTED.

**A2) School Signing Replacement - Holliston School
(File No. 6280-3)**

Report of the City Engineer, November 25, 1991:

"The Engineering Department has received a request from the Saskatoon Board of Education to review the signing at Holliston School. The review has been completed and it is proposed that the existing signing be replaced and modified as it is deteriorated and is not consistent with present standards.

The investigation procedure for this school included:

- the preparation of a plan of the existing signing,
- a site meeting between representatives of the Engineering Department, the School Board, the Principal of the school involved and the Traffic Section of the City Police.

Based on the results of this investigation, a new school signing plan was formulated using the School Signing Guidelines and the needs of this particular school.

The signing required to improve pedestrian and traffic safety at this school is indicated on Plan No. K10-2A and is described briefly below. The signing changes will affect the north side of 3rd Street, the east side of Louise Avenue and the south side of 5th Street. All of the proposed restrictions are adjacent to school property. It should be noted that the north entrance of the school is used primarily by students, that the main school entrance is used as the business entrance and is not used by students, and that the south entrance is used primarily by staff and the students using the school buses.

With these considerations in mind, it is proposed that the following signing be installed:

On 3rd Street (from East to West)

- a 'No Parking' zone at the east driveway into the staff parking lot,
- a school bus loading zone from this 'No Parking' area to the west driveway,
- a 'Parking 5 - Minute, 0900 - 1700, Monday to Friday' restriction on the remainder of the school frontage with the exception of a 'No Parking' area near the intersection of 3rd

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Street/Louise Avenue.

On Louise Street

- a 'Parking 5-Minute, 0900 - 1700, Monday to Friday' restriction on all of the school frontage from 3rd Street/Louise Avenue and 5th Street/Louise Avenue.

On 5th Street (from West to East)

- a 'Parking 5-Minute, 0900-1700, Monday to Friday' restriction on the school frontage with the exception of a 'No Parking' area near the intersection; and,
- a 'No Stopping' zone at the main students entrance. This ensures visibility for pedestrians crossing from the school into Edmond Heights on the north side of 5th Street.

No residential frontage will be affected by the signing changes. All of the above changes have been reviewed and approved by the City Police and the Public School Board and conform to the present City policy with respect to school signing."

RECOMMENDATION: that the signing changes at Holliston School as shown on Plan No. K10-2A be approved.

ADOPTED.

Section B - Planning and Development

**B1) Enquiry -- Alderman Waygood (July 2, 1991)
Potential Conversion - Purchasing Department Building
(File Nos. CC 600-1 and 750-1)**

"Would the Administration please report on the potential conversion of the Purchasing Department's Building on 24th Street into a housing project."

Report of the City Planner, November 14, 1991:

"The aspect of land use issues has been examined in the Planning Department. In the long-term, the area north of 24th Street between 1st Avenue and Idylwyld Drive is considered suitable for a mix of residential, office, and retail uses. This significant change in land use (from warehousing,

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rail yards, retail/industrial uses) for the entire area is likely only to occur:

- a) when the CPR yards have been relocated;
- b) when 25th Street continues in a westerly direction to intersect with Idylwyld Drive; and,
- c) when the storm and sanitary trunk sewers in the area have been upgraded or replaced.

No formal timing for any of the above items has been given at this time.

In the meantime, the conversion of the Central Purchasing and Stores Department building to a residential land use would have to be made based on the present situation remaining for a number of years:

1. 24th Street is a busy street carrying a large number of trucks and heavy vehicles, especially those going to and from the City yards area. The traffic volume along 24th Street will drop considerably when 25th Street continues through to connect with Idylwyld Drive.
2. The proximity of the railway yards and the City Engineering yards.
3. The lack of services (open space, convenient food store, recreational facilities) in the area.
4. The mix of existing land uses -- warehousing, retail, and restaurants.
5. The need to upgrade the existing storm and sanitary sewers before any significant increase in demand can be accommodated. (This is the most serious concern.)
6. The zoning of this area is I.D.1 (light industrial). This zoning designation would have to change before any residential use could be made of the building.

The Central Purchasing and Stores Department building, however, is located in close proximity to the Central Business District and other industrial/retail/office districts (employment opportunities), and is close to city transit routes and the bus depot (for out of city travel).

The Planning Department has had a number of general enquiries over the past few years from people interested in redeveloping other buildings in this part of the City to residential uses (primarily the Rumley Building), however, no proposals have been forthcoming. The conversion of the Central Purchasing and Stores Department building for residential occupancy may be the catalyst that will commence the process of land use change in this part of the city.

Finally, in this review, the Planning Department considered other areas of the city in close proximity to the Central Business District to determine if there was a more appropriate location for such a proposal. While there are a number of other sites and/or buildings in and adjacent to the

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Central Business District which would be suitable for the proposed development, the cost of acquisition or the cost of construction (on vacant sites) may preclude development at this time."

RECOMMENDATION: that the information be received.

*IT WAS RESOLVED: 1) that the information be received; and
2) that the matter be referred to the Social Housing
Advisory Committee.*

**B2) Development Plan Amendment Z22/91
118 Witney Avenue South
For Information Only
(File No. CC 4110-3)**

Application: Z22/91
Applicant: Barbara C. Gessner for Kenton Cattell
Legal Description: Lot 10, Block 40, Plan No. G116
Location: 118 Witney Avenue South
Current Land Use Designation: Residential
Proposed Land Use Designation: Arterial Commercial
Date Received: November 7, 1991

The A/City Planner has received the above-noted application for amendment to the Development Plan which is being processed and will subsequently be submitted to City Council for its consideration.

RECOMMENDATION: that the information be received.

ADOPTED.

**B3) Subdivision Application #25/91
Steiger Crescent in the Erindale Neighbourhood
(File No. CC 4300-2)**

Report of the A/City Planner, November 22, 1991:

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"The following Subdivision Application has been submitted for approval:

Subdivision Application: #25/91
Applicant: Webster Surveys Ltd.
Legal Description: Part of Parcel PP, Plan No. 86-S-17947
Location: Steiger Crescent in the Erindale Neighbourhood

During its November 18, 1991, meeting, City Council considered the November 5, 1991, report of the City Planner concerning Subdivision Application #25/91 and adopted the following recommendation:

'that Subdivision Application #25/91 be approved subject to:

- a) the payment of \$1,000.00 being the required approval fee; and,**
- b) the owner granting an easement to the City of Saskatoon for surface storm drainage purposes, as shown on the Plan of Proposed Subdivision, of the most northeasterly 1.5 metres of Lot 6, and the most southwesterly 1.5 metres of Lot 7, all in Block 320.'**

Due to an oversight, the Planning Department's November 5, 1991, report excluded a third recommendation which would require the owner to enter into a Servicing Agreement with the City of Saskatoon as noted in the comments of the City Engineering Department. (The November 5, 1991, report of the City Planner is attached.)"

- RECOMMENDATION:**
- 1) that City Council rescind the previous approval of Subdivision Application #25/91 adopted at its meeting held on November 18, 1991; and
 - 2) that Subdivision Application #25/91 be approved subject to:
 - a) the payment of \$1,000.00 being the required approval fee,
 - b) the owner granting an easement to the City of Saskatoon for surface storm drainage purposes, as shown on the Plan of Proposed Subdivision, of the most northeasterly 1.5 metres of Lot 6, and the most southwesterly 1.5 metres of Lot 7, all in Block 320, and

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- c) the owner entering into a Servicing Agreement with the City of Saskatoon.

ADOPTED.

**B4) Subdivision Application #28/91
559, 563, 567 Pendygrasse Road
For Information Only
(File No. CC 4300-2-2)**

Subdivision Application: #28/91
Applicant: Land Manager
Legal Description: Lots 39, 40, and 41, Block 147, Plan No. 80-S-18197
Location: 559, 563, and 567 Pendygrasse Road
Current Zoning: R.2
Date Received: November 22, 1991

The A/City Planner has received the above-noted application for subdivision which is being processed pursuant to the subdivision regulations and will subsequently be submitted to Council for its consideration.

RECOMMENDATION: that the information be received.

ADOPTED.

**B5) A.L. Cole Site
435 Avenue A South
(File No. CC 4132-3)**

Report of the A/City Planner, November 27, 1991:

"During its October 7, 1991, meeting, City Council resolved in part:

- 1) that the property known as the A.L. Cole (Parcel K, Plan No. 63-S-

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01249) and pumphouse (Parcel Q, Plan No. 63-S-01249) sites be declared a nuisance because, in Council's opinion, the buildings in their ruinous and dilapidated state:

- a) **are dangerous to the health and safety of the public and the occupants of the buildings, and**
 - b) **substantially depreciate the value of other land or improvements in the vicinity;**
- 2) **that the City Solicitor be directed to advise the owner and persons having an interest in the A.L Cole and Pump-house sites of the date wherein Council will consider the making of an order to demolish all buildings on both sites;'**

On-site inspections have recently been carried out by staff of the Planning, Fire, Engineering, and Police Departments and the Saskatoon Community Health Unit. Reports of each are attached for City Council's consideration. The conditions found are similar to those reported to City Council at its meeting of October 7, 1991. Photographs are available for viewing in the Office of the City Clerk.

It remains the consensus of all departments that the conditions on this site are extremely hazardous and that action needs to be taken under Section 124 of The Urban Municipality Act."

- RECOMMENDATION:**
- 1) that the information be received; and
 - 2) that City Council consider, under Item No. 4a) of Unfinished Business, the matter of an Order for Demolition, as prepared by the City Solicitor, for the A. L. Cole Power Station and Pumphouse at 435 Avenue A South.

ADOPTED.

**B6) A. L. Cole Site
435 Avenue A South
(File No. CC 4132-3)**

Report of the City Solicitor, November 27, 1991:

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"City Council, at its meeting held on October 7, 1991, when considering this matter, resolved in part:

- 2) that the City Solicitor be directed to advise the owner and persons having an interest in the A. L. Cole and Pumphouse sites of the date wherein Council will consider the making of an order to demolish all buildings on both sites;**

We wish to advise that the owners and all persons interested in the two sites, including execution creditors, were served with notice of Council's meeting to be held on December 2, 1991. We also served Headway Management Ltd. with the notice. Headway has made an offer to lease the 'pumphouse' site for use as a restaurant.

We are enclosing a copy of the Title to both properties for Council's information.

A draft Order for Demolition has been prepared and forwarded to the City Clerk.

We trust this will be satisfactory."

- RECOMMENDATION:**
- 1) that the information be received; and
 - 2) that City Council consider, under Item No. 4a) of Unfinished Business, the matter of an Order for Demolition, as prepared by the City Solicitor, for the A. L. Cole Power Station and Pumphouse at 435 Avenue A South.

ADOPTED.

**B7) Subdivision Application #27/91
146/150 A. E. Adams Crescent
(File No. CC 4300-2)**

The following subdivision application has been submitted for approval:

Subdivision Application: #27/91
Applicant: H. A. Larson Surveys Ltd.
Legal Description: Lots 65 and 66, Block 923, Plan 78-S-15186
Location: 146 and 150 A. E. Adams Crescent

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The November 26, 1991, report of the A/City Planner concerning this application is attached.

- RECOMMENDATION:**
- 1) that City Council resolve that due to improved side yard access to the rear yards of both properties as a consequence of this subdivision proposal, the applicants be relieved from compliance with Section 15(3) of Subdivision Bylaw No. 6537; and
 - 2) that Subdivision Application #27/91 be approved.

ADOPTED.

**B8) Enquiry - Alderman Cherneskey (May 6, 1991)
Noxious Odours
401 Avenue L South
(File No. CC 375-l)**

Report of the A/City Planner, November 27, 1991:

"At its meeting on September 23, 1991, Council considered a report of the City Planner under Clause B10, Report No. 27-1991 of the City Commissioner. The City Planner's report provided City Council with an update on work undertaken by the Bunge Corporation and CN Rail on the remedial action at the soya meal loading area location at 401 Avenue L South.

Council adopted the following resolutions:

- 1) that the information be received and that the Administration submit to City Council a further status report on this matter before November 30, 1991; and
- 2) that the operators be contacted by letter and asked to effect the remedial action before November 30, 1991.'

The Planning Department contacted both CN Rail and the Bunge Corporation by letter dated October 4, 1991, and advised them of Council's resolutions. An inspection of the site on November

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18, 1991, indicated that an extension sleeve had been installed on the auger, but a number of the other items to be implemented were not apparent. A further letter was sent to both parties on November 18, 1991.

A letter dated November 25, 1991, has been received from Mr. John Sutherland, Manager, Industrial Development, CN Rail, Saskatoon, which states:

I wish to point out, however, that whenever required over the course of the past year, unloading operations on windy days has been curtailed, the non-toxic chemical that retards bacterial development has been applied, and equipment has been brought in to clean up the site whenever a spillage occurred. This, in fact, addresses a total of four of the five undertakings that were made.

The fifth, enlarging the concrete pad to facilitate clean-up, has not been done. This obviously requires a capital investment, which the operator of the site is reluctant to underwrite as long as his continued operations on the site are at the mercy of a single complaint.

I believe that both Bunge Corporation, the owners of the soya meal that is being handled, and IDW Trucking, the operators of the site, have made an excellent effort over the past six months in handling this product on this site. I have personally visited the site at least eight times, and on every occasion, the housekeeping has been excellent, with absolutely no odours present. In fact, I would be hard pressed to find any other Industrial Site in the City in such pristine condition.

I submit, through your office to Council, that the transfer operations on the site that have been demonstrated over the last six months have, in fact, met the condition of the zoning; and therefore, Bunge Corporation and IDW Trucking should be permitted to continue their operations in this manner. In the event that future operations on this site result in odours sufficient to cause bonafide nuisance; I will have soya-meal transfer operations on this site discontinued. I ask only that I be permitted to accompany the inspector to the site.'

The site has been inspected on a number of occasions by staff of the Planning Department and it has been confirmed that the site has been clean. The Department has not received any complaints regarding this operation. The property owners and the operator are both well aware of the Zoning Bylaw restrictions for the use of the site and the Department will continue to make periodic inspections to ensure that the site is maintained in a tidy and clean condition.

Enforcement of the Zoning Bylaw regulations can be implemented should the use become a nuisance at any time in the future."

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RECOMMENDATION: that the information be received.

*IT WAS RESOLVED: 1) that the information be received; and
2) that a further report be received in July, 1992.*

Section C - Finance

**C1) 1992 Capital Budget
(File No. CC 1702-1)**

Attached for City Council's information is the preliminary 1992 Capital Budget. The proposed budget this year totals \$44,953,000, compared to \$34,671,000 in 1991. Included in the budget is a financing strategy which will allow the twinning of Circle Drive from 22nd Street to 33rd Street to proceed in 1992.

In reviewing all the projects, the Administration developed the following criteria for evaluation. The key priorities were:

- health and safety
- inner-city development/redevelopment
- job creation opportunities
- maintaining infrastructure
- organizational efficiencies/effectiveness

Using these priorities the Administration then ranked the proposed 1992 capital projects.

RECOMMENDATION: that the preliminary 1992 Capital Budget be referred to the Capital Budget review session scheduled for December 9, 1991, at 7:00 p.m.

ADOPTED.

**C2) Signing Authority - Bylaw
(File No. 1660-2)**

Report of the City Treasurer, November 19, 1991:

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"The re-organization which was recently undertaken in the Department makes it necessary to amend Bylaw Nos. 6811 and 7034. The City Treasurer receives authority from Bylaw No. 6811, to establish certain bank accounts and establishes the authorized signing authorities for these accounts. Bylaw No. 7034, provides for other municipal employees to sign cheques on City of Saskatoon bank accounts when the Treasurer is temporarily absent or otherwise unavailable to sign cheques.

In this regard, it is necessary to change the titles of the individuals who are now authorized to sign cheques in the event the Treasurer is temporarily absent, and also to include an additional official to the authorized list. Thus, 'Treasurer' shall mean the Treasurer of the City of Saskatoon, and in the event the Treasurer is temporarily absent, shall include:

- (a) The Revenue Collections Manager of the City of Saskatoon;
- (b) the Accounting Control Manager of the City of Saskatoon;
- (c) the Customer Services Manager of the City of Saskatoon;
- (d) the Treasury Systems Manager of the City of Saskatoon."

RECOMMENDATION: that the City Solicitor be instructed to prepare a bylaw amending Bylaw No. 6811 and Bylaw No. 7034 to reflect the above changes.

ADOPTED.

**C3) Investments
(File No. CC 1790-3)**

Report of the Investment Services Manager, November 21, 1991:

"With the approval of the Investment Committee, the attached list indicates purchases and sales for the City's various funds."

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

ADOPTED.

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**C4) Discounts on Current Taxes - 1992
 (File No. CC 1920-2)**

Report of the City Treasurer, November 19, 1991:

"The following sets out recommended discounts for the prepayment of 1992 taxes (and the comparative 1991 rates):

<u>Payments Made In</u>	<u>Proposed 1992</u>		<u>Actual 1991</u>		<u>Equivalent Interest</u>
	<u>Discount Rate</u>	<u>Equivalent Interest Rate</u>	<u>Discount Rate</u>	<u>Equivalent Interest Rate</u>	
January	2 %	4.90%	3 ½%	8.70%	
February	1½%	4.56%	2¾%	8.48%	
March	1%	4.04%	2%	8.16%	

This recommendation is based on an analysis of current interest rates and of rates available for short-term investments at various financial institutions. The proposed 1992 rates are lower than those offered in 1991, and reflect the general decrease in short-term interest rates that has occurred over the past year.

The Investment Committee has reviewed the proposed rates and believes that they are realistic under present circumstances. While the discount rates are designed to encourage tax prepayments, it should be remembered that for many taxpayers a comparison of the effective interest rates, arising from the proposed discount and actual short-term interest rates applying to invested funds, is not necessarily valid. This is because the 'discount return' on a tax prepayment is not subject to personal income taxation."

Report of the City Solicitor, November 25, 1991:

"In accordance with the request of the Director of Finance, we have prepared Bylaw No. 7261. The Bylaw provides for the discounts for early payment of the 1992 property taxes as shown in the Bylaw."

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- RECOMMENDATION:**
- 1) that City Council approve discount rates for prepayment of the 1992 taxes of two percent (2%) for payments made in January, one and one-half percent (1½%) for payments made in February, and one percent (1%) for payments made in March; and
 - 2) that City Council consider Bylaw No. 7261, at this meeting.

ADOPTED.

**C5) Tax Exemption for 1992 Tax Year
(File No. CC 1965-1)**

Report of the City Solicitor, November 25, 1991:

"In accordance with the instructions of Council on November 18, 1991, we have prepared Bylaw No. 7260 which exempts certain properties from property taxes for the year 1992, to the extent provided for in the Bylaw.

Also included in the Bylaw is a 50% tax exemption for St. Anne's Residence as authorized by City Council."

RECOMMENDATION: that City Council consider Bylaw No. 7260, at this meeting.

- IT WAS RESOLVED:*
- 1) *that City Council consider Bylaw No. 7260, at this meeting;
and*
 - 2) *that the Legislation and Finance Committee be authorized to forward a resolution directly to SUMA on the matter of tax exempt properties.*

Section D - Services

D1) Routine Reports Submitted to City Council

<u>SUBJECT</u>	<u>FROM</u>	<u>TO</u>
Schedule of Accounts Paid \$3,626,456.77	November 5, 1991	November 13, 1991

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(File No. CC 1530-2)

Schedule of Accounts Paid \$4,682,253.89 (File No. CC 1530-2)	November 13, 1991	November 15, 1991
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Schedule of Accounts Paid \$3,911,853.40 (File No. CC 1530-2)	November 13, 1991	November 19, 1991
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Schedule of Accounts Paid \$1,126,153.36 (File No. CC 1530-2)	November 19, 1991	November 21, 1991
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Schedule of Accounts Paid \$3,029,148.02 (File No. CC 1530-2)	November 19, 1991	November 26, 1991
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RECOMMENDATION: that the information be received.

ADOPTED.

**D2) Appointment - Acting Director of Planning and Development
(File No. CC 4510-1)**

Mr. Ken Pontikes, the Director of Planning and Development, has been seconded to the Provincial Government for a three-month project. Ken will act as the Executive Director of a four-person committee reviewing the financial position of the Province of Saskatchewan.

We are proud that the Province recognized the quality of our employees by offering Ken this position, and it reflects well on all employees in our organization. It is anticipated that at the conclusion of the three-month project, Ken will be returning to his position as Director of Planning and Development.

In Ken's absence, Mr. Ron Cope, City Planner, will serve as the Acting Director of Planning and Development, effective November 22, 1991. I am confident that Mr. Cope's many years of

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experience and dedication will prove him to be a valuable asset to the City's administration during the absence of Mr. Pontikes.

RECOMMENDATION: that the information be received.

ADOPTED.

**D3) Police Fine Revenues
(File No. CC 1600-4)**

Police Fine revenues in 1991 are expected to fall well below estimates contained in the approved 1991 Operating Budget. In response, I asked the Manager of Audit Services to review the matter and provide an update on the status of Police Fine revenues, a projection to year-end, and the reason(s) for the projected shortfall.

Report of the Manager, Audit Services Department, November 25, 1991:

"The following report has been prepared in response to your request for information on projected revenue shortfalls associated with traffic tickets:

1991 Revenue Projection

The 1991 Operating Budget included provision for \$1.6 Million in Police Fine revenues. It now appears that, based on receipts to date, actual revenues will come in at around \$1.0 Million (\$600,000 short of this year's budget and \$200,000 short of last year's actuals). The decline in revenue is associated with:

- Introduction of a 7% fee by the Province to finance the new 'traffic ticket - operator's license' interface computer system.
- Introduction of a more accessible 'Fine Option' program.
- No increase in the number of traffic tickets issued.
- Decrease in the average revenue generated per ticket issued (even though fine rates have not been reduced).
- Six month delay in integrating traffic tickets with operators' licenses;
- A 'catch-up' charge by the Province for prisoner escort and security services.

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Actual revenues received to the end of September of this year total \$855,772, (last year's revenues to the end of September totalled \$880,339).

Last year, the City of Regina received \$1.6 Million in Police Fine revenues. Their revenues for 1991 are also substantially down from last year's actuals and from this year's budget of \$1.8 Million. To the end of September of this year, for example, they have received only \$743,000 in fine revenues.

7% Holdback

In 1991 the Province installed computer software and hardware to integrate unpaid traffic tickets into the operator licensing system administered by S.G.I.. At the same time, the Province passed an amendment to The Urban Municipality Act allowing them to deduct, from fine revenues due to the City, an amount (i.e. 7%) to compensate the Government of Saskatchewan for administering summary offence proceedings and enforcing the payment of fines. The 7% deduction came into effect February 1, 1991. Although the proposal to impose a 7% charge was discussed with civic officials prior to the legislation being changed, the City Comptroller was never invited to participate in these discussions. As a result, the impact was not reflected in the revenue estimates approved during the operating budget review.

Based on total fine revenues of \$1.34 Million projected to the end of this year (\$1.02 Million of which will accrue to the City), 7% amounts to a revenue loss to the City of approximately \$94,000.

Fine Option Program

Prior to 1991, work placements under the Fine Option Program, pertaining to traffic violations, were made through the courts. In 1991 the process was changed, no longer requiring court involvement in this process. Traffic ticket forms were revised and now include a 1-800 number that traffic violators can call to receive work placement. Since the Fine Option Program became more accessible and visible to the public, the number of tickets paid for through community service has increased by 45% (i.e. equal to 2% of the total number of tickets issued) resulting in a further loss of fine revenues to the City estimated at \$29,000.

In order to qualify to receive benefits from the work placement program, organizations must be non-profit or municipal, provincial, or federal government departments. They must not reduce their existing workforce to accommodate such placements. According to officials from the Department of Justice, over 100 organizations are currently on the approved list for work placements. Some of these organizations also receive direct financial support from the City under the City's Policy on 'Assistance to Community Groups'.

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Volume of Tickets Issued

Although the City has issued 4.6% more tickets to the end of October, all indications are that by year-end the total number will fall below last year's figures (26,879 in 1990 vs. 26,450 in 1991). This will result in a loss of approximately \$20,000.

During the first five months of this year the number of tickets issued was up 52% over the same period last year. Since June, however, the number has dropped consistently relative to comparable months in 1990. In October of this year, for example, 1,698 tickets were issued; in October of last year, 3,297 tickets were issued. According to the Police Department, the decline in tickets may be attributable to the fact that eight vacancies have occurred during the year and will not be filled until 1992. It is my understanding that the vacancies will result in approximately \$300,000 in salary savings in the Police Department for 1991.

The Police Department is currently considering selective enforcement as a more cost-effective strategy for reducing traffic accidents. This strategy will focus extensively on areas of the City experiencing the highest accident rates in terms of frequency and severity. Considerable attention will also be given to individuals who continue to operate vehicles while disqualified from driving; under Section 89(1) of The Highway Traffic Act the minimum fine for such offences is \$500 and the maximum \$2,000.

Future Police Fine budgets should be realistic and attainable and should reflect the current philosophy of the Police Department with regard to the issuance of traffic tickets. It is important to keep in mind that the mandate of the Department is to encourage responsible driving practices - not to generate revenues. The City Hall Administration, in preparing annual estimates, must maintain a close working relationship with the Police Department and the Board of Police Commissioners in order to ensure that the City's financial objectives (i.e. future Police Fine estimates) appropriately reflect the Police Department's philosophy regarding the issuance of traffic tickets.

Average Fine

The average fine paid by cash has decreased by \$3.10 over the past year (even though fine rates have not decreased). In 1990 the average fine paid was \$62.80; in 1991 it is \$59.70. For 1991 this translates into a revenue decline of approximately \$55,000.

One of the reasons for the decline is that in several cases, the Court assesses fines substantially below the minimum called for in provincial legislation. In one case, for example, an individual was charged eight times for failing to display a front license plate. The court set the fine at \$25 for each of five of the charges (even though the minimum required by legislation is \$40) and gave the

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individual a suspended sentence (no fine) on the eighth charge. Another case involved an individual being charged several times for driving while prohibited under The Highway Traffic Act, and being charged \$55 plus a surcharge of \$10 when the legislation requires such fines to be no less than \$100.

Fines relating to traffic violations are established through the November 1990 Regulations issued pursuant to The Highway Traffic Act and the City's Traffic Bylaw No. 7200 approved by City Council on June 17, 1991.

Integration With Operator License Renewal

The Province and the City did not begin to realize the anticipated incremental benefits from the new 'traffic ticket - operator's license' interface system until after July 1, 1991. Although the system was implemented on January 1st, the first licenses affected were those due July 1, 1991. As such, the revenues pertaining to any outstanding tickets issued in the first six months of this year, to individuals whose licenses were renewed prior to July 1, 1991, will not be received until they renew their licenses in 1992.

Outstanding tickets issued prior to January 1, 1991 have not and will not be processed through the new system; the previous 'traffic warrant' system will be used to collect the applicable revenues.

Catch-up Charge for Prisoner Escort and Security Services

Section 4.1 of the Regulations issued pursuant to Section 92(7.1) of The Urban Municipality Act states that:

"4.1 For the purpose set out in subsection 92(7.1) of the Act, the portion of fine revenues due to the following urban municipalities to be withheld as representing the cost to Saskatchewan of providing prisoner escort services or prisoner security services is:

- (a) in the case of the City of Regina, 28%;
- (b) in the case of the City of Saskatoon, 17%."

The unwritten policy and practice has been to charge the City a fixed amount of \$320,000 per year for prisoner escort and security services. For the period April 1, 1990, to March 31, 1991, (Province's fiscal year) the Province held back \$273,150 from fine revenues totalling \$1,515,016. They then added a further lump sum charge of \$46,850 in order to bring the annual total up to \$320,000. This additional charge effectively reduced the amount of revenues received by the City, in March of this year, by over \$40,000.

City Council should request the Province to amend the Regulations to have the holdback calculated as 'the lesser of 17% of total fine revenues or \$320,000'.

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Status of Traffic Warrants

Introduction of the new 'traffic ticket - operator's license' interface system has eliminated the need to issue warrants for unpaid traffic tickets issued after January 1, 1991. As mentioned previously, however, warrants will still be issued for unpaid tickets that were issued prior to that date. The elimination of traffic warrants was expected to generate the greatest overall benefit to the City by allowing the Police Department to reduce staff levels and/or to reallocate staff to monitor traffic violations (perhaps resulting in more traffic tickets) and/or to strengthen other programs in the Department and/or to launch new Police services.

The Police Department continues to receive a substantial number of traffic warrants each month. New warrants being issued pertain to traffic violations that took place in 1990, and years prior. According to the Police Department the last set of warrants received pertained to traffic violations dating back to November of last year. The Police Department should see the effects of the new system, in terms of reduced warrants, within the next two to three months. Until then, it will be necessary to maintain existing staff levels to clear the current backlog of warrants and to deal with those yet to come.

Conclusion

The City is unlikely to realize significant financial benefits from the new 'traffic ticket -operator's license' interface system unless the Police Department is able to:

- increase the volume of tickets issued and still be effective in achieving its mandate (i.e. encouraging responsible driving); and/or,
- decrease staffing levels in response to the elimination of traffic warrants."

- RECOMMENDATION:**
- 1) that the City Comptroller be included in any future discussions/review of proposed changes in Provincial legislation affecting or likely to affect the City's revenues and expenditures;
 - 2) that the issue of reallocating staff, due to elimination of traffic warrants, be referred to the Board of Police Commissioners;
 - 3) that the 1992 budget for Police Fine revenues be set at a more realistic level that reflects the constraints outlined in this report and the overall philosophy of the Police

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Department with regard to the issuance of traffic tickets;

- 4) that the City Hall Administration consult with the Board of Police Commissioners each year, prior to preparing the next year's Police Fine revenue estimates, for a realistic forecast of traffic ticket volumes;
- 5) that the Province be asked to provide, with future remittances, the total number of tickets being paid, the average amount of each paid ticket, and the total number and value of tickets settled through the "Fine Option Program" and other means;
- 6) that City Council request the Provincial Government to reduce the 7% administrative charge;
- 7) that City Council request the Provincial Government to amend the Regulations to have the prisoner escort and security service holdback set at the lesser of 17% of fine revenues or \$320,000; and
- 8) that City Council request the Saskatchewan Department of Justice to review the matter of the Court setting fines below the minimums required under The Highway Traffic Act and the City's Traffic Bylaw.

ADOPTED.

**D4) Study Re: Funding of Infrastructure Rehabilitation
(File No. CC 4140-5)**

Report of the City Comptroller, November 27, 1991:

"At its meeting of October 7, 1991, City Council, upon considering the above matter, resolved in part:

`that the City's External Auditor be contracted to prepare a proposal which would review the implications of policy changes in funding infrastructure replacements, considering both past and future strategies, and if in the review there appears to be some inequity, particularly in the 1990 policy change, the

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External Auditor make appropriate observations or comments.'

The City's auditor, Deloitte and Touche, was requested to provide the Administration with a report (copy attached) defining their understanding of the study and further, provide a detailed work plan, a profile of the project team, and the maximum fee required to complete the study. Based on the fees quoted, City Council is requested to approve the withdrawal of a maximum of \$58,000 (\$3,000 for the Phase One report and \$55,000 for the actual study) from the Infrastructure Reserve. Once this funding source has been approved, Deloitte and Touche will be instructed to proceed. A copy of the Phase One report has been forwarded to SCOUT."

RECOMMENDATION: that \$58,000 be withdrawn from the Infrastructure Reserve to finance the study re Funding of Infrastructure Rehabilitation.

ADOPTED.

**D5) Mutual Aid Agreements
City of Saskatoon Involvement
(File No. CC 270-1) _____**

Report of the Emergency Measures Coordinator, November 26, 1991:

"In January 1990, the Emergency Measures Coordinator prepared a report to Council regarding the Mutual Aid concept and the involvement of the City of Saskatoon in such agreements.

The purpose of Mutual Aid Agreements is to pool the resources of two or more municipalities in order to improve the emergency response capability for extraordinary emergencies.

For example, if a nearby municipality were to face an emergency situation that required expertise, manpower, or equipment that they did not possess, that municipality could ask the City of Saskatoon for assistance. Likewise, if we faced an emergency that stretched our capabilities, the City of Saskatoon could call on neighbouring communities to provide assistance.

This process is established through a formal document, duly signed by the City of Saskatoon and the elected representatives of other participating municipalities, and is commonly called a Mutual Aid Agreement.

The primary objectives for participating in Mutual Aid Agreements are:

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1. to ensure the availability of additional emergency assistance to Saskatoon if ever needed;
2. to recognize our willingness to provide the same to neighbouring communities if ever needed; and,
3. to itemize the conditions under which all such assistance will be provided or received.

Saskatoon EMO has made enquiries about our participation in the already established Mutual Aid Areas of Dundurn, North Saskatoon, and Eagle Creek. (See attached boundary map). All responses have been positive.

If Council indicates a desire to proceed, the EMO Coordinator will make representation to the EMO Control Committee of each respective area.

The next step would be ratification by Council and the formal signing of agreements.

It should be noted that joining any Mutual Aid Agreement requires the appointment of one of our elected officials to the EMO Control Committee of each agreement signed. There is no cost to join and any cost-sharing for equipment acquisition is at the discretion of the individual participating municipalities."

- RECOMMENDATION:**
- 1) that the Administration be instructed to prepare the
 - 2) that on completion of these discussions the Administration

ADOPTED.

REPORT NO. 34-1991 OF THE PLANNING AND DEVELOPMENT COMMITTEE

Composition of Committee

Alderman G. Penner, Chairman
Alderman K. Waygood
Alderman P. McCann

1. **A.L. Cole Site**
435 Avenue A South
(File No. CK. 4132-3)

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This report is to be considered during the public hearing on the above matter, as referenced under Item No. 4a) of Unfinished Business.

City Council considered Clause B6, Report No. 28-1991 of the City Commissioner on the above matter at its meeting held on October 15, 1991 and,

"IT WAS RESOLVED (in part): 4) that the matter be referred to the Planning and Development Committee and to the Municipal Heritage Advisory Committee for submission of any comments at the time of the public hearing."

Your Committee has obtained a legal opinion from the City Solicitor on who can be held responsible for the clean-up of the A.L. Cole Site. Attached is a copy of a memo dated November 21, 1991 from the City Solicitor in this regard.

RECOMMENDATION: that this report be brought forward as information for consideration under Item No. 4a) of Unfinished Business.

ADOPTED.

**2. Agreement - City of Saskatoon/Meewasin Valley Authority
Parcel C, Plan 85-S-42163
(Files CK. 181-1 and 297-1)**

Report of City Planner, November 6, 1991:

"When The Meewasin Valley Authority Act was amended in 1979, the land in question was deleted from Schedule A of the Act which describes the areas over which the Authority has regulatory jurisdiction. In 1985, the City of Saskatoon purchased Parcel C, Plan 85-S-42163, for urban development. This land lies immediately east of the Silverwood Golf Course and was created by a plan of subdivision in 1985. At the same time, Public Reserve Parcel PR1 was also created, but title was given to the Crown.

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On July 3, 1986, the City of Saskatoon and the Meewasin Valley Authority entered into an agreement whereby Parcel C, Plan 85-S-42163, was included in the Authority's Conservation Zone. The agreement did not include Public Reserve Parcel PR1.

In 1989, the Province of Saskatchewan passed legislation whereby individual municipalities may gain title to public reserve parcels, with these same parcels subsequently being known as a municipal reserve. On April 23, 1991, the City of Saskatoon gained title to Public Reserve Parcel PR1. A new title was raised in the name of the City of Saskatoon and is now referred to as Municipal Reserve MR1, Plan 85-S-42163."

Your Committee has considered this matter and

- RECOMMENDS:**
- 1) that the July 3, 1986 agreement between the City of Saskatoon and the Meewasin Valley Authority be amended to include MR1, Plan 85-S-42163;
 - 2) that the City Solicitor be requested to draft the necessary amending agreement; and
 - 3) that His Worship the Mayor and the City Clerk be authorized to execute the amending agreement under the Corporate Seal.

ADOPTED.

**3. Building Permit Activity
January 1 to November 1, 1991
(File No. CK. 425-1)**

Report of Director of Planning and Development, November 8, 1991:

"During its August 26, 1991, meeting, the Planning and Development Committee considered a report which provided a seven-month (January 1 to July 26) analysis of Saskatoon's construction activity (as measured by the issuance of building permits) for 1991, as compared to 1990. In order to update the Committee, the following report provides information on the city's building-permit activity for the ten-month period ending on November 1.

In preparing its estimates for this year's Operating Budget, the Planning Department anticipated that the full-year value of building permits would fall to \$140.0 million, as

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compared to an actual value of \$165.0 million in 1990 (a reduction of 27% in relation to the previous year's budget estimate). In the previous report on building-permit activity for the first seven months of this year, it was reported that the value of building permits which were issued during this period was 66% lower than the same period a year ago. As is indicated by the following table, the situation has improved after ten months of activity (i.e. the value is now 48% below the comparable period in 1990); however, this value still is well below the amount anticipated in preparing the 1991 Operating Budget:

Value and Number of Building Permits Issued, Saskatoon
 January 1 to November 1, 1991

	1990		1991	
	Number	Value (\$)	Number	Value (\$)
Residential	1,159	24,247,500	912	19,058,500
Apartments	27	10,969,000	47	8,893,500
Commercial	428	70,336,300	336	21,851,000
Industrial	72	6,680,000	42	4,984,000
Institutional	53	38,411,000	84	24,335,000
Other	<u>207</u>	<u>5,509,100</u>	<u>191</u>	<u>1,877,200</u>
Total	1,946	156,152,900	1,612	80,999,200

In the seven-month report, the Planning Department forecasted a yearend value of building permits of approximately \$98.0 million. After ten months of activity, the Department has slightly raised its forecast to \$99.8 million. (The new forecast is 40% below last year's actual value of construction and 29% lower than the value which was projected for the preparation of this year's budget.)

On a sectoral basis, the value of building permits for one- and two-unit dwellings, additions to existing dwellings, and private garages (i.e. the residential component of the preceding table) is currently 21% lower in 1991 than the value for the comparable period in 1991. This is an improvement over the seven-month forecast when the 1991 value of this category of building permits lagged the 1990 value by 30%. The Planning Department is anticipating a further improvement in this category, with the yearend value for 1991 being approximately 15% lower than the previous year.

The value of apartment construction (including housing projects) is currently 19% behind last year's amount. The Planning Department is forecasting that the value of this component will reach \$10.6 million by yearend which will represent only a 4% drop from the 1990 yearend figure (\$11.0 million).

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The value of commercial construction continues to be well below last year's amount. The 1990 figure included the value of permits which were issued for various shopping-mall expansions and renovations. After ten-months, the value of this component is almost 70% lower than a year ago.

As of November 1, 1991, the value of industrial building permits declined by 25%. It should be noted that while the construction of new facilities is down by 83%, the value of construction for additions to existing factories, warehouses, and manufacturing facilities is up by 49% (i.e. \$4,364,000 in 1991 versus \$2,934,000 in 1990).

The value of institutional permits is 36% lower for the first ten months of 1991. This decline can be attributed to a 56% drop in the value of permits in the 'hospitals and public buildings' category (\$33.7 million in 1990 versus \$17.6 million in 1991). Offsetting this somewhat is a 43% increase in the value of construction for educational buildings (\$3.6 million in 1990 versus \$5.2 million in 1991), of which a major contributor was the renovations undertaken at several local elementary and high schools.

The miscellaneous category (i.e. other permits) incurred a significant decrease in 1991 over 1990. Last year's figure included the building permits which were issued for construction at the City's water treatment plant and for a convent on Hilliard Street."

RECOMMENDATION: that the information be received.

ADOPTED.

**4. Mayfair Lawnbowling Club Inc.
Lease Agreement - Ashworth Holmes Park
(Files CK. 290-1 and 500-1)**

Report of General Manager, Leisure Services Department, November 7, 1991:

"During the 1991 lawnbowling season, the attached May 16, 1985, agreement between the City of Saskatoon and the Mayfair Lawnbowling Club Inc. expired. Based on discussions with the Mayfair Lawnbowling Club and the Civic Building and Grounds Department, the Leisure Services Department recommends that the expired agreement should be updated and renewed.

The agreement will allow the Mayfair Lawnbowling Club to use the land and building, which is located in Ashworth Holmes Park, for a five-year period. As part of this agreement, the Mayfair Lawnbowling Club shall be responsible (in part):

- 1) to pay all electrical, water and other utility charges associated with the Club's use of this property;

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- 2) to operate and maintain the building and land at the Club's expense;
- 3) to obtain the written consent of the City before making any structural alterations or additions to the building or land; and,
- 4) to assume sole liability for, and to indemnify the City against, all losses, damages, claims, or demands which may occur as a result of the Club's operation of the land or building or its actions.

The City Solicitor should be requested to prepare a new agreement for the Mayfair Lawnbowling Club Inc. which includes the above-mentioned points and that further reflects the rights and obligations of the Club and of the City of Saskatoon."

Your Committee has considered this matter and

- RECOMMENDS:**
- 1) that the expired May 16, 1985 agreement between the City of Saskatoon and the Mayfair Lawnbowling Club Inc. be updated and renewed (as outlined in the above report) for a further period of five years;
 - 2) that the City Solicitor be requested to prepare the necessary agreement; and
 - 3) that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

ADOPTED.

**5. Enquiry - Alderman Cherneskey (May 27, 1991)
Street Lighting
(File No. CK. 6300-1)**

City Council considered Clause A1, Report No. 20-1991 of the City Commissioner on the above matter at its meeting held on June 17, 1991 and

- "IT WAS RESOLVED (in part):
- 2) that the Planning and Development Committee review the matter of lighting

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standards in the core neighbourhoods and how they differ from some of the new areas, and the relationship of lighting standards to criminal activity;"

Report of City Planner, November 18, 1991 (excerpt):

"Differences in Lighting Standards in Core Neighbourhoods and New Areas

The June 7, 1991, report of the Manager, Electrical Distribution Department, states that:

'The degree of lighting in older areas, particularly residential, is to some extent dependent on the standards that were in place at the time... Street lighting systems and standards have evolved over the years and, as a result, some older local residential streets do not have the same degree of lighting as newer areas, although they are still adequate.'

The Relationship of Lighting Standards to Criminal Activity

A review of research and literature, undertaken by staff of the Planning Department, with respect to urban safety and crime prevention confirms that poor street lighting conditions, as well as other physical features, can create opportunity for crime. In general, poor lighting:

- a) reduces the probability that a criminal will be seen or identified while committing a crime,
- b) provides the opportunity to surprise potential victims,
- c) reduces the opportunity for potential victims to anticipate problems and choose the best course of action to avoid a potential incident, and
- d) creates the fear that deters citizen circulation and; therefore, reduces opportunity for casual surveillance by passers-by.

Also, as stated in the June 7, 1991, report of the Manager, Electrical Distribution Department:

'Protection of private property and land off the public street is not a design objective of street lighting... Security of private property and land is the responsibility of the property owner.'

Staff within the Planning Department's Building Standards Branch advise that presently

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there is no requirement in the Saskatoon Building Bylaw that any exterior lighting be installed. As the installation of exterior lighting is completely voluntary, the feasibility of including the requirement for exterior lighting on private property should be explored. Strategies to educate and encourage the public on the benefits of improved exterior lighting on personal and property security should also be undertaken.

Lighting conditions relate to the 'visibility' of a given location. Other features that relate to visibility are physical elements such as trees and buildings that can create concealed areas. Also, a location is not 'visible' if it is deserted and there is no one to witness or deter a crime.

While lighting standards are one of the design elements to consider when looking to improve the safety of an area, consideration must also be given to other physical and social strategies. The issue of providing additional lighting for the purpose of crime prevention must be balanced against cost and energy conservation and should be considered as one of, or together with, several design or management approaches to the problem.

Crime Prevention through Environmental Design

This is a recognized strategy towards crime prevention which includes both physical design and social/behavioral management approaches. The physical design approach includes architectural and urban planning techniques (eg. design buildings to deter illegal entry and avoid concealed areas, and design neighbourhoods to expand mixed land uses to increase the amount of pedestrian traffic). Management strategies include community, police, and social development programs such as Neighbourhood Watch, Block Parent, Business Watch, and other measures that address the social causes of crime.

In the past, police departments, courts, and correctional facilities have been held primarily responsible for the control and prevention of crime. Emphasis has been placed on the control of crime and the arrest and punishment of criminals in order to prevent further offenses and to provide an example that will deter other potential offenders. The majority of police officers patrol in vehicles the areas where crime is most likely to occur and importance is placed on the timely response to calls in order to apprehend an offender once a crime has been committed.

With increasing budget restraints and the recognition that police departments alone cannot control and prevent crime, many municipalities have now adopted strategies that involve other civic departments and community groups. Although efforts have primarily been directed towards making the city safer for more vulnerable groups (eg. women, children, the elderly), the end result will be a city that is safer for everyone. Brief summaries of some crime prevention initiatives undertaken in two Canadian cities, Toronto and Regina, are as

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follow:

Toronto

The Metro Action Committee on Public Violence Against Women and Children (METRAC) was established in 1984 by the Metro Toronto Council. METRAC works with urban planners, educators, legal and medical professions, police, violence survivors, community organizations and all three levels of government on a variety of policy, law reform, support service, research, and public education initiatives. Toronto City Council, in 1988, adopted 'The Safe City Report: Municipal Strategies for Preventing Public Violence Against Women'. The 1991 Official Plan for Toronto will include guidelines for safe open space and a range of shelter options in every neighbourhood for victims of family violence.

Regina

The Federation of Canadian Municipalities, and the Federal Departments of the Solicitor General and Justice co-hosted an international conference in Montreal on Urban Safety and Crime Prevention in October, 1989. The City of Regina was invited to make a presentation at this conference based on the city's policies of community-based policing, and initiatives on Indian and Metis issues, women's issues, accessibility, and hunger. The City of Regina adopted the policy of community-based policing in 1981 and established a municipal department of Social Development in 1986. In December 1989, City Council endorsed the following conclusions of the international conference held in Montreal:

- 1) The community is the focal point of crime prevention. Governments at all levels must nurture community based anti-crime efforts.
- 2) We must go beyond the response of our criminal justice system (police, courts, and corrections) if we are to prevent crime in our cities. Our response must be part of a long range approach and be responsive to immediate needs.
- 3) Crime prevention must bring together those responsible for housing, social services, recreation, schools, policing, and justice to tackle situations that foster crime.
- 4) Elected officials at all levels must show leadership and assume responsibility for crime prevention. Without this leadership our belief in community, quality of life, and human rights will be undermined.
- 5) Crime prevention must be supported by the whole society. Political leaders should

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encourage the development of solidarity among community members.

Subsequently, the project 'Regina: A Safe and Caring Community' was initiated and two local conferences on urban safety and crime prevention were held in 1990. Community working groups researched and provided reports on eleven related topic areas. The City of Regina is presently in the process of creating a Council on Urban Safety and Crime Prevention. Regina is implementing an ongoing strategy for urban safety through social and community development with the following objectives:

- a) establish partnerships to promote safety and crime prevention between the community, the three levels of government, local agencies, and Regina citizens,
- b) foster community participation and leadership in urban safety and crime prevention activities,
- c) develop public education programs on urban safety,
- d) prioritize and monitor the implementation of the recommendations produced at the Fall Conference and, in general, the recommendations coming from the community on an ongoing basis,
- e) continue research into issues involving anti-social behaviour, public attitudes and social structures, and
- f) develop further policy to enhance the promotion of safety and the prevention of crime in our community.

The City of Regina has received professional and financial support from the Federal Departments of Solicitor General and Justice for the 'Regina: A Safe and Caring Community' project.

City of Saskatoon Inter-departmental Meeting

A meeting of various civic officials was held August 1, 1991, to review the issue of lighting and public safety. The discussion led the group to the following conclusions:

- 1) Generally, improving lighting levels in the core neighbourhoods to the same standard as newer neighbourhoods would not necessarily reduce the rate of crime being experienced.

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- 2) Improved lighting levels in specific areas where criminal activity may be concentrated could reduce crime opportunities. This is likely to result in the reduction of offenses that are committed by 'opportunist' offenders and the dispersal of offenses that are committed by the 'committed' offender.
- 3) The specific areas where additional lighting is likely to reduce incidence of crime are still to be identified. This could best be accomplished by an in-depth study of crime in the neighbourhood(s) concerned and should involve the research of the type, location, and time of day of the offense, and the origin and anonymous profile of the offender. With this knowledge, the optimum design and/or management solutions could be applied. An example of a Parks and Recreation Study undertaken in Eugene, Oregon in the 1970's was discussed. This study included the computer mapping of the origin / destination of juvenile delinquents and the home locations of delinquents. This information was used to plan the locations of recreation facilities in the 'path' of offenders in order to provide recreational alternatives as a crime-prevention strategy. As a result of the study, the Eugene Police Department began to collect crime statistics in a manner consistent with on-going data requirements for computer analysis.
- 4) There are some situations along local streets in older residential areas where street lighting levels do not conform with current standards. Various upgrading and conversion projects have been undertaken over time to provide adequate lighting levels. Further upgrading measures would require additional funding or the reallocation of existing funding levels by City Council.

There are some conflicts between tree foliage and street lighting in the Core Neighbourhoods. Present budget allocation permits tree pruning on a one in twenty-year cycle city-wide. The horticultural standard is one in five years. The Civic Buildings and Grounds Department presently responds to all specific requests for tree pruning, and the public should be encouraged to alert the Civic Buildings and Grounds Department in cases where foliage is interfering with the effectiveness of street lighting.

- 5) Crime prevention through social development is the preferred long-term strategy as it can address the causes and predisposition of offenders, rather than just making an offender or victim difficult to find. Such a strategy would; however, require a long-term budgetary commitment from City Council.
- 6) Crime prevention is the responsibility of all individuals and institutions and not solely the responsibility of the Police Department. Thus support from residents, business, property owners, community organizations, community leaders, and politicians is required to identify needs and solutions to crime and public safety.

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- 7) Poor building design may contribute to crime opportunities. Examination of submitted building plans by the Police Department may assist in the identification of public safety concerns which would be forwarded to the property owner or builder as a suggestion for making commercial properties safer and more resistant to crime. The Police and Planning Departments will further investigate the need and feasibility of implementing an appropriate administrative process.
- 8) Public safety considerations in the Riversdale Neighbourhood will be directly addressed by the Planning Department with the Riversdale Community Association in the review of the Riversdale Core Neighbourhood Study and the Riversdale Business Improvement District in the preparation of the 20th Street Special Area Plan.

At a recent meeting of the Urban Design Committee, the issue of improved lane lighting in the 20th Street Commercial Area was discussed. While specific lighting needs and requirements have not as yet been identified, the Manager of the Electrical Distribution Department did indicate that an appropriate amount of funds be set aside within his Department's capital budget for improvements. Further analysis of lighting levels and discussions with the Riversdale B.I.D. and the Riversdale Community Association will be required to establish needs and costs for lighting improvements. It was also noted that the responsibility for the prevention of business break-ins rests primarily with individual businesses; whereas, the objective of the City's Lighting Program is to provide night time visibility for the safety and security of vehicular and pedestrian traffic."

Attached, as background information, is a copy of Clause A1, Report No. 20-1991 of the City Commissioner as referenced above.

- RECOMMENDATION:**
- 1) that the Business Improvement Districts be requested to explore, with their member businesses, the benefits of undertaking a self-funded security lighting program;
 - 2) that the Planning Department, with the assistance of the Electrical Distribution Department and the Crime Prevention Unit, be requested to report further on alternate strategies to educate and encourage the general public on the costs and benefits of improved exterior lighting on private property for personal and property security purposes;
 - 3) that the Planning Department be requested to report further on the need to include exterior lighting requirements within the City's Building Bylaw; and
 - 4) that the Planning Department and Police Department be

requested to jointly prepare the terms of reference, methodology, time frame, and budget for a Crime Prevention Study in Saskatoon that would utilize the Geographic Information System to analyze available crime statistics and that may qualify for funding from the Federal Departments of Solicitor General and Justice.

ADOPTED.

**6. Paddling Pools
Impact of Provincial Health Regulations
and
Parks and Recreation Levy
(Files CK. 613-1 and 1815-8)**

Report of General Manager, Leisure Services Department, October 31, 1991:

"During its April 10, 1991, special meeting, the Planning and Development Committee considered a status report on the impact on Saskatoon's paddling pools of the Provincial Government's new water-quality regulations. As a result of this report, the Committee recommended (and City Council approved on April 15, 1991):

`that the moratorium on the design and construction of additional neighbourhood outdoor water features be rescinded and that this action be taken on the understanding that:

- (a) the water quality in the existing paddling pools can continue to be maintained through a hand-chlorination approach, and
- (b) filtration and chlorination systems will only be required for newly-constructed paddling pools'.

In addition, the Planning and Development Committee passed the following resolution on April 10, 1991:

`that the Administration be requested to report further on how the City should proceed:

- (a) to design and develop outdoor water features in those neighbourhoods that do not currently have such facilities, and
- (b) to upgrade the existing paddling pools which are in need of major

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repairs or replacement.'

This report addresses the Committee's latter resolutions.

Design and Development of New Outdoor Neighbourhood Water Features

As a result of City Council's decision to lift the moratorium on the construction of new neighbourhood outdoor water features (eg. paddling pools), the City of Saskatoon has recommitted itself to the provision of a water-play component within its supervised neighbourhood playground program. This program forms part of the basic (i.e. tax-supported) leisure services which the City provides to a neighbourhood. By incorporating the water feature, the City's neighbourhood playground program includes the following program elements:

- creative water-play (splashing, floating, rippling, manipulating),
- 'cool down' (i.e. respite from the heat),
- discovery of the qualities of water (water familiarization),
- amusement,
- social interaction,
- wading, and
- opportunities to enhance sensory and motor skills.

Assuming that City Council approves sufficient budgetary funds, a playground program will be offered in 44 neighbourhood locations in 1992. However, in these locations, the following neighbourhoods will not provide a water-play component as part of their 1992 playground program because an on-site outdoor water feature is not available:

- Confederation Park (Parc Canada)
- Silverwood Heights (W.J.L. Harvey Park)
- Parkridge (Parkridge Park)
- Dundonald (Dundonald Park)
- Forest Grove (Les Kerr Park)
- Lakeridge (Crocus Park)
- Erindale North (Ernest Lindner Park)
- Silverspring (travelling playground proposed for 1992)
- River Heights (Robert Hunter Park; the community turned down a water feature; the playground program is presently provided adjacent to the Lawson Civic Centre)
- McNab Park and Dr. J. Valens (travelling playground sites)

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All of these neighbourhoods, with the exception of the McNab Park and Dr. J. Valens areas, are in neighbourhoods where the Parks and Recreation Prepaid Levy has been collected.

The Leisure Services Department has established a process for determining the order of development for new outdoor water features in the above-noted neighbourhoods and for involving the residents of these neighbourhoods in designing, within the requirements of the new Provincial Health Regulations, the facilities to meet the respective program desires of each neighbourhood. However, the following process will be applied after confirmation that sufficient funding is available within the prepaid-services accounts from which the respective water features will be financed.

a) Schedule for the Design and Development

The Leisure Services Department has determined that the design and development of new neighbourhood outdoor water features should be implemented in accordance with the order in which the neighbourhoods were developed and in which a permanent neighbourhood playground program was established. Furthermore, the Department is proposing that, within this prioritization process, the design and construction of each water feature should be done in the same year.

Consequently, in the prepaid-services portion of the forthcoming 1992 Capital Budget, the Leisure Services Department has identified the development of new neighbourhood water features for these neighbourhoods in accordance with the following timing:

Confederation -	1992	
Silverwood Heights -	1992	
Parkridge -	1992	
Dundonald -	1992	
Forest Grove -	1993	
Lakeridge -	1993	
Erindale North -	1993	
Silverspring -	1994	
River Heights -	1995	(not a priority as they turned down a water feature previously)

The preceding has taken into account the existence or the projected provision of a full-time supervised playground program.

b) Process for Program Design

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In response to the programming desires of the residents, the design of future neighbourhood outdoor water features may result in the provision of a paddling pool, a spray pool, or a combination thereof. The Community Development Branch of the Leisure Services Department will facilitate, in each neighbourhood, the program design of the water features through a public-participation process. This process will include public meetings and focus groups within each neighbourhood and will be organized in conjunction with the area's respective community association and schools.

In addition to considering the expressed desires of the residents, the design of the program for the water features in each neighbourhood will need to take into account the following:

- the demographic features of the neighbourhood, including future population trends (eg. different age groups wish to experience water play in different ways; a spray component provides a different experience than a paddling pool);
- interest in standing water for a wading and splashing play component where children can submerge, thereby offering greater respite from the heat than under a water-spray approach; and,
- the potential for neighbourhood cooperation in the program design (eg. the facility in one neighbourhood provides the wading-play component and the facility in an adjacent neighbourhood provides the spray- and manipulation-play component).

The Provincial Health Regulations require that all new outdoor water features must be designed so that the wading-play component is serviced by enclosed chlorination and filtration systems. As well, the Regulations require that all new paddling pools must be surrounded by 1.8 metre fences with lockable gates. In Saskatoon, the design of these water features must be approved by the Saskatoon Community Health Unit.

Taking into account the requirements of the new Provincial Health Regulations, the design and construction costs of a new neighbourhood outdoor water feature is estimated at \$155,000. This cost may vary slightly depending on the program design.

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Upgrading of Existing Paddling Pools

Existing neighbourhood outdoor water features will continue to operate under their present program design. There are, however, several existing sites in need of major repair or replacement in order to meet minimum acceptable health and safety standards.

The Civic Buildings and Grounds Department has assessed each playground and paddling pool to determine its life expectancy and the necessity for undertaking major repairs or replacement. For most of the sites, both the recreation-unit building and the paddling pool will require repair work.

a) Replacement of Recreation Unit Buildings and Paddling Pools

Five locations have been identified where both the recreation unit building and the paddling pool must be replaced. Under the Provincial Health Regulations, the replacement facilities will have to contain chlorination and filtration systems, as well as 1.8 metre fences and locked gates.

The locations and their life expectancy are as follows:

Thornton	-	1 year
North Park	-	2 years
Sutherland	-	2 to 3 years
Montgomery	-	3 years
Westmount	-	3 to 5 years

The total cost of undertaking the required paddling-pool and recreation-units' building replacements in the above-noted neighbourhoods is estimated to be \$1.28 million.

The proposed 1992 Capital Budget contains Project 1027 (Paddling Pools/Buildings -- Replacement) which incorporates a replacement schedule in accordance with the above-noted life-expectancy priorities. This Project has identified a provision for designing, in 1992, the replacement of the facilities in the Thornton Neighbourhood. However, due to insufficient funding, this Project has not been assigned a priority-ranking that is high enough, in the preliminary Capital Budget document, to allow this work to proceed in 1992. If City Council confirms this ranking, the Project will be deferred for, at least, one year and will be reconsidered in the 1993 Capital Budget.

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b) Repair of Recreation Unit Buildings and Paddling Pools

Several recreation-unit buildings and paddling pools at the following locations are expected to have a life expectancy of 3 to 10 years if major repairs are done immediately to the building's structures and roofs and to the paddling pools' basins and decks:

Adelaide Park -	3 to 5 years
College Park	- 3 to 5 years
A.H. Browne	- 5 to 10 years
Ashworth Holmes	- 5 to 10 years
Mount Royal	- 5 to 10 years
St. Andrews	- 5 to 10 years
Massey Place	- 5 to 10 years
Westview	- 5 to 10 years
Eastview	- 5 to 10 years
Greystone	- 7 to 10 years
Brevoort Park -	7 to 10 years
Harold Tatler	- 7 to 10 years
Avalon	- 7 to 10 years
Buena Vista	- 7 to 10 years
W.W. Ashley	- 7 to 10 years
Albert	- 7 to 10 years

The remaining locations will have a life expectancy of 10 to 15 years, providing that the recreation-unit building is repaired and/or the school remains available for the indoor component of the playground program:

Meadowgreen -	requires building repairs
Boughton	- requires building repairs
Optimist	- requires building repairs
Richmond Heights	- requires building repairs
Holliston	- requires building repairs
Pleasant Hill	- requires building repairs
East College Park	- uses school
Fairhaven	- uses school
Lakeview	- uses school
Lawson Heights	- uses school
Pacific Heights-	uses school
Wildwood	- uses school

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The proposed 1992 Capital Budget contains Project 1027 (Paddling Pools/Buildings -- Safety Concerns) which involves the one-time upgrading of the recreation-unit buildings and paddling pools in order to bring them up to acceptable health and safety standards. The estimated cost of this work is \$147,000 and the type of work that is required has been outlined in the attached Appendix A. This Project has been given a high enough priority-ranking to ensure that funding is available within the preliminary 1992 Capital Budget. Whether this work proceeds in 1992 will depend on City Council's confirmation of this ranking."

Your Committee has considered this report and supports the proposal to upgrade the recreation-unit buildings and paddling pools in order to bring them up to acceptable health and safety standards.

RECOMMENDATION: that the information be received, and that this report be brought forward for consideration during the 1992 Capital Budget review.

ADOPTED.

**7. Preliminary 1992 Capital Budget -- Project 973
Field House Floor - Replacement
(File No. CK. 612-2)**

Report of General Manager, Civic Buildings and Grounds Department, November 14, 1991:

"Introduction

The preliminary 1992 Capital Project contains the above-noted project concerning the replacement of the athletic floor in the Field House. The budget document identifies a financing strategy for this project, including the use of unexpended funds from previous years' budgets and a further contribution in 1992 from the Civic Buildings and Grounds Facilities Major Repair Reserve.

The purpose of this report is to provide a summary of the history of the Field House's flooring and recommendations for addressing the current problems. The information in this report outlines the factors which were taken into consideration in preparing the project and expenditures which have been identified in the preliminary 1992 Capital Budget document. The City Administration's recommendations have been developed in accordance with an investigation which was undertaken for the City by Cochrane Lavalin Inc., with geotechnical data provided by P. Machibroda Engineering Ltd.

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Background

The Field House was constructed in 1978-79 as part of the activities associated with hosting the Western Canada Summer Games which were held in July 1979. The design considerations for the Field House did not specify including a vapour barrier under the athletic area's floor. The reasoning behind this decision was that both the asphalt sub-floor and the selected athletic flooring could function without one.

The athletic-flooring material which was selected for the Field House was a product with the trade name of 'Regupol'. This product was manufactured in Germany from recycled rubber tires. It was supplied in large sheets and was glued to the underlying sub-floor which was constructed of asphalt paving and concrete.

Within a short period after the installation of the 'Regupol' flooring, problems developed between this material and the asphalt sub-floor. This resulted in the 'Regupol' being completely removed and reglued onto an upgraded asphalt sub-floor, at the flooring contractors' expense. At the same time, investigations were started to determine whether the high water-table at the Field House was affecting the installation of the 'Regupol'.

In 1984, the first piezometer was installed below the Field House's floor to monitor the groundwater levels within the building. Also, in 1984, a new wearing surface was applied to the 'Regupol' flooring, using a polyurethane coating with the trade name of 'Amerisport'. This product was intended to add both colour and texture to the athletic floor's surface and was expected to extend the useful life of the floor by at least five years.

Recent Investigations of the Field House's Floor

In 1989, P. Machibroda Engineering Ltd. was commissioned to prepare a comprehensive report on the groundwater problems at the Field House. Its report identified a trend towards a continuously rising groundwater table between 1979 and 1989 and concluded that a sub-floor drainage system could relieve the problem. No action was taken as a result of this report because it was felt that further monitoring of the existing piezometer should occur to confirm this trend.

In 1991, the Field House's floor was again scheduled for routine upgrading. City Council approved a \$245,000 project within the 1991 Capital Budget to repair the 'Regupol' flooring which had become loose or damaged and to apply another surface over the worn-out 'Amerisport'. In the process of evaluating resurfacing products for this floor, certain user groups at the Field House reported the existence of unforeseen defects in the tennis-court areas. To properly evaluate the concerns which were raised, it was decided to defer the approved capital project and to reschedule the resurfacing of the flooring until, at the earliest, 1992.

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In both June and July of 1991, while the investigation of the Field House's floor was underway, several breaks in the external water-line occurred and caused considerable flooding of this floor for a period of about three weeks. P. Machibroda Engineering Ltd. was commissioned to report on the damage caused by these breaks. Its report concluded that, at the time of these breaks, we also experienced the highest water-table level recorded to date and that the combination of these factors was responsible for the damage to the floor. On the basis of these observations, it was concluded that had the floor-resurfacing project (as was contemplated in the 1991 Capital Budget) been undertaken and completed prior to the flooding which occurred in June and July, considerable damage to the new (resurfaced) flooring would have occurred. This conclusion then prompted the City's Administration to investigate solutions to protect any future investments in the Field House's flooring from being damaged by a reoccurrence of similar events as had occurred in 1992.

Cochrane Lavalin/P. Machibroda Engineering Ltd. Report (September 1991)

Cochrane Lavalin Inc., in conjunction with P. Machibroda Engineering Ltd., were commissioned in August of 1991 to report on remedial requirements to effectively control the groundwater problems and to prepare recommendations and workable alternatives for upgrading the Field House's floor. The consultants' report has been attached for the Committee's consideration. In summary, the report recommends installing a continuous, horizontally-integrated drainage system to control the groundwater which is present under the floor.

The report also examines four possible floor structures to overlay the sub-surface drainage system. The four options can be summarized as follows and will essentially require the same sub-surface drainage systems:

- Option 1 - structural concrete floor on piles
- Option 2 - concrete floor slab on granular base
- Option 3 - asphaltic pavement on granular base
- Option 4 - asphaltic pavement on soil cement base

The following is a summary of the comments for each of the above-noted alternatives:

Option 1: Structural Concrete Floor on Piles

This option offers the greatest stability to the overall floor. However, this degree of stability far exceeds the levelness requirements of the Canadian Track and Field Association. Due to the substantially higher cost of this option, further detailed

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study and design preparation have not been pursued.

Option 2 Concrete Floor Slab on Granular Base

The concrete-floor option has a number of advantages over asphaltic concrete -- namely, its ability to better distribute concentrated loads and its ability to minimize localized settlement from point loading. The fluidity of concrete during the placement also offers a greater degree of levelness in the finished product. From an overall performance evaluation, this option offers the best service-potential for all activities that are currently undertaken at the Field House.

Option 3 Asphaltic Concrete on Granular Base

This option, with good workmanship, can provide the degree of levelness that meets the requirements of the Canadian Track and Field Association. However, other user groups such as tennis, have more stringent requirements which this option may not completely satisfy. The present athletic floor in the Field House is asphaltic concrete and has been a source of numerous complaints by some users due to the existence of minor variations which particularly affect their sport. There is also evidence of permanent depressions in the floor which were caused by static concentrated loads applied by a variety of users over the period that this floor has been in service. This option, although it is the cheapest, will place some limitations on the programs which can be carried out in this facility.

Option 4 Asphaltic Concrete on Soil Cement Base

This option has essentially the same characteristics as the asphaltic concrete on granular base, except that the deformation due to static loads will be minimized. The consultants' report points out that considerable time and care are necessary with this option in order to locate and to test for a suitable source of soil. The location of this source, together with the uncertainty of the overall process, makes the costing of this option too unreliable for serious consideration.

In addition to the above-noted analysis of the various options, the following cost estimates have been prepared:

Option 1 Structural Concrete Floor on Piles

Demolition and Excavation	\$126,180
Drainage system	118,380
Granular base	28,800

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Structural concrete and piles	501,800
Miscellaneous concrete items	18,000
Contingency	79,300
Design and material testing	<u>87,300</u>
Total	\$959,760

Option 2 Concrete Floor Slab on Granular Base

Demolition and excavation	\$126,180
Drainage system	118,380
Granular base	28,800
Concrete slab on grade	199,290
Miscellaneous concrete items	18,000
Contingency	49,125
Design and material testing	<u>54,000</u>
Total	\$593,775

Option 3 Asphaltic Pavement on Granular Base

Demolition and excavation	\$126,180
Drainage system	118,380
Granular base	34,200
Asphaltic concrete floor	79,800
Miscellaneous concrete items	18,000
Contingency	37,570
Design and material testing	<u>41,500</u>
Total	\$455,630

Option 4 Asphaltic Pavement on Soil Cement Base

Demolition and Excavation	\$111,180
Drainage system	118,380
Granular base	11,400
Soil cement base	87,000
Asphaltic concrete floor	56,940
Miscellaneous concrete items	18,000
Contingency	40,350

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Design and material testing	<u>55,000</u>
Total	\$498,250

Summary of the Options for the Floor's Sub-surface Drainage System

Option 1 Estimated cost \$959,760

This option is not recommended because the cost far exceeds the benefits that will be derived from this form of construction.

Option 2 Estimated cost \$593,775

This option is recommended because it offers the greatest number of advantages to satisfy all of the groups that are currently using the Field House. The slightly higher cost of this option can be justified by the fact that a concrete slab will out-perform an asphaltic concrete slab by approximately ten years. This would translate into a cost of \$13,815 for each additional year of service, thereby making this option very cost-efficient.

Option 3 Estimated cost \$455,630

This option is not recommended. Although it offers the lowest estimated cost, the weight limitations and quality control make this option unacceptable, if user satisfaction is to be considered. Our experience with the existing asphaltic concrete floor in the Field House would justify this conclusion.

Option 4 Estimated cost \$498,250

This option is not recommended. Although this option minimized the deformation due to static loads in the asphaltic concrete floor, the uncertainty in the sub-base preparation makes this option too unreliable for consideration.

Recommendations for Replacing the Athletic Flooring

Along with the installation of the sub-floor drainage system and the overlaying floor construction, consideration must also be given to the selection of a new athletic flooring

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surface. There are two types of flooring available for this purpose -- namely, preformed goods (which come in sheets and require gluing) and in-situ flooring (which is site mixed and poured into place). The Field House's present floor is an example of the preformed type of flooring, with which we have had problems concerning delamination and raised seams.

The most common products used for the poured-in-place type of flooring are polyurethanes. These products offer superior bonding characteristics, as well as excellent wearing qualities and come in a variety of colours and textures which can be designed to suit the specific area of use. The manufacturers of the polyurethane flooring recommend a 12 mm. thickness as a suitable thickness for the type of activities undertaken at the Field House.

References provided by clients who have installed polyurethane floors confirm that their performance and longevity is excellent. Based on these references, we would recommend this type of flooring for the Field House.

Floor Sub-surface Drainage and Replacement - Total Cost Summary

The total budget requirements for this project, based on the concrete slab (option 2) and the polyurethane flooring, are as follows:

Demolition and excavation	\$126,180	
Drainage system	118,380	
Granular base	28,800	
Concrete slab on grade	199,290	
Miscellaneous concrete items	18,000	
Contingency	49,125	
Design and material testing	<u>54,000</u>	
Total Cost - Drainage and Sub-Floor		\$593,775
Polyurethane flooring (5454 sq. m.)	\$396,225	
Temporary closures	6,000	
Consulting fees	20,000	
Overhead and contingency	<u>42,225</u>	
Total Cost - Polyurethane Flooring		<u>464,450</u>
Total Project Cost		<u>\$1,058,225</u>

The preceding floor-replacement approach and the associated costs have been incorporated into the preliminary 1992 Capital Budget as Project 973 (Field House -- Replacements)."

The Consultant's report (Cochrane Lavalin) will be available for viewing in the City Clerk's Office,

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upon request.

Your Committee has met with representatives of the Civic Buildings and Grounds Department to discuss this matter and supports Option 2. Your Committee notes that the source of funding for this proposal has been identified as the Civic Buildings and Grounds Major Repair Reserve.

Photographs of the Field House Floor will be available for viewing at the Council meeting.

RECOMMENDATION: that the information be received and that this report be brought forward for consideration during the 1992 Capital Budget review.

- IT WAS RESOLVED: 1) that the information be received and that this report be brought forward for consideration during the 1992 Capital Budget Review; and*
- 2) that the Administration report on alternate sources of funding for the Field House floor replacement.*

**8. Leisure Services Department
1991 Municipal Golf Course Revenue Results Report
(Files CK. 4135-1 and 1720-3)**

Report of General Manager, Leisure Services Department, November 20, 1991:

"Introduction

1991 Municipal Golf Course Operating Revenue will be \$1,466,000; a shortfall of \$259,000 (15%) from 1990 actual receipts of \$1,725,000.

The actual number of rounds of golf (admissions) played at municipal golf courses in 1991 were 19,000, or 10% fewer than the previous year. A total of 163,300 rounds were recorded in 1991 compared to 182,300 rounds in 1990.

The Leisure Services Department's revenue analysis indicates that the effect of three new private-sector golf courses which opened for public play in 1991, and poor weather conditions experienced throughout the season were responsible for the 10% reduction in the number of rounds played at municipal golf courses. The analysis also indicates that, in addition to increased competition and poor weather which reduced the level of play, the

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indirect effect of economic uncertainties and a general reduction in discretionary spending due to implementation of the Goods and Services Tax (G.S.T.) plus harmonization of the Provincial Sales Tax (P.S.T.) appear to have caused a change in patterns of play which lowered the average return per round of golf played at municipal courses. As a result, revenue declined by 15% compared to a 10% decline in play.

Although the \$259,000 revenue shortfall is not expected to impact taxation, it will deplete the municipal golf course reserve. This is a great concern to the Leisure Services Department's staff because our research, which included a survey of municipal golf course patrons, suggests that play at the City's golf courses will likely remain at or near the 1991 level for the next two to three years.

Considering the debt repayment schedule currently carried by the golf course operation, an annual reduction in revenue of this magnitude has serious implications that will challenge the Leisure Services Department.

This report examines the market influences that have an effect on municipal golf course revenue in order to assist the Leisure Services Department in meeting the challenge.

Background

The Leisure Services Department operates four Municipal golf courses (Holiday Park contains two separate courses) that provide the public with a variety of reasonably-priced golf opportunities. Each golf course has unique features that satisfy the golfing needs of different market segments.

1. Silverwood Golf Course

Opened in August, 1985, Silverwood is Saskatoon's only 18-hole par 3 golf course designed to meet the needs of beginning golfers. Because it is a challenging shorter golf course, it is also popular with players wanting quicker rounds or to tune their short game.

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Silverwood Golf Course 1991 Admission Rates (includes 7% G.S.T.)	18-Hole Play	9-Hole Play
Adults	\$11.75	\$7.00
Seniors (65+)	7.75	4.75
Juniors (18 & under)	7.00	4.25
Junior Junior (12 & under) 9-hole play, Mon-Fri only		2.00
Adult Season Ticket		\$235.00
Seniors Season Ticket		155.00
Junior Season Ticket		140.00

2. Wildwood Golf Course

Wildwood is an accessible 18-hole regulation course with natural fairways and groomed greens. Designed for intermediate play, this course is very popular with seniors and junior golfers.

Wildwood Golf Course 1991 Admission Rates (includes 7% G.S.T.)	18-Hole Play	9-Hole Play
Adults	\$11.75	\$7.00
Seniors (65+)	7.75	4.75
Juniors (18 & under)	7.00	4.25
Junior Junior (12 & under) 9-hole play, Mon-Fri only		2.00
Adult Season Ticket		\$470.00
Seniors Season Ticket		310.00
Junior Season Ticket		140.00

3. Holiday Park Executive Nine

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Contained within the regular course layout, the executive nine is Saskatoon's only 9-hole course. Designed for walk-on play (reservations are not accepted) this course is popular with beginning golfers that want longer distances and intermediate golfers that only want to play nine holes.

Holiday Park Executive Nine 1991 Admission Rates (includes 7% G.S.T.)	9-Hole Play
Adults	\$8.25
Seniors (65+)	5.25
Juniors (18 & under)	5.00
Junior Junior (12 & under) 9-hole play, Mon-Fri only	2.00
Season Tickets are not available	

4. Holiday Park Golf Course

Holiday Park is a mature 18-hole regulation course designed for an advanced level of play. This course is most popular with more serious golfers wanting the challenge of a major course.

Holiday Park Golf Course 1991 Admission Rates (includes 7% G.S.T.)	18-Hole Play	9-Hole Play
Adults	\$16.25	\$9.75
Seniors (65+)	10.50	6.25
Juniors (18 & under)	9.75	5.75
Adult Season Ticket	\$650.00	
Seniors Season Ticket	420.00	
Junior Season Ticket	195.00	

Prior to 1991, Saskatoon golfers had only three other golf options available in the vicinity of

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Saskatoon. And two of these were private clubs that discouraged public play.

1. Greenbryre Golf and Country Club

A semi-private course open to members and the public, Greenbryre provides an 18-hole regulation course designed for an advanced level of play similar to the Holiday Park Golf Course. The public green fee rate in 1991 was \$18.50, including G.S.T., for 18-hole play.

2. Saskatoon Golf and Country Club

A private course for members and guests, this advanced 18-hole regulation course discourages public play with a \$42.80 general rate and a \$32.10, G.S.T. included, rate for guests of a member.

3. Riverside Golf and Country Club

Considered to be Saskatchewan's finest golf course, Riverside is also a private course that discourages public play. The public rate for guests of a member in 1991 was \$40, plus G.S.T., and the general public rate was \$53.50, G.S.T. included.

Consequently, Saskatoon's municipal golf courses were operated at their full potential, particularly on weekends and holidays. This allowed the Leisure Services Department to provide Saskatoon citizens with reasonably priced golf while generating sufficient revenue to maintain quality golf facilities and customer service.

However, the golf market changed completely during the 1991 season when three new private-sector golf courses were completed and opened to public play.

1. Moonlake Golf and Country Club

A semi-private course open to members and public play. Moonlake opened its first nine holes during the 1990 season and the remaining nine holes in June, 1991. This dunes-style 18-hole regulation course is designed for an advanced level of play. Moonlake also provides a renovated station house which serves as the tournament facility. The regular green fee rate for 18-hole play in 1991 was \$21.40, G.S.T. included. Moonlake also offered a rate of \$16.05 G.S.T. included for golfers playing in foursome groups only during the latter part of the 1991 season.

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2. Saskatoon Golf and Country Club West Course

Open for public play only on July 3, 1991, this private course is owned by Saskatoon Golf and Country Club members and will eventually revert to members-only play to be replaced by the existing private course which will then be opened to the public. The West Course is an 18-hole regulation course designed for an advanced level of play. The West Course green fee rate in 1991 was \$18, including G.S.T., for 18-hole play.

3. Willows Golf and Country Club

A semi-private course open to members and public play, the Willows opened on July 8, 1991, with 36 holes designed for advanced play. The course offers golfers a choice of four separate 9-hole layouts that can be played in a variety of combinations. The Willows also provides a renovated barn which serves as the tournament facility. The Willow's 1991 rate of \$32.10, including G.S.T. which includes the use of a power cart.

As a result, the number of holes available to the golfing public increased 50% from 126 to 189 during the 1991 season. Now, rather than joining a private club or lining-up at 5:00 a.m. for a weekend tee time, Saskatoon golfers have a choice of golf courses that provide not only more opportunities to play, but also a greater variety of golf experiences.

Impact of Increased Competition

It is a widely-held belief that there was a strong latent demand for golf in Saskatoon, and this demand would quickly consume the new courses. The facts, however, suggest otherwise.

While golf experienced tremendous growth from 1981 to 1986, research conducted by Dr. David Foot, Professor of Economics at the University of Toronto, indicates the growth rate slowed to 3.72% between 1986 and 1991. Although private-sector courses are reluctant to disclose operating results, the Leisure Services Department's staff estimate that the sum of all golf rounds played in Saskatoon during 1991 was approximately 75,000 rounds more than 1990. This would represent an increased demand of about 25% compared to the 50% increase in golf course availability (supply).

The Leisure Services Department's revenue analysis indicates that this increased competition was the principal contributing factor in the attendance decline at municipal golf

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courses, and was responsible for a 7% decline in total revenue.

This conclusion is based, in part, on the fact that admissions at the Holiday Park Golf Course were 18% below the previous year compared to a combined 3% reduction in play at the Silverwood and Wildwood Golf Courses. The 15% differential represents 7% of total admissions and is considered to be a good indicator of the competitive impact of the new courses because Holiday Park is the only municipal golf course in direct competition for the advanced play market they serve.

Impact of Weather Conditions

Poor weather conditions throughout the 1991 season also had a direct effect on municipal golf course admissions, resulting in a 3% revenue decline which represents the difference between the competitive impact and the total revenue shortfall.

Weather conditions were less than ideal for golf throughout the 1991 season, with excessive rainfall during the later part of May and all of June, extreme heat in August, cold and rain in September and snow on October 16 that abruptly ended the golf season about three weeks earlier than 1990.

Although it is difficult to measure the impact of weather, season-ticket play is considered to be a strong indicator. Monthly variances in season-ticket play (1990 to 1991) at the Wildwood Golf Course are a further indication of this effect because the number of season-ticket holders did not change from 1990 and the variances were consistent with weather patterns as follows:

Monthly percentage variances in season-ticket play at the Wildwood golf Course, 1990 to 1991							
April	May	June	July	August	Sept.	Oct.	Total
+18%	-9%	-13%	+4%	-9%	-6%	-18%	-4%

General Economic Conditions

The Leisure Services Department's revenue analysis shows that the average customer expenditure per round of golf played at municipal golf courses dropped from \$9.46 in 1990 to \$8.98 in 1991, a decrease of \$0.48. This change was responsible for a 5% decline in revenue.

Two significant changes in the pattern of play at municipal golf courses occurred in 1991:

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1. The number of 18-hole rounds played in 1991 were 16% fewer than 1990 while the number of 9-hole rounds were just 8% below 1990. The difference in rates and levels of play recorded for these categories had a direct effect on revenue.
2. A 27% reduction in the number of season-ticket holders at the Holiday Park Golf Course, combined with the effect of more juniors and fewer adults purchasing season tickets at the Wildwood Golf Course, resulted in a 4% decrease in 1991 season-ticket revenue while season-ticket play remained at the 1990 level. As a result, the average dollar return per round of golf played by season-ticket holders decreased from \$5.81 in 1990 to \$5.60 in 1991.

Staff further believe that these changing patterns of play were a direct response to a general reduction in discretionary spending caused by the Goods and Services Tax, harmonization of the Provincial Sales Tax and economic uncertainties. Rather than reducing their frequency of play, however, it appears that many municipal golf course patrons favoured methods of play that were lower in cost.

1991 Operating Results Overview

The current situation is not unique to Saskatoon, as evidenced by the following excerpt from a brochure published by the Canadian Golf Foundation:

'Golf, because it is a game, has never been treated as an industry. But the business side of this great game is starting to suffer from a lack of attention. The economic downturn in 1990 brought a rash of news reports about over building of golf courses, a decline in demand and rounds played, clubs in financial difficulties, and so on.'

Municipal golf course operators throughout Western Canada report that 1991 revenues are generally 7% to 10% below 1990, as a result of general economic conditions and poor weather, which is consistent with Saskatoon's experience.

While this suggests that the Leisure Services Department's analysis is reasonably accurate, it is important to recognize that various factors combined to affect each municipal golf course in a different manner. The attached variance table shows the effect of these market influences on admissions and revenue at each of the four municipal golf courses. (See Appendix A.)

In order to better understand how municipal golf course patrons feel about their golf courses and the impact of increased competition on future revenues, the Leisure Services Department recently commissioned customer surveys at each of the municipal golf courses. A report on the findings of these surveys is attached to this report. (See Appendix B.)

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Specific observations which can be made with respect to 1991 operating results, problems, and opportunities for each golf course are as follows:

Holiday Park Golf Course

The effect of increased competition was primarily manifested at the Holiday Park Golf Course which, when combined with poor weather conditions, resulted in:

- a) a 25% reduction in 18-hole play,
- b) a 40% reduction in tournament play,
- c) a 13% reduction in season ticket play, and
- d) a 20% increase in 9-hole play.

The 20% increase in 9-hole play on the regular course was offset by a 23% decrease in play on the executive nine. With the increased availability of open times on the 18-hole course, many executive nine golfers were able to access the regular course for 9-hole play.

Tournament play is a major factor at the Holiday Park Golf Course because it not only generates admission revenue, but is also a principal source of lounge revenue as tournament golfers make more use of the lounge than regular golfers do. As a result of decreased tournament play, in part, lounge revenue is expected to be 28% lower than 1990 actual receipts.

Based on the assumption that weather conditions will be 'normal' throughout the 1992 golf season and that the economy will improve only slightly, the Leisure Services Department's projections indicate that the Holiday Park Golf Course revenue in 1992 will achieve a 2% to 3% increase over 1991 actual receipts.

However, the customer survey results tell us that a significant number of golfers are not totally satisfied with the Holiday Park Golf Course. Areas of dissatisfaction include:

- a) the condition of greens, particularly during the early part of the golf season,
- b) the condition of tee boxes,
- c) the method of booking tee times, and
- d) facilities for tournaments.

It is important to note that customer concerns about the golf course are directed at the physical properties and are not maintenance or customer service issues. The vast majority

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of Holiday Park golfers are satisfied with course maintenance and staff service.

The survey further indicates that golfers under the age of 40 tend to be more dissatisfied with these conditions than older golfers.

This information indicates that a number of capital improvements are required at the Holiday Park Golf Course in order to retain our customer base and achieve continued growth. At present, the new private-sector golf courses are still in early stages of growth so the condition of these courses does not give them a competitive advantage. However, as these courses improve with maturity, they will draw increasingly more golfers away from the Holiday Park Golf Course if we are not able to offer a competitive product.

For example, the greens at Holiday Park are invaded by *Poa annua* -- which is a weedy annual distinguished by slow and irregular growth from the beginning of the season until early to mid-summer. Consequently, this can make it very difficult to putt accurately which is a major irritant to many golfers. In order to resolve this problem and remain competitive with the new golf courses that do not have this type of grass, the existing ground covering and base must be removed and the green completely re-built at an estimated cost of \$50,000 per green.

While the need for course improvements is not immediate, the situation will become more crucial as the new courses mature and younger golfers who tend to be more critical of course amenities become a large segment of the golf market. Therefore, the staff believe that it is imperative to begin an on-going capital replacement program as quickly as possible. Our ability to start and carry on this program, however, is contingent on funding.

This places the Leisure Services Department in a dilemma. With a significant decline in golf course revenue and the current capital debt repayment schedules, the Leisure Services Department does not have funding to make the necessary improvements. However, without the improvements, play and revenue at the Holiday Park Golf Course is likely to decline further.

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Silverwood Golf Course

The impact of poor weather conditions and changing patterns of play had the following effect at the Silverwood Golf Course:

- a) paid 18-hole admissions declined by 17%,
- b) paid 9-hole admissions declined by 1%,
- c) tournament play declined by 11%,
- d) season ticket play increased by 26%, and
- e) seniors play increased by 25%.

The effect of a 26% increase in season-ticket play which has a lower rate of return than regular admissions was primarily responsible for the 2% revenue decrease. Because Silverwood is Saskatoon's only shorter par 3 golf course, it serves the needs of a district market segment that cannot be satisfied elsewhere. Therefore, increased competition had a minimal effect at the Silverwood Golf Course.

The Leisure Services Department's customer survey indicates that golfers at the Silverwood Golf Course generally have a high level of satisfaction and there are no reasons for immediate concern. It is expected that Silverwood's 1992 revenue will increase 5% to 7% over 1991 actual results, providing the weather co-operates.

Wildwood Golf Course

The impact of poor weather conditions and changing patterns of play did not have a significant negative effect at the Wildwood Golf Course. In fact, it appears that market conditions actually had a positive effect by directing golfers who were looking for a low-cost alternative to the Wildwood Golf Course. The following changes occurred in 1991:

- a) paid 18-hole admissions increased 1%,
- b) paid 9-hole admissions decreased by 4%,
- c) season ticket play decreased by 4%, and
- d) seniors play increased 6%.

The effect of increased competition contributed to a 49% decrease in the number of tournament rounds of golf played in 1991 compared to 1992. However, because tournament play is not a significant factor at the Wildwood Golf Course, the revenue impact was only 2%.

The effect of selling more junior season tickets and fewer adult season tickets was responsible for a further 1% revenue decline.

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The Leisure Services Department's customer survey shows that in spite of not having fully irrigated fairways, golfers at Wildwood consider it to be good value for the price and, therefore, customer expectations are such that they are generally satisfied with the course. As with the Silverwood Golf Course, the survey does not identify any major reasons for immediate concern. It is expected that 1992 revenue at the Wildwood Golf Course will also increase 5% to 7% over 1991 actual results.

Customer Survey Results

With the exception of concerns identified with respect to the Holiday Park Golf Course, the customer survey indicates that golfers are generally satisfied with the municipal golf courses, including the cost of green fees.

The survey also provides additional insight into how municipal golf course patrons play golf, as follows:

1. The majority golf an average of twice a week or more at various courses throughout the city. They appear to divide their play fairly equally among all municipal and private-sector courses as follows:

Moonlake Golf and Country Club	42%
Silverwood Golf Course	38%
Saskatoon Golf and Country Club West Course	37%
Holiday Park Golf Course	33%
Willows Golf and Country Club	32%
Greenbryre Golf and Country Club	26%
Wildwood Golf Course	24%
Saskatoon Golf and Country Club (club course)	20%
Riverside Golf and Country Club	10%

2. The majority of municipal golf course patrons also play other courses. Adults that play twice a week or more, however, played private-sector courses more often than the municipal courses.
3. Adults, particularly at the Holiday Park Golf Course, are not playing as often as they would like.
4. Lack of time is the principal reason they do not golf as often as they would like. Difficulty in booking preferred tee times can also be a barrier.
5. Variety is the primary reason for playing other courses. Location and the quality of

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course are the primary reasons for playing at municipal golf courses.

6. 55% of those patrons surveyed indicate they played more often in 1991, while 26% played less often.

1992 Municipal Golf Course Marketing Initiatives

Based on our current understanding of the Saskatoon golf market, it is the opinion within the Department that the number of rounds of golf played at the municipal golf courses will stabilize at or near the 1991 level. It is expected that play at both the Silverwood and Wildwood Golf Courses will continue to be close to their full potential while usage of the Holiday Park Golf Course will be less than in the past.

The Leisure Services Department's staff examined a number of options to maintain and increase the level of play, but are concerned that the implementation costs would be greater than the revenue generated.

Knowing that course improvements which are essential to continued growth at the Holiday Park Golf course are contingent on money, increasing revenue to fund these improvements is the critical issue. To this end, the Department's staff propose the following initiatives.

1. That the 'base' admission rate be increased by approximately 5%.

The Leisure Services Department's staff believe that it is necessary to increase admission rates by approximately 5% to compensate for the differential between the decline in play and the decline in revenue. The base admission rate, upon which all other golf rates are established, is the adult 18-hole rate. Senior citizen rates are currently 65% of the adult rate and junior rates are 60% of the adult rate.

This change would increase the price of an adult admission at the Holiday Park Golf Course to \$17, G.S.T. included. As this is still \$1 less than the lowest price of any competitor, Holiday Park will not lose its competitive price advantage.

A complete schedule of proposed rate changes is attached. (See Appendix C.)

Financial Impact:

Based on the 1991 level of play, this change would result in a net revenue gain of \$67,000.

2. That the senior's admission rate be increased to 75% of the base admission rate.

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Statistics which are supported by the Leisure Services Department's customer survey indicate that the amount of golf played increases with age. An aging population dominated by the baby boom generation will, therefore, result in a greater proportion of seniors to adults playing golf, making it even more difficult to maintain adequate revenue levels because of the lower admission rates seniors now pay.

Municipal golf courses throughout western Canada have or are considering eliminating seniors rates and the Leisure Services Department's staff believe that we must follow suit. However, we are not in favour of making this change all at once. We would prefer to phase it in over a period of time. To our knowledge, municipal golf courses and the Greenbryre Golf and Country Club are the only courses which presently offer daily seniors rates in Saskatoon.

Financial Impact

Based on the 1991 level of play, this change would result in a net revenue increase of \$25,000.

3. That the \$1.25 per round tournament surcharge be eliminated.

In 1990, the Leisure Services Department implemented this surcharge to cover the cost of utilizing a course ranger to help speed up tournament play along with administrative costs of handling tournaments. The customer survey indicates that tournament organizers view this surcharge as discriminatory because it makes the cost of golf higher for tournament players than other golfers. They feel that rather than charging more for tournaments, they should receive volume discounts because of the number of golfers they bring to a course.

Recognizing that the tournament surcharge contributes to the decision to change the tournament venue from a municipal to a private-sector golf course and, thereby, to the 40% reduction in tournament play at municipal golf courses, staff believe eliminating this charge will improve our competitive position.

Financial Impact

Based on the 1991 level of tournament play, the elimination of the tournament surcharge would result in a \$9,500 revenue decrease.

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4. That the present booking system be changed to reflect current market practices.

The Leisure Services Department's survey indicates that there is considerable customer dissatisfaction with the present booking system which only allows bookings to be made one day in advance at municipal golf courses while other courses accept bookings two to seven days in advance. Therefore, the Holiday Park Golf Course, in particular, is at a competitive disadvantage.

The Leisure Services Department's staff are currently considering options which would:

- a) allow bookings to be made further in advance,
- b) allow telephone bookings to be made earlier than the present 9:00 a.m. and increase the availability of tee times for phone-in bookings,
- c) allow patrons to make more than one booking per day, and
- d) increase the availability of bookings for 9-hole play.

In addition, staff of the Department plan to meet with municipal golf course patrons for face-to-face discussions about specific issues raised in the customer survey including promotions, course improvements, and changes to the booking system.

If, after talking to our patrons, there are more charges to be implemented during the 1992 season, the Department will report back to City Council prior to approval of the 1992 Operating Budget.

Debt Retirement Schedule

Despite the revenue increases projected/proposed in the previous section, the net operating surplus of all three municipal golf courses will not be sufficient to sustain the current debt repayment schedules. This situation also prohibits reinvestment of golf fee revenues into ongoing capital improvements, such as improving the condition of tee boxes and greens.

At December 31, 1991, the total outstanding debt associated with the three municipal golf courses will amount to \$1,600,000. This debt was incurred to construct the Silverwood Golf Course and undertake major upgrades at the Wildwood and Holiday Park Golf Courses.

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Due to reduced cash flow, the Leisure Services Department requested and received approval to refinance the total outstanding debt associated with golf courses for a period of ten years at a rate of 10.625%. This refinancing will result in the three municipal golf courses realizing a combined net operating surplus of approximately \$140,000 per year. This amount will provide the Leisure Services Department with the necessary financial flexibility to undertake a long-term course improvement program aimed at addressing the concerns raised by municipal golf course patrons. It also allows the Department to pursue an orderly equipment and fixed asset acquisition plan to address some of the expectations of tournament players and to implement productivity improvement initiatives.

In Conclusion

Although increased competition will continue to affect play at the Holiday Park Golf Course, the Leisure Services Department is confident that with improved weather conditions, 1992 golf course revenue will increase 2% to 3% over 1991 actual results. In addition, the rate changes previously outlined are expected to generate added revenue of \$82,500 for a total improvement of 7% to 10%.

However, the Leisure Services Department staff are very concerned and somewhat uncertain about the potential impact of an uncertain economy, changing market trends, and the long-term effect of increased competition at the Holiday Park Golf Course."

Your Committee has reviewed this report with representatives of the Leisure Services Department and has requested that the Administration consider and report on the feasibility of "moth balling" one of the municipal golf courses, in order to help address the deficit situation. In the meantime, your Committee

- RECOMMENDS:**
- 1) that municipal golf course rates for senior citizens be increased from 65% of the adult rate to 75% of the adult rate;
 - 2) that the municipal golf course tournament surcharge of \$1.25 per player (\$1.17 plus G.S.T.) be eliminated; and
 - 3) that the 1992 municipal golf course rates and fees, to be effective March 16, 1992, be approved as follows:

1992

1991

Proposed

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Holiday Park Golf Course:

- Green Fees

18 Hole Adult	\$16.25	\$17.00
18 Hole Senior Citizen	10.50	12.75
18 Hole Junior	9.75	10.25
9 Hole Adult	9.75	10.25
9 Hole Senior Citizen	6.25	7.75
9 Hole Junior	5.75	6.25
Executive 9 Hole Adult	8.25	8.50
Executive 9 Hole Senior Citizen	5.25	6.50
Executive 9 Hole Junior	5.00	5.25
Executive 9 Hole Junior/Junior	2.00	2.25
Season Pass Adult	650.00	680.00
Season Pass Senior Citizen	420.00	510.00
Season Pass Junior	195.00	205.00

1992

1991

Proposed

Wildwood Golf Course:

- Green Fees

18 Hole Adult	\$11.75	\$12.50
18 Hole Senior Citizen	7.75	9.50
18 Hole Junior	7.00	7.50
9 Hole Adult	7.00	7.50
9 Hole Senior Citizen	4.75	5.75
9 Hole Junior	4.25	4.50
9 Hole Junior/Junior	2.00	2.25
Season Pass Adult	470.00	500.00
Season Pass Senior Citizen	310.00	380.00
Season Pass Junior	140.00	150.00

1992

1991

Proposed

Silverwood Golf Course:

- Green Fees

18 Hole Adult	\$11.75	12.50
18 Hole Senior Citizen	7.75	9.50
18 Hole Junior	7.00	7.50
9 Hole Adult	7.00	7.50
9 Hole Senior Citizen	4.75	5.75

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9 Hole Junior	4.25	4.50
9 Hole Junior/Junior	2.00	2.25
Season Pass Adult	235.00	250.00
Season Pass Senior Citizen	155.00	190.00
Season Pass Junior	140.00	150.00

	<u>1991</u>	1992
<u>Proposed</u>		
<u>Auxiliary Charges:</u>		
<u>Auxiliary Charges</u>		
Holiday Park Golf Course		
- lounge		
- liquor	\$2.75	\$2.75
- beer	2.50	2.50
- power cart trackage fee		
- season	115.00	120.00
- daily	5.75	6.00
- lockers		
- season	12.50	15.00
- daily	1.25	1.50
Wildwood Golf Course		
- power cart trackage fee		
- season	90.00	95.00
- daily	4.50	4.75

IT WAS RESOLVED: 1) that municipal golf course rates for senior citizens be increased from 65% of the adult rate to 75% of the

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adult rate;

- 2) *that the municipal golf course tournament surcharge of \$1.25 per player (\$1.17 plus G.S.T.) be eliminated;*
- 3) *that the 1992 municipal golf course rates and fees, to be effective March 16, 1992, be approved as follows:*

<i>Proposed</i>	<u>1991</u>	1992
<i><u>Holiday Park Golf Course:</u></i>		
<i><u>- Green Fees</u></i>		
<i>18 Hole Adult</i>	<i>\$16.25</i>	<i>\$17.00</i>
<i>18 Hole Senior Citizen</i>	<i>10.50</i>	<i>12.75</i>
<i>18 Hole Junior</i>	<i>9.75</i>	<i>10.25</i>
<i>9 Hole Adult</i>	<i>9.75</i>	<i>10.25</i>
<i>9 Hole Senior Citizen</i>	<i>6.25</i>	<i>7.75</i>
<i>9 Hole Junior</i>	<i>5.75</i>	<i>6.25</i>
<i>Executive 9 Hole Adult</i>	<i>8.25</i>	<i>8.50</i>
<i>Executive 9 Hole Senior Citizen</i>	<i>5.25</i>	<i>6.50</i>
<i>Executive 9 Hole Junior</i>	<i>5.00</i>	<i>5.25</i>
<i>Executive 9 Hole Junior/Junior</i>	<i>2.00</i>	<i>2.25</i>
<i>Season Pass Adult</i>	<i>650.00</i>	<i>680.00</i>
<i>Season Pass Senior Citizen</i>	<i>420.00</i>	<i>510.00</i>
<i>Season Pass Junior</i>	<i>195.00</i>	<i>205.00</i>

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		<u>1991</u>	1992
<i>Proposed</i>			
	<u>Wildwood Golf Course:</u>		
	<u>- Green Fees</u>		
	18 Hole Adult	\$11.75	\$12.50
	18 Hole Senior Citizen	7.75	9.50
	18 Hole Junior	7.00	7.50
	9 Hole Adult	7.00	7.50
	9 Hole Senior Citizen	4.75	5.75
	9 Hole Junior	4.25	4.50
	9 Hole Junior/Junior	2.00	2.25
	Season Pass Adult	470.00	500.00
	Season Pass Senior Citizen	310.00	380.00
	Season Pass Junior	140.00	150.00

		<u>1991</u>	1992
<i>Proposed</i>			
	<u>Silverwood Golf Course:</u>		
	<u>- Green Fees</u>		
	18 Hole Adult	\$11.75	12.50
	18 Hole Senior Citizen	7.75	9.50
	18 Hole Junior	7.00	7.50
	9 Hole Adult	7.00	7.50
	9 Hole Senior Citizen	4.75	5.75
	9 Hole Junior	4.25	4.50
	9 Hole Junior/Junior	2.00	2.25
	Season Pass Adult	235.00	250.00
	Season Pass Senior Citizen	155.00	190.00
	Season Pass Junior	140.00	150.00

1992

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1991

Proposed

Auxiliary Charges:

Auxiliary Charges

Holiday Park Golf Course

- lounge		
- liquor	\$2.75	\$2.75
- beer	2.50	2.50
- power cart trackage fee		
- season	115.00	120.00
- daily	5.75	6.00
- lockers		
- season	12.50	15.00
- daily	1.25	1.50

Wildwood Golf Course

- power cart trackage fee		
- season	90.00	95.00
- daily	4.50	4.75; and

- 4) that the Planning and Development Committee review the matter of multiple game passes at a discount.

REPORT NO. 40-1991 OF THE LEGISLATION AND FINANCE COMMITTEE

Composition of Committee

Alderman M.T. Cherneskey, Q.C., Chairman
 Alderman P. Mostoway
 Alderman M. Thompson

**1. Travel Grant Requests
 Saskatoon Regional Zoological Society
 (File No. CK. 1870-2)**

City Council at its meeting held on November 4, 1991, referred Clause 1, Report No. 38-1991 of the Legislation and Finance Committee (copy attached) back to the Committee to meet with the Saskatoon Regional Zoological Society.

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The Legislation and Finance Committee has met with Ms. Melanie Elliott, Executive Director of the Saskatoon Regional Zoological Society to discuss the travel grant requests. While the applications do not meet the travel grant criteria, your Committee is recommending that the Society be granted \$350 from the C.I.P. Contingency on a one-time basis.

- RECOMMENDATION:**
- 1) that on a one-time basis, the Saskatoon Regional Zoological Society be granted \$350 to assist four of its members to attend conferences as detailed on the attached applications; and
 - 2) that the funding be from the 1991 Community Initiatives Program Contingency.

ADOPTED.

2. Communications to Council

From: Anne McGhie, Secretary

Market Mall Merchants' Association

Date: November 14

**Subject: Requesting Council to declare Thursday, December 26, 1991
(Boxing Day) as a civic holiday**

AND

Communications to Council

From: Merchants' Association

The Mall at Lawson Heights

Date: November 18, 1991

**Subject: Requesting Council to declare Thursday, December 26, 1991
(Boxing Day) a civic holiday**

AND

Communications to Council

From: Vivian King, Manager

Bayside Centre

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Date: November 18, 1991
**Subject: Submitting petition requesting Council to declare
Boxing Day a civic holiday**
(File No. CK. 184-2-6)

City Council at its meeting held on November 18, 1991, referred the above-noted communications to the Legislation and Finance Committee.

A letter was sent to the three Business Improvement Districts, the North Saskatoon Business Association, the Saskatoon Chamber of Commerce, and Managers of the various malls (with the request that the information be circulated to all tenants) advising that the Legislation and Finance Committee, on November 26, 1991, would be considering the matter of proclaiming December 26, 1991, a civic holiday.

At its November 26, 1991 meeting, the Committee received both verbal and written submissions on the Boxing Day issue. Your Committee would note that several persons making representation emphasized that should Council decide to proclaim December 26, 1991 a civic holiday, the City must monitor the situation and prosecute all those businesses that break the law.

Your Committee is of the opinion that Thursday, December 26, 1991, should be declared a civic holiday. Attached is Bylaw No. 7259 which authorizes His Worship the Mayor to proclaim the day.

Also attached are copies of the written submissions received by the Committee.

RECOMMENDATION: that Council consider Bylaw No. 7259 and that His Worship the Mayor read and sign the proclamation.

Alderman Thompson excused himself from discussion and voting on the matter and left the Council Chamber.

Pursuant to earlier resolution, Items 9, 10 and 12 of "Communications" were brought forward and considered.

Moved by Alderman Cherneskey,

THAT Ms. Charleen Hill be heard.

CARRIED.

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Ms. Hill noted that the recommendation before Council was to proclaim December 26, 1991, a civic holiday, and commented with respect to possible violations by stores.

IT WAS RESOLVED: that Council consider Bylaw No. 7259 and that His Worship the Mayor read and sign the proclamation.

Alderman Thompson re-entered the Council Chamber.

**3. Request for Reservation of 1991 Funds for 1992 Activities
 Race Relations Committee
 (File No. CK. 100-10)**

Report of the City Commissioner, November 22, 1991:

"The following is a summary of the current status of the Race Relations Committee's Programming Budget for 1991:

	<u>Approved</u>	<u>Expenditures</u>	<u>Balance</u>
Publications/Advertising	\$2,500.00	\$ 389.37	\$2,110.63
Conferences	4,000.00	754.50	3,245.50
Occasional Travel	<u>1,500.00</u>	—	<u>1,500.00</u>
	\$8,000.00	\$1,143.87	\$6,856.13

The Race Relations Committee proposes that the unallocated funds from the 1991 budget (approximately \$6,800) be reserved for the purposes outlined below. While the resource materials will be ordered as soon as approval is received from the Legislation and Finance Committee for the purchase of same, there is no assurance that the transactions will be completed by year end.

Publications

Purchase of Resource materials as per attached	1,800
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list

Advertising

Newspaper ads, printing material and mailing for Race Relations awareness day (or days)	2,000
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Conferences

Policies & Programs Review Subcommittee Employers Conference (February, 1992)	1,500
--	-------

Community Education and Action Subcommittee Community Conference (March, 1992)	1,500 —
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\$6,800

In discussing the matter with the Race Relations Committee, they felt that reserving these funds from the 1991 Race Relations Committee Budget would allow a focus in 1992 on race relations issues, and provide material for distribution within City Hall and to the wider community of Saskatoon. City Council, in the past, has approved similar requests."

The Committee was of the view that to allow the reservation of funds by one Committee may set an undesirable precedent for other civic departments, boards, commissions and committees. This request was therefore denied. The Race Relations Committee has been requested to include these items in its 1992 budget proposal.

The Legislation and Finance Committee has approved the resource material proposed to be purchased by the Race Relations Committee. It is understood that the Race Relations Committee will be proceeding with the purchase of same immediately; however, should the funds for these resources not be spent in 1991, they will have to come out of the Committee's 1992 budget.

RECOMMENDATION: that the information be received.

ADOPTED.

REPORT NO. 30-1991 OF THE WORKS AND UTILITIES COMMITTEE

Composition of Committee

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Alderman M. Hawthorne, Chairman
Alderman O. Mann
Alderman D.L. Birkmaier
Alderman B. Dyck

**1. Replacement of 14.4 kV Cable
Capital Project #719-4
Electrical Feeders 14.4 kV -
Avenue C to 1st Avenue Substation
(Files CK. 1703 and 1000-2)**

Report of the Manager, Electrical Distribution Department, October 29, 1991:

"The present 1991 Capital Budget/1992-95 Capital Plan provides for replacement of the 14.4 kV cables between the Avenue C and 1st Avenue Substations in 1993 at an estimated total cost of \$256,000. In September of this year, the Electrical Distribution Department experienced a problem with the existing cable which resulted in a power interruption. A section of the cable is now being replaced. The estimated cost of the cable replacement that must be carried out at this time is \$42,000. It is proposed that appropriate funds be advanced to carry out the partial replacement in 1991 under the planned capital project."

- RECOMMENDATION:**
- 1) that the replacement of a section of cable between Avenue C Substation and 1st Avenue at an estimated cost of \$42,000 under Project 719-4 be approved for 1991; and
 - 2) that the sources of funding be \$17,000 from the Electrical Distribution Extension Reserve and \$25,000 from the Electrical Distribution Replacement Reserve.

ADOPTED.

**2. Enquiry - Alderman Penner (November 26, 1990)
Twinning - Circle Drive between 8th Street
and Taylor Street
(File No. CK. 6000-2)**

At its meeting held on February 11, 1991, City Council received a report regarding the ultimate four

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laning of Circle Drive between 8th Street and Highways 11/16 (the cloverleaf interchange) including the construction of interchanges at 8th Street and Taylor Street. The construction of the four laning is presently scheduled to begin in 1994 with completion in 1995. The detailed design work for this project is currently in progress.

When considering this matter, members of City Council raised a concern regarding the lack of lighting on this roadway, and inquired whether or not it would be feasible to install temporary lighting and perhaps undertake other short-term improvements to improve safety in this area. Council subsequently referred this matter back to the Works and Utilities Committee.

Report of the City Engineer, November 14, 1991:

"The Engineering Department, in conjunction with the Electrical Department, has reviewed the feasibility of installing temporary street lighting along Circle Drive in the presently non-illuminated portions between 8th Street and the cloverleaf interchange. The review indicated that temporary street lighting could be installed at a cost of \$85,000. The temporary street lighting would consist of steel poles fastened to precast concrete bases with overhead wiring. Although steel poles are more expensive than wood poles, they were selected for use on Circle Drive due to their break-away safety feature, and the fact they can be reused in the final four laning project. The estimated salvage value of the temporary lighting, for use in the final project, is \$70,000. Therefore the temporary lighting has a net cost of \$15,000.

The Engineering Department is proposing to have the temporary lighting installed in 1992, and has included the cost of this in its 1992 Capital Budget submission under Project No. 672, Circle Drive, 8th Street to Highway 16.

In addition to the temporary lighting, the Engineering Department proposes to resurface this portion of Circle Drive. The existing road surface is very deteriorated and requires extensive maintenance. It provides a very low quality of ride and offers a poor impression of Saskatoon for persons entering or leaving the City via this roadway. The resurfacing would consist of a thin lift overlay of the driving lanes only. The shoulders would not be resurfaced. The thickness of the overlay would be designed with a minimum expected life as the resurfacing would be completely lost after the completion of the four laning project in 1995. The estimated cost of the resurfacing is \$190,000. It has also been included in the Department's 1992 Capital Budget submission under Project No. 672.

As previously mentioned, the detailed design of the four laning of this portion of Circle Drive is presently in progress. The detailed design itself is a two-year project. The first year's funding was provided in the 1991 Capital Budget under Project No. 672. The second year's funding requirement of \$150,000 is included in next year's capital budget submission again under Project No. 672. The 1992 design work includes the detailed design of the

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structures required for the two interchanges."

- RECOMMENDATION:**
- 1) that the information be received; and
 - 2) that a copy of this report be brought forward for consideration during the review of the 1992 Capital Budget.

ADOPTED.

**3. Capital Project 958 - Fire Department
Purchase of a Dangerous Goods Rescue Vehicle
(Files CK. 1400-1)**

Report of the Fire Chief, November 18, 1991:

"Traditionally the Fire Department has purchased Department vehicles through an annual provision to a vehicle reserve made through the Department's Operational Budget (\$155,000 in 1991). This funding level is inadequate because of the ageing fleet and increasing vehicle costs.

In 1991 a new tanker unit was required which was leased through the Vehicle and Equipment fund at an annual lease fee of \$12,000 because there was inadequate funding available through the Department's vehicle and equipment replacement reserve.

On September 9, 1991, City Council approved the withdrawal of \$110,000 from the Vehicle and Equipment Reserve to purchase a replacement Dangerous Goods/Rescue Vehicle. At the time City Council approved the withdrawal, it was resolved 'that the Administration undertake an analysis of the integration of the Fire vehicle fleet with the Vehicle and Equipment Department'.

The Department's Strategic Plan contains the replacement plan for the Department fleet. (See Appendix 'A'). The plan emphasizes a twenty year replacement program for major apparatus. Given this replacement program, the Department's current annual vehicle replacement/addition allotment of \$155,000 falls short of the required funding level. An administrative review by the Manager of Vehicle and Equipment Services Department of the required funding level, indicates that the fleet has a current replacement value of

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approximately \$4,000,000 with an annual replacement allotment requirement of \$400,000.

In view of this shortfall in the required allocation, the Administration is recommending that the following changes be implemented:

- a) The Fire Department Replacement Reserve and the Fire Department Additional Fire Apparatus Reserve be eliminated and the funds in the reserves be transferred to the Vehicle and Equipment Reserve;
- b) Future Fire Department vehicles be purchased through the Vehicle and Equipment Reserve with the Fire Department making lease payments in a similar manner to other Civic Departments;
- c) The current funding level of \$155,000 plus the current tanker lease cost of \$12,000 be increased at the rate of \$50,000 per year until the level of \$400,000 per annum is reached. (See Appendix 'B')."

Your Committee has carefully considered the proposal set out above and has viewed with the Fire Chief the Department's vehicle fleet.

RECOMMENDATION: that the financing plan for the Fire vehicle fleet as outlined in a), b) and c) above, be approved.

THE RECOMMENDATION WAS PUT TO A VOTE AND DEFEATED ON A TIE VOTE.

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

**4. Enquiry - Alderman Cherneskey (September 24, 1990)
School Pedestrian Street Crossings
(File No. CK. 6150-1)**

At its meeting held on June 17, 1991, City Council resolved in part:

"that the pedestrian corridor on Clarence Avenue at 4th and 5th Streets and the pedestrian corridor on Ruth Street at McKinnon Avenue be studied during the summer and a further report forwarded to the Works and Utilities Committee."

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Report of the City Engineer, May 21, 2002:

"The Engineering Department has undertaken a study of these two pedestrian corridor locations during summer conditions and have found that the volumes to be essentially the same as for winter conditions. The pedestrian volumes are not sufficient to warrant retention of the existing pedestrian corridor facilities, and it is the recommendation of the Engineering Department that they be removed and that the materials be used in future pedestrian corridor installations. A summary of the investigation appears below.

The investigation at each location included:

- 1) a review of the geometry and lay-out of facilities;
- 2) a study of the vehicular and pedestrian volumes and crossing locations;
- 3) a review of the accidents at the intersection; and,
- 4) the posting of information signs, soliciting the comments and concerns of pedestrians using the facility.

The information signs contained the message, 'The Engineering Department has noted a low usage of this Pedestrian (Corridor/Actuated Signal) and is considering removal and relocation to a higher priority location. Please contact 975-2454 with any concerns.'

Materials recovered from the removal of any facilities would be used in the installation of pedestrian facilities at new locations as they are required.

Clarence Avenue and 4th/5th Streets--Pedestrian Corridor

Originally, a pedestrian corridor consisting of a zebra style crosswalk, overhead illuminated signs and crosswalk illumination, and advance warning signs was installed at the intersection of Clarence Avenue and 4th Street in response to the number of children crossing Clarence Avenue to attend Haultain School. In 1989, the corridor was split so that both 4th Street and 5th Street received protection. This was undertaken upon an investigation requested by the Public School Board. Haultain School was closed in 1990 and consequently, there are very few pedestrian crossings of Clarence Avenue at this location. Three pedestrian counts are summarized below, and they indicate the change in the number of pedestrian crossings after the closure of Haultain School and a comparison of winter and summer pedestrian crossings. The November 1990 count was taken under good-to-normal winter weather conditions. The August 1991 count was taken under warm summer weather conditions.

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Table 1: Total Crossings of Clarence Avenue at 4th and 5th Streets

	December 1988				November 1990				August 1991			
	E	H	A	T	E	H	A	T	E	H	A	T
4th Street	33	0	0	33	1	0	1	2	2	2	3	7
5th Street	45	2	30	77	11	2	9	22	14	7	4	25
Totals	78	2	30	110	12	2	10	24	16	9	7	32

E - Elementary School aged and Seniors
 H - High School aged
 A - Adult
 T - Total

Note: December 1988 and November 1990 studies conducted for the hours of 0800-0900, 1130-1330, and 1530-1700. August 1991 study conducted for the hours of 0930-1200 and 1400-1600.

There have been four accidents at the two intersections since January 1, 1986. None of the accidents have involved pedestrians or have been severe enough to cause vehicle occupant injury.

Information signs advising of the possible corridor removal were posted on December 11, 1990 and left in place for 28 days. These signs were again posted on July 17, 1991, and left in place for 42 days. No calls were received on either occasion.

There is a playground at this location with some equipment; however, there are no organized programs.

Based on this investigation, it is recommended that the existing pedestrian corridor be removed and replaced with standard crosswalks and pedestrian signing.

Ruth Street and McKinnon Avenue--Pedestrian Corridor

At this intersection the Engineering Department has installed a pedestrian corridor consisting of a zebra style crosswalk, overhead illuminated signs and crosswalk illumination, and advance warning signs. This facility was installed to provide additional pedestrian protection for the large number of students attending Churchill School. Churchill School has been closed for a number of years and the building has been converted to a church. Some of the space in the building has been rented to a private school. The majority of the students of this school are not from the neighbourhood and subsequently use the school bus or taxis or are dropped off by parents. A pedestrian count was undertaken on November 29, 1990, under normal winter weather conditions and this count indicated two adult pedestrian crossings only.

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There have been no accidents at this intersection during the past five years.

There is a park and playground at this location with extensive playground equipment and a paddling pool; however, there are no longer any City of Saskatoon organized programs and there have not been for the last five summers. The Churchill Park Full Gospel Fellowship church (who own the former school) did run some programs at the playground in 1991 for their own congregation as well as neighbourhood children.

Information signs were posted on December 11, 1990, and removed on January 8, 1991 (28 days). One call was received from an area resident who uses the crosswalk and supported its retention. Signs were posted again on July 17, 1991, and were left in place for 42 days. One call was received from an area resident (not the same resident as noted above) who did not want to see the corridor removed.

Based on this investigation, it is recommended that this pedestrian corridor be removed and replaced with a standard crosswalk and pedestrian signing.

SUMMARY:

The above discussion has shown that the existing pedestrian corridors at Clarence Avenue/4th and 5th Streets, and at Ruth Street/McKinnon Avenue should be removed as they are no longer required. The equipment (poles, light fixtures) could be utilized at locations where these devices are warranted. If approval to remove these corridors is received, it is the intention of the Engineering Department to leave the existing corridors in place until the equipment is required at another location."

- RECOMMENDATION:**
- 1) that the pedestrian corridor at Clarence Avenue and 4th and 5th Streets be removed and replaced with a standard crosswalk and pedestrian signing; and
 - 2) that the pedestrian corridor on Ruth Street and McKinnon Avenue be removed and replaced with a standard crosswalk and pedestrian signing.

IT WAS RESOLVED: 1) that the pedestrian corridor at Clarence Avenue and 4th and 5th Streets be removed and replaced with a standard crosswalk and pedestrian signing;

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- 2) *that the pedestrian corridor on Ruth Street and McKinnon Avenue be removed and replaced with a standard crosswalk and pedestrian signing; and*
- 3) *that the information be provided to the appropriate Community Associations.*

**5. Enquiry - Alderman Thompson (August 12, 1991)
Report on Condition of East Side Sidewalk of
2000 Block Louise Avenue
(File No. CK. 6220-1)**

The following enquiry was made by Alderman Thompson at the meeting of City Council held on August 12, 1991:

"Would the Works and Utilities Committee report to Council on the condition of the east side sidewalk of the 2000 block Louise Avenue and bring forward appropriate recommendations."

Report of the City Engineer, November 18, 1991:

"For the past three years the Engineering Department has undertaken an annual sidewalk condition survey of approximately 20 km per annum. The purpose of the survey is to rank and prioritize sidewalks for the local improvement replacement program and scheduled maintenance treatments. The 2000 block of Louise was reviewed with the 1991 survey which was completed in mid-October. The sidewalk originally constructed in 1961, was found to have 60% of its length in good condition, 30% fair and 10% poor. Based on the condition survey this sidewalk would not be proposed for the Local Improvement Replacement Program for at least five years. In the interim, localized repairs will be carried out in 1992, as part of the Sidewalk Maintenance Program."

RECOMMENDATION: that the information be received.

ADOPTED.

**6. Traffic Bridge Rehabilitation
(File No. CK. 6050-1)**

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Report of the City Engineer, November 20, 1991:

"The Engineering study of the Traffic Bridge authorized under Capital Project 787, has identified severe deterioration of some of the concrete supports of the bridge. Specifically, the deterioration is in the concrete pedestals constructed in 1961, on top of the most southerly three original piers. The piers are structurally sound but the pedestals must be reconstructed.

The proposed remedial work is:

1. Fabricate and install, as soon as possible, a steel framework on the most southerly (land) pier to carry the load of the most severely deteriorated pedestals.
2. As weather and river conditions permit during 1992, reconstruct the land pier pedestals and the pedestals on the two river piers.

The estimated cost of the work is \$85,000, and the source of funding is the Infrastructure Reserve."

- RECOMMENDATION:**
- 1) that Capital Project 787 be amended to reconstruct pedestals on the Traffic Bridge for an estimated cost of \$85,000; and
 - 2) that the source of funding be the Infrastructure Reserve.

ADOPTED.

7. **Communication from Ted Hearn**
Date: September 18, 1991
Subject: Requesting Bus Stop in Front of Porteous Lodge,
833 Avenue P North
(File No. CK. 7311-1)

Attached is a copy of the above-noted communication which has been considered by your Committee.

Report of the Transit Manager, November 19, 1991:

"A review of the routing and schedule of Route 5 indicates that the request for the new stop

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can be accommodated. The stop would be located adjacent to the Porteous Lodge property for buses travelling from downtown only. Porteous Lodge residents who find it a long walk to the existing bus stops at 31st Street or on 29th Street would have the option to board as well as alight at this new stop."

RECOMMENDATION: that a new 80 foot far side bus stop located southbound on Avenue P, south of 30th Street (extended), be approved.

ADOPTED.

**8. 1991 Equipment Purchases
 Project 581: V & E Services
 (File No. CK. 1390-1)**

Your Committee has considered the following report of the Manager, Vehicle and Equipment Services Department dated November 20, 1991:

"Tenders for the purchase of vehicles were received by the Purchasing Department. The following prices were received:

Item #1	33,000# GVW Cab & Chassis (2)	Unit Price
	BTS Service - Regina	\$48,648.00
	Louisville Truck Centre	
\$48,721.00 *		
	Frontier Peterbilt	
\$66,026.00		

The units will replace (1) 1975 and (1) 1979 Cab & Chassis under (2) Thermolay Hot Asphalt Street Patching Units. The low bid by BTS Service offers a seating arrangement which is not suitable for a three-man crew and is, therefore, not acceptable. The lowest evaluated bid (*) is offered by Louisville Truck Centre and is being recommended for purchase.

Item #2	1/2 Ton Pick-up Trucks (16)	Unit Price
	Auto Clearing (1982) Ltd.	
\$11,026.00 *		
	Dodge City Sales & Service	\$11,076.00
	Saskatoon Motor Products (1973) Ltd.	\$12,375.00
	Jubilee Ford Sales (1983) Ltd.	\$12,729.00
	Merlin Motors Ltd.	\$12,865.00

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Wheaton Pontiac Buick Cadillac GMC Ltd. \$13,554.00

The low bid meeting specifications (*) offered by Auto Clearing (1987) Ltd. is being recommended for purchase.

Item #3	3/4 Ton Van (1)	Unit Price
	Dodge City Sales & Service	\$15,682.00 *
	Auto Clearing (1982) Ltd.	\$15,732.00
	Merlin Motors Ltd.	\$16,662.00
	Jubilee Ford Sales (1983) Ltd.	\$16,995.00

The low bid meeting specifications offered by Dodge City Sales & Service is being recommended for purchase.

Item #4	1/2 Ton Vans (6)	Unit Price
	Dodge City Sales & Service	\$13,897.00 *
	Auto Clearing (1982) Ltd.	\$13,947.00
	Merlin Motors Ltd.	\$14,961.00
	Jubilee Ford Sales (1983) Ltd.	\$15,582.00

The low bid meeting specifications (*) offered by Dodge City Sales & Service is being recommended for purchase.

Item #5	3/4 Ton Trucks (4)	Unit Price
	Dodge City Sales & Service	\$13,771.00 *
	Auto Clearing (1982) Ltd.	\$13,821.00
	Jubilee Ford Sales (1983) Ltd.	\$14,324.00
	Saskatoon Motor Products (1973) Ltd.	\$14,425.00
	Merlin Motors Ltd.	\$14,729.00
	Wheaton Pontiac Buick Cadillac GMC Ltd.	\$14,764.00

The low bid meeting specifications (*) offered by Dodge City Sales & Service is being recommended for purchase.

Item #6	10,000# GVW Cab & Chassis (3)	Unit Price
	Dodge City Sales & Service	\$14,535.00 *
	Auto Clearing (1982) Ltd.	\$14,575.00
	Merlin Motors Ltd.	\$15,325.00
	Jubilee Ford Sales (1983) Ltd.	\$15,704.00

The low bid meeting specifications (*) offered by Dodge City Sales & Service is being recommended for purchase.

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Item #7	10,000# GVW 4 x 4 Cab & Chassis (1)	Unit Price
	Dodge City Sales & Service	\$16,721.00 *
	Auto Clearing (1982) Ltd.	\$16,790.00
	Merlin Motors Ltd.	\$18,538.00
	Jubilee Ford Sales (1983) Ltd.	\$19,138.00

The low bid meeting specifications (*) offered by Dodge City Sales & Service is being recommended for purchase.

Item #8	14,000# GVW Cab & Chassis (1)	Unit Price
	Jubilee Ford Sales (1983) Ltd.	\$17,909.00 *
	Merlin Motors Ltd.	\$18,050.00

The low bid meeting specifications(*) offered by Jubilee Ford Sales (1983) Ltd. is being recommended for purchase.

All units being recommended for purchase are replacement units. The units being replaced will be disposed of through public tender. The cost of purchases as recommended including G.S.T. and P.S.T. will be \$577,114.74, with the GST rebate, the total cost will be \$556,866.12. Our approved estimates for these purchases total \$584,000.00."

The Committee would point out that the 1991 Operating Budget showed an expenditure of \$4,000,000 for vehicle and equipment purchases; \$2,000,000 will actually be spent for these purchases.

- RECOMMENDATION:**
- 1) that City Council accept the lowest evaluated bid from Louisville Truck Centre for two (2) 33,000# G.V.W. cab and chassis for \$111,083.88;
 - 2) that City Council accept the low bid meeting specifications from Auto Clearing (1982) Ltd. for sixteen (16) 1/2 ton pick-up trucks for \$201,114.24;
 - 3) that City Council accept the low bid meeting specifications from Dodge City Sales and Service for one (1) 3/4 ton van for \$17,877.48;
 - 4) that City Council accept the low bid meeting specifications

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from Dodge City Sales and Service for six (6) 1/2 ton vans for \$95,055.48;

- 5) that City Council accept the low bid meeting specifications from Dodge City Sales and Service for four (4) 3/4 ton trucks for \$62,795.76;
- 6) that City Council accept the low bid meeting specifications from Dodge City Sales and Service for three (3) 10,000# G.V.W. cab and chassis for \$49,367.70;
- 7) that City Council accept the low bid meeting specifications from Dodge City Sales and Service for one (1) 10,000# G.V.W. 4 x 4 cab and chassis for \$19,061.94; and
- 8) that City Council accept the low bid meeting specifications from Jubilee Ford Sales (1983) Ltd. for one (1) 14,000# G.V.W. cab and chassis for \$20,416.26.

ADOPTED.

**9. Senior Citizen Pass Rates
(File No. CK. 7312-1)**

Report of the Transit Manager, November 21, 1991:

"In 1991, Senior Citizen Passes could be purchased for a calendar year for \$68.00, or for six-month periods from January 1 to June 30, at \$32.00 and July 1 and December 31 at \$36.00.

The six-month passes are considered to be of equal value, but price increases were implemented in stages as a means to reduce the impact on purchasers over a fiscal year. This results with an end-load whereby the rate based on the last six months of 1991, is \$72.00 per year as compared to \$68.00 for the year 1991.

The preliminary Operating Budget for 1992, indicates that the end-load should be implemented to meet revenue requirements for 1992. The decision on this proposed rate increase must be considered now because the annual and six-month passes go on sale in mid-December."

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- RECOMMENDATION:**
- 1) that the price of the six-month Senior Citizen's pass for January 1, 1992 to June 30, 1992, be \$36.00; and
 - 2) that the price of the annual Senior Citizen's pass for 1992, be \$72.00.

ADOPTED.

**10. 1991 Prepaid Rates
 (File No. CK. 4216-1)**

Report of the City Engineer, August 13, 1991:

"The existing prepaid service rates were approved by City Council in 1990. The Engineering Department has reviewed the actual 1990 costs and projected the 1991 expenditures. The proposed changes, as shown on the attached schedules, are a result of the following prepaid service rate adjustments.

	<u>1990 Rates</u>	<u>1991 Proposed</u>	<u>% Change</u>
Residential	\$1,196.68	\$1,225.03	2.4
Institutional, Commercial, School	\$1,342.08	\$1,376.63	2.6
Industrial	\$1,428.58	\$1,467.88	2.7

DIRECT SERVICING CHARGES

- 1) Water Mains, Sanitary and Storm Sewer Mains
 The 1990 rate is considered adequate for the 1991 program.

- 2) Street and Easement Cutting & Area Grading
 The 1990 rate is considered adequate for the 1991 program.

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3) Sidewalks and Curbs

An increase of 2.3% is recommended to cover the inflationary increase.

4) Paving

An increase of 3.4% is recommended to cover the inflationary increase.

5) Walkways

The 1990 rate is considered adequate for the 1991 program.

6) Underground Electrical

The 1990 rate is considered adequate for the 1991 program.

7) Street Lighting

The 1990 rate is considered adequate for the 1991 program.

LEVIES

1) Trunk Sewer Levy

An increase of 4% is recommended to cover the cost of inflation.

2) Primary Water Main Levy

The 1990 rate is considered adequate for the 1991 program.

3) Arterial Road Levy

The levy is recommended to be increased by 12% to include both the inflationary increases and changes in standards for concrete splash aprons on the outside edge and concrete curb and gutter on the medians.

4) Parks and Recreation

The Leisure Services Department made an independent submission for their levy (rates remained at the 1990 level).

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5) Buffers

A 9.7% increase to the rates is recommended to recover the inflationary costs associated with development of buffers and their new standards.

6) Signing and Signals

The 1990 rate is considered adequate for the 1991 program.

7) Fencing

A 2.6% increase to the residential, institutional and commercial rate is recommended to recover the inflationary costs experienced in 1990.

8) Planning Levy

The 1990 rate is considered adequate for the 1991 program.

OTHER FEES

1) Service Connections

The 1990 rate is considered adequate for the 1991 program.

2) Lift Station Levy

The 1990 rate is considered adequate for the 1991 program.

3) Inspection

A 6.5% increase to the inspection fee is recommended to cover the increased cost of inspection services approved in 1990.

4) Long Term Warranty

The 1990 rate is considered adequate for the 1991 program.

5) Lanes

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The 1990 rate is considered adequate for the 1991 program.

The following comments were made by developers following a discussion of the proposed rates at the Developers Liaison Meeting:

- 1) Street Lighting: Why is temporary street lighting required on roads such as Boychuk Drive and McOrmond Drive?
- 2) Arterial Road Levy: Defer or delay or reduce the new standards so that the rate will not be increased more the Consumer Price Index.
- 3) Buffer: Include the newly irrigated tree standard as an optional item to the developer thereby reducing the rate increase."

Your Committee requested the views of the Land Bank Committee on the proposed rates. Attached is a copy of a response from the Land Bank Committee dated October 16, 1991.

The Committee has thoroughly reviewed this matter and supports the proposal set out in the above report of the City Engineer.

RECOMMENDATION: that the 1991 proposed prepaid service rates be approved.

Pursuant to earlier resolution, Item No. 13 of "Communications" was brought forward and considered.

IT WAS RESOLVED: that the 1991 proposed prepaid service rates be approved.

REPORT NO. 3-1991 OF THE MUNICIPAL HERITAGE ADVISORY COMMITTEE

1. **A.L. Cole Site
435 Avenue A South
(File No. CK. 4132-3)**

This report is to be considered during the public hearing on the above matter, as referenced under

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Item No. 4a) of Unfinished Business.

City Council considered Clause B6, Report No. 28-1991 of the City Commissioner on the above matter at its meeting held on October 7, 1991 and

"IT WAS RESOLVED (in part): 4) that the matter be referred to the Planning and Development Committee and to the Municipal Heritage Advisory Committee for submission of any comments at the time of the public hearing."

The Municipal Heritage Advisory Committee has held an in-depth discussion on this site and wishes to advise Council that the Committee needs to have information on the heritage aspects of this site before it can make any recommendations with respect to the future of the buildings/property known as the A.L. Cole Site. The Committee wishes to note that a heritage study should be done at least to determine some of the history involved with this property, so that even though it may not be feasible to save the building, perhaps it might be feasible to erect a historical monument on site.

The Municipal Heritage Advisory Committee therefore

RECOMMENDS: that the following recommendations be brought forward for consideration under Item No. 4a) of Unfinished Business:

- 1) that the A.L. Cole Plant (Parcel K) and the Pumphouse (Parcel Q) be considered separately;
- 2) that the Administration be instructed to undertake a heritage study of the A.L. Cole Site and report back to the Municipal Heritage Advisory Committee on its findings; and
- 3) that the Municipal Heritage Advisory Committee submit a further report to Council after that time.

ADOPTED.

REPORT NO. 9-1991 OF THE PERSONNEL AND ORGANIZATION COMMITTEE

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**1. Staff Training - "Institute of Transportation Engineers
Annual Conference" - Milwaukee, Wisconsin
September 22-27, 1991
(File No. CK. 7000-1)**

The Personnel and Organization Committee approved the attendance of Mr. Murray Totland, Traffic Planning Engineer, at the Institute of Transportation Engineers Annual Conference.

Attached is a copy of a report of the Director of Works and Utilities dated October 17, 1991, submitting a report on the Conference.

RECOMMENDATION: that the information be received.

ADOPTED.

**2. Out-of-Country Travel
1991 Annual Northwest Mosquito and
Vector Control Association Work Conference
September 25-27, 1991 - Missoula, Montana
(Files CK. 1706-1 and 4200-6)**

The Committee authorized Mr. Bill Kalyn (Manager of the Properties Branch) and either Mr. Gary Craig (Foreman of Pest Management Section) or Mr. Tim McMurtry (Utility Person in Pest Management Section) of the Civic Buildings and Grounds Department to attend the Annual Northwest Mosquito and Vector Control Association Work Conference held on September 25-27, 1991, in Missoula, Montana.

The Planning and Development Committee forwarded to this Committee the attached report of the Director of Planning and Development dated October 22, 1991, providing a report from the individuals who attended the conference.

RECOMMENDATION: that the information be received.

ADOPTED.

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REPORT NO. 11-1991 OF A COMMITTEE OF THE WHOLE COUNCIL

Composition of Committee

His Worship the Mayor, Chairman
Alderman D. Birkmaier
Alderman M. T. Cherneskey, Q.C.
Alderman B. Dyck
Alderman M. Hawthorne
Alderman O. Mann
Alderman P. McCann
Alderman P. Mostoway
Alderman G. Penner
Alderman M. Thompson
Alderman K. Waygood

**1. 1992 Operating Budget
(File No. CK. 1895-3)**

City Council, at its meeting held on November 18, 1991, deferred consideration of the following motion:

"THAT the Administration be instructed to prepare the 1992 Operating Budget utilizing a zero percent increase in the mill rate as the budget guideline."

Your Committee has met with the Administration regarding the 1992 Operating Budget, and has instructed the Administration to prepare a report outlining the implications of a zero percent mill rate increase. Your Committee will report to Council once it has received and reviewed this report.

RECOMMENDATION: that Council defer consideration of the above motion regarding a zero percent budget guideline until such time as a report is received from A Committee of the Whole Council.

Alderman Thompson tabled a letter dated November 22, 1991, from Ken Suppes, President, North Saskatoon Business Association, with respect to reducing the mill rate. Alderman Thompson requested that the letter be referred to the Administration for a report.

IT WAS RESOLVED: 1) that Council defer consideration of the above motion regarding a zero percent budget guideline until such time as a report is received from A Committee of the

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Whole Council; and

- 2) *that the letter tabled by Alderman Thompson, dated November 22, 1991, from Ken Suppes, President, North Saskatoon Business Association, be referred to the Administration for a report.*

REPORT NO. 2-1991 OF THE ECONOMIC DEVELOPMENT BOARD

Composition of Committee

Mr. D. Bicknell, Chairman
Mr. D. Percy, Vice-Chairman
Ms. S. Brown
Mr. J. Hyshka
Mr. F. Hartman
Mr. N. Kerr
Mr. D. Leier
Mr. I. McGilp
Ms. S. Milburn
Alderman P. Mostoway
Mr. L. Mysko
Mr. D. Richardson
Ms. L. Stonehouse
Mr. S. Sharfe
Mr. T. Summach
Alderman M. Thompson
Mr. R. Waldman

1. City of Saskatoon Purchasing Policy

The Economic Development Board has investigated the City of Saskatoon distribution of purchases of Goods and Services and submits the following information and recommendation:

- i) The City, as a Corporation, is a major economic force spending tens of millions of dollars annually in the Saskatoon business community;
- ii) The City, as a Corporation, is the second largest employer in Saskatoon;
- iii) The City, as a Corporation, employs approximately 3 times as many people as the largest private sector employers in Saskatoon;

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- iv) The percentage of purchases of Goods and Services made by the City, as a Corporation, from Saskatoon businesses, has declined from 79% in 1987, to 61.2% in 1990.

Your Board believes that the City, as a Corporation, should attempt to increase and maximize its use of local suppliers of goods and services.

We believe that implementation of the revised policy (attached) will increase the use of local suppliers, and will accordingly strengthen the viability of Saskatoon's business community, improve employment levels, and broaden the taxation base.

RECOMMENDATION: that City Council adopt the proposed draft Policy, in principle.

IT WAS RESOLVED: that the information be received and the report be considered with Item No. 4d) of `Unfinished Business.`"

Moved by Alderman Hawthorne, Seconded by Alderman Mostoway,

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

CARRIED.

UNEFINISHED BUSINESS

- 4a) HEARING -
Demolition - A.L. Cole Site
435 Avenue A South
(File No. CK. 4132-3)**

REPORT OF CITY CLERK:

"City Council, at its meeting held on October 7, 1991, considered Clause B6, Report No. 28-1991 of the City Commissioner, copy attached, and resolved:

- `1) that the property known as the A.L. Cole (Parcel K, Plan No. 63-S-01249) and

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pump-house (Parcel Q, Plan No. 63-S-01249) sites be declared a nuisance because, in Council's opinion, the buildings in their ruinous and dilapidated state:

- a) are dangerous to the health and safety of the public and the occupants of the buildings, and
 - b) substantially depreciate the value of other land or improvements in the vicinity;
- 2) that the City Solicitor be directed to advise the owner and persons having an interest in the A.L. Cole and Pump-house sites of the date wherein Council will consider the making of an order to demolish all buildings on both sites;
 - 3) that the Saskatchewan Power Corporation be requested to involve itself more fully in successfully resolving this situation; and
 - 4) that the matter be referred to the Planning and Development Committee and to the Municipal Heritage Advisory Committee for submission of any comments at the time of the public hearing.'

The City Solicitor has now served the necessary notices on the assessed and/or registered owners, and Council is to consider the matter of an 'Order for Demolition' of the buildings on the property.

A copy of the 'Order for Demolition' of the buildings on the property located at 435 Avenue A South is attached. Council should provide for a return date for the Order in the event that Council is disposed to make the Order.

Copies of the following communications are also attached:

- Letter dated November 27, 1991, from H. F. Feldkamp, P. Eng., Kilborn (Saskatchewan) Ltd., requesting permission to be heard;
- Letter dated November 27, 1991, from Lloyd Hedemann, Headway Management, requesting permission to make a presentation;
- Letter dated November 28, 1991, from Fred Heal, Executive Director, Meewasin Valley Authority, requesting permission to make a presentation.

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It should be noted that a report on this matter is also being submitted under Clause 1, Report No. 3-1991 of the Municipal Heritage Advisory Committee and Clauses B5 and B6, Report No. 32-1991 of the City Commissioner."

Pursuant to earlier resolution, Clause 1, Report No. 3-1991 of the Municipal Heritage Advisory Committee, Clause 1, Report No. 34-1991 of the Planning and Development Committee and Clauses B5 and B6, Report No. 32-1991 of the City Commissioner were brought forward and considered.

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

Mr. Henry Feldkamp of Kilborn Sask. Ltd. reviewed his submitted brief indicating that there may be alternatives to demolition of the buildings on the site.

Mr. Lloyd Hedemann of Headway Management Ltd. tabled a copy of a presentation previously made to the Planning and Development Committee with respect to the potential development of the Pumphouse into a seasonal restaurant. Mr. Hedemann requested Council to look at the Pumphouse site separate from the A.L. Cole site.

Mr. Fred Heal, Executive Director of the Meewasin Valley Authority, tabled a copy of his presentation, and addressed the following issues:

- 1) the health and safety of the public and of the environment; and*
- 2) the best future use of the property.*

Mr. Heal suggested that the City facilitate a meeting of interested parties to develop a strategy to clean up the site, and that the City encourage a detailed cost/benefit study in regard to demolishing the building or retaining it for future use in order to determine what is the best use for the property and future of the building.

Pursuant to motion by Alderman Birkmaier, Seconded by Alderman Hawthorne, the hour of the meeting was extended beyond 10:30 p.m.

Mr. D. F. Robertson, Chairman of the Municipal Heritage Advisory Committee, requested that a heritage study be done on the site, after which the Municipal Heritage Advisory Committee report further to Council.

Ms. Susan Barrett, President of the Saskatoon Heritage Society, indicated that the Society would like to see the building retained only if a viable use of the site could be found. She stated that the Society supports exploring all options for reuse of the site rather than demolition of the site.

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Mr. Ken Redekopp, representing the Riversdale Community and School Association, requested to be included for input when the proposals for the site are put forward.

Mr. Byron Wensley, Chief Health Inspector, Saskatoon Community Health Unit, expressed concern with respect to the sewage lift station located east of the pumphouse site if it is to be used as a restaurant. Mr. Wensley also expressed concern with respect to the public safety and the potential impact with respect to public health hazards at the A.L. Cole site.

Ms. Joan Campbell, a resident of the Riversdale Neighbourhood, expressed her concern with respect to people entering the site.

Moved by Alderman Cherneskey, Seconded by Alderman Thompson,

THAT the submitted correspondence be received.

CARRIED.

Moved by Alderman Waygood, Seconded by Alderman Penner,

THAT the hearing be closed.

CARRIED.

Moved by Alderman Waygood, Seconded by Alderman Penner,

THAT consideration of the decision on the demolition of the A.L. Cole and Pumphouse site be deferred for six months, and in the meantime the following action be taken:

- the Administration initiate the process for immediate cleanup of the site, including all debris and environmental hazards;*
- information be obtained from the Municipal Heritage Advisory Committee on the heritage value of the building; and*
- public input and interest be obtained and all opportunities be explored on the potential re-use of the site.*

THE MOTION WAS PUT AND

LOST.

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Moved by Alderman Cherneskey, Seconded by Alderman McCann,

THAT, because of their ruinous and dilapidated state, City Council declare the buildings formerly known as the A.L. Cole Power Station (Parcel K, Plan No. 63-S-01249) and Pumphouse (Parcel Q, Plan No. 63-S-01249), located at 435 Avenue A South, Saskatoon, Saskatchewan, and more particularly described as:

Firstly: Parcel K

*Saskatoon, Saskatchewan
Plan 63-S-01249*

*Except: Firstly: all that portion shown on Plan 65-S-22071, not part
of Avenue A*

*Secondly: all that lying to the West of the Southerly production
of the Easterly limit of Avenue B*

Minerals in the Crown

Secondly: Parcel Q
*Saskatoon, Saskatchewan
Plan 63-S-01249*

*Mines and Minerals Excepted as to that portion of Parcel "Q" lying East of
a line, which is parallel to and perpendicular distant 15.8 feet Westerly from
the East Boundary of said Parcel "Q", as said Minerals were allocated by
Instrument No. 63-S-01250*

Minerals in the Crown as to balance of Parcel "Q"

*a nuisance, because in Council's opinion, the buildings are dangerous to the public safety
and health and substantially depreciate the value of other land or improvements in the
vicinity; and*

*THAT, Desrochers Development Corp. and TSL Industries Ltd., the registered and assessed
owners, be ordered:*

- 1) to demolish or remove the said buildings and to fill in any open basement or
excavation remaining on the site of the said buildings after the demolition or
removal thereof, and*

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2) *to comply with the Order on or before the 30th day of May, 1992.*

CARRIED.

Moved by Alderman Penner, Seconded by Alderman Waygood,

THAT the matter of the cleanup of the site be referred to the Planning and Development Committee for a report back to Council.

CARRIED.

Moved by Alderman Thompson, Seconded by Alderman Cherneskey,

THAT the matter of Mr. Hedemann's outstanding request be referred to the Planning and Development Committee for reply within four weeks.

CARRIED.

**4b) HEARING -
Zoning Bylaw Amendment
Sign Regulations - "For Sale/For Rent"
Proposed Bylaw No. 7170
(File No. CK. 4350-1)**

REPORT OF CITY CLERK:

"Attached is a copy of Clause 2, Report No. 19-1990 of the Municipal Planning Commission which was ADOPTED by City Council at its meeting held on October 15, 1990.

A copy of Notice which appeared in the local press under dates of November 9 and 16, 1991 is also attached.

Council, at this meeting, is to hear and determine any submissions with respect to the proposed amendment prior to its consideration of proposed Bylaw No. 7170, copy attached.

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Copies of the following communications are also attached:

- Letter dated November 12, 1991 from Kevin P. Clackson, Commercial, Industrial Sales, Leasing, Clackson Real Estate Ltd.;
- Letter dated November 28, 1991, from Larry Grozell, President, Ashford Realty (Commercial Division) Ltd., requesting permission to be heard.
- Letter dated November 27, 1991, from I. J. (Ian) MacKay, Leasing Manager, T&T Properties."

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

Mr. Larry Grozell, President of Ashford Realty, discussed the problems with the proposed amendment and noted that some signs currently placed on properties would have to be removed under the new bylaw.

Moved by Alderman Cherneskey, Seconded by Alderman Hawthorne,

THAT the submitted correspondence be received.

CARRIED.

Moved by Alderman Cherneskey, Seconded by Alderman Hawthorne,

THAT the hearing be closed.

CARRIED.

Moved by Alderman Thompson, Seconded by Alderman Mostoway,

THAT Council consider Bylaw No. 7170.

CARRIED.

- 4c) HEARING -
Rezoning -
Parcels A and B, Plan No. 91-S-38714
Southeast corner of Attridge Drive and Berini Drive
(B.4 to M.3 District)
Parcel C, Plan No. 91-S-38714**

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**Northeast corner of Berini Drive and 115th Street
(B.4 to M.3A District)
Proposed Bylaw No. 7253
(File No. CK. 4351-1)**

REPORT OF CITY CLERK:

"Attached is a copy of Clause 1, Report No. 16-1991 of the Municipal Planning Commission which was ADOPTED by City Council at its meeting held on September 9, 1991.

A copy of Notice which appeared in the local press under dates of November 9 and 16, 1991 is also attached.

Council, at this meeting, is to hear and determine any submissions with respect to the proposed amendment prior to its consideration of proposed Bylaw No. 7253, copy attached."

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

Moved by Alderman Cherneskey, Seconded by Alderman Mostoway,

THAT the hearing be closed.

CARRIED.

Moved by Alderman Cherneskey, Seconded by Alderman Mostoway,

THAT Council consider Bylaw 7253.

CARRIED.

**4d) Policy - Tendering Process
(File No. CK. 6220-1)**

REPORT OF CITY CLERK:

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"Attached is a copy of Clause 3, Report No. 39-1991 of the Legislation and Finance Committee, which was DEALT WITH AS STATED by City Council at its meeting held on November 18, 1991:

'Pursuant to earlier resolution, Item No. A12) of "Communications" was brought forward and considered.

IT WAS RESOLVED:that consideration of the matter be deferred for two weeks.'

Also attached is a copy of the communication referenced above from Neil McMillan, President of the Saskatoon Chamber of Commerce, dated November 18, 1991.

Copies of the following communications are also attached:

- Letter dated November 28, 1991, from Neil McMillan, President, Saskatoon Chamber of Commerce, requesting permission to address Council;
- Letter dated November 28, 1991, from Donna Melnychuk, Secretary, Economic Development Board, requesting permission for Mr. Doug Bicknell, Chairman of the Board, to address Council;
- Letter dated November 28, 1991, from Gordon Bolton, Vice-President, Saskatoon & District Labour Council, requesting permission to address Council."

Pursuant to earlier resolution, Clause 1, Report No. 2-1991 of the Economic Development Board was brought forward and considered.

Moved by Alderman Cherneskey, Seconded by Alderman Mostoway,

THAT the submitted correspondence be received, and that the matter be referred back to the Legislation and Finance Committee to meet with Messrs. Bicknell and McMillan.

CARRIED.

**4e) Financial Statements - September 30, 1991
(File No. CK. 1895-3)**

REPORT OF CITY CLERK:

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"Attached is a copy of Clause D3, Report No. 31-1991 of the City Commissioner, which was DEALT WITH AS STATED by City Council at its meeting held on November 18, 1991:

`Moved by Alderman Thompson,

THAT the Administration be instructed to prepare the 1992 Operating Budget utilizing a zero percent increase in the mill rate as the budget guideline.

Moved by Alderman Penner,

THAT consideration of the motion be deferred until either the next meeting of City Council or November 30, 1991.

THE DEFERRAL MOTION WAS PUT AND CARRIED.'

It should be noted that a report is being submitted on the matter under Clause 1, Report No. 11-1991 of A Committee of the Whole Council."

DEALT WITH EARLIER UNDER CLAUSE 1, REPORT NO. 11-1991 OF A COMMITTEE OF THE WHOLE COUNCIL. SEE PAGE NO. 107.

INTRODUCTION AND CONSIDERATION OF BYLAWS

Bylaw No. 7170

Moved by Alderman Hawthorne, Seconded by Alderman Mostoway,

THAT permission be granted to introduce Bylaw No. 7170, being "*A Bylaw of The City of Saskatoon to amend Bylaw No. 6772, entitled, 'A Bylaw Respecting Zoning in the City of Saskatoon,'*" and to give same its first reading.

THE MOTION WAS PUT AND LOST.

Moved by Alderman Hawthorne, Seconded by Alderman Mostoway,

THAT the matter be referred to the Planning and Development Committee.

CARRIED.

Bylaw No. 7253

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Moved by Alderman Hawthorne, Seconded by Alderman Mostoway,

THAT permission be granted to introduce Bylaw No. 7253, being "*A Bylaw of The City of Saskatoon to amend Bylaw No. 6772, entitled, 'A Bylaw Respecting Zoning in the City of Saskatoon,'*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Alderman Hawthorne, Seconded by Alderman Thompson,

THAT Bylaw No. 7253 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Alderman Hawthorne, Seconded by Alderman Waygood,

THAT Council go into Committee of the Whole to consider Bylaw No. 7253.

CARRIED.

Council went into Committee of the Whole with Alderman Hawthorne in the Chair.

Committee arose.

Alderman Hawthorne, Chairman of the Committee of the Whole, made the following report:

That while in Committee of the Whole, Bylaw No. 7253 was considered clause by clause and approved.

Moved by Alderman Hawthorne, Seconded by Alderman Mann,

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

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CARRIED.

Moved by Alderman Hawthorne, Seconded by Alderman McCann,

THAT permission be granted to have Bylaw No. 7253 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Alderman Hawthorne, Seconded by Alderman Cherneskey,

THAT Bylaw No. 7253 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

Bylaw No. 7260

Moved by Alderman Hawthorne, Seconded by Alderman Mostoway,

THAT permission be granted to introduce Bylaw No. 7260, being "*A Bylaw of The City of Saskatoon pursuant to Subsection 275(2) of The Urban Municipality Act, 1984, to exempt certain properties from taxation for the year 1992,*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Alderman Hawthorne, Seconded by Alderman Thompson,

THAT Bylaw No. 7260 be now read a second time.

CARRIED.

The bylaw was then read a second time.

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Moved by Alderman Hawthorne, Seconded by Alderman Waygood,

THAT Council go into Committee of the Whole to consider Bylaw No. 7260.

CARRIED.

Council went into Committee of the Whole with Alderman Hawthorne in the Chair.

Committee arose.

Alderman Hawthorne, Chairman of the Committee of the Whole, made the following report:

That while in Committee of the Whole, Bylaw No. 7260 was considered clause by clause and approved.

Moved by Alderman Hawthorne, Seconded by Alderman Mann,

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

CARRIED.

Moved by Alderman Hawthorne, Seconded by Alderman McCann,

THAT permission be granted to have Bylaw No. 7260 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Alderman Hawthorne, Seconded by Alderman Birkmaier,

THAT Bylaw No. 7260 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

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Bylaw No. 7261

Moved by Alderman Hawthorne, Seconded by Alderman Mostoway,

THAT permission be granted to introduce Bylaw No. 7261, being *"A Bylaw of The City of Saskatoon to amend Bylaw No. 6673, being `A Bylaw of The City of Saskatoon to provide for the payment of taxes and the application of discount and penalties thereto,"* and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Alderman Hawthorne, Seconded by Alderman Thompson,

THAT Bylaw No. 7261 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Alderman Hawthorne, Seconded by Alderman Waygood,

THAT Council go into Committee of the Whole to consider Bylaw No. 7261.

CARRIED.

Council went into Committee of the Whole with Alderman Hawthorne in the Chair.

Committee arose.

Alderman Hawthorne, Chairman of the Committee of the Whole, made the following report:

That while in Committee of the Whole, Bylaw No. 7261 was considered clause by clause

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and approved.

Moved by Alderman Hawthorne, Seconded by Alderman Mann,

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

CARRIED.

Moved by Alderman Hawthorne, Seconded by Alderman McCann,

THAT permission be granted to have Bylaw No. 7261 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Alderman Hawthorne, Seconded by Alderman Birkmaier,

THAT Bylaw No. 7261 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.

Alderman Thompson excused himself from discussion and voting on Bylaw No. 7259 and left the Council Chamber.

Bylaw No. 7259

Moved by Alderman Hawthorne, Seconded by Alderman Mostoway,

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THAT permission be granted to introduce Bylaw No. 7259, being "*A Bylaw of The City of Saskatoon to authorize His Worship the Mayor to declare Thursday, the 26th day of December, 1991 to be a civic holiday,*" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Alderman Hawthorne, Seconded by Alderman Waygood,

THAT Bylaw No. 7259 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Alderman Hawthorne, Seconded by Alderman Mann,

THAT Council go into Committee of the Whole to consider Bylaw No. 7259.

CARRIED.

Council went into Committee of the Whole with Alderman Hawthorne in the Chair.

Committee arose.

Alderman Hawthorne, Chairman of the Committee of the Whole, made the following report:

That while in Committee of the Whole, Bylaw No. 7259 was considered clause by clause and approved.

Moved by Alderman Hawthorne, Seconded by Alderman McCann,

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

CARRIED.

Moved by Alderman Hawthorne, Seconded by Alderman Cherneskey,

THAT permission be granted to have Bylaw No. 7259 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Alderman Hawthorne, Seconded by Alderman Birkmaier,

THAT Bylaw No. 7259 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.

His Worship Mayor Dayday read the following proclamation:

"I, Henry Dayday, Mayor of the City of Saskatoon, hereby declare Thursday, the 26th day of December, 1991, to be a civic holiday in the City of Saskatoon.

Dated at the City of Saskatoon, in the Province of Saskatchewan this 2nd day of December, 1991."

Moved by Alderman Cherneskey, Seconded by Alderman Waygood,

THAT the meeting stand adjourned.

CARRIED.

The meeting adjourned at 11:45 p.m.

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Mayor

City Clerk