

Council Chamber  
City Hall, Saskatoon, Sask.  
Monday, October 2, 2000  
at 7:00 p.m.

## **MINUTES OF THE REGULAR MEETING OF CITY COUNCIL**

**PRESENT:** His Worship the Mayor, in the Chair;  
Councillors Atchison, Birkmaier, Harding, Heidt, Langford, Maddin,  
McCann, Roe, Steernberg and Waygood;  
City Manager Richards;  
General Manager Community Services Gauthier;  
General Manager Infrastructure Services Uzelman;  
General Manager Corporate Services Veltkamp;  
General Manager Fire and Protective Services Hewitt;  
General Manager Utility Services Munch;  
City Solicitor Dust;  
A/City Clerk Hall;  
A/City Councillors' Assistant Martens.

Councillor Steernberg rose on a point of privilege and stated he had received calls today with respect to a book of condolences for former Prime Minister Pierre Trudeau for his long-time public service. City Manager Richards stated he had been in touch with the Federal and Provincial governments to ensure protocol was followed in terms of a formal request to provide the book. A formal request was received today and the book was set up as quickly as possible.

His Worship the Mayor rose on a point of privilege and stated that Councillor Steernberg had received an award while at the FCM Conference in London, Ontario. Councillor Steernberg stated the FCM Sustainable Community Award was with respect to the work done by the City of Saskatoon in terms of downtown housing and he had received it on behalf of the City of Saskatoon Administration. His Worship the Mayor then presented Mr. Rick Howse, Development Services Branch Manager, Community Services Department, with the award.

*Moved by Councillor Roe, Seconded by Councillor Atchison,*

*THAT the minutes of the regular meeting of City Council held on September 18, 2000 be approved.*

*CARRIED.*

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 2**

**HEARINGS**

- 2a) Development Plan Amendment  
Phasing Map - Marquis Industrial Area  
Applicant: City of Saskatoon Land Branch  
Proposed Bylaw No. 7967  
(File No. CK. 4110-3)**
- 

REPORT OF THE A/CITY CLERK:

“Attached is a copy of Clause 5, Report No. 14-2000 of the Municipal Planning Commission which was adopted by City Council at its meeting held on September 5, 2000.

A copy of the Notice which appeared in the local press under dates of September 9 and September 16, 2000 is attached.

Council, at this meeting, is to hear and determine any submissions with respect to the proposed amendments prior to its consideration of Bylaw No. 7967, copy attached.”

*His Worship Mayor Dayday opened the hearing.*

*Mr. Lorne Sully, City Planning Branch Manager, Community Services Department, reviewed the proposal and indicated that his Department supports the proposed amendment.*

*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 Councillor Steernberg, Seconded by Councillor Harding,*

*THAT the hearing be closed.*

*CARRIED.*

*Moved by Councillor McCann, Seconded by Councillor Atchison,*

*THAT Councillor consider Bylaw No. 7967.*

*CARRIED.*

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 3**

**2b) Hearings  
Proposed Rezoning from IH(H) to IH District  
Part of the SE 21-37-5 W3  
816 to 828 - 60<sup>th</sup> Street East  
Marquis Industrial Neighbourhood  
Proposed Bylaw No. 7969  
(File No. CK. 4351-1)**

REPORT OF THE A/CITY CLERK:

“Attached is a copy of Clause 6, Report No. 14-2000 of the Municipal Planning Commission which was adopted by City Council at its meeting held on September 5, 2000.

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. 7969, copy attached.”

*His Worship Mayor Dayday opened the hearing.*

*Mr. Rick Howse, Building Standards Branch Manager, Community Services Department, reviewed the proposal and indicated that his Department supports the proposed amendment.*

*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 Councillor Roe, Seconded by Councillor Atchison,*

*THAT the hearing be closed.*

*CARRIED.*

*Moved by Councillor Atchison, Seconded by Councillor Heidt,*

*THAT Council consider Bylaw No. 7969.*

*CARRIED.*

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 4**

**2c) Hearings  
Proposed Zoning Bylaw Map Text Amendments  
Proposed Bylaw No. 7938  
(File No. CK. 4350-1)**

REPORT OF THE A/CITY CLERK:

“Attached is a copy of Clause 3, Report No. 9-2000 of the Municipal Planning Commission which was adopted by City Council at its meeting held on May 15, 2000.

A copy of the Notice which appeared in the local press under dates of September 9 and September 16, 2000 is attached.

Council, at this meeting, is to hear and determine any submissions with respect to the proposed amendments prior to its consideration of Bylaw No. 7938, copy attached.”

*His Worship Mayor Dayday opened the hearing.*

*Mr. Rick Howse, Development Services Branch Manager, Community Services Department, reviewed the proposal and indicated that his Department supports the proposed amendment.*

*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 Councillor Harding, Seconded by Councillor Maddin,*

*THAT the hearing be closed.*

*CARRIED.*

*Moved by Councillor Langford, Seconded by Councillor Heidt,*

*THAT Council consider Bylaw No. 7938.*

*CARRIED.*

**COMMUNICATIONS TO COUNCIL**

The following communications were submitted and dealt with as stated:

**A. REQUESTS TO SPEAK TO COUNCIL**

**1) David W. Penny, General Manager  
Studio Saskatoon Animated Productions, dated July 6**

Requesting permission to address Council with respect to Studio Saskatoon and the Saskatchewan Centre for Emerging Technologies. (File No. CK. 1870-1)

**RECOMMENDATION:** that David Penny be heard.

*Moved by Councillor Atchison, Seconded by Councillor Langford,*

*THAT David Penny be heard.*

*CARRIED.*

*Mr. David Penny introduced Mr. Steve Rabatich, President of Studio Saskatoon and Saskatchewan Centre for Emerging Technologies. Mr. Rabatich stated they have developed an association with Sheridan College in Oakville, Ontario. In the animation industry, Sheridan College is very significant, as Walt Disney Productions hires out of this College, and by bringing their curriculum to Saskatoon, it will bring a world class, internationally recognized art and design college to the province of Saskatchewan.*

*Mr. Penny stated he wished to make City Council aware of what they are doing for the City and the Province and invited Council members to the studio. Mr. Penny provided City Council with their business cards.*

*Moved by Councillor Birkmaier, Seconded by Councillor Steernberg,*

*THAT the information be received.*

*CARRIED.*

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 6**

**2) Dan McDonald  
Genesis Bench Advertising, dated September 26**

Requesting permission to address Council with respect to transit shelter and bench advertising services. (File No. CK. 7311-4)

**RECOMMENDATION:** that Items A3 - A5 of Communications and Clause 2, Report No. 14-2000 of the Planning and Operations Committee be brought forward and considered and that the speakers be heard.

*Moved by Councillor Roe, Seconded by Councillor Langford,*

*that Items A3 to A5 of Communications and Clause 2, Report No. 14-2000 of the Planning and Operations Committee be brought forward and considered and that the speakers be heard.*

*CARRIED.*

**“A3) Chris Roubekas, Leasing Manager  
Pattison Outdoor Group, dated September 27**

Requesting permission to address Council with respect to transit shelter and bench advertising services. (File No. CK. 7311-4)

**RECOMMENDATION:** that the matter be considered with Item A2 of Communications and Clause 2, Report No. 14-2000 of the Planning and Operations Committee.

**A4) David Gray  
Creative Outdoor Advertising, dated September 27**

Requesting permission to address Council with respect to transit shelter and bench advertising services. (File No. CK. 7311-4)

**RECOMMENDATION:** that the matter be considered with Item A2 of Communications and Clause 2, Report No. 14-2000 of the Planning and Operations Committee.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 7**

**A5) Mel McKnight  
Mediacom Inc., dated September 27**

Requesting permission to address Council with respect to transit shelter and bench advertising services. (File No. CK. 7311-4)

**RECOMMENDATION:** that the matter be considered with Item A2 of Communications and Clause 2, Report No. 14-2000 of the Planning and Operations Committee.

**REPORT NO. 14-2000 OF THE PLANNING AND OPERATIONS COMMITTEE**

**2. Transit Shelter and Bench Advertising  
(File No. CK. 6220-1)**

**RECOMMENDATION:**

- 1) that City Council approve the provision of transit bench and bench advertising;
- 2) that a ten-year contract for transit bench advertising be awarded to Creative Outdoor Advertising;
- 3) that a ten-year contract for transit shelter advertising be awarded to Pattison under maintenance option one; and,
- 4) that the City Solicitor's Office be instructed to prepare the appropriate contracts.

Your Committee has considered the attached report of the General Manager, Utility Services Department dated September 19, 2000, regarding the above matter, and has received presentations from representatives of Creative Outdoor Advertising and Genesis Bench Advertising. Attached is a copy of a submission from Mr. Dan McDonald, Genesis Bench Advertising.

Upon review of the matter, your Committee supports the recommendations outlined in the above report of the General Manager, Utility Services Department.”

*The A/City Clerk provided City Council with copies of Mediacom's presentation.*

*General Manager, Utility Services Department Munch, provided City Council with the background to the request for proposals.*

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 8**

*Mr. Dan McDonald, Genesis Bench Advertising, spoke with respect to the proposal to award the contract to Creative Outdoor Advertising. Mr. McDonald provided City Council with a copy of his presentation and requested Council to award the contract to Genesis Bench Advertising.*

*Mr. Chris Roubekas, Leasing Manager, Pattison Outdoor Group, stated he was pleased they were recommended to be awarded the contract for transit shelter advertising and requested support of the recommendation as outlined in the Administrative report.*

*Mr. Bruce Reeder, Creative Outdoor Advertising, stated that Creative Outdoor Advertising represents the very best bench advertising has to offer and they appreciate the opportunity to provide transit bench advertising to the City of Saskatoon.*

*Mr. Bruce Rankin, Mediacom, stated the City should consider their bid and should not ignore the revenue-sharing opportunity with Mediacom. Mr. Rankin stated the analysis demonstrates that Mediacom is advantageous in this regard. He stated they were not able to address the Planning and Operations Committee in that they did not receive notice of the meeting. Mr. Rankin requested the matter be referred back to the Planning and Operations Committee for review.*

*Moved by Councillor Steernberg, Seconded by Councillor Langford,*

*THAT the matter be referred back to the Planning and Operations Committee.*

*CARRIED.*

**REQUESTS TO SPEAK TO COUNCIL - CONTINUED**

- 3) **Chris Roubekas, Leasing Manager**  
**Pattison Outdoor Group, dated September 27**

*DEALT WITH EARLIER. SEE PAGE NO. 6.*

- 4) **David Gray**  
**Creative Outdoor Advertising, dated September 27**

*DEALT WITH EARLIER. SEE PAGE NO. 6.*



**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 9**

**5) Mel McKnight  
Mediacom Inc., dated September 27**

*DEALT WITH EARLIER. SEE PAGE NO. 6.*

**6) Jim Earle  
3436 Ortona Street, dated October 2**

Requesting permission to address Council with respect to the 22<sup>nd</sup> Street/Circle Drive Interchange.  
(File No. CK. 6001-10)

**RECOMMENDATION:** that Items A7 to A10 and AA6 to AA11 of Communications and Clause D1, Administrative Report No. 18-2000 be brought forward and considered and that the speakers be heard.

*Moved by Councillor Atchison, Seconded by Councillor Heidt,*

*that Items A7 to A10, AA3 and AA6 to AA11 of Communications and Clause D1, Administrative Report No. 18-2000 be brought forward and considered and that the speakers be heard.*

*CARRIED.*

**“A7) Jim Leach  
1201 Avenue O South, dated October 2**

Requesting permission to address Council with respect to the 22<sup>nd</sup> Street/Circle Drive Interchange.  
(File No. CK. 6001-10)

**RECOMMENDATION:** that the matter be considered with Item A6 of Communications and Clause D1, Administrative Report No. 18-2000.

**A8) Robert Roy  
105 - 71<sup>st</sup> Street West, dated October 1**

Requesting permission to address Council with respect to the 22<sup>nd</sup> Street/Circle Drive Interchange.  
(File No. CK. 6001-10)

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 10**

**RECOMMENDATION:** that the matter be considered with Item A6 of Communications and Clause D1, Administrative Report No. 18-2000.

**A9) Pat Tymchatyn  
311 Avenue X South, dated September 30**

Requesting permission to address Council with respect to the 22<sup>nd</sup> Street/Circle Drive Interchange. (File No. CK. 6001-10)

**RECOMMENDATION:** that the matter be considered with Item A6 of Communications and Clause D1, Administrative Report No. 18-2000.

**A10) Wayne Poletz  
1222 Alberta Avenue, dated October 2**

Requesting permission to address Council with respect to the 22<sup>nd</sup> Street/Circle Drive Interchange. (File No. CK. 6001-10)

**RECOMMENDATION:** that the matter be considered with Item A6 of Communications and Clause D1, Administrative Report No. 18-2000.

**AA3) Jim Leach  
1201 Avenue O South, dated September 18**

Submitting comments with respect to the 22<sup>nd</sup> Street/Circle Drive Interchange. (File No. CK. 6001-10)

**RECOMMENDATION:** that the information be received and considered with Clause D1, Administrative Report No. 18-2000.

**AA6) Victor F. Whitbread  
11 - 450 - 3<sup>rd</sup> Avenue North, dated October 2**

Submitting comments with respect to the 22<sup>nd</sup> Street/Circle Drive Interchange. (File No. CK. 6001-10)

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 11**

**AA7) Allan R. Regehr, CLU  
London Life, dated October 2**

Submitting comments with respect to the 22<sup>nd</sup> Street/Circle Drive Interchange. (File No. CK. 6001-10)

**AA8) Kay Burkhart  
127 Hull Crescent, dated October 2**

Submitting comments with respect to the 22<sup>nd</sup> Street/Circle Drive Interchange. (File No. CK. 6001-10)

**AA9) Peggy Proctor, dated October 1**

Submitting comments with respect to the 22<sup>nd</sup> Street/Circle Drive Interchange. (File No. CK. 6001-10)

**AA10) Ross Elliott  
2609 Richardson Road, dated October 2**

Submitting comments with respect to the 22<sup>nd</sup> Street/Circle Drive Interchange. (File No. CK. 6001-10)

**AA11) Clayton Mitchell  
12 - 20 Assiniboine Drive, dated September 30**

Submitting comments with respect to the 22<sup>nd</sup> Street/Circle Drive Interchange. (File No. CK. 6001-10)

**RECOMMENDATION:** that the information be received and considered with Items A6 to A10 of Communications and Clause D1, Administrative Report No. 18-2000.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 12**

**ADMINISTRATIVE REPORT NO. 18-2000**

**D1) Circle Drive/22<sup>nd</sup> Street Interchange  
(File No 6001-10)**

**RECOMMENDATION:** that the Administration proceed with the final design of the Circle Drive / 22<sup>nd</sup> Street Interchange based upon Option 5 contained herein, at an estimated cost increase of \$3.9 million.

During its September 5, 2000 meeting, City Council resolved:

“that the matter of the design criteria of the 22<sup>nd</sup> Street and Circle Drive overpass be referred to the Administration for a report to Council with respect to a left-hand turn onto 22<sup>nd</sup> Street, as well as a strategy for looking at issues on Laurier Drive and 18<sup>th</sup> Street.”

This report presents the results of the additional review and analysis conducted by the Administration in order to provide an alternative route for southbound Circle Drive traffic wishing to turn left from Circle Drive onto 22<sup>nd</sup> Street. A number of options are presented for City Council’s consideration. The report will also briefly document the planning and design process followed to date as well as present, in a conceptual fashion, what the Administration envisions to be the ultimate form of the Circle Drive South West roadway network. Much of this has been reported to City Council previously, but is worthy of repeating at this time.

A brief chronology of the planning and design work, which has gone into the development of the Circle Drive/22<sup>nd</sup> Street Interchange Project, is listed below. The Administration points out that this has likely been the most exhaustive and thorough planning and design process conducted for a transportation project within the City of Saskatoon. The work has spanned a period of no less than two and one-half years and involved over 20 transportation professionals from within the Administration and engineering consulting firms from across Canada. The Administration also recognized that public input was an important component of this process. While it is no easy task to communicate projects of this complexity to the entire population, the Administration believes that a substantial public input process has also occurred as part of this process. Furthermore, the Administration values the input that was obtained at the numerous public consultation sessions, as many of the ideas, comments, and concerns expressed have resulted in modifications that have been incorporated into the design.

**Chronology of Events**

In early 1998, a functional planning study was initiated for an interchange at Circle Drive/22<sup>nd</sup>

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 13**

Street/Confederation Drive (Capital Project No. 1521). The purpose of the Study was to determine the most suitable interchange configuration for the site. No less than 25 interchange options were developed and analyzed as to suitability by the transportation consultant engaged to conduct the study. By March 1999, four options had been identified that were deemed worthy of taking to the area businesses and public for their review and comment.

Public meetings regarding the original four options began with a meeting on March 24, 1999, to present the options to the business operators/owners in the Confederation Park Business Area. On April 1, 1999, a general public meeting was held at the Confederation Park Mall. The meeting was an "open house" format. Under this format, residents and other members of the public could attend the exhibit area to review the options and discuss their views with City staff and the consultant. All public meetings were advertised in The StarPhoenix. In addition, fliers were delivered to all businesses in the Confederation Park Business Area. Approximately 400 people attended the meeting.

At the conclusion of these meetings, it became apparent that both the business and public sentiment was that none of the four options were totally satisfactory. After careful consideration of the comments received and factors such as safety, operational level of service, provision of access, constructability, and other constraints, Infrastructure Services developed a fifth option as illustrated in the attached Selected Functional Planning Study Design (Attachment 1). At the City Council meeting held on August 9, 1999, the Administration presented this option as the recommended conceptual design. City Council resolved that it be accepted, in principle, as the recommended design.

During the 1999 Capital Budget process, additional funding was approved by City Council for the final design of the interchange. Prior to commencing the final design, a further review (under a process known as Value Engineering or VE in short) of the interchange configuration was conducted by an independent engineering consultant. The consultant had not, up to this point, been involved in the planning of this project. The objective of the VE exercise was to confirm that the option chosen was the best possible configuration. The outcome of the VE exercise was a modification of the approved interchange as shown in the attached Current Approved Design (Attachment 2). Some design features were modified which resulted in a design with improved safety, reduced conflict points, enhanced access and reduced construction costs. At this point, the provision of a southbound left-turn movement from Circle Drive onto 22<sup>nd</sup> Street was reviewed, but the VE team was unable to identify a viable means to do so.

The modified interchange configuration was recommended to City Council at its meeting held on June 26, 2000, and subsequently approved as the final design. Public and business meetings were again held to present the final interchange configuration.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 14**

Review Process and Options

It must be recognized that at the time City Council approved the final design configuration for the Circle Drive/22<sup>nd</sup> Street Interchange, many of the design features were assumed to be possible to construct, but had not been validated. Since that time, the Administration and our current engineering consultant have had the opportunity to collect the necessary detailed data to begin to accurately establish roadway alignments and grades, fully assess utility conflicts, ensure adherence to geometric standards, and generally assess the plausibility of the functional design. During this final design process, the Administration and our consultant have constantly been making modifications to the functional design to ensure it is workable, and looking for opportunities to further improve the final product. This is an evolutionary process, and what was originally developed during the functional planning process is constantly being refined to produce the final construction design. We have, therefore, reviewed the opportunity to provide the left-hand turn from southbound Circle Drive to 22<sup>nd</sup> Street with much more certainty than under the functional planning process.

The review began with a brainstorming session to again re-evaluate options that had been discussed previously, and to determine if new opportunities had been presented in light of current data. It had to be acknowledged that there are a number of constraints that simply could not be overlooked, none being more important than ensuring public safety by adhering to accepted engineering design principles and providing an enhanced operating environment over that which exists today.

Although the Administration would not recommend the first three of the following options, they are being provided to City Council for completeness of this review.

Option 1

Although the Administration would not recommend such a course of action, an option exists wherein nothing is done at this intersection. The project is cancelled and the funding reallocated to other projects throughout the City. The obvious problem with this is that the function of the area roadway system and intersections will continue to deteriorate, collisions will increase, delays will grow and driver and public frustrations will increase.

Option 2

This option would involve stopping all work done to date on this project and beginning the entire planning and design process over again in the hope that a 'better' solution can be derived. It is the Administration's opinion that adopting this strategy has little, if any, chance of producing a more optimal design than which has already been derived. As has been stated, an exhaustive planning and design process has already occurred and there is no significant new information available today which would change the decisions made over the past two and one-half years.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 15**

Option 3

This option has been previously reported to City Council, and involves providing an additional loop in the southwest quadrant of the interchange to directly provide the southbound to eastbound left turn. This would create a dual loop configuration as shown in Attachment 3. This option has been advocated in a majority of recent public presentations to City Council. Again, the Administration cannot recommend this option due to the significant weaving problems it creates, resulting in reduced levels of service and increased safety concerns. Attachment 4 is a copy of the November 17, 1999, report previously submitted to City Council that presents this option in more detail.

Option 4

This option involves retaining the current recommended option and continuing with the final design process (Attachment 2). Although the southbound to eastbound left turn is not directly provided, it is provided by a number of indirect means. Despite the objections raised regarding this option, what is being planned is by no means unusual in an urban freeway network. Many interchanges throughout Canada and the United States do not provide full access. In fact, there are grade separations in Saskatoon that do not currently provide full directional access, such as the 108<sup>th</sup> Street/Circle Drive and 14<sup>th</sup> Street/Circle Drive overpasses.

If this design were to be retained, the Administration acknowledges a number of potential issues that may need to be addressed. Two of the more significant issues involve the potential increased usage of 18<sup>th</sup> Street and the use of the Laurier Drive/Confederation Drive access route to 22<sup>nd</sup> Street. At this point, there are no recommendations with respect to resolving either potential issue; however, the Administration confirms that both issues would be thoroughly studied and options/recommendations presented regarding remedial action that may be required.

This design has been extensively studied and the Administration is satisfied that it would provide a safe and efficient roadway network which would not only serve the needs of motorists today but also well into the future. It should be further noted that, as the final design process has proceeded, cost estimates have been refined (although not finalized) and it is becoming increasingly apparent that the final estimated construction cost of this option will exceed the \$15.5 million dollars indicated previously to City Council. Inflationary pressures alone over the past two years have added significantly to the previous cost estimates. Design refinements are further adding to the overall estimated cost.

Option 5

As a result of the review, the Administration has developed an option that provides an alternative route for the southbound to eastbound left turn via what may be termed a 'quasi loop'. This option had been considered previously during both the functional planning process and VE workshop, but was deemed unworkable at that time. The access under consideration involves building a new exit ramp to provide a connection from the southbound lanes of Circle Drive to the existing north leg of

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 16**

Camponi Crescent, as shown on the proposed Camponi Ramp plan (Attachment 5). The exit ramp, referred to as the Camponi Ramp, provides alternate access from the interchange configuration in two ways. Firstly, the ramp would provide an alternate route for motorists wishing to proceed from southbound Circle Drive to eastbound 22<sup>nd</sup> Street, a movement that is not currently directly provided in the approved design. The movement would be accomplished by turning right to Fairmont Drive from the Camponi Ramp, proceeding northerly on Fairmont Drive then turning right onto eastbound 22<sup>nd</sup> Street. Secondly, the Camponi Ramp would provide an additional access to the Fairhaven and Parkridge communities south of 22<sup>nd</sup> Street. In fact, it is this second feature which is most appealing about the Camponi Ramp concept as the traffic analysis conducted to date indicates that it would carry a large number of trips originating from southbound Circle Drive wishing to enter the Fairhaven and Parkridge neighbourhoods.

The inclusion of such a ramp will impact the overall cost and design features of the proposed interchange. The significant alterations are described as follow:

1. A southbound deceleration lane on Circle Drive is required which will result in the widening of the overpass structure at 22<sup>nd</sup> Street.
2. The lengthening of the Circle Drive/northbound Circle Drive exit ramp structure.
3. A new structure over the southbound ramp from 22<sup>nd</sup> Street.
4. A substantial increase in the length of retaining walls.
5. The lowering of the southbound ramp from 22<sup>nd</sup> Street by approximately 2.5 metres to allow adequate clearance for the new Camponi Ramp.
6. The closure of the north-south portion of Camponi Crescent at its intersection with the Camponi Ramp. This is required due to traffic conflicts and differences in roadway elevations. The closure of Camponi Crescent will require the construction of a new east-west leg of Camponi Crescent, as shown on Attachment 5, to provide reasonable access to Camponi Crescent.
7. The construction of approximately 400 metres of additional roadways and additional utility relocations.
8. The construction of the Camponi Ramp will require land acquisition for the ramp itself, as well as for the new east-west leg of Camponi Crescent. Detailed areas have not been calculated, as a preliminary survey would be required to determine the extent of the side slopes and the corresponding amount of land required.



**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 17**

The preliminary cost estimate for construction of the Camponi Ramp is \$3.9 million. This would be an additional cost to what is needed to construct the currently approved option.

Although technically feasible, the Camponi Ramp incorporates features that would result in construction to a 50 kph design speed. Although this is not unusual for an exit ramp, it is considered to be at the lower end of the design domain. It should be further noted that the Camponi Ramp does not dramatically decrease the travel time for a southbound motorist wishing to access eastbound 22<sup>nd</sup> Street. For instance, travel studies estimate that using either the Laurier Drive/Confederation Drive route or the Clancy Drive/Fairmont Drive route to eastbound 22<sup>nd</sup> Street would take approximately four minutes. Using the Camponi Ramp route would take approximately one to one and one-half minutes; however, the Camponi Ramp is more direct and also provides the benefit of additional access from Circle Drive into both the Fairhaven and Parkridge communities. Furthermore, it does eliminate the concern of added traffic pressures on the Laurier Drive/Confederation Drive roadway network.

One further point must be considered as integral to the Camponi Ramp option. In order for the Camponi Ramp to operate at its optimum performance, it will require the closure of 18<sup>th</sup> Street, east of Circle Drive. The reasons for this closure follow:

- I. It is anticipated that once 18<sup>th</sup> Street is closed, most of the motorists who make a southbound left turn at 18<sup>th</sup> Street will now use the Camponi Ramp. This will optimize the utilization of the Camponi Ramp, validating it as a worthy investment.
- II. The Camponi Ramp requires that the merge point of the southbound ramp from 22<sup>nd</sup> Street to Circle Drive southbound be moved a substantial distance south from where it was contemplated under the current approved design. As a result, if 18<sup>th</sup> Street were left open a potentially serious weave condition is created whereby entering ramp traffic that is destined for 18<sup>th</sup> Street would need to cross the two Circle Drive main through lanes in a very short distance. To eliminate this safety concern, 18<sup>th</sup> Street must be closed.
  - I. Residents of Meadowgreen have expressed concerns over the operation of 18<sup>th</sup> Street for the past 15 years. Excessive speeds and the resulting potential for very serious accidents has always been the concern. As in many other areas of the City, 18<sup>th</sup> Street is used as a shortcut route, resulting in a large number of 'non-neighbourhood' (i.e. trips which should be on either 22<sup>nd</sup> Street or 11<sup>th</sup> Street) trips occurring. The closure of 18<sup>th</sup> Street will resolve this issue as the shortcut route is eliminated and traffic reductions of 90 to 95% will be realized.
  - II. The closure is consistent with the City's long-term plan for Circle Drive. In the long-term plan, neither 18<sup>th</sup> Street nor Clancy Drive will have access to Circle Drive. The next access to Circle Drive south of 22<sup>nd</sup> Street would be at 11<sup>th</sup> Street.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 18**

To summarize, the Administration views the Camponi Ramp option as a viable design alternative. It comes at considerable expense, but does provide a number of benefits over what is currently provided in the approved design.

Before leaving the Circle Drive/22<sup>nd</sup> Street interchange design discussion, there are several other issues that have been raised concerning the design that should be addressed. The issue of traffic noise generated by the interchange has been raised. During the functional planning process, traffic noise projections were undertaken. As City Council is aware, the City's current noise abatement policy is that if noise levels were projected to exceed 65 dBA Ldn, attenuation devices would be incorporated into the design. Our work to date indicates that the maximum noise levels generated by interchange traffic would be approximately 60 to 62 dBA, a level below the policy threshold. As such, no explicit attenuation devices have been incorporated into the design. Regardless of this, a number of design features have been incorporated that will aid in the abatement of traffic noise. The grade of the eastbound to northbound loop has been reduced such that truck traffic noise will be reduced. The Circle Drive overpass at 22<sup>nd</sup> Street has been moved further west to increase the distance of the roadway from neighbouring residential properties to the east. The northbound off-ramp from Circle Drive to 22<sup>nd</sup> Street has been removed, thus eliminating a potential traffic noise generator. The northbound on-ramp from 22<sup>nd</sup> Street to Circle Drive has been moved west to again increase separation distance to residential properties. The grade of this ramp has also been decreased to ease the noise generated by vehicle acceleration. The number of stop-and-go traffic movements has been greatly reduced. It is this type of traffic movement that causes the greatest noise impact on surrounding properties. Overall, the Administration is confident that traffic noise generated by the proposed interchange will be no greater than that which is currently experienced by residents.

There has also been a concern expressed regarding pedestrian and cyclist accommodation. Although no firm proposals have been developed, accommodation for both will be included in the final design. Tentative proposals include pedestrian/cyclist grade separations at 18<sup>th</sup> Street/Circle Drive and along Circle Drive in the vicinity of Confederation Park Mall. As well, pedestrian/cyclist access would be provided at the at-grade signalized intersection of Confederation Drive/22<sup>nd</sup> Street.

Finally, transit and emergency vehicle access has been questioned. To date, no formal discussion has occurred with the various agencies, although all are well aware of the proposal. The original functional planning study was conducted by the former Transportation Department of which the Transit Services Branch was a part. At that time, Transit was well aware of the interchange design plans. At the appropriate point, i.e. once the Administration has confirmation as to what exactly will be constructed, formal consultations will occur with these agencies.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 19**

Circle Drive South West Conceptual Plan

In 1977, the City completed its first long-term transportation study. At that time, the need for a future south bridge and completion of the Circle Drive roadway network were identified. In 1992, the City updated the 1977 study and developed a comprehensive traffic model and roadway system that would be required to serve a City population of 250,000 to 270,000. It was again confirmed that the south river crossing and completion of Circle Drive were priority items. Along with this, numerous interchange locations were identified for the overall roadway network. The number one priority, from a cost/benefit perspective, was the Circle Drive/22<sup>nd</sup> Street interchange.

The interchange at Circle Drive and 22<sup>nd</sup> Street is the first step toward the completion of the Circle Drive South West transportation corridor. The improvements on Circle Drive include the construction of a new south bridge, thereby providing the final southerly link of Circle Drive on the east and west sides of the river. Ultimately, Circle Drive, from Preston Avenue in the south to 33<sup>rd</sup> Street in the north, is envisioned to be a limited access, fully grade separated freeway system. The Circle Drive South West Concept Plan (Attachment 6) depicts the envisioned roadway system that includes:

- Construction of an interchange at 22<sup>nd</sup> Street/Confederation Drive.
- Construction of an interchange at Laurier Drive/Circle Drive.
- Construction of an interchange at Diefenbaker Drive/22<sup>nd</sup> Street.
- Closure of the 20<sup>th</sup> Street and 18<sup>th</sup> Street/Clancy Drive accesses to Circle Drive.
- Construction of an interchange at 11<sup>th</sup> Street/Circle Drive.
- Construction of an interchange in the vicinity of the landfill site in order to make a connection to a future roadway going westerly to Highway No. 7.
- Construction of the south river crossing.
- Construction of an overpass of Circle Drive at Lorne Avenue.
- Construction of a fully directional interchange at Clarence Avenue.
- Construction of a directional interchange at Preston Avenue.

These improvements work together to transform Circle Drive into a freeway system capable of accommodating present and future traffic at a reasonable level of service. It must be stressed that what is being presented is conceptual in nature, and that a vast amount of planning and design work must be undertaken to begin to finalize these plans.

In addition to long-term improvements to Circle Drive, the Administration, in conjunction with Saskatchewan Highways and Transportation (SHT), are in the process of identifying a corridor for an outer perimeter roadway system for the City. The conceptual perimeter corridor is shown in Attachment 7. This will be a system of roadways that link the highway routes entering Saskatoon, thereby providing alternate routes to vehicles not wishing to stop in the City. This is a long-term

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 20**

plan and needs to be considered in context with the number of bypass trips that are occurring in Saskatoon. Analysis undertaken in the 1992 Transportation Study showed that in the afternoon peak hour, approximately 45,800 vehicle trips are made. These include 42,000 trips with an origin and destination within the City; 2000 trips with an origin in the City and destination outside the City; 1500 trips with an origin outside the City and a destination inside the City; and, finally 300 bypass trips with both an origin and destination outside the City. All these numbers of trips will certainly grow over the years, but the reality of the situation is that only one half of one percent of the vehicle trips being made in the peak hour could be considered bypass trips. The primary focus is still with internal City trips, thus the focus on the Circle Drive South West roadway network at this time.

**ATTACHMENTS**

1. Selected Functional Planning Study Design
2. Current Approved Design
3. Dual Loop Option
4. Report dated November 17, 1999
5. Proposed Camponi Ramp
6. Circle Drive South West Concept Plan
7. Conceptual Perimeter Corridor”

*Murray Totland, Municipal Engineering Branch Manager, Infrastructure Services Department, reviewed the functional planning process, design review and the past work done on the project. Mr. Totland presented slides with five options and addressed other issues related to the project (ie, traffic noise, pedestrian/cyclist accommodation and transit/emergency vehicles). Mr. Totland concluded by recommending that Option 5 of the Administrative report be approved.*

*Mr. Jim Earle stated the need for public meetings to be held so that citizens would be more informed and also allow input from the people affected. Mr. Earle stated the noise problem was not addressed in any of the options. Mr. Earle stated that residents are not satisfied with the “Camponi” loop.*

*Mr. Jim Leach spoke with respect to the need for more input from the community and stated the importance of a proper route for emergency vehicles. Mr. Leach stated community consultation with transit and emergency vehicles is required. Mr. Leach stated his support for Option 2 of the Administrative report which would involve stopping all work done on the project to date and beginning the design process again.*

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 21**

*Mr. Robert Roy spoke with respect to access on 20<sup>th</sup> Street as it leads to businesses, a hospital, downtown and other major streets. Mr. Roy stated his support of Option 2 which would provide for better options.*

*Ms. Pat Tymchatyn stated the problems surrounding 22<sup>nd</sup> Street have as much to do with civic policy as they do with design. She urged City Council to carry out meaningful consultation with the public to have concerns addressed. Ms. Tymchatyn stated a civic policy on road development would be supported by all citizens.*

*Mr. Wayne Poletz stated the public hasn't seen a workable plan from the Infrastructure Services Department and also addressed the issue of emergency vehicles.*

*Moved by Councillor Maddin, Seconded by Councilor Roe,*

*THAT the decision be deferred until after the October 25, 2000 election.*

*THE MOTION WAS PUT AND LOST.*

*Moved by Councillor Steernberg, Seconded by Councillor Heidt,*

*THAT the Administration proceed with the final design of the Circle Drive/22<sup>nd</sup> Street Interchange based upon Option 5 contained in the Administrative report, at an estimated cost increase of \$3.9 million.*

*YEAS: His Worship the Mayor, Councillors Heidt, Harding, Birkmaier, 11  
Atchison, Langford, Maddin, Roe, Waygood, McCann and Steernberg.*

*NAYS: 0*

*THE MOTION WAS PUT AND CARRIED.*

*Moved by Councillor Waygood, Seconded by Councillor Roe,*

*THAT the Administration establish a model of the interchange for public display on a daily basis in a convenient location, that demonstrates how the design will work for the whole area.*

*THE MOTION WAS PUT AND LOST.*

*Moved by Councillor Atchison, Seconded by Councillor Langford,*

*THAT the communications be received as information.*

*THE MOTION WAS PUT AND CARRIED.*

**REQUESTS TO SPEAK TO COUNCIL - CONTINUED**

- 7) **Jim Leach**  
**1201 Avenue O South, dated October 2**  
*DEALT WITH EARLIER. SEE PAGE NO. 9.*
- 8) **Robert Roy**  
**105 - 71<sup>st</sup> Street West, dated October 1**  
*DEALT WITH EARLIER. SEE PAGE NO. 9.*
- 9) **Pat Tymchatyn**  
**311 Avenue X South, dated September 30**  
*DEALT WITH EARLIER. SEE PAGE NO. 9.*
- 10) **Wayne Poletz**  
**1222 Alberta Avenue, dated October 2**  
*DEALT WITH EARLIER. SEE PAGE NO. 9.*

**AA. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL**

- 1) **Lynn Dwernychuk**  
**Saskatoon Rodeo Committee, dated September 14**

Requesting permission for temporary closure of 23<sup>rd</sup> Street East between 3<sup>rd</sup> and 4<sup>th</sup> Avenues on Wednesday, October 4, 2000 from 10:30 a.m. to 2:00 p.m. for the annual Chuckwagon Lunch. (File No. CK. 205-1)

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 23**

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

*Moved by Councillor Langford, Seconded by Councillor Atchison,*

*THAT that request be approved subject to Administrative conditions.*

*CARRIED.*

**2) Maureen Doucette, Program Coordinator  
Child Find Saskatchewan Inc., dated September 21**

Requesting permission to place strings of lights on a tree in Kiwanis Park during the Christmas season to bring awareness to the issue surrounding missing children and requesting permission for the tree to be lit from December 1, 2000 until the new year and that the costs for having the lights strung and the power used be a donation-in-kind. (Files CK. 205-1 & 1870-1)

**RECOMMENDATION:** that the direction of Council issue.

*Moved by Councillor McCann, Seconded by Councillor Heidt,*

*THAT the information be received.*

*CARRIED.*

*IN REFERRAL*

*Moved by Councillor Langford, Seconded by Councillor Birkmaier,*

*AND that the matter be referred to the Administration for a report.*

*THE REFERRAL MOTION WAS PUT AND CARRIED.*

**3) Jim Leach  
1201 Avenue O South, dated September 18**

*DEALT WITH EARLIER. SEE PAGE NO. 9.*

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 24**

**4) Kathleen Bender  
306 - 505 - 12<sup>th</sup> Street East, dated September 17**

Submitting a letter with respect to noise from the Molson Canadian DV8 Festival on September 16 and 17, 2000 in Friendship Park (submitted by Councillor Kate Waygood). (File No. CK. 185-9)

**RECOMMENDATION:** that the information be received.

*Moved by Councillor Atchison, Seconded by Councillor Birkmaier,*

*THAT the information be received.*

*CARRIED.*

**5) Susan Lamb  
Meewasin Valley Authority, dated September 15**

Requesting City Council to sign the Maintenance Agreement for the West Bank Weir Redevelopment Project. (File No. CK. 7840-2-1)

**RECOMMENDATION:** that His Worship the Mayor and the City Clerk be authorized to sign the Maintenance Agreement for the West Bank Weir Redevelopment Project, subject to approval by the City Solicitor.

*Moved by Councillor Langford, Seconded by Councillor Roe,*

*THAT His Worship the Mayor and the City Clerk be authorized to sign the Maintenance Agreement for the West Bank Weir Redevelopment Project, subject to approval by the City Solicitor.*

*CARRIED.*

**6) Victor F. Whitbread  
11 - 450 - 3<sup>rd</sup> Avenue North, dated October 2**

*DEALT WITH EARLIER. SEE PAGE NO. 9.*



**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 25**

- 7) **Allan R. Regehr, CLU**  
**London Life, dated October 2**

*DEALT WITH EARLIER. SEE PAGE NO. 9.*

- 8) **Kay Burkhart**  
**127 Hull Crescent, dated October 2**

*DEALT WITH EARLIER. SEE PAGE NO. 9.*

- 9) **Peggy Proctor, dated October 1**

*DEALT WITH EARLIER. SEE PAGE NO. 9.*

- 10) **Ross Elliott**  
**2609 Richardson Road, dated October 2**

*DEALT WITH EARLIER. SEE PAGE NO. 9.*

- 11) **Clayton Mitchell**  
**12 - 20 Assiniboine Drive, dated September 30**

*DEALT WITH EARLIER. SEE PAGE NO. 9.*

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 26**

**B. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION**

**1) John Wright, President and Chief Executive Officer  
SaskPower, dated September 22**

Submitting a letter with respect to routing guidelines for future transmission line projects. (File No. CK. 2500-1) **Referred to the Administration.**

**2) Jackie Groat, Executive Director  
Voyageur Club of Saskatoon, dated August 15**

Submitting a request for a grant to assist in the further development of Capri Place. (File No. CK. 1870-1) **Referred to the Budget Committee.**

**3) Susan Lamb  
Meewasin Valley Authority, dated September 13**

Submitting a request for funding for the west bank weir redevelopment project. (File No. CK. 7840-1) **Referred to the Budget Committee.**

**RECOMMENDATION:** that the information be received.

*Moved by Councillor Roe, Seconded by Councillor Atchison,*

*THAT the information be received.*

*CARRIED.*

**C. PROCLAMATIONS**

**1) Helen Smith-McIntyre  
Amnesty International, dated September 20**

Requesting City Council to proclaim the week of October 18 - 25, 2000 as Amnesty International Week in Saskatoon. (File No. CK. 205-5)

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 27**

**2) J. Scharbach, President  
The Royal Canadian Legion, dated September 18**

Requesting City Council to proclaim the week of November 4 - 11, 2000 as Veterans Week in Saskatoon. (File No. CK. 205-5)

**3) Barry Chapman  
Saskatchewan Association of Career Colleges, dated September 28**

Requesting City Council to proclaim October 19, 2000 as Saskatchewan Association of Career Colleges Day in Saskatoon. (File No. CK. 205-5)

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

*Moved by Councillor Harding, Seconded by Councillor Maddin,*

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

*CARRIED.*

*Moved by Councillor Heidt, Seconded by Councillor Langford,*

*THAT the regular Order of Business be suspended, that Item 6a) of Unfinished Business be brought forward and considered and that Council go into Committee of the Whole to consider Bylaw No. 7960 (Third Reading Only).*

*CARRIED.*

**“UNFINISHED BUSINESS”**

- 6a) Proposed Zoning Bylaw Map Amendment  
R2 to M2 District, Subject to an Agreement  
Tamara’s House Proposal at 1605 Victoria Avenue  
Proposed Bylaw No. 7960  
(File No. CK. 4110-3)**
- 

REPORT OF THE A/CITY CLERK:

“City Council, at its meeting held on September 18, 2000, during consideration of the above matter gave two readings to proposed Bylaw No. 7960. An excerpt from City Council’s meeting of September 18, 2000 is attached for information.

A copy of Bylaw No. 7960 is also attached for Council’s consideration (third reading only).”

Council went into Committee of the Whole with His Worship the Mayor in the Chair.

Committee arose.

His Worship the Mayor, Chair of the Committee of the Whole, made the following report:

THAT while in Committee of the Whole, Bylaw No. 7960 was considered clause by clause and approved.

Moved by Councillor Heidt, Seconded by Councillor Langford,

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

CARRIED.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 29**

Moved by Councillor McCann, Seconded by Councillor Steernberg,

THAT Bylaw No. 7960 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.

**REPORTS**

General Manager Community Services Gauthier presented Section A, Administrative Report No. 18-2000;

General Manager Corporate Services Veltkamp presented Section B, Administrative Report No. 18-2000;

General Manager Fire and Protective Services Hewitt presented Section C, Administrative Report No. 18-2000;

General Manager Infrastructure Services Uzelman presented Section D, Administrative Report No. 18-2000;

A/City Clerk Hall presented Section A, Legislative Report No. 16-2000;

City Solicitor Dust presented Section B, Legislative Report No. 16-2000;

Councillor H. Harding, Chair, presented Report No. 14-2000 of the Planning and Operations Committee;

Councillor K. Waygood, Chair, presented Report No. 13-2000 of the Administration and Finance Committee;

Councillor D.L. Birkmaier, Chair, presented Report No. 5-2000 of the Audit Committee;

His Worship Mayor Dayday, Member, presented Report No. 2-2000 of the Firefighters' Pension Fund Trustees; and

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 30**

His Worship Mayor Dayday, Chair, presented Report No. 13-2000 of the Executive Committee.

*Moved by Councillor Heidt, Seconded by Councillor Birkmaier,*

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

- a) Administrative Report No. 18-2000;*
- b) Legislative Report No. 16-2000;*
- c) Report No. 14-2000 of the Planning and Operations Committee;*
- d) Report No. 13-2000 of the Administration and Finance Committee;*
- e) Report No. 5-2000 of the Audit Committee;*
- f) Report No. 2-2000 of the Firefighters' Pension Fund Trustees; and*
- g) Report No. 13-2000 of the Executive Committee.*

*CARRIED.*

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

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

*Committee arose.*

*Councillor Langford, Chair of the Committee of the Whole, made the following report:*

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

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 31**

**“ADMINISTRATIVE REPORT NO. 18-2000**

**Section A - COMMUNITY SERVICES**

**A1) Land-Use Applications Received by the Community Services Department  
For the Period Between September 8 and September 21, 2000  
(For Information Only)  
(File Nos. PL 311-1, 4115, 4132, 4300)**

---

**RECOMMENDATION:** that the following report be received as information.

*ADOPTED.*

The following applications have been received and are being processed:

Condominium

- Application No.12/00: 710 Mendel Crescent  
Applicant: Webster Surveys  
Legal Description: Parcel G, Plan 96S32665  
Current Zoning: RMTN  
Neighbourhood: Avalon  
Date Received: September 13, 2000

Development Plan

- Amendment No. DPA30/00: Saskatoon Planning District Development Plan Text  
Amendment, Modular Homes in the Saskatoon  
Region  
Applicant: R.M. of Corman Park and City of Saskatoon  
Date Received: September 7, 2000

Liquor Permit Endorsement Application

- Applicant: Whiskey Jacks Neighbourhood Pub  
Legal Description: Parcel H and Part of Parcel J, Plan 68S18727  
Current Zoning: B4  
Neighbourhood: College Park  
Date Received: September 11, 2000

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 32**

Subdivision

- Application No. 59/00: Blackburn Crescent/Terrace  
Applicant: Webster Surveys Ltd.  
Legal Description: Part of Parcel S, Plan 96S13326  
Current Zoning: R1A  
Neighbourhood: Briarwood  
Date Received: September 8, 2000
  
- Application No. 60/00: CPR Station Grounds  
Applicant: Webb Surveys  
Legal Description: Part of SW ¼ 33-36-5-3, Plan E917 (CPR)  
Current Zoning: IL2  
Neighbourhood: Central Industrial  
Date Received: September 7, 2000
  
- Application No. 61/00: 3402 Caen Street  
Applicant: Webb Surveys  
Legal Description: Lots 1 and Part of 2, Block 4, Plan G831  
Current Zoning: R2  
Neighbourhood: Montgomery Place  
Date Received: September 15, 2000
  
- Application No. 62/00: 1202 Lorne Avenue  
Applicant: Webb Surveys Ltd.  
Legal Description: Lots 31, 32, and 33, Block 1, Plan (EW) F4027  
Current Zoning: R2  
Neighbourhood: Buena Vista  
Date Received: September 21, 2000

**ATTACHMENTS**

1. Plan of Proposed Condominium No. 12/00
2. Plan of Proposed Subdivision No. 59/00
3. Plan of Proposed Subdivision No. 60/00
4. Plan of Proposed Subdivision No. 61/00
5. Plan of Proposed Subdivision No. 62/00



**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 33**

**A2) Easement Requirement - SaskEnergy  
Arbor Creek Neighbourhood  
Municipal Buffer Strip MB46, Plan 96S28728  
(File No. PL4090-3)**

- RECOMMENDATION:**
- 1) that City Council grant an easement to SaskEnergy as outlined on the attached plan; and
  - 2) that His Worship the Mayor and the City Clerk be authorized to execute, on behalf of the City of Saskatoon under the Corporate Seal, the appropriate agreement as prepared by the City Solicitor.

*ADOPTED.*

Shelley Chadwick, on behalf of SaskEnergy Land Services, has requested the City's approval for an easement over Municipal Buffer Strip MB46, Plan 96S28728 as shown on Attachment 1. This easement is required for the gas facilities installed in 2000 to service the above mentioned subdivision.

When the property in Subdivision Application No. 1/96 was considered by City Council on June 17, 1996, the approval did not include the granting of easements. The City now has title to the Municipal Buffer Strip over which SaskEnergy requires an easement.

The Community Services Department and the Infrastructure Services Department, Parks Branch have no objection to granting the proposed easement to SaskEnergy.

**ATTACHMENTS**

1. Part of Registered Plan 96S28728.
2. Part of SaskEnergy Work Order Sketch No. 37137.
3. E-mail from Infrastructure Services Department, Parks Branch.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 34**

**A3) Request For Encroachment Agreement  
1821 Alberta Avenue  
Lot 6 and 7, Block 223, Plan G826  
(File No. CC 4090-2)**

- RECOMMENDATION:**
- 1) that City Council recognize the encroachment at 1821 Alberta Avenue (Lots 6 and 7, Block 223, Plan G826);
  - 2) that the City Solicitor be instructed to prepare the appropriate encroachment agreement making provision to collect the applicable fees; and
  - 3) that His Worship the Mayor and the City Clerk be authorized to execute, on behalf of the City of Saskatoon under the Corporate Seal and in a form that is satisfactory to the City Solicitor, the agreement with respect to this encroachment.

*ADOPTED.*

Leland Kimpinski, Barristers and Solicitors, on behalf of Berick Holdings Inc. the registered owner of the property located at 1821 Alberta Avenue, has requested to enter into an Encroachment Agreement with the City of Saskatoon. As shown on the attached Surveyors Certificate, part of the building encroaches onto Alberta Avenue. The total area of encroachment is approximately 17.90 m<sup>2</sup> and will, therefore, be subject to an annual charge of \$58.12. This encroachment has existed since the building was constructed.

**ATTACHMENTS**

1. Letter from Leland Kimpinski, Barristers and Solicitors dated September 11, 2000.
2. Surveyors Certificate No. 19998 dated June 23, 1980.

**Section B - CORPORATE SERVICES**

**B1) Schedule of Accounts Paid  
(File No. CK. 1530-2)**

- RECOMMENDATION:** that the following information be received.

*ADOPTED.*

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 35**

<u>Date</u>	<u>Amount</u>
August 14 - September 12, 2000	17,216,434.31
September 7 - 11, 2000	1,671,795.52
September 11 - 13, 2000	4,785,911.64
September 13 - 18, 2000	1,751,021.92
September 19 - 20, 2000	670,608.51
September 21 - 25, 2000	5,370,226.33
September 26 - 27, 2000	1,585,527.40

**B2) Investments**  
**(File No. CK. 1790-3)**

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

*ADOPTED.*

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

**ATTACHMENT**

1. Schedule of Securities Transactions (September 1<sup>st</sup> - September 15<sup>th</sup>, 2000).

**B3) 2000 Year-End Projections**  
**(File No. 1704-1)**

**RECOMMENDATION:** that the information be received.

*ADOPTED.*

Attached, for City Council's information, is a report projecting actual revenues and expenditures to December 31, 2000. This report reveals a projected year-end deficit of \$297,000 (a variance of 0.02% against the budget). To put this projection in context, a 1% estimation error could produce variances as high as \$1,580,000. While every effort is made to ensure a high degree of accuracy in this process, Council is reminded that these estimates are based on actual revenues and expenditures for eight months (to August 31) and projections for the last four months of the year. (The latter being subject to changes in assumptions such as weather conditions, etc.)

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 36**

**GENERAL REVENUE**

Our review of the projected results indicate that a small number of items are contributing to the projected deficit in General Revenues. Each of these items (in order of their presentation in the attachment) is noted below, including an explanation for the reported variance.

General Services: General Payroll Expenditures (\$128,000 favourable)

Most of this variance relates to an unbudgeted rebate of almost \$100,000 from Workers' Compensation.

General Services: Transit Subsidies (\$422,000 unfavourable)

During its 2000 Operating Budget deliberations, City Council assumed a Provincial contribution equal to 50% of the Special Needs Transportation Program. In addition, Council increased the service level (by 5000 trips), assuming the Province would contribute 50% of this enhancement as well. The Province has confirmed its 2000 funding at \$560,000 (versus the budget of \$792,000), resulting in an expected revenue shortfall of \$232,000. The variance in expenditures related to this program contributes an additional shortfall of \$17,000. Efforts are still ongoing in order to maintain the Province's 50% commitment to this program.

Two items explain most of the \$173,000 unfavourable variance in the Transit System Subsidy. First, a projected shortfall in revenues (\$65,000) reflects both the continued shift to passes from cash and tickets, and the delay in finalizing the bus shelter advertising agreement.

On the expenditure side, most of the unfavourable variance of \$108,000 is in the staff compensation area. The two main contributing factors are a severance payout and incorrect assumptions used in determining overall payroll costs for the Transit Utility.

Fire and Protective Services (\$179,000 favourable)

This department normally recruits new staff once a year (in the spring). While the budget tries to recognize planned vacancies, unplanned vacancies throughout the year (resignations, retirements, etc.) did result in an overall underexpenditure in Staff Compensation. That is the primary reason for this projected variance.

Utility Services: Landfill (\$193,000 unfavourable)

This variance results from less contaminated soil being received at the Landfill than anticipated in the Budget.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 37**

Other: (\$11,000 favourable)

The net of all other variances identified in the attached report is \$11,000 (favourable).

One final comment should be made about the 2000 projection. Interest earnings (included with Fiscal Earnings and Payments) are expected to exceed budget by \$330,000. However, the projection also assumes that these earnings, consistent with past practice, will be transferred to the Interest Stabilization Reserve. As such, this item does not impact the reported General Revenue projection.

**UTILITIES**

In addition to General Revenue, the City operates four utilities. Projected utility results are noted below. In addition to the specific comments for each utility, two additional comments need to be made with respect to the Sewage, Water and Electrical Utilities. One of the tasks yet to be completed this fall is a reconciliation of billed revenue to actual utility consumption, which could result in an adjustment to projected revenue. In addition, it is still the objective of the Administration to recognize and accrue unbilled consumption. This change, which was not possible before the implementation of the current utility billing system, will result in a one-time revenue gain for these utilities.

Sewage Utility (\$735,000 favourable)

Other than minor expenditure variances totalling \$77,000 (the largest relating to unplanned customer billing and collection costs), the favourable variance is the result of an increase in water sales (upon which sewer rates are based) of approximately 6%. The incremental net revenue (revenue less transfer to reserves and grant-in-lieu) is estimated at \$812,000.

The loss this utility realized in 1999 totally depleted its Revenue Stabilization Reserve. If the projected surplus is realized in 2000, it will be transferred, by policy, to this reserve.

Water Utility (\$718,000 favourable)

Overall, water sales are expected to exceed budget by 6%. This results in a net revenue (revenue less transfer to reserves, grant-in-lieu, and water treatment costs) of \$493,000.

On the expenditure side, watermain breaks are running at about 75% of 1999 breaks. In addition, winter breaks, which are more costly to repair, are at about 55% of 1999 breaks. This \$350,000 favourable variance related to main breaks is offset by a number of other expenditure variances

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 38**

(totalling \$143,000), including unplanned customer billing and collection costs. The net expenditure variance is \$207,000 (favourable).

The loss this utility realized in 1999 totally depleted its Revenue Stabilization Reserve. If the projected surplus is realized, it will be transferred, by policy, to this reserve.

Electrical Utility (\$638,000 unfavourable)

There are two main items which explain most of this variance. First, net revenues are expected to be 99.6% of budget, resulting in a \$349,000 shortfall. On the expenditure side, power purchased is expected to be higher than budget by \$62,000, due to greater than budgeted use of 72kv supply (versus 138kv supply). The net of all other expenditure variances, including unplanned customer billing and collection costs, is \$227,000 (unfavourable).

This utility has a current balance of \$751,000 in its Revenue Stabilization Reserve, which would be sufficient to finance the projected deficit.

Transit Utility

As noted in the General Revenue section above, this utility is projecting an unfavourable variance of \$173,000.

The loss this utility realized in 1999 totally depleted its Revenue Stabilization Reserve. Therefore, the projected loss for 2000 has been incorporated as an unfavourable variance in the General Revenue section of this report.

**Summary**

As shown in the attached projection report, most revenues and expenditures are expected to be close to budget, as are the overall projections for most departments. The projected deficit of \$297,000 is within the limits of the City's Revenue Stabilization Reserve, which has a current balance of \$1,007,000. As a result, the projected deficit, should it become an actual deficit, will not directly impact the 2001 Operating Budget. Every effort is being made to mitigate the reported deficit and retain the Revenue Stabilization Reserve balance for future use.

**ATTACHMENT**

1. City of Saskatoon Projected Actuals/Variances for the Year Ended December 31, 2000.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 39**

**Section C - FIRE AND PROTECTIVE SERVICES**

- C1) Enquiry - Councillor Birkmaier (September 5, 2000)  
911 Response Incident  
Akzo Nobel Chemicals Ltd.  
(File No. CK. 270-3)**
- 

**RECOMMENDATION:** that the following information be received.

*ADOPTED.*

The following enquiry was made by Councillor Birkmaier at the meeting of City Council held on September 5, 2000:

“Would the Administration please report on the recent incident at Akzo chemical plant. In particular, report on the 911 calls and response.”

**REPORT**

On Friday, August 25, 2000, Saskatoon Fire and Protective Services (SFPS) responded to a fire at the Akzo Nobel Chemicals plant at 4090 Wanuskewin Road. A hydrogen explosion occurred in the plant's filtering vessel at 00:54 hrs. creating a number of small fires and causing substantial structural damage in one portion of the plant.

In keeping with their emergency response plan, Akzo employees called 911 to alert SFPS. However, they were unable to reach the 911 Call Center, instead receiving a pre-recorded message informing them that the property does not fall within the City of Saskatoon 911 system. Approximately fifteen minutes after the explosion, the Akzo Safety Supervisor arrived on the scene and contacted SFPS via the fire department's direct emergency line.

Four engine companies, two aerial trucks and one rescue unit were dispatched to the site. The fires caused by the explosion were small in nature and were not difficult or time consuming to extinguish.

The fact that they could not access SFPS through the 911 system came as a surprise to Akzo employees, since they had access to the system when their emergency response plan was developed.

The subsequent investigation into the situation brought to light a situation that exists in rural municipalities surrounding the City of Saskatoon in relation to the phased-in implementation of the Province-wide 911 system.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 40**

In November 1998, a new 911 system was activated within the City of Saskatoon. Prior to that time, some properties outside city boundaries had inadvertently been provided with access to the 911 system. They lost access to 911 because the new system is more geographically specific than the old system. SFPS had not been made aware that some properties were losing access to 911.

The Administrator of Corman Park advises that a routine communication is mailed out annually to all ratepayers outlining the appropriate emergency telephone numbers. The Saskatoon Police Service advises that it would not have been possible to communicate directly to the property owners who were losing access to 911, since they had never officially been part of the system and there was no record of which properties had inadvertent access to the system.

Due to the nature of the activity at Akzo Nobel Chemicals, the Saskatoon Police Service has since requested that SaskTel reinstate 911 service to that property. In fact, the quarter section of land that houses Sterling Chemicals, Akzo Nobel Chemicals and Harris Rebar will be included in the City of Saskatoon 911 coverage area by the end of September. (Sterling Chemicals was in fact reinstated in 1999 after the company discovered independently that it had been excluded from the system the year before.)

SFPS will send written notification to the two rural municipalities with which it has Fire Service Agreements, requesting they contact their ratepayers to clarify any confusion surrounding implementation of the Province-wide 911 system, and inform them of the correct telephone numbers to access emergency services.

The Rural Municipalities will be requested to direct property owners who had inadvertent access to 911 prior to November 1998 to review their telephone bill. If the bill does not reflect a \$1.00 fee for the 911 service, it means they do not have access to the system.

Areas surrounding Saskatoon are expected to be covered by Provincial 911 midway through 2001.

**Section D - INFRASTRUCTURE SERVICES**

**D1) Circle Drive/22<sup>nd</sup> Street Interchange  
(File No 6001-10)**

---

*DEALT WITH EARLIER. SEE PAGE NO. 9.*



**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 41**

**D2) Enquiry - Councillor Birkmaier (July 12,1999)  
Request for Reduced Speed Limits on 8<sup>th</sup> Street  
from Boychuk Drive to City Limit  
(File No. 6320-1)**

- RECOMMENDATION:**
- 1) that the speed limit on 8<sup>th</sup> Street, from Boychuk Drive to the City Limits be changed to 70 kph; and
  - 2) that the City Solicitor be instructed to prepare the necessary Bylaw amendment.

*ADOPTED.*

Councillor Birkmaier made the following enquiry at the meeting of City Council held on July 12, 1999:

“Would the Administration please review the appropriateness of lowering the speed limit to 60 kilometres per hour from Boychuk to the city limits on 8<sup>th</sup> Street.”

The Municipal Engineering Branch has undertaken a review of the existing speed limits, and a speed study on 8<sup>th</sup> Street from Boychuk Drive east to the City limits. Current speed limits on this section of 8<sup>th</sup> Street are 60 kph from Boychuk Drive to Briargate Road, and 80 kph from Briargate Road to the City limits.

A speed study was conducted on the following two sections of 8<sup>th</sup> Street from August 17 - 25, 1999. The 85<sup>th</sup> percentile speed is the normal measurement of speed used to determine appropriate speed limits on streets. This measure indicates the speed at which 85% of the traffic is traveling at or below. As such, 15% of the traffic is traveling at speeds higher than the 85<sup>th</sup> percentile speed. It is not unusual for the 85<sup>th</sup> percentile speed to be within 5% of the speed limit for arterial classification roadways. The average and 85<sup>th</sup> percentile speeds recorded were as indicated in the tables below:

**8<sup>th</sup> Street - Boychuk Drive to Briargate Road:**

<u>Direction</u>	<u>Average Speed</u>	<u>85<sup>th</sup> Percentile Speed</u>	<u>Speed Limit</u>
Eastbound	61.3 kph	72.1 kph	60 kph
Westbound	60.8 kph	70.4 kph	60 kph

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 42**

**8<sup>th</sup> Street - Briargate Road to City Limits:**

Direction	Average Speed	85 <sup>th</sup> Percentile Speed	Speed Limit
Eastbound	65.5 kph	77.7 kph	80 kph
Westbound	59.3 kph	72.1 kph	80 kph

In urban areas, motorists generally drive at a speed that is comfortable to them based upon physical environment. Speed limits, although important, may not influence motorists as much as may be expected. The roadway width along with the frequency of intersections and driveways typically influence motorists to a greater extent. As a result, it is difficult to lower motorist speeds by reducing speed limits without extensive and ongoing speed enforcement.

The Municipal Engineering Branch is proposing that the current speed limits along these two sections of 8<sup>th</sup> Street be changed to 70 kph as noted on Plan No. 210-0051-003r001 (Attachment 1). This speed limit is consistent with driver behavior and expectations, as indicated by the 85<sup>th</sup> percentile speeds. In addition, the roadway has been designed for these speeds and the collision history at the intersection of 8<sup>th</sup> Street and Briargate Road does not indicate any concerns, with only one reported collision in the past five years.

The Municipal Engineering Branch considered the following options for this section of 8<sup>th</sup> Street:

Option 1

Maintain the status quo. The Municipal Engineering Branch believes this is not reasonable given that the recent speed study indicates drivers are exceeding the posted speed limit along the section of 8<sup>th</sup> Street from Boychuk Drive to Briargate Road and are driving below the posted limit from Briargate Road to the City limits.

Option 2

Lower the speed limit to 60 kph from Boychuk Drive to the City limits. Driver behavior indicates that a lowering of the speed limit would not ensure adherence.

Option 3

Raise the speed limit to 80 kph from Boychuk Drive to the City limits. The speed study shows that along the section of 8<sup>th</sup> Street currently posted at 80 kph, the average speed and the 85<sup>th</sup> percentile speeds are below the posted limit.

**ATTACHMENT**

1. Plan No. 210-0051-003r001

**D3) Enquiry - Councillor Steernberg (November 29, 1999)**

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 43**

**Lane Closure - Fisher Crescent  
(File No. 6000-1)**

---

**RECOMMENDATION:** that the information be received.

*ADOPTED.*

Councillor Steernberg made the following enquiry at the meeting of City Council held on November 29, 1999:

“A few years ago the city implemented a lane closure on Fisher Crescent based on traffic counts and patterns. Would the Administration please report on the impact of this closure, including traffic counts and patterns.

Would the counts please be done in July/August of 2000.”

In August, 1997, the former Transportation Department submitted a report to City Council recommending that the east and west north/south lanes on Fisher Crescent be blocked to vehicular traffic. Traffic volume counts done that year indicated a traffic volume of between 200 to 350 vehicles per day using these lanes. Due to the commercial and high density residential land use adjacent to the lanes, traffic in the neighbourhood was using the lanes as a shortcut to and from establishments within close proximity to Fisher Crescent. As a result, City Council adopted the recommendation to block these lanes, as shown on attached Plan No. AA6-1H (Attachment 1).

Results of a traffic volume count conducted in August, 2000 indicate volumes have decreased to between 100 to 125 vehicles per day. These volumes are considered more typical, given the adjacent land use. Infrastructure Services is satisfied that no further action is required at this location.

**ATTACHMENT**

1. Plan No. AA6-1H

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 44**

**D4) Proposed Disabled Person's Loading Zone  
1219 Avenue M South  
(File No. 6145-1)**

**RECOMMENDATION:** that a Disabled Person's Loading Zone be installed in front of 1219 Avenue M South.

*ADOPTED.*

Infrastructure Services has received a request from the resident of 1219 Avenue M South for the installation of a Disabled Person's Loading Zone in front of their residence. The resident has a physical impairment such that direct access to the front of the home is required.

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

**D5) Proposed Lease of City Boulevard  
315 Idylwyld Drive North  
(File No. 4070-2)**

**RECOMMENDATION:**

- 1) that the City of Saskatoon enter into a Boulevard Lease Agreement with P.R. Hotels Ltd. for the lease of 199.5 square metres of boulevard; and
- 2) that the City Solicitor prepare a bylaw and lease agreement for the proposed Boulevard Lease at 315 Idylwyld Drive North.

*ADOPTED.*

Infrastructure Services has received an application from P.R. Hotels Ltd. for the lease of City boulevard at 315 Idylwyld Drive North. The applicant proposes to use the leased area for parking.

The proposed leased area, as shown on Plan No. 241-0038-001r002 (Attachment 1), is adjacent to 315 Idylwyld Drive North and is zoned M4. The land area available to be leased is 199.5 square metres.

It is proposed to lease 199.5 square metres to P.R. Hotels Ltd. with the following conditions to be undertaken by the applicant:

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 45**

1. that the parking area within the lease be hard surfaced;
2. that a barrier curb be required to prevent parking or driving on the remaining portion of the boulevard;
3. that the free-standing sign must be located as shown on attached Plan No. 241-0038-001r002
4. that the free-standing sign may be required to be moved upon a 30 day written notice;
5. that the remaining boulevard area not be used for parking and be landscaped; and
6. that a yearly lease fee of \$300.29 plus GST be paid to the City of Saskatoon.

The applicant has agreed that these conditions are acceptable.

**ATTACHMENT**

1. Plan No. 241-0038-001r002

**D6) Proposed Lease of City Boulevard  
2124 - 22<sup>nd</sup> Street West  
(File No. 4070-2)**

- RECOMMENDATION:**
- 1) that the City of Saskatoon enter into a Boulevard Lease Agreement with 606363 Saskatchewan Ltd. for the lease of 52.9 square metres of boulevard; and
  - 2) that the City Solicitor prepare a bylaw and lease agreement for the proposed Boulevard Lease at 2124 - 22<sup>nd</sup> Street West.

*ADOPTED.*

Infrastructure Services has received an application from 606363 Saskatchewan Ltd., for the lease of City boulevard at 2124 - 22<sup>nd</sup> Street West. The applicant proposes to use the leased area for parking.

The proposed leased area, as shown on Plan No.241-0037-001r001 (Attachment 1), is adjacent to 2124 - 22<sup>nd</sup> Street West and is zoned B4. The land area available to be leased is 52.9 square metres.

It is proposed to lease 52.9 square metres to 606363 Saskatchewan Ltd. with the following conditions to be undertaken by the applicant:

1. that the parking area within the lease be hard surfaced;

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 46**

2. that a barrier curb be required to prevent parking or driving on the remaining portion of the boulevard;
3. that the remaining boulevard area not be used for parking and be landscaped; and
4. that a yearly lease fee of \$359.03 plus GST be paid to the City of Saskatoon.

The applicant has agreed that these conditions are acceptable.

**ATTACHMENT**

1. Plan No. 241-0037-001r001

**D7) Proposed Lease of City Boulevard  
1339 Idylwyld Drive  
(File No. 4070-2)**

---

- RECOMMENDATION:**
- 1) that the City of Saskatoon enter into a Boulevard Lease Agreement with Mr. Moe Elbardo for the lease of 105.7 square metres of boulevard; and
  - 2) that the City Solicitor prepare a bylaw and lease agreement for the proposed Boulevard Lease at 1339 Idylwyld Drive.

*ADOPTED.*

Infrastructure Services has received an application from Mr. Moe Elbardo for the lease of City boulevard at 1339 Idylwyld Drive. The applicant proposes to use the leased area for parking.

The proposed leased area, as shown on Plan No. 241-0030-001r001 (Attachment 1), is adjacent to 1339 Idylwyld Drive and is zoned B2A. The land area available to be leased is 105.7 square metres.

It is proposed to lease 105.7 square metres to Mr. Moe Elbardo with the following conditions to be undertaken by the applicant:

1. that the parking area within the lease be hard surfaced;
2. that curb stops be placed such that parked vehicles do not park, drive or overhang within 2.7 metres of the curb;
3. that the remaining boulevard area not be used for parking and be landscaped; and
4. that a yearly lease fee of \$200 plus GST be paid to the City of Saskatoon.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 47**

The applicant has agreed that these conditions are acceptable.

**ATTACHMENT**

1. Plan No. 241-0030-001r001

**LEGISLATIVE REPORT NO. 16-2000**

**Section A - OFFICE OF THE CITY CLERK**

- A1) Advance Poll - October 14, 2000  
Lakewood Civic Centre  
(File No. CK. 265-1)**

**RECOMMENDATION:** that the Advance Poll scheduled for Saturday, October 14, 2000 at Lakewood Civic Centre be cancelled.

*ADOPTED.*

Attached is a list of Advance Polls which have been approved by City Council.

The nomination period for Ward Nine Councillor ends on Wednesday, October 11, 2000 at 4:00 p.m. It is not possible to have the ballots printed and ready for voting on October 14; therefore it is recommended that the Advance Poll scheduled for October 14 at Lakewood Civic Centre be cancelled. Residents of Ward Nine will still be able to vote in Advance Polls at Lakewood Civic Centre on Wednesday, October 18, Thursday, October 19 and Saturday, October 21.

**Section B - OFFICE OF THE CITY SOLICITOR**

- B1) Increase in Taxi Fare Rate  
(File No. CK. 307-2)**

**RECOMMENDATION:** that City Council consider Bylaw No. 7977.

*ADOPTED.*

City Council, at its meeting on September 5, 2000, approved increases in certain taxi fare rates.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 48**

The recommendation also requested that our Office prepare the necessary bylaw amendment. In that regard, we are pleased to submit for Council's consideration Bylaw No. 7977. The Bylaw increases the flag amount from \$2.50 to \$2.70 and changes the distance charge from \$0.10 for the first 85 metres to \$0.10 for the first 82 metres.

We also wish to point out that the Bylaw comes into effect on October 16, 2000. The delay in the implementation of the rate increases is to permit the Treasurer's Branch to inspect the various vehicles to ensure that the metres are properly calibrated prior to the implementation of the rate increases.

**ATTACHMENT**

1. Proposed Bylaw No. 7977.

**B2) Amusement Tax Audit Report  
(File No. CK. 1600-18)**

---

**RECOMMENDATION:** that City Council consider Bylaw No. 7978.

*ADOPTED.*

City Council, at its meeting on June 21, 1999, adopted the Report of the Administration and Finance Committee regarding certain recommendations contained in the Amusement Tax Audit Report. This Office was requested to re-write The Amusement Tax Bylaw to reflect the various recommendations from the Administration and Finance Committee. In that regard, we are pleased to enclose Bylaw No. 7978 for Council's consideration.

We wish to advise that the Bylaw is to come into effect on January 1, 2001. The delay in the implementation of the Bylaw is to permit an opportunity for the Administration to contact the various stakeholders affected by the Bylaw to advise of the changes to the Bylaw prior to its implementation.

**ATTACHMENT**

1. Proposed Bylaw No. 7978.



**REPORT NO. 14-2000 OF THE PLANNING AND OPERATIONS COMMITTEE**

Composition of Committee

Councillor H. Harding, Chair  
Councillor D. Atchison  
Councillor P. McCann  
Councillor P. Roe  
Councillor R. Steernberg

**1. Saskatoon Prairieland Exhibition Corporation  
Request for Financial Assistance - Storm Sewers  
(File No. CK. 7822-4)**

- RECOMMENDATION:**
- 1) that Saskatoon Prairieland Exhibition Corporation be permitted to construct a storm sewer main, at their expense, across Diefenbaker Park;
  - 2) that the City agree in principle to cost-share the construction of a storm sewer outfall with Saskatoon Prairieland Exhibition Corporation; and
  - 3) that this report be forwarded to the Budget Committee for consideration during the 2001 Capital Budget review.

*ADOPTED.*

Your Committee has reviewed and supports the recommendations outlined in the attached report of the General Manager, Infrastructure Services Department dated September 15, 2000, with respect to the above matter.

Your Committee has also received a presentation from Mr. Mark Regier, General Manager, Saskatoon Prairieland Exhibition Corporation, with respect to a request for a 50/50 cost sharing arrangement for this project, as outlined in his letter dated August 16, 2000, a copy of which is attached to the above report.

The above recommendations are forwarded to City Council for consideration.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 50**

**2. Transit Shelter and Bench Advertising  
(File No. CK. 6220-1)**

*DEALT WITH EARLIER. SEE PAGE NO. 6.*

**REPORT NO. 13-2000 OF THE ADMINISTRATION AND FINANCE COMMITTEE**

Composition of Committee

Councillor K. Waygood, Chair  
Councillor D.L. Birkmaier  
Councillor M. Heidt  
Councillor A. Langford  
Councillor J. Maddin

**1. Amendment to Policy C03-018 - Assistance to Community Groups  
Evaluation Criteria - Environmental Component  
(File No. CK. 1870-2)**

- RECOMMENDATION:**
- 1) that the Specific Evaluation Criteria (Attachment 1) for the Environmental Component replace the existing Criteria in City of Saskatoon Policy C03-018 (Assistance to Community Groups); and
  - 2) that this policy amendment be processed in the appropriate manner.

*ADOPTED.*

Attached is a copy of the report of the General Manager, Community Services Department dated September 12, 2000 containing recommendations to make the criteria for the Environmental Component of the Assistance to Community Groups - Cash Grants Program more specific. Your Committee has reviewed this proposal with the writer of the report, and supports the proposed Policy amendment.

**2. Upgrade of Departmental Computers to Meet Windows 2000  
Corporate Standard  
(File No. CK. 1100-1)**

---

**RECOMMENDATION:** that the Community Services Department be authorized to obtain a three-year Productivity Improvement Loan (PIL) in the amount of \$100,000 to complete an upgrade of the Department's computer fleet to meet the Windows 2000 minimum standard set by the Corporate Information Services Branch of the Corporate Services Department, for implementation in 2001.

*ADOPTED.*

Attached is a copy of the report of the General Manager, Community Services Department dated September 13, 2000 containing a proposal for completion of an upgrade of the computer fleet in the Community Services Department to meet the Windows 2000 minimum standard of the Corporation. Your Committee has reviewed this report with representatives of the Community Services Department and supports this computer upgrade proposal.

**3. 2000 Prepaid Service Rates and  
Land Development Audit Implementation  
(File No. CK. 4216-1)**

---

**RECOMMENDATION:**

- 1) that the proposed 2000 Prepaid Service Rates be approved, as outlined under the attached report of the General Manager, Infrastructure Services Department dated September 14, 2000; and
- 2) that funds in the amount of \$2,015,000 be transferred from the Warranty Reserve to the Prepaid Services Reserve.

*ADOPTED.*

Attached is a copy of the report of the General Manager, Infrastructure Services Department dated September 14, 2000 with respect to administrative changes to the 2000 Prepaid Service Rates. As will be noted in the report, the net overall effect on the prepaid service rates for 2000 is negligible after changes noted within the report are implemented for the warranty component. Your Committee has reviewed these changes with representatives of the Infrastructure Services

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 52**

Department, and has determined that there are no changes to the rates which impact private developers.

**4. Communications to Council**

**From: Joan Tomanek  
R.R.1, North Battleford, SK  
Date: August 1, 2000  
Subject: Complaint Regarding Telephone Service  
City Treasurer's Branch, Corporate Services Department  
(File No. CK. 150-01)**

**RECOMMENDATION:** that the information be received.

*ADOPTED.*

Attached is a copy of the report of the General Manager, Corporate Services Department dated September 6, 2000 in response to the above-noted communication from Ms. Joan Tomanek (copy attached).

Your Committee has discussed this matter with representatives of the Corporate Services Department and is satisfied that the appropriate steps have been taken by the Department to deal with the outstanding issues and concerns expressed by the public. The Committee acknowledges that this major overhaul of the utility billing system, has been a very complex and slow process, and looks forward to an improved performance of the system in the months ahead.

**REPORT NO. 5-2000 OF THE AUDIT COMMITTEE**

Composition of Committee

Councillor D.L. Birkmaier, Chair  
Councillor D. Atchison  
Councillor J. Maddin  
Councillor P. McCann  
Councillor R. Steernberg

**1. Audit Report - Traffic Control Program  
(File No. CK. 1595-1)**

- RECOMMENDATION:**
- 1) that the information be received; and
  - 2) that the line striping program be increased by \$12,000.00 to ensure streets are swept in a timely manner, as part of the annual line marking program.

*ADOPTED.*

Attached for members of City Council only, is a revised copy of the Audit Report - Traffic Control Program, including the Implementation Plan prepared by the Administration (Attachment A), as well as a report and recommendation with respect to the additional funding requirements to coordinate the line striping program and street sweeping program (Attachment B), and a report on the Accelerated Electronics Equipment Replacement Program (Attachment C).

Your Committee has reviewed the Audit Report and Implementation Plan with representatives of the Infrastructure Services Department and supports the recommendations, including the additional recommendation from the Administration regarding the proposal for street sweeping to be done as part of the annual line marking program.

A copy of the Audit Report will be available for viewing in the City Clerk's Office.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 54**

**2. Audit Report - Facilities Branch  
(File No. CK. 1600-23)**

**RECOMMENDATION:** that the information be received.

*ADOPTED.*

Attached, for members of City Council only, is a copy of the Audit Report - Facilities Branch.

Your Committee has reviewed this report with representatives of the Infrastructure Services Department and has asked for further information on Recommendation No. 9) regarding the provision of cost per square foot data on civic facilities, and how many facilities could be done within the current budget. A further report will be provided to City Council once a response is received from the Administration.

A copy of the Audit Report - Facilities Branch will be available for review in the City Clerk's Office.

**REPORT NO 2-2000 OF THE FIREFIGHTERS' PENSION FUND TRUSTEES**

Composition of Committee

Mr. Bruce Richards, Chair  
His Worship the Mayor  
Mr. Tim Leier  
Mr. Owen Mann  
Mr. Dave Rumpel  
Mr. Jim Wood

**1. Amendments to Firefighters' Superannuation Plan  
Required by Canada Customs and Revenue Agency  
(File No. CK. 1798-1)**

**RECOMMENDATION:** 1) that City Council approve the proposed amendments to the Firefighters' Superannuation Plan, as outlined in letter dated August 25, 2000 and September 18, 2000 from AON Consulting Inc.; and

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 55**

- 2) that Bylaw No. 7976 be considered.

*ADOPTED.*

Attached is a copy of a letter dated August 25, 2000 from AON Consulting Inc., forwarding the wording of proposed amendments to the Firefighters' Superannuation Plan, which are required by Canada Customs and Revenue Agency as well as a follow-up letter from AON Consulting Inc. dated September 18, 2000 containing an additional amendment following talks with Canada Customs and Revenue Agency. Also attached is a copy of Bylaw No. 7976 which provides for these amendments.

The Firefighters' Pension Fund Trustees have reviewed the various amendments, concluding that they do offer additional clarification to the bylaw without changing the intent or actual operation of the Plan.

**REPORT NO. 13-2000 OF THE EXECUTIVE COMMITTEE**

Composition of Committee

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

**1. Business Development Incentive Policy  
Policy C09-014  
(File No. CK. 3500-1)**

- RECOMMENDATION:**
- 1) that Section 2.8 and Section 3.3 (e) of Policy C09-014 be deleted; and
- 2) that new eligibility criteria be added stating "The applicant

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 56**

must demonstrate to the City Manager and/or the General Manager of Corporate Services that the applicant possesses the required financial resources to show that the applicant is an ongoing company and has the financial backing to complete the project in question.

*ADOPTED.*

Attached is a copy of the above-noted policy. Under this policy, an applicant is required to demonstrate under Section 3.3.(e) of the policy that there is at least 20% equity in the company, with equity being defined as share capital, surpluses, or shareholder loans. For a single proprietorship or a single partnership, this is relatively easy to evaluate. However, with major companies such as Mitchell's and Cover-All, the share structure and financing of these companies is very complicated, and it is highly unlikely one single individual possess a 20% equity position. The intent of this section of the policy was to ensure that the firm had sufficient investment in the City to remain here as a successful business. With the larger complex firms coming to or expanding in Saskatoon, this simplified criteria is not often applicable.

Your Committee is recommending the deletion of these provisions from the Policy, and the addition of a general section stipulating that the City Manager and/or General Manager of Corporate Services review the company's financial structure."

*Moved by Councillor Langford, Seconded by Councillor Atchison,*

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

*CARRIED.*

**UNFINISHED BUSINESS**

- 6a) Proposed Zoning Bylaw Map Amendment  
R2 to M2 District, Subject to an Agreement  
Tamara's House Proposal at 1605 Victoria Avenue  
Proposed Bylaw No. 7960  
(File No. CK. 4110-3)**

*DEALT WITH EARLIER. SEE PAGE NO. 27.*



**ENQUIRIES**

**Councillor Heidt  
20<sup>th</sup> Street Access - 22<sup>nd</sup> Street Interchange  
(File No. CK. 6001-10)**

---

I know you have verbally not approved this - there is a great interest for keeping 20<sup>th</sup> Street open for turning right only.

Would the Administration please look at what would be involved:

- 1) providing a right turn at 20<sup>th</sup> Street for northbound traffic on Circle Drive from 11<sup>th</sup> Street;
- 2) providing for westbound traffic on 20<sup>th</sup> Street to Circle Drive to merge onto the Confederation Drive exit.

**Councillor Waygood  
Cost of Model for 22<sup>nd</sup> Street Interchange  
(File No. CK. 6001-10)**

---

Would the Administration please report on the cost of:

- a) building a model of the 22<sup>nd</sup> Street overpass design including access and egress ramps and closed streets; or
- b) a comparable demonstration model (computer/video) that would be available for the public to view any time.

**Councillor Maddin  
Proposed Parking Prohibition  
North Side of 100 Block - 35<sup>th</sup> Street West  
(File No. CK. 6120-1)**

---

Would the Administration please review and report on the feasibility of placing a parking prohibition into effect for the north side of the 100 block of 35<sup>th</sup> Street West.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 58**

Parking at this location has created a safety concern since the opening of the Mano's Restaurant at that location.

**INTRODUCTION AND CONSIDERATION OF BYLAWS**

**Bylaw No. 7938**

Moved by Councillor Langford, Seconded by Councillor Atchison,

THAT permission be granted to introduce Bylaw No. 7938, being "The Zoning Amendment Bylaw, 2000 (No. 9)" and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Langford, Seconded by Councillor Birkmaier,

THAT Bylaw No. 7938 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Langford, Seconded by Councillor Harding,

THAT Council go into Committee of the Whole to consider Bylaw No. 7938.

CARRIED.

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

Committee arose.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 59**

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

That while in Committee of the Whole, Bylaw No. 7938 was considered clause by clause and approved.

Moved by Councillor Langford, Seconded by Councillor Steernberg,

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

CARRIED.

Moved by Councillor Langford, Seconded by Councillor McCann,

THAT permission be granted to have Bylaw No. 7938 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Langford, Seconded by Councillor Waygood,

THAT Bylaw No. 7938 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. 7967**

Moved by Councillor Langford, Seconded by Councillor Atchison,

THAT permission be granted to introduce Bylaw No. 7967, being “The Development Plan Amendment Bylaw, 2000 (No. 8)” and to give same its first reading.

CARRIED.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 60**

The bylaw was then read a first time.

Moved by Councillor Langford, Seconded by Councillor Birkmaier,

THAT Bylaw No. 7967 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Langford, Seconded by Councillor Harding,

THAT Council go into Committee of the Whole to consider Bylaw No. 7967.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7967 was considered clause by clause and approved.

Moved by Councillor Langford, Seconded by Councillor Steernberg,

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

CARRIED.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 61**

Moved by Councillor Langford, Seconded by Councillor McCann,

THAT permission be granted to have Bylaw No. 7967 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Langford, Seconded by Councillor Waygood,

THAT Bylaw No. 7967 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. 7969**

Moved by Councillor Langford, Seconded by Councillor Atchison,

THAT permission be granted to introduce Bylaw No. 7969, being “The Zoning Amendment Bylaw, 2000 (No. 20)” and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Langford, Seconded by Councillor Birkmaier,

THAT Bylaw No. 7969 be now read a second time.

CARRIED.

The bylaw was then read a second time.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 62**

Moved by Councillor Langford, Seconded by Councillor Harding,

THAT Council go into Committee of the Whole to consider Bylaw No. 7969.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7969 was considered clause by clause and approved.

Moved by Councillor Langford, Seconded by Councillor Steernberg,

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

CARRIED.

Moved by Councillor Langford, Seconded by Councillor McCann,

THAT permission be granted to have Bylaw No. 7969 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Langford, Seconded by Councillor Waygood,

THAT Bylaw No. 7969 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.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 63**

**Bylaw No. 7976**

Moved by Councillor Langford, Seconded by Councillor Atchison,

THAT permission be granted to introduce Bylaw No. 7976, being “A bylaw of The City of Saskatoon to amend Bylaw No. 5585, entitled `A bylaw of The City of Saskatoon to provide for superannuation of the employees of the Fire Department’” and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Langford, Seconded by Councillor Birkmaier,

THAT Bylaw No. 7976 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Langford, Seconded by Councillor Harding,

THAT Council go into Committee of the Whole to consider Bylaw No. 7976.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7976 was considered clause by clause and approved.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 64**

Moved by Councillor Langford, Seconded by Councillor Steernberg,  
THAT the report of the Committee of the Whole be adopted.

CARRIED.

Moved by Councillor Langford, Seconded by Councillor McCann,  
THAT permission be granted to have Bylaw No. 7976 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Langford, Seconded by Councillor Waygood,  
THAT Bylaw No. 7976 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. 7977**

Moved by Councillor Langford, Seconded by Councillor Atchison,  
THAT permission be granted to introduce Bylaw No. 7977, being “The License Amendment Bylaw, 2000” and to give same its first reading.

CARRIED.

The bylaw was then read a first time.



**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 65**

Moved by Councillor Langford, Seconded by Councillor Birkmaier,  
THAT Bylaw No. 7977 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Langford, Seconded by Councillor Harding,  
THAT Council go into Committee of the Whole to consider Bylaw No. 7977.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7977 was considered clause by clause and approved.

Moved by Councillor Langford, Seconded by Councillor Steernberg,

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

CARRIED.

Moved by Councillor Langford, Seconded by Councillor McCann,

THAT permission be granted to have Bylaw No. 7977 read a third time at this meeting.

CARRIED UNANIMOUSLY.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 66**

Moved by Councillor Langford, Seconded by Councillor Waygood,

THAT Bylaw No. 7977 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. 7978**

Moved by Councillor Langford, Seconded by Councillor Atchison,

THAT permission be granted to introduce Bylaw No. 7978, being “The Amusement Tax Bylaw, 2000” and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Langford, Seconded by Councillor Birkmaier,

THAT Bylaw No. 7978 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Langford, Seconded by Councillor Harding,

THAT Council go into Committee of the Whole to consider Bylaw No. 7978.

CARRIED.

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

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 67**

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 7978 was considered clause by clause and approved.

Moved by Councillor Langford, Seconded by Councillor Steernberg,

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

CARRIED.

Moved by Councillor Langford, Seconded by Councillor McCann,

THAT permission be granted to have Bylaw No. 7978 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Langford, Seconded by Councillor Waygood,

THAT Bylaw No. 7978 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.

**MINUTES OF THE REGULAR MEETING OF CITY COUNCIL  
MONDAY, OCTOBER 2, 2000  
PAGE 68**

*Moved by Councillor Langford,*

*THAT the meeting stand adjourned.*

*CARRIED.*

The meeting adjourned at 10:05 p.m.

---

Mayor

---

A/City Clerk