

Council Chambers
City Hall, Saskatoon, Sask.
Monday, July 15, 2002
at 7:00 p.m.

MINUTES OF THE REGULAR MEETING OF CITY COUNCIL

PRESENT: His Worship Mayor Maddin, in the Chair;
Councillors Atchison, Fortosky, Heidt, McCann, Paulsen, Penner,
Roe, Steernberg, Swystun and Waygood;
A/City Manager Hewitt;
A/General Manager, Community Services Grauer;
A/General Manager, Corporate Services Richards
General Manager, Infrastructure Services Uzelman;
General Manager, Utility Services Munch;
City Solicitor Dust;
City Clerk Mann;
A/Councillors' Assistant Martens.

Councillor Waygood rose on a point of privilege to recognize this week the passing of Dr. Bill Sarjeant and to move that the City of Saskatoon extend its condolences to his family. Dr. Sarjeant was the founder and chair of the special committee for identifying and listing of history buildings in the city in 1974, and that document served as the foundation for the development of a very strong heritage community in our city. All benefited from his contribution to the community and his generosity of spirit, and he will be greatly missed.

Moved by Councillor Waygood, Seconded by Councillor Steernberg,

THAT the City of Saskatoon extend its condolences to the family of Dr. Bill Sarjeant.

CARRIED.

His Worship the Mayor rose on a point of privilege stating that as of July 3, 2002 the Province of Saskatchewan in legislature gave 3rd reading and royal assent to the Cities Act. His Worship acknowledged the commitment, dedication and hard work of City Solicitor Dust, which was instrumental in the development of the legislation.

Moved by Councillor Penner, Seconded by Councillor Paulsen,

THAT the minutes of the regular meeting of City Council held on June 24, 2002 be approved.

CARRIED.

COMMUNICATIONS TO COUNCIL

The following communications were submitted and dealt with as stated:

A. REQUESTS TO SPEAK TO COUNCIL

- 1) **Teresa McFadzen**
2007 Herman Avenue, dated June 27

Requesting permission to address Council with respect to the relocation of Bridge City Speedway to Prairieland Park. (File No. CK. 4125-1)

- 2) **Melissa Seib**
503 Hilliard Street West, dated June 28

Requesting permission to address Council with respect to the relocation of Bridge City Speedway to Prairieland Park. (File No. CK. 4125-1)

- 3) **Allen Fowler, Administrator**
Sunnyside Nursing Home, dated July 2

Requesting permission to address Council with respect to the relocation of Bridge City Speedway to Prairieland Park. (File No. CK. 4125-1)

- 4) **R.H. Taylor**
2304 Lorne Avenue, dated July 5

Requesting permission to address Council with respect to the relocation of Bridge City Speedway to Prairieland Park. (File No. CK. 4125-1)

- 5) **Ron Porter**
107 – 2233 St. Henry Ave., dated July 9

Requesting permission to address Council with respect to the relocation of Bridge City Speedway to Prairieland Park. (File No. CK. 4125-1)

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**6) Beatrice Blanchette
2117 Herman Avenue, dated July 10**

Requesting permission to address Council with respect to the relocation of Bridge City Speedway to Prairieland Park. (File No. CK. 4125-1)

RECOMMENDATION: that AA34) of Communications be brought forward and considered and that the speakers be heard.

Moved by Councillor Roe, Seconded by Councillor Swystun,

THAT AA34) of Communications be brought forward and considered and that the speakers be heard.

CARRIED.

**“AA34)Maurice Neault, Business Development Manager
Saskatoon Prairieland Park, dated July 10**

Submitting information with respect to the evaluation of the potential for stock racing within the city. (File No. CK. 4125-1)

RECOMMENDATION: that the matter be considered with items A1) – A6) of Communications.”

Ms. Teresa McFadzen, 2007 Herman Avenue, spoke on behalf of the residents of the Exhibition Community. She indicated she was aware that there was not a proposal before Council as yet, but stated that Prairieland was having meetings. Ms. McFadzen stated the move was not acceptable to the residents of the Exhibition area and indicated she had 674 signed letters by concerned citizens opposing the relocation, which is 28% of the community. Neighborhood communities are not on board as stated by the Prairieland Exhibition. Ms. McFadzen stated this sport shouldn't be in any residential area and that the cost to the community would be extreme. She stated she also had concerns regarding the increase in vehicle traffic and vandalism, and the impact on residential property values. Ms. McFadzen asked that if and when this matter comes before City Council that it deny the application. Ms. McFadzen presented Council with an example of the form letter in opposition to Bridge City Speedway moving to the Prairieland Exhibition grounds.

Ms. Melissa Seib, 503 Hilliard Street West, spoke in opposition to Bridge City Speedway moving to the Exhibition area. Ms. Seib stated it is a threat to the peace and security of her home and community. Ms. Seib asked City Council to deny Bridge City's proposal when it is brought forward.

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Mr. Allen Fowler, Administrator, Sunnyside Nursing Home, spoke on behalf of the 106 residents. He stated the Exhibition grounds are just a block away from the nursing home. Mr. Fowler stated the move will increase traffic volumes in the area and noise will disrupt residents. Pioneers are looking to City Council to honor them and protect their interests and send the speedway somewhere else.

Mr. R.H. Taylor, 2304 Lorne Avenue, stated he was a resident of the Exhibition area and a neighbor of Prairieland Exhibition for 50 years. Mr. Taylor stated the noise all summer long will drive property values down and asked City Council to turn down Prairieland's application.

Mr. Ron Porter, 107 – 2233 St. Henry Avenue, spoke in favor of Bridge City Speedway moving to the Exhibition grounds and asked City Council to consider the benefits of the move and not focus only on the negative issues.

Ms. Beatrice Blanchette, 2117 Herman Avenue, spoke in opposition to Bridge City Speedway moving to the Exhibition grounds stating property values will go down and questioned whether a noise park similar to what exists in Regina would be a possible alternative.

Moved by Councillor Heidt, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

7) Kim Beaudin, Project Coordinator
Saskatoon Indian and Metis Friendship Centre, dated June 17

Requesting permission for representatives of the Victim Restitution Project to make a presentation with respect to "Youth Works". (File No. CK. 5500-1)

RECOMMENDATION: that representatives of the Victim Restitution Project be heard.

The City Clerk advised Council that Kim Beaudin had requested that his letter be withdrawn and resubmitted to the August 12, 2002 Council meeting.

8) Leslie Meier
Communities in Bloom 2002, dated June 28

Requesting permission for Don Ross, Chair of the Communities in Bloom Committee, to address Council with respect to the work of the Committee. (File No. CK. 205-1)

RECOMMENDATION: that Don Ross be heard.

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Moved by Councillor Atchison, Seconded by Councillor Swystun,

THAT Don Ross be heard.

CARRIED.

Ms. Leslie Meier spoke on behalf of Communities in Bloom which is a Canadian beautification program that provides information and education and awards Bloom Ratings for achievement in floral displays, landscapes, turf, urban forestry, community involvement, heritage conservation, environmental awareness and tidiness. Ms. Meier stated that this year the judges will visit Saskatoon on August 9-11 and Saskatoon will compete against four other Canadian cities. Ms. Meier requested financial support in the amount of \$200 to cover costs of the judges' tour and stated that a project plan and budget will provide specifics. Ms. Meier asked that this item be referred to a standing committee and presented Council with information regarding the program.

Moved by Councillor Steernberg, Seconded by Councillor Swystun,

THAT the matter be referred to the Planning and Operations Committee and that the request for \$200 to cover judging costs be approved.

CARRIED.

**9) Norm Bourassa
31 Harrison Crescent, dated July 10**

Requesting permission to address Council with respect to the south river crossing. (File No. CK. 6050-1)

RECOMMENDATION: that Clause 1, Report No. 10-2002 of the Executive Committee and AA33) and AA36) of Communications be brought forward and considered and that Norm Bourassa be heard.

Moved by Councillor Roe, Seconded by Councillor Penner,

THAT Clause 1, Report No. 10-2002 of the Executive Committee and AA33) and AA36) of Communications be brought forward and considered and that Norm Bourassa be heard.

“REPORT NO. 10-2002 OF THE EXECUTIVE COMMITTEE

**1. Saskatoon Long Term Transportation Study Report
(File No. CK. 6000-12)**

RECOMMENDATION:

- 1) that the conceptual alignment for the east/north perimeter road corridor and river crossing location as proposed in Exhibit 14 of the Saskatoon Long Term Transportation Planning Study be approved in principle;
- 2) that the conceptual alignment for the south/west perimeter road corridor and river crossing location as proposed in Exhibit 14 of the Saskatoon Long Term Transportation Planning Study not be approved in principle;
- 3) that City Council reaffirm approval in principle of the proposed south river crossing as previously identified within the 1999 River Crossing Study, and as shown in Attachment 4;
- 4) that the Administration continue discussions with Saskatchewan Highways and Transportation with the intent of bringing forward a strategy to undertake more detailed functional planning studies of the perimeter road corridor and new river crossings;
- 5) that the Administration take appropriate measures to assist Saskatchewan Highways and Transportation with the identification and protection of required right-of-way for the perimeter road corridor;
- 6) that sound attenuation be included as part of the cost of building the perimeter roadway network; and
- 7) that the Administration enter into discussions with the private sector on the feasibility of alternate ways of financing the bridges and their road networks.

Attached is a report of the General Manager, Infrastructure Services Department, dated June 6, 2002.

Copies of the Saskatoon Long Term Transportation Planning Study have been previously distributed to Council members and are available for viewing in the City Clerk's Office.

AA33) Jim Earle, President

Montgomery Place Community Association, dated July 10

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

RECOMMENDATION: that the matter be considered with Clause 1, Report No. 10-2002 of the Executive Committee and Clause A9) and AA36) of Communications.

AA36) Mike and Gisele Ferguson
Box 25107 River Heights, dated July 12

Submitting comments with respect to the Long Term Transportation Planning Study.

RECOMMENDATION: that the matter be considered with Clause 1, Report No. 10-2002 of the Executive Committee and items A9) and AA33) of Communications.”

Mr. Norm Bourassa, 31 Harrison Crescent, spoke on behalf of the Avalon area concerned citizens. Mr. Bourassa stated that the interchange at Glasgow Street and Jasper Avenue will have a negative impact on the neighborhood resulting in a reduction in the quality of life and raising serious safety concerns. Moving the dangerous goods route within meters of residential property also raises safety issues and concerns. Mr. Bourassa asked City Council and the Administration to be aware of the significant opposition of the Avalon area residents to the current proposal in its present form, and would like City Council to include their input with respect to the connecting roadways of the bridge.

Moved by Councillor Waygood, Seconded by Councillor Heidt,

- 1) that the conceptual alignment for the east/north perimeter road corridor and river crossing location as proposed in Exhibit 14 of the Saskatoon Long Term Transportation Planning Study be approved in principle;*
- 2) that the conceptual alignment for the south/west perimeter road corridor and river crossing location as proposed in Exhibit 14 of the Saskatoon Long Term Transportation Planning Study not be approved in principle;*
- 3) that City Council reaffirm approval in principle of the proposed south river crossing as previously identified within the 1999 River Crossing Study, and as shown in Attachment 4;*
- 4) that the Administration continue discussions with Saskatchewan Highways and Transportation with the intent of bringing forward a strategy to undertake more*

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detailed functional planning studies of the perimeter road corridor and new river crossings;

- 5) *that the Administration take appropriate measures to assist Saskatchewan Highways and Transportation with the identification and protection of required right-of-way for the perimeter road corridor;*
- 6) *that sound attenuation be included as part of the cost of building the perimeter roadway network; and*
- 7) *that the Administration enter into discussions with the private sector on the feasibility of alternate ways of financing the bridges and their road networks.*

IN AMENDMENT

Moved by Councillor Roe, Seconded by Councillor Swystun,

THAT 3) above be changed to read "that City Council reaffirm approval in principle of the proposed south river crossing in the vicinity of the Grand Trunk Bridge."

THE AMENDMENT WAS PUT AND CARRIED.

THE MOTION AS AMENDED WAS PUT AND CARRIED.

AA. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

- 1) **Bruce A. Hawkshaw, City Clerk**
City of North Vancouver, dated June 14

Submitting a municipal proposal for ratification of the Kyoto Protocol. (File No. CK. 375-1)

- 2) **Buckley Belanger, Acting Minister**
Environment and Resource Management, dated June 20

Acknowledging receipt of letter dated May 27, 2002 endorsing ratification of the Kyoto Protocol. (File No. CK. 375-2)

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RECOMMENDATION: that the information be received.

Moved by Councillor Paulsen, Seconded by Councillor Steernberg,

THAT the information be received and referred to the Saskatoon Environmental Advisory Committee.

CARRIED.

**3) Terry Scaddan, Executive Director and Debbie Murphy, Office Manager
The Partnership, dated June 20**

Requesting permission to be the sole agent for the allocation of vending and concession locations in conjunction with the CKOM Cruise Weekend, August 24 to 25, 2002. (File No. CK. 205-1)

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

Moved by Councillor Atchison, Seconded by Councillor Penner,

THAT the request be approved subject to Administrative conditions.

CARRIED.

**4) Saskatchewan Urban Municipalities Association
Regina, SK, dated June 25**

Submitting an invoice for the 2002 SUMA Membership Fees. (File No. CK. 155-3)

RECOMMENDATION: that the 2002 Membership Fees for the Saskatchewan Urban Municipalities Association be paid in the amount of \$76,327.35.

Moved by Councillor Swystun, Seconded by Councillor Heidt,

THAT the 2002 Membership Fees for the Saskatchewan Urban Municipalities Association be paid in the amount of \$76,327.35.

CARRIED.

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5) Frank Willms, Mid-West Electric and Others, undated

Four letters expressing opposition to the resolution passed by a majority of municipalities at the Saskatchewan Urban Municipalities Association (SUMA) Convention which called for new municipal revenue streams, over and above property taxes and user fees. (File No. CK. 1910-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Roe, Seconded by Councillor Penner,

THAT the information be received.

CARRIED.

**6) Ted Easton, Chair, Social Justice Committee
Holy Spirit Parish, dated June 20**

Requesting City Council to continue to support the affordable housing and community development efforts of the Quint Development Corporation in Saskatoon. (Also attached is a copy of a letter dated July 4, 2002 from the Manager of the Planning Branch in response to an identical letter sent to the City Manager.) (File No. CK. 750-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Waygood, Seconded by Councillor Swystun,

THAT the information be received.

CARRIED.

**7) Bruce Enns, Pastor of College and Career Ministries
Forest Grove Community Church, dated June 27**

Requesting City Council to extend the hours under the Noise Bylaw for the Sunday Celebration Service to be held on September 8, 2002 from 10:00 a.m. to 8:30 p.m. (File No. CK. 185-9)

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RECOMMENDATION: that permission be granted to the Forest Grove Community Church to conduct their concert from 10:00 a.m. to 8:30 p.m. on Sunday, September 8, 2002.

Moved by Councillor Atchison, Seconded by Councillor Heidt,

THAT permission be granted to the Forest Grove Community Church to conduct their concert from 10:00 a.m. to 8:30 p.m. on Sunday, September 8, 2002.

CARRIED.

**8) Judy Moore, Secretary
Centennial Auditorium Board of Directors, dated June 27**

Submitting a response to the enquiry made by Councillor O. Fortosky at the June 10, 2002 City Council meeting with respect to possible casino development. (File No. CK. 4110-23)

RECOMMENDATION: that the information be received.

Moved by Councillor Penner, Seconded by Councillor Heidt,

THAT the information be received.

CARRIED.

**9) Dr. Maya Shmulevitz
4143 Ramsay Crescent, Edmonton, AB, dated June 29**

Submitting comments with respect to the limited number of off-leash areas for dogs in Saskatoon. (File No. CK. 152-2)

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RECOMMENDATION: that the matter be referred to the Advisory Committee on Animal Control.

Moved by Councillor Heidt, Seconded by Councillor Atchison,

THAT the matter be referred to the Advisory Committee on Animal Control and the Land Bank Committee.

CARRIED.

**10) Terry Scaddan, Executive Director
The Partnership, dated July 3**

Requesting temporary closure of the alley from Third Avenue up to the T section that runs perpendicular from 19th to 21st Streets on Wednesday, July 17, 2002 from 3:00 – 11:00 p.m. in conjunction with the 2002 River Roar Kick Off Party.

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

Moved by Councillor Penner, Seconded by Councillor Atchison,

THAT the request be approved subject to Administrative conditions.

CARRIED.

**11) Verna Chappell, Chairperson
Mount Royal Emmanuel Church Council, dated June 18**

Submitting a list of names in opposition to casino development in Saskatoon. (File No. CK. 4110-23)

**12) Central Seventh-day Adventist Church
1002 Victoria Avenue, dated June 2002**

Submitting a list of names in opposition to casino development in Saskatoon. (File No. CK. 4110-23)

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**13) Fellowship Baptist Church
905 Taylor Street East, dated June 2002**

Submitting a list of names in opposition to casino development in Saskatoon. (File No. CK. 4110-23)

**14) All Saints Anglican Church
1801 Lorne Avenue, dated June 2002**

Submitting a list of names in opposition to casino development in Saskatoon. (File No. CK. 4110-23)

**15) Erindale Alliance Church
310 Perehudoff Crescent, undated**

Submitting a list of names in opposition to casino development in Saskatoon. (File No. CK. 4110-23)

**16) Holy Cross Lutheran Church
1405 – 31st Street West, undated**

Submitting a list of names in opposition to casino development in Saskatoon. (File No. CK. 4110-23)

**17) Christ Church (Anglican)
515 28th Street West, dated June 2002**

Submitting a list of names in opposition to casino development in Saskatoon. (File No. CK. 4110-23)

**18) Rev. James McKay
St. Andrew's Presbyterian Church, dated July 2**

Submitting a list of names in opposition to casino development in Saskatoon. (File No. CK. 110-23)

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**19) Rev. David Peters
Pleasant Hill Mennonite Church, undated**

Submitting a list of names in opposition to casino development in Saskatoon. (File No. CK. 4110-23)

**20) First Church of Christ, Scientist
2402 – 7th Street East, dated July 8**

Expressing opposition to any expansion of casino gambling in the city or province. (File No. CK. 4110-23)

**21) Ukrainian Catholic Cathedral of St. George
214 Avenue M South, dated June 29**

Expressing opposition to any expansion of casino gambling in the city or province. (File No. CK. 4110-23)

**22) Louise Avenue Congregational Church
1602 Louise Avenue, dated July 4**

Submitting comments and a list of names in opposition to casino development in Saskatoon. (File No. CK. 4110-23)

**23) Nutana Park Mennonite Church
1701 Ruth Street East, dated July 10**

Submitting comments and a list of names in opposition to casino development in Saskatoon. (File No. CK. 4110-23)

RECOMMENDATION: that the information be received.

Moved by Councillor Penner, Seconded by Councillor Paulsen,

THAT the information be received and joined to the file.

CARRIED.

IN AMENDMENT:

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Moved by Councillor Fortosky, Seconded by Councillor Roe,

AND THAT copies of the letters be forwarded to the Centennial Auditorium Board of Directors.

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

**24) Ray G. Sorsdahl
1805 – 315 5th Avenue North, dated July 8**

Submitting newspaper clippings with respect to various issues within the city and commenting on the city landfill. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Steernberg, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

**25) Nicole Gantner
1002 – 510 5th Avenue North, dated July 8**

Submitting comments with respect to the grass in Kinsmen Park near Discovery Park condominiums. (File No. CK. 4140-1)

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

Moved by Councillor Roe, Seconded by Councillor Fortosky,

THAT the matter be referred to the Administration to respond.

CARRIED.

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**26) Joanne Sproule, Secretary
Saskatoon Development Appeals Board, dated July 8**

Submitting notice of Development Appeals Board Hearing for property located at 2014 Lorne Avenue. (File No. CK. 4352-1)

**27) Joanne Sproule, Secretary
Saskatoon Development Appeals Board, dated July 8**

Submitting notice of Development Appeals Board Hearing for property located at 5 Maclean Crescent. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Moved by Councillor Waygood, Seconded by Councillor Roe,

THAT the information be received.

CARRIED.

**28) Brenda Kennedy, Senior Trust Officer
The Canada Trust Company, dated July 9**

Submitting comments with respect to the proposal to close the existing median opening at 8th Street East between Argyle and Campbell Avenues. (File No. CK. 6320-5)

**29) Len Ritchot, Manager
City Tire Centre, dated July 9, 2002**

Submitting comments with respect to the proposal to close the existing median opening at 8th Street East between Argyle and Campbell Avenues. (File No. CK. 6320-5)

**30) Vince and Aileen Barilla
The Broadway Roastery, dated July 9**

Submitting comments with respect to the proposal to close the existing median opening at 8th Street East between Argyle and Campbell Avenues. (File No. CK. 6320-5)

RECOMMENDATION: that the letters be considered with Clause D7, Administrative Report No. 13-2002.

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Moved by Councillor Heidt, Seconded by Councillor Atchison,

THAT the letters be considered with Clause D7, Administrative Report No. 13-2002.

CARRIED.

**31) Darrell L. Mote
522 Blackthorn Crescent, dated July 8**

Submitting comments with respect to the relocation of Sutherland Fire Hall.

RECOMMENDATION: that the information be received and forwarded to the Administration to respond.

Moved by Councillor Roe, Seconded by Councillor Atchison,

THAT the information be received and forwarded to the Administration to respond.

CARRIED.

**32) Heather Larson, Administrator
Broadway Business Improvement District, dated July 10**

Requesting approval to locate the City's skateboarding trailer on Broadway Avenue on August 3, 4 and 10, 2002, between the hours of 10:00 a.m. and 2:00 p.m. and September 7, 2002 between 10:00 a.m. and 2:00 p.m., during the Fringe Festival and the Broadway Street Fair.

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RECOMMENDATION: that the Broadway Business Improvement District be authorized to locate the City's skateboarding trailer on Broadway Avenue on August 3, 4 and 10, 2002, between the hours of 10:00 a.m. and 2:00 p.m. and September 7, 2002 between 10:00 a.m. and 2:00 p.m., during the Fringe Festival and the Broadway Street Fair, subject to administrative conditions.

Moved by Councillor Waygood, Seconded by Councillor Paulsen,

THAT the Broadway Business Improvement District be authorized to locate the City's skateboarding trailer on Broadway Avenue on August 3, 4 and 10, 2002, between the hours of 10:00 a.m. and 2:00 p.m. and September 7, 2002 between 10:00 a.m. and 2:00 p.m., during the Fringe Festival and the Broadway Street Fair, subject to administrative conditions.

CARRIED.

**33) Jim Earle, President
Montgomery Place Community Association, dated July 10**

DEALT WITH EARLIER. SEE PAGE NO. 5.

**34) Maurice Neault, Business Development Manager
Saskatoon Prairieland Park, dated July 10**

DEALT WITH EARLIER. SEE PAGE NO. 2.

**35) Scott Laird
Skatepark Steering Committee, dated July 11**

Submitting information with respect to the activities regarding site selection for the outdoor skatepark. (File No. CK. 610-8)

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RECOMMENDATION: that the information be received.

Moved by Councillor Heidt, Seconded by Councillor Penner,

THAT the information be received.

CARRIED.

**36) Mike and Gisele Ferguson
Box 25107 River Heights, dated July 12**

DEALT WITH EARLIER. SEE PAGE NO. 5.

B. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

**1) Jack Layton, Immediate Past President
Federation of Canadian Municipalities, dated June 3**

Expressing appreciation for Council's support during his tenure as President of FCM and submitting information with respect to the Exploring Harmony Educational Resource Kit. (File No. CK. 100-10) **(Referred to the Race Relations Committee)**

**2) Sharon Wingate, Past President
East College Park Community Association, dated June 19**

Requesting additional signage at Sid Buckwold Park to announce upcoming community events. (File No. CK. 4205-1) **(Referred to the Administration)**

**3) Verne & Miriam Clemence
2002 McKinnon Avenue, dated June 21**

Submitting comments with respect to the relocation of Bridge City Speedway to Prairieland Park. (File No. CK. 4125-1) **(Referred to the Saskatoon Prairieland Exhibition Corporation)**

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- 4) Bob Lockhart, Chair and Tiona Mutch, Secretary
Hamlet Board of Furdale, dated June 13**

Submitting comments with respect to the relocation of Bridge City Speedway to Prairieland Park.
(File No. CK. 4125-1) **(Referred to the Saskatoon Prairieland Exhibition Corporation)**

- 5) Judy Du Chalard
2414 Underwood Avenue, dated June 17**

Submitting comments with respect to the relocation of Bridge City Speedway to Prairieland Park.
(File No. CK. 4125-1) **(Referred to the Saskatoon Prairieland Exhibition Corporation)**

- 6) Muriel Jarvis, President, Resident's Association
Luther Riverside Terrace, dated June 24**

Submitting comments with respect to the relocation of Bridge City Speedway to Prairieland Park.
(File No. CK. 4125-1) **(Referred to the Saskatoon Prairieland Exhibition Corporation)**

- 7) Helen Keller and Others
601 Taylor Street West, dated June 28**

Submitting nine letters with respect to the relocation of Bridge City Speedway to Prairieland Park.
(File No. CK. 4125-1) **(Referred to the Saskatoon Prairieland Exhibition Corporation)**

- 8) Allen Fowler, Administrator
Sunnyside Nursing Home, dated July 2**

Submitting a list of over 100 names with respect to the relocation of Bridge City Speedway to Prairieland Park. (File No. CK. 4125-1) **(Referred to the Saskatoon Prairieland Exhibition Corporation)**

- 9) Rick and Cheryl Leier
216 Hilliard Street East, dated July 4**

Submitting comments with respect to the relocation of Bridge City Speedway to Prairieland Park.
(File No. CK. 4125-1) **(Referred to the Saskatoon Prairieland Exhibition Corporation)**

- 10) Howard & Karen Ruston**

2710 MacEachern Avenue, dated July 7

Submitting comments with respect to the relocation of Bridge City Speedway to Prairieland Park.
(File No. CK. 4125-1) **(Referred to the Saskatoon Prairieland Exhibition Corporation)**

**11) Rita Hirschhorn
6 – 2301 St. Henry Avenue, dated July 5**

Submitting comments with respect to the relocation of Bridge City Speedway to Prairieland Park.
(File No. CK. 4125-1) **(Referred to the Saskatoon Prairieland Exhibition Corporation)**

**12) Mr. & Mrs. John Tataryn
2122 St. Charles Avenue, dated July 8**

Submitting comments with respect to the relocation of Bridge City Speedway to Prairieland Park.
(File No. CK. 4125-1) **(Referred to the Saskatoon Prairieland Exhibition Corporation)**

**13) Senator David Tkachuk
The Senate of Canada, dated July 8**

Requesting the City of Saskatoon to recommend one deserving individual from the Corporation for The Commemorative Medal for the Queen's Golden Jubilee. (File No. CK. 205-1)
(Referred to the Executive Committee)

RECOMMENDATION: that the information be received.

Moved by Councillor Roe, Seconded by Councillor Atchison,

THAT the information be received.

CARRIED.

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C. PROCLAMATIONS

**1) Shana McLean, Chair
2002 Saskatoon Terry Fox Run Committee, dated June 3**

Requesting that Council proclaim the week of September 9 to 15, 2002 as Terry Fox Week in Saskatoon. (File No. CK. 205-5)

**2) Geraldine Hyland
National Payroll Week Committee, dated June 28**

Requesting that Council proclaim the week of September 3 to 6, 2002 as National Payroll Week in Saskatoon. (File No. CK. 205-5)

**3) Debra Klippenstein, Director of Development – The Prairies
Muscular Dystrophy Association of Canada, dated July 5**

Requesting that Council proclaim the month of September as Muscular Dystrophy Awareness Month in Saskatoon. (File No. CK. 205-5)

**4) Leslie Meier
Communities in Bloom 2002, dated July 8**

Requesting that Council proclaim the week of August 5 to 11, 2002 as Communities in Bloom Week in Saskatoon. (File No. CK. 205-5)

**5) Richard Clifford
419 30th Street West, dated July 10**

Requesting that Council proclaim the week of July 20 to 27, 2002 as Drowning Prevention Week 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 Waygood, Seconded by Councillor Atchison,

- 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.

REPORTS

A/General Manager, Community Services Grauer presented Section A, Administrative Report No. 13-2002;

A/General Manager, Corporate Services Richards presented Section B, Administrative Report No. 13-2002;

General Manager, Infrastructure Services Uzelman, presented Section D, Administrative Report No. 13-2002;

General Manager, Utility Services Munch presented Section E, Administrative Report No. 13-2002;

A/City Manager Hewitt presented Section F, Administrative Report No. 13-2002;

City Solicitor Dust presented Section B, Legislative Report No. 12-2002;

Councillor Steernberg, Chair, presented Report No. 5-2002 of the Audit Committee;

Councillor Roe, Member, presented Report No. 1-2002 of the Committee on Economic Growth; and

His Worship the Mayor, Chair, presented Report No. 10-2002 of the Executive Committee.

Moved by Councillor Heidt, Seconded by Councillor Atchison,

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

- a) *Administrative Report No. 13-2002;*

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- b) *Legislative Report No. 12-2002;*
- c) *Report No. 5-2002 of the Audit Committee;*
- d) *Report No. 1-2002 of the Committee on Economic Growth; and*
- e) *Report No. 10-2002 of the Executive Committee.*

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

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

Committee arose.

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

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

ADMINISTRATIVE REPORT NO. 13-2002

Section A - COMMUNITY SERVICES

- A1) Land-Use Applications Received by the Community Services Department
For the Period Between June 13, 2002 to July 4, 2002
(For Information Only)
(File No. CK. 4000-5)**
-

RECOMMENDATION: that the following report be received as information.

ADOPTED.

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The following applications have been received and are being processed:

Discretionary Use

- Application No. D5/02: 325 Fairmont Drive
316 Camponi Crescent
Applicant: Fairfield Senior Citizens Corporation
Legal Description: Lots 8 & 9, Block 843, Plan 79S38425
Current Zoning: M2
Proposed Use: Community Seniors Hall and Parking
Neighbourhood: Confederation Suburban Centre
Date Received: May 23, 2002

Subdivision

- Application No.34/02: S. of 11th Street/West of Chappell Drive
Applicant: Murray Marien for City of Saskatoon
Legal Description: Pt. S.W. ¼ 23-36-6-3
Current Zoning: AG
Neighbourhood: CN Yards Management Area
Date Received: June 17, 2002

Subdivision

- Application No 35/02: Brookhurst Crescent
Applicant: Webster Surveys for Boychuk Investments Ltd.
Legal Description: Parcel L, Registered Plan No. 96S13323
Current Zoning: R1A
Neighbourhood: Briarwood
Date Received: June 21, 2002

Subdivision

- Application No. 36/02: 307 – 31st Street West
Applicant: W. Soroski for Eric Lyons
Legal Description: Part of Lot 16, Block 17, Registered Plan No. (FK) G4296
Current Zoning: R2A
Neighbourhood: Caswell Hill
Date Received: June 26, 2002

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Subdivision

- Application No. 37/02: McCormack Road
Applicant: T. Webb Surveys for David Yip and Ivan Jen
Legal Description: Lots F & S, Block 890, Registered Plan No. 77S40955
Current Zoning: R2
Neighbourhood: Parkridge
Date Received: June 26, 2002

ATTACHMENTS

1. Plan of Proposed Discretionary Use No. D5/02
2. Plan of Proposed Subdivision No. 34/02.
3. Plan of Proposed Subdivision No. 35/02
4. Plan of Proposed Subdivision No. 36/02
5. Plan of Proposed Subdivision No. 37/02

**A2) Inland Steel Site Remediation and Park Development
(File No. CK. 4205-1)**

RECOMMENDATION: that the Community Services Department proceed with the remediation plan and park development on the former Inland Steel property at 22nd Street and Avenue F.

BACKGROUND

The former Inland Steel property at 22nd Street and Avenue F has long been considered a viable location to develop as park space in the Riversdale neighborhood. However, the site is contaminated with metals and hydrocarbons. In order to deal with this contamination, AMEC Earth and Environment Limited of Saskatoon were hired to prepare a Remediation Plan to address the contamination. This plan was completed in August of 2000. The plan was reviewed by Saskatchewan Environment and Resource Management (this Department recently changed their name to Saskatchewan Environment) and they have confirmed that remediation to the applicable parkland criteria would not pose any risk should the site be developed into a park.

During its July 16, 2001 meeting, City Council approved the following:

- “IT WAS RESOLVED:
- 1) that the former Inland Steel property at 22nd Street and Avenue F, be retained as Municipal Reserve;
 - 2) that all costs associated with the site remediation process, including rezoning and

environmental costs, be funded through the Dedicated Lands Account; and

- 3) that there be a public consultation process as outlined in the report of the General Manager of the Community Services Department dated May 31, 2001 in order to determine and confirm public support for proceeding with the site remediation plan for the purpose of park development, and that the Caswell Hill Community Association be included as part of the focus group community consultation process.”

DISCUSSION

The Community Services Department conducted three meetings with organization representatives and the general public to determine and confirm public support for proceeding with the site remediation plan of the site for the purpose of park development. There were low attendance numbers at the meetings and the Community Services Department did not feel it had a sufficient number of participants involved in the input process. Therefore, a telephone survey was conducted with residents in the Riversdale and surrounding neighborhoods to identify perceptions of the City of Saskatoon building a park in the Riversdale area. The following outlines the public meeting schedule and summary of the discussion, the telephone survey results, and the general summary of comments which indicate support to proceed with the site remediation for the purpose of developing a park.

Public Consultation

The following three meetings were held with community representatives and residents:

- 1) Focus Group meeting (October 17, 2001) - Representatives from the Riversdale, Pleasant Hill, Westmount, and King George Community Associations; Saskatchewan Environment Society; and Public School Board were in attendance.
- 2) Riversdale Community Association (November 26, 2001) – A presentation was given to the executive and members of the Riversdale Community Association.
- 3) Public Meeting (December 5, 2001) – An open public meeting was held at Princess Alexandra School with fifteen people in attendance.

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The presentations at the meetings included:

- 1) Explanation of the site remediation process, including the requirement to meet standards set out by Saskatchewan Environment for the removal, containment, and storage of contaminated soil;
- 2) Options to address safety in the design and development of a park. Saskatoon Police Services spoke on the CPTED program (Crime Prevention Through Environmental Design). The Constable in attendance noted that they would assist with any safety issues related to the park design.

The following is a summary of the comments from the meeting participants:

Appearance	The development of a park on this site would improve the appearance of the property.
Activity	A number of people felt it would provide an excellent location for youth, adults, and families to go and play within the neighborhood. There were also some views expressed that this was not an ideal location for a park and that there was already enough park space in the surrounding area.
Safety	There was a major concern expressed regarding the location of the park being close to 22 nd Street as well as it being adjacent to the railroad track. Participants also had a concern with the potential for the park to attract negative activity. Options were presented to address these issues; however there continues to be concern for safe access to and from the park, and safety of participants in the park.
Remediation	Overall, the majority of the participants were satisfied with the plans to remediate the site. Some concerns were expressed regarding the potential for contaminated soil to be left on the site. However, once the remediation plan was fully explained, the majority of participants were comfortable with the process.

The Community Services Department received valuable input and suggestions through the public meetings. However, there were relatively few people involved in the consultation process, and it was determined that a telephone survey would provide additional direct feedback from residents in the area. Fast Consulting was contracted to conduct a public opinion survey to obtain quantitative estimates of opinions, attitudes, and perceptions of the City of Saskatoon building a park in the Riversdale area. This survey was done with a representative sample of 300 Saskatoon residents in the communities of Riversdale, Westmount, Caswell Hill, and Pleasant Hill, with a heavier sampling of residents in Riversdale. Attached is a copy of the survey questions and results. The following is a summary of points from the survey:

- Three quarters of residents support the idea of the Riversdale area getting a new park.
- More than two thirds of community residents are supportive of the City of Saskatoon spending money to build a park in Riversdale.
- Close to three quarters of residents are supportive of the City of Saskatoon building a park on the proposed site.

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- More than three quarters of community residents would be confident having people use this site as a park if the area was cleaned.
- More than one third of respondents are concerned about the amount of green space currently in Riversdale.
- The majority of the residents are concerned about the safety of children when crossing 22nd Street to use the park.
- The majority of respondents think the installation of a fence or other barrier would make the park safe.

Based on the public meetings and the results of the telephone survey, the Community Services Department is recommending proceeding with the implementation plan to remediate the site and begin the process to design the park.

Implementation

The implementation process to remediate the site and develop the park will include the following steps:

- 1) Submission of an application by the Land Manager on behalf of the City of Saskatoon to amend the Riversdale Core Neighbourhood Land Use Plan as contained in Development Plan Bylaw No. 7999 by re-designating the most northerly portion of the site from "Arterial Commercial" to "Residential – No Conversions" and rezoning of the most northerly portion of the site from B3 District to R2 (H) District.
- 2) The Community Services Department along with Utility Services Department, Saskatchewan Environment, and a representative of the former owners of the Inland Steel Site are presently working together as a steering committee to administer the remediation of the site, and the President of the Riversdale Community Association has been invited to be a member of the steering committee. Through the request for proposal process, Pinter & Associates, Environmental, Safety & Geotechnical Consultants, have been contracted to design a detailed site remediation plan complete with associated costs. This detailed plan will be submitted to Saskatchewan Environment for their approval prior to proceeding. This remediation plan will provide protocols for project personnel and contractors in the safe handling, transportation, and disposal of these soils. It will also address what tests need to be taken to ensure the extent of the remediation is appropriate, how to address the occurrence of unanticipated environmental conditions, and lastly how to bring the site back to its natural environment. The Utility Services Department will oversee the site remediation process including reviewing the consultant's detailed design, tendering contractors, and contract administration during the site remediation work. It is expected that construction on the site will occur from approximately August 26 to September 30, 2002. Attachment 2 is a copy of the project schedule prepared by Pinter & Associates. The schedule has subsequently been adjusted to add three weeks to the timelines.

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- 3) The Community Services Department will conduct a public participation process to design the park. Staff from the Community Services Department and Infrastructure Services Department, Parks Branch, will complete a detailed analysis of the site and meet with the public to establish preferences for what people want to see and do in the park. Through the design process, a number of options will be considered to address concerns regarding safe access to the park and the safety of participants while in the park. This process will begin in September.
- 4) Discussions will continue with the Infrastructure Services Department to determine the need for additional pedestrian protection on 22nd Street and adjacent to the park, and consideration to closing Avenue G between 21st and 22nd Street.
- 5) The maintenance building for the Public School Board is located on 22nd Street and Avenue G. Access to the building is currently from Avenue H and Avenue G. Further discussions will occur with the Public School Board to incorporate the overall design of the site and the closure of Avenue G to facilitate continued access to the maintenance building. Discussions are currently underway with the Public School Board to address access to and from the maintenance building during the site remediation process. There is also the opportunity to incorporate the site remediation process into the school curriculum at Princess Alexandra School. The close proximity of the school to this site would allow students to observe the remediation process in a controlled and safe manner, while learning about the elements of remediating soil.
- 6) The option to purchase the adjoining property at 138 Avenue G South is in place. The property is presently in probate.

OPTIONS

Give the direction of the Executive Committee, no options are being considered.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

City Council approved Capital Project 2056 Riversdale Park –Former Inland Steel Site as part of the 2002 Capital Plan funded through the Dedicated Lands Account. The project consists of public consultation (\$15,000), land acquisition/remediation (\$294,000), and park design and construction (\$476,000).

COMMUNICATIONS PLAN

The public will be invited to an information session through notices delivered to their homes prior to the start of the site construction work. Specific notices and information will be provided to the residents and businesses immediately adjacent to the property regarding what to expect during the site remediation process. This information session will provide residents and businesses in the Riversdale area information on the site remediation process, including timelines for start and completion of the project, what the work site will look like, how the workers will be dressed, and where they can call with any concerns or questions during the remediation process. The hazards presented by the construction and the steps taken to reduce or eliminate the dangers can be discussed. While the site is being remediated, the residents and businesses will be advised on the proceedings at all stages, and will be encouraged to ask questions and identify concerns.

A newsletter will be developed to advise the residents and businesses of what steps are being taken to safely remediate the area of the contaminants. This newsletter will come out prior to and midway through the remediation.

In order to deal with the day-to-day enquiries or concerns, a telephone number will be posted on a sign board in the immediate area and in the newsletter.

A web site will be set up where, during construction, daily digital photographs can be posted on the site along with a progress report.

Other stakeholders such as the Pleasant Hill, Caswell Hill and Westmount Community Associations, the Saskatchewan Environmental Society, and the Riversdale Business Improvement District (BID), will be forwarded a copy of the newsletter and any other pertinent documentation to keep them apprised of the progress of the project.

ENVIRONMENTAL IMPACT

The contaminated materials removed from the former Inland Steel site will need to be removed and stored in accordance with the standards regulated by Saskatchewan Environment. The work teams removing the contaminated soil would be protected according to Occupational Health and Safety Standards.

The detailed remediation action plan approved by Saskatchewan Environment will dictate how the soil must be removed and transported. It will also designate a location and process for storing or disposing of the soil. The Utility Services Department and Infrastructure Services Department will also be involved in determining the most appropriate and acceptable location for the soil.

ATTACHMENTS

1. Riversdale Park Development Survey Report from Fast Consulting

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2. Project Schedule

IT WAS RESOLVED:

- 1) *that the Community Services Department proceed with the remediation plan and park development on the former Inland Steel property at 22nd Street and Avenue F; and*
- 2) *that the matter of safety concerns with respect to the proposed park be referred to the Planning and Operations Committee.*

**A3) Decision – Saskatoon Development Appeals Board
3215 Caen Street – R2 Zoning District
Dale & Jane Bellamy
(File No. CK 4352-1)**

RECOMMENDATION: that the General Manager, Community Services Department, be instructed to appeal the decision of the Saskatoon Development Appeals Board to grant an appeal for 3215 Caen Street, to the Saskatchewan Municipal Board.

ADOPTED.

BACKGROUND

An application for a building permit for a detached accessory building (garage) at 3215 Caen Street was denied by the Community Services Department because the proposed detached accessory building encroaches into the required front yard setback. Section 5.7 (3) (f) (i) of the Zoning Bylaw requires that a detached accessory building be situated a minimum of 15 metres from the fronting street. The proposed detached accessory building will have a setback of 4.11 metres, which results in an encroachment of 10.89 metres into the required front yard.

In May, 2002 the owner of the subject property appealed to the Saskatoon Development Appeals Board and the hearing was held on May 27, 2002. The Board granted the appeal in a decision dated June 4, 2002. The Board's decision states, in part:

‘The Board did not accept the City’s argument with respect to special privilege. In the Board’s view, it still considered Caen Street the front street, as it was historically. At the time of construction, the house was oriented in that manner and to change it would alter the neighbourhood. If the development of the accessory building conformed to the Bylaw, it would not be consistent with other frontages on Caen Street. This alternative would be less desirable. The Board has, in the past, denied construction of garages on Caen Street as they did not conform with the front yard setbacks. Denying this appeal, would force the applicant to build at the

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front of Caen Street, which would not be consistent with rulings made for other garages along Caen Street. The Board determined that this application was exceptional and unusual and therefore was of the opinion that granting this appeal would not grant the applicant a special privilege inconsistent with the restriction on the neighbouring properties in the same zoning district. The City's interpretation of the purpose and intent of the Zoning Bylaw – to provide consistent front yard setbacks would still be maintained with the granting of this appeal. The Board determined that the granting of this appeal would not amount to a relaxation of the provisions of the Zoning Bylaw so as to contradict the purposes and intent of the Zoning Bylaw.' (See Attachment 1.)

The Planning and Development Act requires that an appeal of a decision of the Development Appeals Board be made to the Saskatchewan Municipal Board within twenty days of the date of the decision. In order to meet this time frame, the request for appeal has been filed with the Saskatchewan Municipal Board, subject to ratification by City Council. This action was taken in accordance with City Council Policy No. C09-007.

JUSTIFICATION

The Community Services Department is recommending that this decision be appealed to the Saskatchewan Municipal Board. The Department does not agree with the conclusion of the Development Appeals Board to grant this appeal, in that, the decision would grant the property owner a special privilege inconsistent with the restrictions on other residential property owners. The current dimensions of this property were created as a result of a subdivision in 1989. As a result the west side of the property, which flanks Currie Avenue, is considered to be the front yard. This is due to the required minimum lot depth of 30 metres in the R2 Zoning District.

In the Department's view, the Board did not give due consideration of this fact, as the granting of this appeal will allow the detached accessory building to be constructed in the required front yard of the site. In addition, the owner has the option of locating the detached accessory building in the rear yard of the lot, or as an attached garage within the front yard, subject to required front yard setbacks.

As well, the granting of this appeal would amount to a relaxation of the Zoning Bylaw contrary to its purpose and intent, which is to provide for consistent front yard setbacks along the block face. This will not be achieved, as the prevailing frontage is considered to be Currie Avenue, not Caen Street, as the Board has indicated in their decision.

OPTIONS

The alternative to the recommended action is to not appeal the decision of the Development Appeals Board. This option is not supported by the Community Services Department, as the decision of the Development Appeals Board may establish a precedent for other similar situations.

POLICY IMPLICATIONS

There are no policy implications.

ATTACHMENTS

1. Development Appeals Board Decision – 3215 Caen Street
2. Location Plan
3. Site Plan

A4) Report of the General Manager, Community Services Department

Date: July 2, 2002

**Subject: Alterations to the Saskatoon Planning District Boundary
(File No. CK. 4240-1)**

- RECOMMENDATION:**
- 1) that City Council agree to amend the District Planning Agreement to delete the following lands from the Saskatoon Planning District:
 - a) the southeast quarter of Section 2, Township 37, Range 6; all West of the Third Meridian;
 - 2) that the City Clerk be instructed to write to the Minister of Municipal Affairs, Housing and Culture requesting a Ministerial Order to amend the District Planning Agreement to remove the lands noted in Recommendation 1) above from the Saskatoon Planning District; and,
 - 3) that a copy of this report be sent to the District Planning Commission and the Rural Municipality of Corman Park.

ADOPTED.

BACKGROUND

On June 20, 2000, the Minister of Municipal Affairs, Culture and Housing approved the annexation request by the City of Saskatoon for lands contained in the North West (Confederation Suburban Development Area - please refer to Attachment 1). The annexation was approved by Provincial Order in Council No. 287/2000, and took effect on May 30, 2000. While the Order in Council altered the Corporate limits of the City of Saskatoon and removed the noted lands from the Rural Municipality of Corman Park, the Order did not delete the subject lands from the Saskatoon Planning District. As a result, the annexed lands remain under the control of the Saskatoon Planning District Development Plan and Zoning Bylaw.

REPORT

According to Section 119 of *The Planning and Development Act, 1984*, a Provincial Minister's Order is now required to amend the boundaries of the Saskatoon Planning District. The action is required so that the properties recently annexed by the City will be removed from the Planning District and come under the control of the City of Saskatoon Development Plan and Zoning Bylaw. The Council of the Rural Municipality of Corman Park will receive a copy of this report for information about the requested changes to the Planning District boundaries.

Coinciding with the Minister's Order removing the land from the control of the Saskatoon Planning District, City Council will receive a report from the Administration containing recommended amendments to the City's Development Plan and Zoning Bylaw to bring the use of the above lands under the control of the City's Development Plan and Zoning Bylaw. The amendments have been requested by the City of Saskatoon Land Branch in order to commence with rezoning and subdivision to create lots fronting Hughes Drive located at the west end of Dundonald.

ATTACHMENT

1. Approved Annexation in North West Saskatoon (2000).

**A5) Request for Additional Lands for 15-Year Lease by Westco Storage Ltd.
Proposed Parcel X, 60th Street
Marquis Industrial Area
(File No. LA 4225-1)**

RECOMMENDATION:

- 1) that City Council agree to amended terms and conditions of the Lease Agreement to be entered into with Westco Storage Ltd. as outlined in this report; and,
- 2) that the City Solicitor be requested to prepare the necessary

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documentation for execution by His Worship the Mayor and the City Clerk.

ADOPTED.

At its meeting held May 21, 2002, City Council adopted Clause 5, Report No. 5-2002 of the Land Bank Committee, a copy of which has been attached. This report recommended that an 8.75 acre serviced industrial parcel be leased to Westco Storage Ltd. for a 15-year period in accordance with the City's Industrial Land Sales Policy (C09-009). The lease agreement would also provide Westco an option to purchase the property as well as a first right of purchase of a proposed future parcel to the north. Westco intends to construct a large multi-temperature cold storage and distribution facility at this location. As part of their first phase, Westco will construct a 60,000 sq. ft. building to provide cold storage services to Centennial Foods situated on an adjacent site to the east.

In accordance with Council's May 21, 2002 resolution, the Administration has prepared a Lease Agreement and has forwarded it to Westco Storage Ltd. for their execution. On July 8, 2002 representatives of Westco Storage contacted the Land Manager with a proposal to increase the width of the site by 20 feet by extending the western boundary of the site to the west. This will increase the area (0.3846 acres) of the site to be leased.

This request follows a more detailed building design by Westco. Their consultants have determined that in order to facilitate the physical placement of their proposed building without incurring the need for the construction of a two hour firewall at an estimated cost of \$51,000.00 for the first phase of their building program, the site width and area needs to be enlarged. Additional phases of the building would also encounter the same firewall requirement if not adjusted at this time. Westco is anxious to execute the Lease Agreement and commence construction of this facility, however, the building plans cannot be finalized until their request for an enlargement of the site to be leased has been dealt with.

The Land Manager has indicated to Westco that subject to Council's approval, the request for additional site width and area can be accommodated with the following terms:

1. Provide payment to the City in the amount of \$3,000.00 to cover the estimated costs for subdivision, survey and land title registration fees to enlarge the site from 8.75 acres to 9.14 acres as noted on the attached plan; and,
2. An amendment to the Lease Agreement, which would increase the purchase price of the land from \$962,000.00 to \$1,005,600.00 plus GST should Westco elect to exercise its option to purchase the property. The annual rent would increase from \$57,720.00 to \$60,336.00 plus GST. Also given that the site to be leased (Parcel X) may be enlarged, the land area to the north (proposed Parcel Z) should also be enlarged. Council's previous approval included granting to Westco a first right of purchase of this land area.

Westco has agreed to these terms.

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The purchase price of the additional land area is based on the previously agreed price of \$109,942.00 per acre plus a slight increase amounting to \$1,313.00, based on the recently approved 2002 pre-paid levy rates related to the enlarged portion of the site. It is the recommendation of the Land Manager that Westco's request for an enlargement of the site to be leased and a corresponding enlargement of the proposed site for the granting of a first right of purchase be approved.

ATTACHMENTS

1. Clause 5, Report No. 5-2002 of the Land Bank Committee.
2. Plan Showing Proposed Parcel X of 9.14 acres and Proposed Parcel Z of 7.24 acres.

**A6) Request for Annexation – Willows Golf Course Community
(File No. CK. 4131-1)**

RECOMMENDATION: that City Council instruct the Administration to proceed with the advertising and required notices for a Public Meeting in accordance with Section 13 of The Urban Municipalities Act, 1984.

ADOPTED.

BACKGROUND

On October 22, 2001, the City Council of Saskatoon resolved:

- “1. that City Council instruct the Administration to take the necessary procedures pursuant to Section 13 of The Urban Municipality Act, 1984 to apply for an alteration of the City's boundaries to include the lands commonly known as the Willows Golf and Country Club; and,
2. that in addition, the Administration be instructed to seek a meeting with representatives of the Rural Municipality (R.M.) of Corman Park to discuss a possible complementary resolution by the R.M.”

The lands referred to as the Willows Golf and Country Club above, are legally described in Attachment 1.

REPORT

The Administration has proceeded with Resolution 1 of October 22, 2001, while negotiations for a complementary resolution were ongoing with the RM of Corman Park. It is now apparent that a complementary resolution will not be forthcoming from the RM, and written objections have been received from both the RM of Corman Park and the Saskatoon East School Division No. 41 (Attachments 2 and 3). The Administration is therefore seeking Council's approval to proceed with a Public Meeting as required by Section 13 of *The Urban Municipalities Act, 1984*.

The Public Meeting must be advertised twice in the local newspaper and notices must be mailed to the assessed owners of land identified in Attachment 4, the Council of the RM of Corman Park, and the Saskatoon East School Division No. 41. Upon notification and advertising, City Council will be in a position to hold the Public Meeting at its regular meeting of Monday, September 9, 2002.

It is expected that the RM of Corman Park will present a position paper regarding the annexation request at the Public Meeting. If the RM of Corman Park does not agree to provide a complementary resolution to the annexation request, the City Clerk will be instructed to apply to the Saskatchewan Municipal Board for a final decision on the Willows annexation request.

Without a complementary resolution from the RM of Corman Park, the request for alteration of boundaries cannot be forwarded to the Minister. Instead, the City must apply directly to the Saskatchewan Municipal Board, who will adjudicate the request for annexation.

ATTACHMENTS

1. Legal Description of Lands Requested for Annexation.
2. Written Letter of Objection – RM of Corman Park.
3. Written Letter of Objection – Saskatoon East School Division No. 41.
4. List of affected land owners, RMs and School Divisions.

**A7) Enquiry – Councillor O. Fortosky (July 16, 2001)
Operating Procedures for Temporary and Portable Ice Cream Stands
(File No. CK. 316-1)**

RECOMMENDATION: that the following report be received as information.

BACKGROUND

The following inquiry was made by Councillor Fortosky at the meeting of City Council held of July 16, 2001:

“Please report on the procedure for summer ice cream stands to operate in regards to temporary vs. portable.”

REPORT

The City of Saskatoon requires that businesses operating within the city comply with the Zoning Bylaw and National Building Code of Canada (NBC) and be licensed. This is a requirement whether the business is operating from a permanent or a seasonal structure. The process for approval is as follows:

Building Requirements

The NBC defines a building as “any structure used or intended for supporting or sheltering any use or occupancy”. In view of this definition, structures used for the storage and subsequent sale of ice cream are considered as buildings and are not exempt from the requirements of the Uniform Building and Accessibility Standards Act (UBASA) or the NBC.

The following describes the Building Permit Process for ice cream stands:

Permanent

- A building that is placed on a site and is intended to be permanently fixed in place is considered permanent.
- A building permit is issued for such a structure and the relevant requirements of the NBC apply.
- As is the case for all permanent structures, if the building or structure is to be removed from the site, then a removal or demolition permit is required.

Seasonal

- Structures that are placed on a site and may be removed from the site to another site or moved within the same site are considered seasonal.
- A seasonal building permit is issued for this type of ice cream stand. This permit is valid for six months and therefore would not require a removal or demolition permit.
- The “Administrative Requirements for Use with the National Building Code” allows the opportunity for selective application of the NBC to temporary or seasonal buildings.

Zoning Requirements

The Zoning Bylaw No. 7800 does not distinguish between seasonal and permanent structures. Both must comply with the bylaw where they:

- can only be allowed in areas where this type of use would be permitted;
- must meet the setback requirements;
- cannot be located in an area dedicated for parking or landscaping; and,
- must meet the approval of Saskatoon District Health.

Licensing Requirements

For a seasonal ice cream stand to obtain a business license, the business must first meet the City of Saskatoon's licensing requirements. The process is as follows:

- receive business license application,
- check that the business use is permitted in the zoning district that the business intends on operating,
- check that all required building permits are in place. To obtain a building permit for a seasonal structure such as an ice cream stand, building plans are circulated to Building Standards, Development Services and Health for approval; and
- if the use is permitted in the Zoning Bylaw, and all required building permits are in place, a business license will be issued. The City of Saskatoon does not issue seasonal business licenses – all business licenses issued are valid for one year from the date of issuance.

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

Section B – CORPORATE SERVICES

**B1) Enquiry – Councillor O. Fortosky (June 24, 2002)
Alternative Approaches to Home Inspection for Assessment Purposes
File No. CK. 1620-1)**

RECOMMENDATION: that the information be received.

The following enquiry was made by Councillor Fortosky at the meeting of City Council held on June 24, 2002:

“Would the Administration please report as soon as possible on alternative

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approaches to home inspections (e.g. owner checklist and the viability of such alternatives).”

Section 3.2(1) and 3.2(2) of *The Assessment Management Agency Regulations* require that reinspections of land or improvements for the purpose of the Act may be performed by one of the following methods:

- a) An interior and exterior physical inspection with the property owner;
- b) An exterior physical inspection, with an interior building description form to be completed and returned to the appraiser by the property owner;
- c) A mail-out form to be completed and returned to the appraiser by the property owner.

While three options are identified, they involve only two methods – a physical inspection or the completion of a form by the property owner. The second option involves a combination of the two methods.

Both of these methods have been available and, in fact, have been used by the Assessment Office over time. The recent amendments to these regulations did not change this section. The regulatory change that did occur this year is in Section 3.3(b) requires that property inspections be performed at least once every 12 years.

The Administration has considered the advantages and disadvantages of both reinspection methods. One of the statutory obligations of a municipal assessor is to find the best fair value of each property and to establish fair values that are equitable between properties within the municipality. This is the basic premise the Administration has used, for many years, in determining the best method to inspect and reinspect properties.

The current assessment process involves an assessor using the Saskatchewan Assessment Management Agency (SAMA) Manual to determine quality of construction, the physical condition of a property in relation to its age, the replacement costs to reconstruct the property, the amount of physical depreciation that should be applied, whether any other forms of depreciation apply to this specific property, and finally, whether any other adjustments are required in order to establish fair value. This fair value assessment is meant to replicate as closely as possible the market value of a property, using all the rules and formulas contained in the SAMA Manual.

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Many of the items inspected (such as decks, basement finish, and garages) require that, in addition to factors like size, factors such as quality of workmanship and materials and the present condition in relation to other similar properties must also be determined to assist in the final value of the added improvements. In addition, the overall condition of the home is checked on a re-inspection as that also has a bearing on the value of the property. A change in condition from what was previously noted on the property could have either a negative or a positive impact on its fair value.

The practice of in-person inspections is not unique to assessors. A fee appraiser will not place a value on a property or sign to its value without an inspection. Real estate agents follow a similar practice. They do not determine selling prices of a property without inspecting to determine the physical and qualitative characteristics (quality and condition). It is through these inspections that the most accurate value is determined for a property.

The Administration believes that the rationale used by appraisers and real estate agents also applies to an assessor. It is our belief that an assessor, in order to determine the most accurate value of a property, is required to physically inspect that property periodically. Many property owners agree with this position. Both the Board of Revision and the Administration are challenged regularly by property owners with the question of how accurate value can be determined by an assessor when nobody has seen their home in years.

It should also be noted that during the public consultation phase of the 2001 reassessment, many property owners requested confirmation of their preliminary property values. The Assessment Office received more than 1,000 phone calls and letter asking that we ensure we had the correct value on properties. The response to many of their calls was an inspection, resulting in many assessment revisions based on both quantitative and qualitative factors.

The goal is to have the most accurate values on all properties in the first instance – the re-inspection program helps to accomplish this goal. As such, a physical re-inspection of both the interior and exterior of a property will assist in producing the most accurate fair value assessment on which property taxes may be levied. That is why the Administration has undertaken property inspections on an annual basis for many years.

The regulations do give us the option to send out mailers, however, mailers only allow us to collect quantitative data and not qualitative data. Qualitative data must be collected using experience and comparisons to other properties as a guide. Using only quantitative data to develop assessments will not be as accurate and may not truly reflect the fair market values of the properties where the data was only collected in this manner. Self-inspection mailers will provide the least accurate assessments – either higher or lower than they perhaps should be, due to the lack of some very important qualitative data.

In addition, it should be noted that many homeowners do not object to the physical inspection. Most agree with the process or, at a minimum, understand its need. If we simply used mailers, the Administration believes the success rate of the inspection program will not improve, while the accuracy of the results will be negatively affected. Some who may decline a physical inspection

will also decline to complete a form. In addition, some will view this as ‘city work’ and will decline to complete the form on that basis.

With self-inspection mailers being an option that allows the assessor to comply with provincial legislation, the Assessment Office does plan to use them when it’s been determined that an interior inspection cannot be made. But the Administration believes it has to attempt to conduct a physical inspection before resorting to the mailer if the goal is to find the best value for a property.

IT WAS RESOLVED: that the information be received and referred to the Administration and Finance Committee for further consideration.

Section D – INFRASTRUCTURE SERVICES

**D1) Enquiry – Councillor D. Atchison (April 8, 2002)
Request for Four-Way Stop – Cowley Road and Kenderdine Road
(File No. CK. 6280-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

The following enquiry was made by Councillor Atchison at the meeting of City Council held on April 8, 2002:

“Would the Administration please look at making Cowley Road and Kenderdine Road into a four-way stop.”

Infrastructure Services has reviewed the intersection of Cowley Road and Kenderdine Road and is not proposing that a four-way stop control be installed at this location.

Kenderdine Road is a major collector street in the neighbourhood carrying approximately 6,000 vehicles per day just northwest of the intersection. Cowley Road serves as a minor collector and carries approximately 1,500 vehicles per day southwest of the intersection and approximately 3,000 vehicles daily between Kenderdine Road and McOrmond Drive. Under the existing conditions, traffic is controlled by stop signs on Cowley Road.

The turning movement traffic count undertaken at this intersection on May 30, 2002 indicated a predominance of traffic on Kenderdine Road throughout the day, i.e. Kenderdine Road carried 68% of the total traffic entering the intersection compared to 32% of traffic on Cowley Road. Therefore, the current arrangement of stop signs rightly assigns the right of way to the major flow of traffic on Kenderdine Road. A review of collision history reveals that there were 3 reported collisions at this intersection in the last seven years (since 1995). No collisions were reported in the last three years. An examination of pedestrian crossing safety at this intersection

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was undertaken on two occasions in the last three years, and both times it was concluded that the installation of pedestrian actuated signals is not warranted.

Four-way stop signs are used where both roadways are of equal priority and where traffic flows from all four approaches are balanced, with a significant percentage of left turning vehicles. Typically, the justification for installation of four-way stop signs is based on the warrants listed in City Policy No.C07-007 – Use of Stop and Yield Signs. The existing traffic conditions and collision history at the intersection of Cowley Road and Kenderdine Road do not satisfy these requirements.

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

The existing traffic control devices at this intersection are functioning satisfactorily at this time. Infrastructure Services will monitor this location as development in the area continues.

**D2) Enquiry – Councillor D. Atchison (December 17, 2001)
Four-Way Stop – Berini and Kenderdine
(File No. CK. 6280-1)**

RECOMMENDATION: that the information be received.

The following enquiry was made by Councillor Atchison at the meeting of City Council held on December 17, 2001:

“Would the Administration please look into a four-way stop at Berini and Kenderdine.”

Infrastructure Services has reviewed the intersection of 115th Street and Berini Drive regarding the above-noted enquiry, and is not proposing that a permanent four-way stop be installed at this location.

The intersection is currently controlled by stop signs on Berini Drive for northbound and southbound vehicles, except during the Enchanted Forest event at the Saskatoon Zoo when temporary 4-way stop signs are typically in place from mid November to mid January. Permanent four-way stop signs are normally used when traffic flows from all four approaches are balanced and where both roadways are of equal priority. In this case, 115th Street is a major collector roadway with the average daily traffic volume of 7,000 vehicles while Berini Drive is classified as a minor arterial carrying approximately 2,900 vehicles per day north of the intersection and 2,100 vehicles daily south of the intersection. Berini Drive has not reached its

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potential of functioning as an arterial, and is unlikely to do so especially on the south end where C.P. Railway limits further expansion and traffic growth.

Turning movement traffic counts for this intersection were collected during the morning and afternoon peak traffic hours on January 7, 2002 (when temporary 4-way stop signs were in place) and on February 14, 2002 (after the intersection returned to the current two-way stop operation). Separate traffic counts were conducted for the purpose of comparing traffic volumes and travel patterns for the two operating conditions. However, one month after the intersection returned to its usual two-way stop operation, no reduction in traffic volumes was observed for any movement. This suggests that drivers were still comfortable using the intersection after 4-way stop signs were removed and were not compelled to find alternate routes. The intersection averages 3 or 4 collisions per year. There is no evidence of collision frequency or traffic pattern change as a result of varying the traffic control from two-way to four-way stop.

The collected traffic volumes indicate the predominance of traffic on 115th Street throughout the day. On average, 115th Street carries 68% of the total traffic entering the intersection versus 32% of traffic on Berini Drive. Therefore, two-way stop signs on Berini Drive rightly assign the right of way to the major eastbound and westbound traffic on 115th Street. Since all right turns at the intersection have been channelized by the use of median islands and controlled by yield signs, right turning traffic is able to easily discharge in available gaps in opposing traffic. This is especially worth noting in the case of southbound right turns, since this movement makes up a significant percentage of the southbound traffic (74% in the morning peak hour).

By changing the traffic control to a four-way stop, the total delay at the intersection increases considerably especially in the afternoon peak hour. This deterioration of the intersection efficiency is due to stopping and delaying the major eastbound and westbound through traffic. The only movements that truly benefit from a four-way stop are the northbound and southbound left turns. However, drivers are able to execute these left turn movements without great difficulty given that opposing traffic volumes are still moderate and that sight lines for all approaches are good.

The investigation concluded that the current two-way stop on Berini Drive at 115th Street is the most efficient for moving traffic and is operating in a safe manner, and a permanent four-way stop control is not being recommended at this time.

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

**D3) Proposed Closure
Lane Closure – Packham Place
Plan No. 242-0071-002r001
(File No. CK. 6295-1)**

- RECOMMENDATION:**
- 1) that City Council give notice of its intention to consider the closing as shown on Closing Plan No. 242-0071-002r001 (Attachment 1);
 - 2) that the City Solicitor be instructed to
 - a) take all necessary steps to bring the intended closing forward; and
 - b) complete the closing and obtain title in the name of the City of Saskatoon, should formal Council assent issue; and
 - 3) that upon the City of Saskatoon obtaining title to the portion of right-of-way intended to be closed, that portion of right-of-way be sold to Acadia Construction for \$10,242.78 plus all legal costs for closing, to include Solicitors fees and disbursements.

ADOPTED.

A letter of request, dated November 14, 2001, has been received, along with the required deposit, from Mr. Don Swenson, President of Acadia Construction, (Attachment 2) to proceed with the closure of the public right-of-way north of 414 Packham Place. The closure will permit Acadia Construction to add additional storage on the site.

The various Civic Departments, as well as SaskTel, SaskPower and SaskEnergy have approved of this closing proposal. Acadia Construction has agreed to the terms and conditions of the closure, as set out by the various agencies and Civic Departments.

ATTACHMENTS

1. Plan 242-0071-002r001
2. Letter dated November 14, 2001 from Acadia Construction

**D4) Request for Four-Way Stop – Kenderdine Road and Kerr Road (west leg)
(File No. CK. 6280-1)**

- RECOMMENDATION:**
- 1) that a four-way stop be installed at the intersection of Kenderdine Road and Kerr Road (west leg); and
 - 2) that a copy of this report be forwarded to The Canadian

Deafblind and Rubella Association.

ADOPTED.

The Canadian DeafBlind and Rubella Association, in its letter dated May 10, 2001 requested that four-way stop signs be placed at the intersection of Kenderdine and Kerr Road to improve safety of their hearing and visually impaired patrons when crossing the street (Attachment 1). Infrastructure Services has investigated traffic conditions at this location and is proposing that a four-way stop control be installed.

Four-way stop signs are generally used at intersections where the volumes of traffic on all approaches are similar and when both roadways are of equal priority. Kenderdine Road serves as a major collector roadway carrying approximately 1,900 vehicles per day north of the intersection. Kerr Road is also classified as a major collector with an average daily traffic of approximately 2,000 vehicles per day east of the intersection. From the geometric design and/or service function perspective, Kenderdine Road and Kerr Road are roadways of the same priority. The intersection is currently controlled by stop signs on Kerr Road.

The turning movement count undertaken at this intersection on June 4, 2002 shows that traffic volumes from all approaches are relatively balanced throughout the day; 55% of the total daily traffic is entering the intersection via Kerr Road and 45% via Kenderdine Road. There is a considerable percentage of turning movements in all directions (turning movements make up 55% of total traffic entering the intersection). The collision records at this intersection show a total of 10 reported collisions over the course of the past five years, of which 6 are classified as right angle collisions. Right angle collisions suggest driver failure to comply with the right-of-way assignment and are susceptible to correction by a four-way stop sign.

It should be noted that the existing traffic conditions at the intersection of Kenderdine and Kerr Road do not fully satisfy the requirements for the installation of four-way stop signs as set forth in City Policy No.C07-007 – Use of Stop and Yield Signs. The failure to meet these warrants is due to still relatively moderate traffic volumes and rather light pedestrian crossing activity. However, as a result of the new housing development to the south of the intersection, traffic volumes on both streets are increasing continually. Taking into consideration the projected increase in traffic volumes and pedestrian activity, Infrastructure Services believes that a four-way stop is the appropriate traffic control for this intersection that will function well in both the present and future traffic conditions.

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Since the streets are of the same priority and traffic volumes from all approaches are relatively balanced with considerable percentage of turning movements, the intersection is an excellent candidate for a four-way stop control. Four-way stop signs will clearly define the right-of-way assignment to all motorists, prevent speeding through the intersection, and aid pedestrians in crossing the street. For these reasons, Infrastructure Services is proposing to change the intersection of Kenderdine Road and Kerr Road (west) to a four-way stop from its present two-way stop.

ATTACHMENT

1. Letter dated May 10, 2002 from The Canadian Deafblind and Rubella Association.

**D5) Enquiry – Councillor Heidt (October 2, 2000)
20th Street Access – 22nd Street Interchange
and**

Communication to Council

**From: Joanne Cliff
338 Cooper Crescent**

Date: March 24, 2002

**Subject: Closure of 20th Street at Circle Drive
(File No. CK. 6295-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

BACKGROUND

The following enquiry was made by Councillor Heidt at the meeting of City Council held on October 2, 2000:

“I know you have verbally not approved this – there is great interest for keeping 20th Street open for turning right only.

Would the Administration please look at what would be involved:

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

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City Council at its meeting on March 24, 2002, considered the above-noted communication from Joanne Cliff and resolved:

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

REPORT

Infrastructure Services has reviewed the request to allow access to 20th Street from the Circle Drive/22nd Street interchange. This review involved commissioning Stantec Consulting Inc. to provide a report that details the advantages and disadvantages of providing this access. A copy of this study is attached to this report. Also attached to this report is a Plan of the approved Interchange Design for reference purposes.

The following is a summary of the advantages and disadvantages of providing access to 20th Street from the Circle/22nd Street interchange:

Right-Turn-In Access at 20th Street

The provision of right-turn-in access to 20th Street from ramp 3 has the following advantages:

- Potential for improved transit operations.
- Improved access to St. Paul's hospital from the Fairhaven/Parkridge/Montgomery areas.
- Improved access for Police.
- Provision of an alternate access to the east for residents of the Fairhaven/Parkridge/Montgomery areas.

The provision of right-turn-in access from 20th Street from ramp 3 has the following disadvantages:

- Prevents the closure of the existing 20th Street/CN Rail crossing. Safety improvements associated with the closure of the crossing would be lost.
- Allows uncontrolled pedestrian access to the Circle/22nd Street interchange area at 20th Street.
- Requires a mid-block pedestrian crossing of 20th Street just east of the railway tracks.
- Creates significant and unsafe merging and weaving problems for northbound traffic between Clancy Drive and 20th Street.
- Creates the potential for northbound vehicles turning right onto 20th Street to queue back onto Ramp 3 when the rail crossing is blocked by a passing train.

Right-Turn-Out Access at 20th Street

The provision of right-turn-out access from 20th Street to ramp 3 has the following advantages:

- Potential for improved Transit operations.

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- Improved access for Police.
- Provision of an alternate access to the Confederation/Dundonald areas.

The provision of right-turn-out access from 20th Street to ramp 3 has the following disadvantages:

- Prevents the closure of the existing 20th Street/CN Rail crossing. Safety improvements associated with the closure of the crossing would be lost.
- Allows uncontrolled pedestrian access to the Circle/22nd Street interchange area at 20th Street.
- Requires a mid-block pedestrian crossing of 20th Street just east of the railway tracks.
- Creates the potential for high speed rear end collisions between merging vehicles.

The above indicates the advantages and disadvantages of providing access to 20th Street from Ramp 3. While the provision of this access provides benefits in terms of transit, emergency vehicle access and alternate access for local traffic, primarily for the areas of Fairhaven/Parkridge/Montgomery, it also provides some very real and significant safety and operational problems for both motorists and pedestrians. The extent and severity of the disadvantages greatly exceeds the advantages.

It should be noted that the right-turn-out only provides access to the intersection of 22nd Street/Confederation Drive, which can be accessed easily through alternate routes from 20th Street to 22nd Street. Therefore, the provision of right-turn-out access at 20th Street is considered to have only marginal benefits.

In view of the above the provision of either right-turn-in, or right-turn-out, access at Ramp 3/20th Street is not recommended.

It should be noted that the above recommendation not to allow access at 20th Street is consistent with a similar recommendation regarding the provision of access to 20th Street contained in the June 2000, Circle Drive and 22nd Street Interchange Functional Design Study prepared by Trialpha Consulting Ltd. and UMA Engineering Ltd. That report investigated several interchange options. The report stated “Note that all alternatives indicate closure of 20th Street because of its proximity to the interchange and concern over safety (i.e. visibility, speed differential and number of maneuvers occurring). Furthermore the value-engineering portion of the interchange project also reviewed the potential to allow access to 20th Street and it was concluded after much engineering judgement to not provide ingress/egress movements at 20th Street.

ATTACHMENTS

1. Stantec Consulting Inc. – Circle/22nd Street Interchange Review of Access at 20th Street
2. Circle Drive and 22nd Street Approved Plan

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**D6) 2002 Capital Budget
Project No. 590-15
Land Development – Beechmont Crescent, Terrace and View
Briarwood – Residential Development
(File No. 4111-31)**

RECOMMENDATION: that City Council approve funding for the construction of sidewalks, paving and utilities in the City developed area of Briarwood on Beechmont Crescent, Terrace and View, Capital Project No. 590-15 for a total of \$794,000.

ADOPTED.

The City of Saskatoon has begun the water and sewer servicing of Beechmont Crescent, Terrace and View within the Briarwood neighbourhood. The water and sewer servicing was approved as a post budget item in the 2002 Capital Budget. The City has experienced an increase in residential sales resulting in a diminished inventory of serviced lots. A need for additional serviced lots exists to accommodate the increased demand. The Infrastructure Services Department requests that additional funds be approved from the prepaid service reserves for sidewalks, paving and utility servicing of 89 lots along Beechmont Crescent, Terrace & View. The fall construction of the roadwork will be staged to allow the lots to be offered sooner within the area. The area and legal description for this proposed property is shown on Attachment 1, and includes Lots 27 – 41, block 109, Lots 6 – 22, Block 110 and Lots 13 – 69, block 111, all in Reg'd Plan No. 98-SA-30241. The cost details and sources of funding for this project are as follow:

<u>Description:</u>	<u>Project No.</u>	<u>Amount</u>
<u>Gross Cost Details:</u>		
Land Development – Briarwood Subdivision	590-15	<u>\$ 794,000</u>
<u>Financing Details:</u>		
General Prepaid Services – Engineering		\$ 776,000
General Prepaid Services – Street Lighting – SaskPower Corp.		<u>18,000</u>
Total		<u>\$ 794,000</u>

ATTACHMENT

1. Plan of Subdivision

**D7) Median Opening and Installation of Traffic Signals at
Campbell Avenue and 8th Street East
(File No. CK. 6250-1)**

- RECOMMENDATION:**
- 1) that City Council consider Bylaw No. 8138, “The 8th Street East and Campbell Avenue Traffic Control Bylaw”, which authorizes the closure of the median opening on 8th Street East between Argyle and Campbell Avenues;
 - 2) that approval be granted for the construction of a new median opening and traffic signals on 8th Street East at the intersection of Campbell Avenue, complete with a 85 metre westbound left-turn lane and a 95 metre eastbound left-turn lane; and
 - 3) that First Line Properties Ltd. and Dodge City Auto (1984) Ltd. fund all costs of the intersection construction, traffic signal installation/modifications, utility relocations, left-turn lane construction, curb and gutter construction, sidewalk construction, and all associated median and boulevard reconstruction at an estimated cost of \$155,000 and that this work be done to City of Saskatoon standards.

Pursuant to earlier resolution, Items AA28), AA29) and AA30) of Communications were brought forward and considered.

**“AA28) Brenda Kennedy, Senior Trust Officer
The Canada Trust Company, dated July 9**

Submitting comments with respect to the proposal to close the existing median opening at 8th Street East between Argyle and Campbell Avenues. (File No. CK. 6320-5)

**AA29) Len Ritchot, Manager
City Tire Centre, dated July 9, 2002**

Submitting comments with respect to the proposal to close the existing median opening at 8th Street East between Argyle and Campbell Avenues. (File No. CK. 6320-5)

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**AA30) Vince and Aileen Barilla
The Broadway Roastery, dated July 9**

Submitting comments with respect to the proposal to close the existing median opening at 8th Street East between Argyle and Campbell Avenues. (File No. CK. 6320-5)

RECOMMENDATION: that the letters be considered with Clause D7, Administrative Report No. 13-2002.”

BACKGROUND

City Council at it’s meeting on June 24th, 2002 declared that the following be approved, subject to the appropriate consultation having taken place and there being no objection:

- “1) that approval be granted to close the existing median opening on 8th Street East, between Argyle and Campbell Avenues;
- 2) that approval be granted for the construction of a new median opening and traffic signals on 8th Street East at the intersection of Campbell Avenue, complete with a 85 metre westbound left-turn lane and a 95 metre eastbound left-turn lane; and,
- 3) that First Line Properties Ltd. and Dodge City Auto (1984) Ltd. fund all costs of the intersection construction, traffic signal installation/modifications, utility relocations, left-turn lane construction, curb and gutter construction, sidewalk construction, and all associated median and boulevard reconstruction at an estimated cost of \$155,000 and that this work be done to City of Saskatoon standards.”

REPORT

Since City Council’s meeting on June 24th, 2002, the Infrastructure Services Department has contacted the affected businesses concerning the proposed recommendations. The results of these consultations resulted in two objections to the proposals; one from the Broadway Roastery and the other from Goodyear Certified Auto Service.

As a result of these objections, the City Solicitor’s Office sent out notices to all abutting property owners advising them of the meeting of City Council on July 15th, 2002 where Bylaw No. 8138, “The 8th Street East and Campbell Avenue Traffic Control Bylaw”, which authorizes the closure of the median opening on 8th Street East between Argyle and Campbell Avenues will be considered. Also, the City Solicitor’s Office published in the July 6th and July 13th, 2002 Star Phoenix a notice that advises the public that City Council will be considering Bylaw No. 8138, at it’s July 15th, 2002 meeting. These notices provide those parties who do not agree with the proposed recommendations the opportunity to speak at City Council’s meeting on July 15th, 2002.

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It should be emphasized that the creation of the new median opening and the installation of traffic signals is warranted as a result of the traffic that will be generated by the new development on the former Sherwood Chevrolet site and the future development on the Dodge City Auto site. The closure of the existing median opening is required from a safety perspective. Further information justifying recommendations 2 and 3 can be found in the attached report submitted to City Council at its June 24th, 2002 meeting.

ATTACHMENTS

1. Bylaw No. 8138, The 8th Street East and Campbell Avenue Traffic Control Bylaw.
2. Administrative Report No. 12-2002

IT WAS RESOLVED:

- 1) *that City Council consider Bylaw No. 8138, “The 8th Street East and Campbell Avenue Traffic Control Bylaw”, which authorizes the closure of the median opening on 8th Street East between Argyle and Campbell Avenues;*
- 2) *that approval be granted for the construction of a new median opening and traffic signals on 8th Street East at the intersection of Campbell Avenue, complete with a 85 metre westbound left-turn lane and a 95 metre eastbound left-turn lane; and*
- 3) *that First Line Properties Ltd. and Dodge City Auto (1984) Ltd. fund all costs of the intersection construction, traffic signal installation/modifications, utility relocations, left-turn lane construction, curb and gutter construction, sidewalk construction, and all associated median and boulevard reconstruction at an estimated cost of \$155,000 and that this work be done to City of Saskatoon standards.*

**D8) Enquiry – Councillor G. Penner (May 6, 2002)
Wheelchair Accessible Sidewalk Corners
(File No. CK. 6150-1)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

The following enquiry was made by Councillor Penner at the meeting of City Council held on May 6, 2002:

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“It has come to my attention that some intersections on the south side of 8th Street between Cumberland Avenue and Arlington Avenue do not have wheelchair accessible sidewalk corners. Could I have a report respecting this matter please?”

There are approximately 4,000 intersections within the City of Saskatoon. The vast majority of the sidewalks at the intersections of these streets were not built with sidewalk accessibility ramps. Current City standards require that ramps be incorporated into new sidewalks that are constructed in conjunction with a new development or local reconstruction such as the ongoing redevelopment on 8th Street East.

Sidewalk ramps are retrofitted into existing structures when the City’s sidewalk repair crews identify opportunities to do so. Typically, this occurs when a portion of an existing sidewalk is removed to facilitate the replacement of a fire hydrant or storm sewer catch basin. Infrastructure Services also includes ramps as an integral feature of newly constructed curb extensions as found on Kingsmere Boulevard and Rusholme Road.

Infrastructure Services installs a further 40 to 50 ramps annually as a component of Capital Project No. 631: Traffic Safety Improvements. Candidates for this program are prioritized from requests received from the public. Generally, these ramps are constructed on a first-come-first-served basis to the extent that funding permits. In 1999, such a request was made by the business community of 8th Street.

A survey of 8th Street between Cumberland Avenue and Circle Drive was conducted in April 2000 to determine those locations where ramps were needed. Twelve locations were identified along the north side of this portion of 8th Street and eighteen along the south side. In addition, 20 areas of sidewalk adjacent to driveway crossings along the north side of this street and 65 along the south side were found to be wheelchair inaccessible and in need of some degree of reconstruction or modification.

At that time, plans for the redevelopment of several commercial sites in this area were still underway. Part of this redevelopment was expected to require the reconstruction of adjacent sidewalks and driveway crossing. Therefore, the decision was made initially to postpone the construction of sidewalk ramps in this area of 8th Street until substantial progress in this redevelopment had been realized. To date, the work on the former Jubilee Ford property and the neighbouring Petro-Canada site has been completed. This work included the construction of a significant portion of sidewalk along the south side of 8th Street between Cumberland Avenue and Louise Avenue replacing the previously existing paved pathway. This particular sidewalk included new driveway crossings that addressed the accessibility needs of nine locations previously identified. Similar work is underway at the former Sherwood Chevrolet site where five driveway crossings need improvements in pedestrian accessibility. Further redevelopment is anticipated at two other nearby properties that will subsequently address much of the accessibility needs on the sidewalks fronting those properties.

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Infrastructure Services has selected four intersections and nine driveway crossings between Campbell Avenue and Circle Drive on 8th Street for upgrading during the 2002 construction season. City crews will be retrofitting these intersections with six ramps and making appropriate modifications to the sidewalks adjacent to the driveways to make them wheelchair accessible. Furthermore, Infrastructure Services will be annually scheduling ten to fifteen locations in subsequent years in this area of 8th Street for similar upgrading with ramps and improvements to the driveway crossings. In conjunction with the ongoing commercial redevelopment, it is anticipated that all sidewalks on 8th Street between Cumberland Avenue and Circle Drive will be made wheelchair accessible in the next two to three years.

D9) Proposed Closure

Walkway Closure – Bowman Crescent

Plan No: 242-0009-001r001

(File No. CK. 6295-1)

RECOMMENDATION:

- 1) that City Council give notice of its intention to consider the closing as shown on Closing Plan No. 242-0009-001r001;
- 2) that the City Solicitor be instructed to
 - a) take all necessary steps to bring the intended closing forward; and
 - b) complete the closing and obtain title in the name of the City of Saskatoon, should formal Council assent issue;
- 3) that upon the City of Saskatoon obtaining title to the portion of walkway intended to be closed, that portion of walkway adjacent to 3404 33rd Street West be sold to Jesse and Kristine Lacelle for \$1000.00 plus all legal costs for closing, to include Solicitors fees and disbursements;
- 4) that upon the City of Saskatoon obtaining title to the portion of walkway intended to be closed, that the east half of the walkway adjacent to 335 Bowman Crescent be sold to James and Tamara Siemens for \$500.00 plus all legal costs for closing, to include Solicitors fees and disbursements, and;
- 5) that upon the City of Saskatoon obtaining title to the portion of walkway intended to be closed, that the west half of walkway adjacent to 339 Bowman Crescent be sold to Brian and Bonnie Smith for \$500.00 plus all legal costs for closing, to include Solicitors fees and disbursements.

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A letter of request, dated January 30, 2002, has been received, along with the required deposit, from the property owners adjacent to the walkway between 33rd Street West and Bowman Crescent, (Attachment 1) to proceed with the closure and sale of the public walkway, as noted on Closure Plan No. 242-0009-001r001 (Attachment 2).

The purpose of the closure is to prevent further damage to property at 3404 - 3406 33rd Street West, and 335 - 339 Bowman Crescent. Over the past number of years these properties have experienced an increase in vandalism and an increase in the amount of garbage and loitering in the walkway and on private property. Infrastructure Services has reviewed the closure and is satisfied that the closure of this portion of walkway would not negatively impact, or restrict access to, adjacent properties. All of the adjacent property owners have agreed to the terms and conditions of the closure and sale as set out by Infrastructure Services.

The various Civic Departments, as well as SaskTel, SaskPower and SaskEnergy have approved of this closing proposal.

ATTACHMENTS

1. Letter dated January 30, 2002 from property owners
2. Closure Plan No. 242-0009-001r001

IT WAS RESOLVED:

- 1) *that City Council give notice of its intention to consider the closing as shown on Closing Plan No. 242-0009-001r001;*
- 2) *that the City Solicitor be instructed to*
 - a) *take all necessary steps to bring the intended closing forward; and*
 - b) *complete the closing and obtain title in the name of the City of Saskatoon, should formal Council assent issue;*
- 3) *that upon the City of Saskatoon obtaining title to the portion of walkway intended to be closed, that portion of walkway adjacent to 3404 33rd Street West be sold to Jesse and Kristine Lacelle for an amount to be determined by City Council but no greater than \$1000.00 plus all legal costs for closing, to include Solicitors fees and disbursements;*
- 4) *that upon the City of Saskatoon obtaining title to the portion of walkway intended to be closed, that the east half of the walkway adjacent to 335 Bowman Crescent be sold to James and Tamara Siemens for an amount to be determined by City Council but no greater than \$500.00 plus all legal costs for closing, to include Solicitors fees and disbursements;*

- 5) *that upon the City of Saskatoon obtaining title to the portion of walkway intended to be closed, that the west half of walkway adjacent to 339 Bowman Crescent be sold to Brian and Bonnie Smith for an amount to be determined by City Council but no greater than \$500.00 plus all legal costs for closing, to include Solicitors fees and disbursements; and*
- 6) *that the matter of the charge for the land value be referred to the Administration and Finance Committee for a report.*

Section E – UTILITY SERVICES

E1) Cable Insulation Restoration – Request For Proposal
Tender No. 2-0212
Purchase Requisition #A 55364
(File No. CK. 2010-1)

- RECOMMENDATION:**
- 1) that the proposal submitted by Transelec for the Capital Project 734-01 Electrical Residential Underground Replacement – 2002 at a total estimated cost of \$224,011.93, G.S.T. and P.S.T. included, be accepted; and,
 - 2) that the Corporate Services Department, Purchasing Services issue the appropriate purchase order.

ADOPTED.

The approved Capital Project 734 Electrical Residential Underground Replacement is for the replacement or restoration of deteriorated underground high voltage cables in residential areas throughout the City Franchise Area. Over the past 20 years we have been replacing high voltage underground distribution cables that have failed repeatedly and caused undesired power outages. These cable replacements have been expensive; but until recently, they were the only option available to us to improve service to our customers. Over the past several years, research has led to a process of restoring the insulation of underground cable. This process is expected to prolong the life of the cable by a guaranteed 20 years, at a cost expected to be significantly less than the cost of cable replacement. In the fall of 2001, we entered into a contract with Transelec Inc. and proceeded with the cable restoration project for the College Park residential area. This project is still in progress and will be completed this summer. For the year 2002, our Capital Plan proposed a second residential area, Westview Heights, for treatment using the injection process.

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Purchasing received two proposals for treating the underground cables in the Westview Heights Area. The bid from Transelec Inc. is the low bid and meets the requirements of our specification. There is adequate funding in place for this work.

The alternative to treating the existing cable is to continue to replace cable at a cost significantly higher and over a much longer time span with more power interruptions to customers. The cable proposed for treatment in Westview Heights for this year would take years to replace and would cause a great deal of inconvenience to customers over that period of time. An advantage of the process is that we can prolong the life of the cable before it fails and causes outages. As the cable is treated in place, more cable can be treated in one year than can be replaced. At present, there is no way of predicting when a cable may fail, therefore only cable that has experienced multiple failures is replaced. With this new process, all of the treated cable in the area is rejuvenated and the value of our distribution system is increased.

As identified in the 2003 – 2006 Capital Plan, we plan to continue restoring the insulation of underground cable as an alternative to replacing the cable. This will have a positive environmental impact in that the process uses a non-toxic chemical, entails much less excavation, and requires less fuel for equipment than the cable replacement process.

ATTACHMENTS

1. Purchase Requisition #A 55364
2. Copy of Tender

**E2) Enquiry – Councillor O. Fortosky (February 25, 2002)
Lighting – Lane bordering Fred Mendel Park and 17th Street West
(File No. CK. 6300-1)**

RECOMMENDATION: that the information be received.

ADOPTED.

Councillor Fortosky made the following enquiry at the meeting Council on February 25, 2002:

“Would the Administration please report on the possibility of placing light standards or lighting of some sort in the lane bordering Fred Mendel Park and 17th Street West due to the illegal activities occurring on a regular basis.”

In response to the above enquiry, the Utility Services – Electric System forwarded the written inquiry from Mr. Marcel Jacques who resides at 2011 – 17th Street West, Saskatoon, SK, to the Saskatoon Police Services with a request that Police Services conduct a Crime Prevention Through Environmental Design (CPTED) Analysis. The CPTED Analysis was completed and a copy was forwarded to the Electric System on May 10, 2002.

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The Analysis recommended that the Electric System proceed with installation of lane lighting and a directional light into the park. A design was prepared and the lighting was installed on May 21, 2002. The Electric System informed Mr. Jacques of the approval for lighting and our field crew reported that Mr. Jacques and his neighbours were extremely pleased to see the lights installed. The CPTED Analysis from Police Services has been forwarded to Infrastructure Services for their review and to take appropriate actions.

The Utility Services – Electric System have resolved the issues that pertain to lighting.

ATTACHMENTS

1. Police Services – CPTED Analysis
2. Written Inquiry from Mr. Marcel W. Jacques dated March 4, 2002

E3) Enquiry – Councillor T. Paulsen (May 6,2002)
Blended Fuel Bus
(File No. CK. 7300-1)

RECOMMENDATION: that the information be received.

ADOPTED.

Transit Services Branch Manager Stolte presented Council with pamphlets describing the diesel fuel product.

Councillor Paulsen made the following enquiry at the meeting of Council on May 6, 2002:

“That the Administration report on the possibility of converting at least one of our transit buses into a blended fuel bus, with all the accompanying appropriate advertisements and promotional materials.”

The Canola Bio Bus demonstration is moving forward and a target date of September 2002 has been set for implementation. The plan calls for the use of four buses to be dedicated to the project for a two-year period. Working within the current transit budget, the project funding will be supplemented by sponsorship from the various governmental and private sector partners

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The research and development team has several important players, each with different objectives. Researchers will obtain data on bio diesel production and its performance in large engines. The Transit Branch plans to raise its public profile by positioning itself as a forward-looking state of the art transit system with reduced bus emissions coupled with valued fuel economy. Producers hope to secure an alternative use for canola. The total environmental objective is to replace a percentage of fossil diesels with a cleaner burning alternative.

Discussions are taking place with Milligan Bio Tech Inc. who currently manufactures bio diesel in its pilot plant in Foam Lake, Saskatchewan. The bio diesel is blended with other ingredients to produce a highly effective lubricity additive for use in diesel fuels. The MBTI process is restricted to utilizing high quality oils, does not allow alcohol recovery, and uses a water wash.

The terms of an agreement are to be discussed jointly with AAFC and the Transit Branch. It is anticipated that 25 – 30 tons of bio diesel will be produced over four days.

An application for project funding has been submitted to the Federal Government and a response is anticipated by July 15. As well, the Provincial Government has agreed to assist with the communications work and has suggested that \$20,000 may be available for researching the value of various by-products of the bio diesel process, such as glycerine and salts.

The lead role in research, with regards to engine wear and lubricity measurement, will be done by Prof. P. Barry Hertz, P. Eng., Mechanical Engineering Dept., University of Saskatchewan.

This program is work in progress and has moved along very quickly because of the key people on the working committee. As funding and additional information becomes available, staff will keep the Planning and Operations Committee updated.

Currently there are no transit systems operating with canola bio diesel. The working Bio Team has targeted early in September 2002 as the commencement date for the project. This project will complement the other new initiatives being undertaken by the Transit Branch as "*A Breath Of Fresh Air*" and a detailed awareness campaign will be developed once the project is approved and implementation plans are in place.

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E4) Communications to Council

**From: F. Jackson and Linda M. Vindeg
 The Gardens of Avalon Owners' Condominium Association**
Date: March 12, 2002
**Subject: Concerns Raised Regarding Commercial Rates for Condominium
 (File No. CK. 1905-2)**

RECOMMENDATION: that the following report be received as information.

ADOPTED.

The above-noted correspondence was received by Council at its meeting of March 25, 2002 and referred to Administration for a report. The correspondents are asking that the rate bylaw be changed to allow condominiums to purchase water at the residential rate.

As outlined in Waterworks Bylaw No. 7598 a domestic service is defined as "all consumers utilizing water exclusively for domestic purposes through a single meter servicing no more than four living units or apartments". Those consumers not qualifying for inclusion under the domestic service definition are charged according to the Industrial and Commercial Service Rates.

A table of water service/consumption cost comparisons, utilizing an average winter and summer consumption per unit of 600 cu.ft/month and 1200 cu.ft/month, respectively, has been prepared. The cost variance on the Commercial rate and an individually metered residence depend considerably on the service charge, which is based on the customer's choice of meter sizing. The service in question is for nine dwelling units and utilizes a 2-inch water meter. With a reduction in meter size to 1½ inch, which is considered adequate to service this number of units, the monthly cost per unit using the Commercial rate would be less than if these same units were "typical" individually serviced domestic dwellings and charged the Residential rate.

Cost Comparisons for Average Winter & Summer Monthly Consumption

Rate Class & Meter Size	Consumption (cu ft)	Water	Infrastructure	Sewage	Total	Per Unit
Winter						
Commercial (9 units) 2" meter	5400	\$105.02	\$25.30	\$124.38	\$254.70	\$28.30
Single Res. ¾"	600	\$11.11	\$5.64	\$10.48	\$27.23	\$27.23
Commercial (9 units) 1.5" meter	5400	\$88.12	\$25.30	\$107.48	\$220.90	\$24.54
Summer						
Commercial (9 units) 2" meter	10,800	\$163.26	\$43.50	\$201.34	\$408.10	\$45.34
Single Res. ¾"	1200	\$17.95	\$8.28	\$16.71	\$42.94	\$42.94

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Commercial (9 units) 1.5" meter	10,800	\$146.46	\$43.50	\$184.44	\$374.30	\$41.59
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By changing the size of the meter, the customer could save \$34.00 per month.

Further, the correspondent's position that condominiums should be allowed to buy water at the Residential rate would essentially result in bulk purchase of water at the City's lowest rate. An analysis of that concept on the same nine unit condominium can be summarized:

Rate Class	Consumption (cu ft)		Costs				
	Total	Unit	Water	Infrastructure	Sewage	Total	Per Unit
Condominium (9 units)	15,250	1,694	\$187.65	\$39.18	\$157.69	\$386.48	\$42.94
Single Resident	1,200	1,200	\$17.95	\$8.28	\$16.71	\$42.94	\$42.94

This analysis shows that, because all water over 1200 cu.ft. can be purchased at the Utility's lowest rate, a condominium owner could, for the same amount of money, use close to 40 percent more water than a homeowner. This situation flies in the face of the Utility's attempt, over the past few years, to change rates such that high volume residential uses are discouraged. The peaks created by this type of usage have significant long-term capital cost impacts. Water utilities across the country are moving away from rate structures that utilize declining rates for high volume use, and are redesigning rates to encourage water conservation.

An examination of Regina, Winnipeg, Calgary, and Edmonton's bylaw definitions, and/or qualifications of a domestic/residential consumer, has been conducted. The City of Regina bylaw states that "Residential Water Service shall include the supply of water which is individually metered to dwelling units, provided there are no more than three dwelling units in the building, and to condominiums used as dwelling units, regardless of the number of meters". The City of Winnipeg uses a block rate structure that utilizes water consumption figures and meter sizing to define billing and therefore does not categorize consumers by residential or commercial classifications. The City of Calgary and Edmonton consider "Residential" water rates to apply to "individually metered dwelling units", meaning if a multiple domestic unit is not individually metered it is charged at Commercial rates.

ATTACHMENT

1. March 12, 2002 – Letter to Mayor and Council Members from Condominium Association

Section F – CITY MANAGER

F1) Pesticide Communications Plan

(File No. 4200-1)

RECOMMENDATION: that the information be received.

ADOPTED.

REPORT

At the June 18th, 2001 meeting of City Council, the Communications Branch was asked to develop “a comprehensive communications and public awareness plan complete with cost estimate to be presented for consideration by the Budget Committee for the 2002 Operating Budget”.

The communications plan and corresponding budget was vetted through the Saskatoon Environmental Advisory Committee (SEAC), Saskatoon District Health, the City of Saskatoon’s Park Branch, and a group of private greenhouses and lawn care contractors. The Budget Committee approved the plan in April 2002.

Over the last two months, the Communications Branch researched, wrote, and designed the elements of the campaign which include a four-panel brochure, print and radio ads, and point-of-purchase display units. In addition, the Branch secured acceptance of the point-of-purchase material by nearly all of the private retailers contacted.

The communications strategy revolves around a brochure outlining alternatives to chemical pesticides and safety tips including the use of “Warning – Pesticides in Use” lawn and garden signs that property owners can voluntarily post to inform the public. Unfortunately, due to problems with moulds and templates, the supplier of lawn signs has failed to deliver this critical element of the campaign on time.

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All other material produced directs property owners to use the lawn signs and, as such, cannot be distributed without the availability of the signs. As the peak pesticide purchase and usage period has passed, the Communications Branch has recommended that the launch of the campaign be postponed until early spring 2003. The Branch will continue with some elements, including the posting of information on the City's website.

A sub-committee of SEAC has been informed and concur with this course of action.

LEGISLATIVE REPORT NO. 12-2002

Section B – OFFICE OF THE CITY SOLICITOR

**B1) The Residential Parking Program Amendment Bylaw, 2002 (No. 2)
(File No. CK. 6280-1)**

RECOMMENDATION: that City Council consider Bylaw No. 8137.

ADOPTED.

City Council at its meeting of June 10, 2002, resolved in part to expand the boundaries of the City Park Residential Parking Zones found in The Residential Parking Program Bylaw, 1999. Attached please find Bylaw No. 8137 which contains the necessary changes to The Residential Parking Program Bylaw, 1999 to give effect to Council's resolution.

ATTACHMENTS

Proposed Bylaw No. 8137.

REPORT NO. 5-2002 OF THE AUDIT COMMITTEE

Composition of Committee

Councillor R. Steernberg, Chair
Councillor P. McCann
Councillor P. Roe
Councillor D. Atchison
Councillor L. Swystun

**1. Corporate Audit Plan
(File No. CK. 1600-1)**

RECOMMENDATION: that the information be received.

Attached is a copy of a letter dated June 19, 2002 from Robert Prosser & Associates Inc., (Attachment "A"), forwarding a proposal regarding the Corporate Audit Plan for Years 1 to 5 of the extension to the original 5-Year Contract. This Corporate Audit Plan recommends a risk-based approach to establishing internal audit priorities, as outlined in a previous letter dated June 4, 2002 from Robert Prosser & Associates Inc., (Attachment "B").

Your Committee first reviewed the risk-based approach (Attachment "B") which is in keeping with revised standards for the Professional Practice of Internal Auditing, and approved the grouping of Value-for-Money Audits excluding the last grouping for those scheduled every 17 years, and approved the Financial Systems Audits excluding the last grouping scheduled every 15 years. Your Committee believes that these last groupings contain audits that only need to be done if and when required.

With respect to the Corporate Audit Plan (Attachment "A"), your Committee has approved Year 1 and Year 2, as listed on the chart attached to "A". As will be noted, each year there is an unassigned number of days (112) for special projects that are assigned during the year.

IT WAS RESOLVED: that a risk-based approach to establishing internal audit priorities for the balance of the current five-year contract with Robert Prosser & Associates Inc., be approved.

**2. Audit Plan – Saskatoon Police Service
(File No. CK. 225-13)**

- RECOMMENDATION:**
- 1) that up to 75 days of the current audit year with Robert Prosser & Associates Inc. be allocated to The Board of Police Commissioners on a one-time basis, as a special project, to allow the Board to begin its audit program; and
 - 2) that the Administration be directed to work out the details of this allocation with Robert Prosser & Associates Inc., at no extra cost to the City.

ADOPTED.

Your Committee has been approached by members of the Audit Subcommittee of The Board of Police Commissioners for an allocation of surplus days in Year 1 of the City's contract with Robert Prosser & Associates Inc., in order to allow the Saskatoon Police Service to begin their audit process, prior to the next budget. After considerable discussion, your Committee believes that this allocation would be appropriate in order for the Saskatoon Police Service to be able to begin its audit process, and therefore recommends a one-time allocation. This one-time allocation will be followed by a budgetary request for the audit program in 2003 for the Saskatoon Police Service, and will hopefully bring about program and funding efficiencies, which will be beneficial to the City as a whole.

Pursuant to a motion by Councillor McCann, and carried by the majority of members of Council, the hour of the meeting was extended beyond 10:30 p.m.

REPORT NO. 1-2002 OF THE COMMITTEE ON ECONOMIC GROWTH

Composition of Committee

Mr. Dale Botting, A/Chair
Mr. Chris Beavis
Ms. Bev Cantin
Mr. Harry Janzen
Ms. Shirley Ryan
Mr. Len Usiskin
Mr. Dave Dutchak
Ms. Deb Labersweiler
Ms. Terry Scaddan
Mr. Barry Woloshyn
Mr. Darrell Balkwill

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Mr. Bob Callander
Mr. Dave Hepburn
Mr. Randy Pshebylo
Mr. Mike Sheridan
His Worship the Mayor
Councillor M. Heidt
Councillor G. Penner
Councillor L. Swystun
Councillor D. Atchison
Councillor P. McCann
Councillor P. Roe
Councillor K. Waygood
Councillor O. Fortosky
Councillor T. Paulsen
Councillor R. Steernberg

1. Communications to City Council

**From: Allan Rock,
Minister of Industry**
Date: Undated
**Subject: Invitation to Participate in the Refinement and Implementation of
Canada's Innovation Strategy**

(File No. CK. 277-1)

RECOMMENDATION: that City Council write to the Minister of Citizenship and Immigration, expressing support for his proposed new policy which would encourage skilled immigrants settle in less-populated areas of Canada.

City Council, at its meeting held on June 10, 2002, considered the above-noted letter with respect to an invitation to participate in the refinement and implementation of Canada's Innovation Strategy, and referred it to the Committee on Economic Growth.

Your Committee has been advised that the Saskatoon Regional Economic Development Authority is formulating a response to the Minister of Industry's initiative, and will be providing City Council with a copy in due course.

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In reviewing the issues raised in the material forwarded by the Minister of Industry, your Committee was particularly interested in the issue of ensuring that the Government's immigration policies will allow Canada to obtain the skilled workers it needs. Your Committee supports the recently-announced proposal by The Honourable Denis Coderre, Minister of Citizenship and Immigration, to give preferential treatment to economic immigrants who sign a "social contract" which would commit them to settling outside of Canada's three major cities for three to five years, thereby putting skilled workers in other, less-populated, areas of the country.

- IT WAS RESOLVED:*
- 1) *that City Council write to the Minister of Citizenship and Immigration, expressing support for his proposed new policy which would encourage skilled immigrants settle in less-populated areas of Canada; and*
 - 2) *that the matter of the implementation of an innovation strategy be referred to the Planning and Operations Committee.*

REPORT NO. 10-2002 OF THE EXECUTIVE COMMITTEE

Composition of Committee

His Worship Mayor J. Maddin, Chair
Councillor D. Atchison
Councillor O. Fortosky
Councillor M. Heidt
Councillor P. McCann
Councillor T. Paulsen
Councillor G. Penner
Councillor P. Roe
Councillor R. Steernberg
Councillor L. Swystun
Councillor K. Waygood

**1. Saskatoon Long Term Transportation Study Report
(File No. CK. 6000-12)**

DEALT WITH EARLIER. SEE PAGE NO. 5.

Moved by Councillor Waygood, Seconded by Councillor Swystun,

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

CARRIED.

ENQUIRIES

Councillor O. Fortosky
Changes to Intersection at 11th Street West and Circle Drive
(File No. CK. 6000-1)

Would the Administration please report as soon as possible on changes to the intersection at 11th Street W. and Circle Drive. This intersection is in need of a major overhaul due to the closing of 18th Street as well as, now, the closing of 20th Street. The truck traffic that passes through this intersection is phenomenal, the railway crossing is consistently busy, with that and the increase due to the soon to be finished overpass at 22nd Street.

INTRODUCTION AND CONSIDERATION OF BYLAWS

Bylaw No. 8137

Moved by Councillor Waygood, Seconded by Councillor Swystun,

THAT permission be granted to introduce Bylaw No. 8137, being “The Residential Parking Program Amendment Bylaw, 2002 (No. 2)” and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Waygood, Seconded by Councillor Fortosky,

THAT Bylaw No. 8137 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Waygood, Seconded by Councillor McCann,

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THAT Council go into Committee of the Whole to consider Bylaw No. 8137.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8137 was considered clause by clause and approved.

Moved by Councillor Waygood, Seconded by Councillor Roe,

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

CARRIED.

Moved by Councillor Waygood, Seconded by Councillor Penner,

THAT permission be granted to have Bylaw No. 8137 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Waygood, Seconded by Councillor Paulsen,

THAT Bylaw No. 8137 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

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Bylaw No. 8138

Moved by Councillor Waygood, Seconded by Councillor Swystun,

THAT permission be granted to introduce Bylaw No. 8138, being “The 8th Street East and Campbell Avenue Traffic Control Bylaw” and to give same its first reading.

CARRIED.

The bylaw was then read a first time.

Moved by Councillor Waygood, Seconded by Councillor Fortosky,

THAT Bylaw No. 8138 be now read a second time.

CARRIED.

The bylaw was then read a second time.

Moved by Councillor Waygood, Seconded by Councillor McCann,

THAT Council go into Committee of the Whole to consider Bylaw No. 8138.

CARRIED.

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

Committee arose.

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

That while in Committee of the Whole, Bylaw No. 8138 was considered clause by clause and approved.

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Moved by Councillor Waygood, Seconded by Councillor Roe,

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

CARRIED.

Moved by Councillor Waygood, Seconded by Councillor Penner,

THAT permission be granted to have Bylaw No. 8138 read a third time at this meeting.

CARRIED UNANIMOUSLY.

Moved by Councillor Waygood, Seconded by Councillor Paulsen,

THAT Bylaw No. 8138 be now read a third time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

CARRIED.

The bylaw was then read a third time and passed.

Moved by Councillor Waygood,

THAT the meeting stand adjourned.

CARRIED.

The meeting adjourned at 11:10 p.m.

Mayor

City Clerk